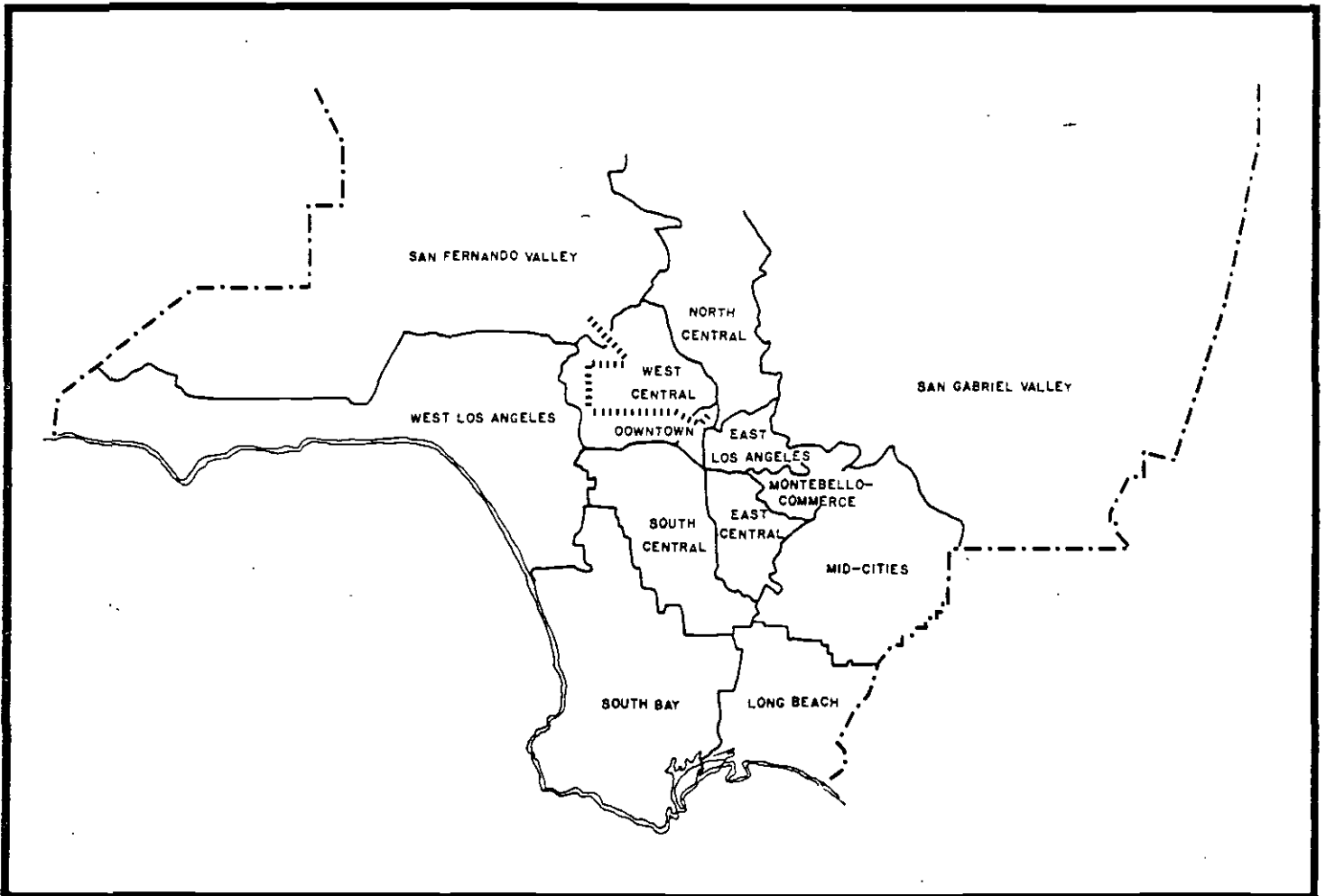


# RESPONSE TO UMTA 1160.1 CIRCULAR TITLE VI - CIVIL RIGHTS UPDATE 1983

APRIL 1984



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

15012749

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

TITLE VI  
SUBMITTAL TO UMTA  
UPDATE 1983

APRIL 1984

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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 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 1983 calendar year. 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. The SCRTD staff is confident that the information contained herein will be more than sufficient for an immediate finding of compliance.

The text of this report is labelled to correspond to the numbering system used in Circular 1160.1. The following sections of the circular have been responded to by SCRTD:

- o Chapter 1, Section 4: General Requirements
- o Chapter 2, Section 1: Requirements for recipients of Section 3 and 5 funds
- o 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 in Chapter 2 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 are also true today:

- o 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.
- o 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".
- o Most types of activity centers are uniformly distributed throughout the region.

There have been several changes since the 1978 submittal. SCRTD has made major modifications to its bus service with complete implementation of the Sector Improvement Plan (SIP). The SCRTD vehicle fleet has been upgraded with many old buses retired in 1981. Also, the demographics of the area

have changed. The total population has increased by about half a million persons since 1970. The percent of the population which is non-minority has decreased from approximately 68% in 1970 to 53% in 1980. The single factor having the greatest effect on bus service during 1983, as in 1982, was the validation of Proposition A by the Supreme Court. Phase VI of the ongoing Sector Improvement Program was implemented, and the base fare continued at \$.50. Consequently, the increase in patronage continued through 1983. December 1983 boardings were 11% above December 1982 and 30% over December 1981. Load factors on all bus lines reflect the substantial patronage increase, regardless of the minority status of the line. Whereas, all lines in 1978 had an average peak load factor of .93 which decreased slightly to .92 by 1981, the overall factor advanced to 1.07 in 1982 and 1.23 in 1983.

Accessibility measured and reported in this submittal showed mixed but minor changes since 1982. The Metropolitan Accessibility Program (MAP) was applied to a transit simulation network representing December 1983 services. It incorporated the major restructuring of the lines instituted in the previous years, and the overall greater accessibility for all groups in most categories reflects these changes. The final Phase (VI) of the Sector Improvement Program was implemented on June 26, 1983.

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

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

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.

- o All groups measured have similar accessibility to activity centers which are uniformly distributed throughout the SCRTD service area. The activity center categories having highest variance in accessibility from group to group reflect distance factors rather than discriminatory practices.
- o Of the 169 SCRTD lines analyzed, 156 serve areas identified with a population of American Indians; 135 serve the Black residents; 155 serve Hispanic residents; 152 serve Asians or Pacific Islander residents. Only two lines: Line 161, serving Westlake and Canoga Park; and Line 608, the airport shuttle, serve no minority.

Persons in the affected community are not differentially or adversely impacted on the basis of race, color or national origin.

- o 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.

- o 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, despite some misgivings on the part of SCRTD's staff. The two most frequently used terms that need explanation are:

- o 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 1074 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. A "Black" minority zone is one in which the percentage of Blacks is greater than the percentage of Blacks within the total county population.
- o 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 of the District's lines must be classified "minority lines".

#### CONTENTS OF REPORT

##### 1. Discussion of Report Elements

- o General Requirements: This section includes assurances required by UMTA insuring that the SCRTD has not historically practiced discrimination.
- o 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.
- o Profile Maps: UMTA requires a set of maps which will provide orientation as to the territory served including 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; location of transit fixed facilities. Revised editions of these maps are included under separate cover. Appendix A details the status of each.
- o Fixed Facility Impact Analysis: This section outlines the planned projects and the general approach to a new project which is specified by SCRTD policy.



## 2. Distribution of Services

- o Equipment Roster: This is simply a listing of the buses in service and includes such items as their age and amenities.
- o Vehicle Assignment Record: The text describes the SCRTD policy and itemizes the physical factors (such as fuel capacity) that might cause modification of the policy. The Vehicle Assignment Record Analysis Table summarizes the data requested on actual bus assignments for two dates chosen by UMTA as representative of the recent past.

The actual bus assignments by Division and line are compiled for July 20, 1983 and January 18, 1984. "Minority" and "non-minority" lines are compared to the average age of the buses used, comfort features provided, etc. (Please see definition of minority line at the beginning of this summary.)

- o Load Factor Analysis: To determine if the frequency of buses was comparable and equitable on minority lines, an analysis was conducted of the peak load hour experienced on each line. Loads at the peak stop in the peak direction for the hour were tallied and divided by the seating capacity of the buses. The results show the average load factor by lines for the latest line checks available.
- o Accessibility Analysis: This document measures 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 traffic analysis zone in which they are located. Staff then calculated access to each activity zone from each of the other zones within UMTA's Standard Travel Time criteria and 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

- o Changes in Service Features: This section outlines the SCRTD's policy and procedures for effecting changes in service. Policy standards for implementing Proposition A service changes is discussed here.
- o Information Dissemination: This section discusses community involvement, adjustment of service in response to community feedback, and itemizes efforts to meet with community groups, as well as news releases.

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.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

TITLE VI  
SUBMITTAL TO UMTA  
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## I. REQUIRED DOCUMENTS

This chapter addresses Circular 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 1983.
- 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 1982 or 1983.
- 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.

### 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

In the last four years, the SCRTD has implemented virtually all of the service modifications in the 1980 Sector Improvement Plan (SIP). The modifications have been designed to transform the SCRTD bus network into a grid system. During 1983 the staff implemented Phase V, and refined and implemented Phase VI of the 1980 SIP.

Phase V service changes included the modification or replacement of 21 existing bus lines in the Highland Park-Eagle Rock area, Huntington Park-Southgate area, El Sereno-City Terrace area, Inglewood area, and the City of Los Angeles. It was implemented January 30, 1983.

The final installment of the SIP (Phase VI), was implemented in June 1983. Phase VI involved service improvements to 26 lines serving West Los Angeles, the South Bay area, Long Beach, the Southwest, South Central and Southeast portions of Los Angeles County, East Los Angeles, the community of Highland Park and Eagle Rock in the City of Los Angeles. The frequency of bus service in these areas was adjusted to reduce overcrowding on some lines. In addition, other routes were extended to provide

direct service to major destinations, and renumbered in accordance with the District's new renumbering program. An evaluation of service changes implemented under "Phase V and VI" of the SIP will be the subject of a report to be completed in the Summer of 1984.

In October 1983, the District renumbered 77 bus lines which service patrons of the San Fernando, San Gabriel, Mid-Cities, South Bay, and Downtown Los Angeles areas as well as portions of Hollywood, Glendale and Highland Park. These line renumberings completed the District's line renumbering program which began in 1980. The new numbering system is designed for quick identification of the type of service offered by a specific bus line. The following are the general categories which all District lines were numbered as of October 2, 1983:

- 1 - 99 are local routes to and from Downtown Los Angeles.
- 100 - 299 are Local Routes operating within Los Angeles County. 100 series routes operate primarily in an East/West direction while 200 series routes operate in a North/South direction.
- 300 - 399 are routes which operate on Limited Stop Service.
- 400 - 499 are Express routes that operate to and from Downtown Los Angeles.
- 500 - 599 are Express routes operating outside of the Los Angeles CBD.
- 600 - 699 are routes operated in special service.

A complete list of the Phase VI SIP service modifications and the line renumbering program is presented in Appendix F.

## 2. Profile of the Service Area

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

### a. Total Population and Minority Population, Los Angeles County

	<u>1970 Census</u>		<u>1980 Census</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
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%

\* - Persons of Spanish language and Spanish surname

b. Population Trends, Los Angeles County

	<u>1970 Census</u>	<u>1980 Census</u>	<u>Percent Change</u>
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

	<u>1980 Census</u>
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

	<u>Total Number Families</u>	<u>Families with Income Less Than SMSA Median</u>	
		<u>Number</u>	<u>Percent</u>
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%

e. Auto Availability by Household, Los Angeles County

	<u>1970 Census Occupied Housing Units</u>			<u>1980 Census Occupied Housing Units</u>		
	<u>Total Number</u>	<u>No Auto Available Number</u>	<u>Percent</u>	<u>Total Number</u>	<u>No Auto Available Number</u>	<u>Percent</u>
Total Population	2,430,822	367,784	15.1%	2,730,469	346,551	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			Percent of Total
	Employed	Unemployed	Total	
Total Population	3,471,764	222,919	3,694,683	
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 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:

<u>DIVISION</u>	<u>GRANT</u>
1	CA-03-0106, CA-05-0121
2	CA-03-0182, CA-90-0022
3	CA-03-0182, CA-05-0121
5	CA-03-0182, CA-90-0022
6	CA-03-0132, CA-90-0022
10	CA-05-0125
14	CA-03-0182, CA-90-0022
18	CA-03-0247, CA-05-0092

Central Maintenance Facility CA-03-0213, CA-23-2015  
 LAX Transit Center FAU  
 West LA Transit Center Prop. A, FAU

b. Facility Site Selection Process

The selection of the sites for fixed facilities hinges on a number of factors, including community acceptability. Initially, the system 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 voice objections to a chosen site. In these cases the District works with and negotiates with the local agencies to resolve conflicts as much as possible. In the case of the new Carson division, a total of 15 sites were considered.

c. Dislocation and Relocation Measures

Currently, two operating divisions are in the construction process--the Carson Division, and the Central Maintenance and Headquarters Facility. One of the sites, the Central Maintenance Facility, displaced four industrial firms. The SCRTD was actively involved in providing relocation assistance to these four firms, one of which is a minority-owned business. The SCRTD helped all four firms locate a new site, and paid moving expenses, in compliance with the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970." The Carson site is in an industrial area, and did not dislocate anyone. The Final Environmental Impact Report on the Central Maintenance Facility provides a fuller description of the firms that were dislocated.

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

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.



TABLE I: S.C.R.T.D. EQUIPMENT ROSTER, 1983

BUS NUMBER FROM	RANGE TO	FLEET ROSTER INPUT SUMMARY				LINES	SEATS	VEHICLE AGE
		BODY TYPE	SEAT TYPE	VEHICLE TRANSMISSION	AIR CONDITIONING			
1000	1087	1	4	2	2	47	10.	
1089	1099	1	4	2	2	47	10.	
1100	1118	3	5	2	1	20	12.	
1121	1160	3	5	2	1	20	8.	
1200	1201	2	1	2	1	33	14.	
1202	1205	2	1	2	1	33	13.	
1300	1300	2	1	2	1	31	31.	
1301	1304	2	1	2	1	31	27.	
1305	1307	2	1	2	1	31	25.	
1400	1401	2	1	2	1	35	18.	
1402	1402	2	1	2	1	35	17.	
1403	1403	2	1	2	1	35	16.	
1404	1404	2	1	2	1	35	17.	
1405	1405	2	1	2	1	35	19.	
1406	1406	2	1	2	1	35	17.	
1407	1407	2	1	2	1	35	19.	
2025	2029	4	2	3	1	45	24.	
2031	2044	4	2	3	1	45	24.	
2101	2118	1	1	1	1	48	28.	
2120	2183	1	1	1	1	48	28.	
2200	2219	1	1	1	1	48	27.	
2220	2221	1	1	1	1	45	27.	
2222	2223	1	1	1	1	45	24.	
2224	2239	2	1	1	1	45	28.	
2240	2254	2	1	1	1	45	27.	
2255	2259	2	1	1	1	45	28.	
2260	2263	2	1	1	1	45	30.	
2264	2280	2	1	1	1	45	26.	
2281	2282	2	1	1	1	45	25.	
2300	2303	1	1	1	1	48	29.	
2305	2355	1	1	1	1	48	29.	
2357	2368	1	1	1	1	48	29.	
2370	2395	1	1	1	1	48	29.	
2396	2396	1	1	1	1	48	19.	
2397	2399	1	1	1	1	48	29.	
2400	2404	2	1	2	1	45	23.	
2500	2503	2	1	1	1	37	27.	
2504	2504	2	1	1	1	37	30.	
2505	2506	2	1	1	1	37	25.	
2507	2508	2	1	1	1	37	27.	
2509	2510	2	1	1	1	37	25.	
2600	2602	2	1	2	1	45	16.	
2603	2604	2	1	1	2	45	16.	
3000	3014	4	2	3	2	49	15.	
3100	3103	1	1	2	2	51	9.	
3104	3104	1	1	2	1	51	9.	

TABLE I: S.C.R.T.D. EQUIPMENT ROSTER, 1983 (CONTD.)

FLEET ROSTER INPUT SUMMARY							
BUS NUMBER RANGE	BODY	SEAT	VEHICLE	AIR		VEHICLE	
FROM TO	TYPE	TYPE	TRANSMISSION	CONDITIONING	SEATS	AGE	
3105	3108	1	1	2	2	51	9.
3109	3109	1	1	2	1	51	9.
3110	3250	1	1	2	2	51	9.
3251	3251	1	1	2	1	51	9.
3252	3299	1	1	2	2	51	9.
4000	4054	2	1	1	1	35	17.
4055	4058	2	1	1	2	35	17.
4200	4228	2	1	2	2	45	15.
4300	4341	2	1	2	2	45	10.
4400	4434	2	5	2	2	36	1.
5001	5099	1	1	1	1	51	20.
5101	5137	1	1	1	1	48	25.
5139	5199	1	1	1	1	48	25.
5200	5224	4	3	1	1	46	23.
5225	5254	4	1	1	1	51	22.
5300	5374	1	1	1	1	51	23.
5375	5375	1	1	1	2	51	23.
5376	5397	1	1	1	2	51	22.
5400	5479	1	1	1	1	51	22.
5500	5529	5	2	3	1	51	22.
5600	5600	4	2	2	2	49	18.
5601	5609	4	2	3	2	49	18.
5611	5624	4	2	3	2	49	18.
5700	5734	1	1	1	1	50	22.
5735	5749	1	1	1	2	50	22.
5800	5899	1	1	1	1	50	21.
5900	5981	1	1	1	1	50	20.
5983	5996	1	1	1	1	50	20.
5997	5997	1	1	1	1	50	10.
5999	5999	1	1	1	1	50	20.
6000	6099	1	1	1	1	50	18.
6100	6109	1	1	1	2	51	15.
6110	6199	1	1	2	2	51	15.
6201	6274	1	1	2	2	51	15.
6500	6500	1	1	2	1	45	34.
6501	6501	1	1	1	1	48	29.
6503	6504	1	1	1	1	48	29.
6510	6510	1	1	1	1	48	29.
6516	6516	1	1	1	1	48	29.
6520	6521	1	1	1	1	48	29.
6534	6534	1	1	1	1	48	29.
6538	6538	1	1	1	1	48	29.
6542	6542	1	1	1	1	48	29.
6544	6544	1	1	1	1	48	29.
6547	6547	1	1	1	1	48	29.

TABLE I: S.C.R.T.D. EQUIPMENT ROSTER, 1983 (CONTD.)

BUS NUMBER RANGE		FLEET ROSTER INPUT SUMMARY					SEATS	VEHICLE AGE
FROM	TO	BODY TYPE	SEAT TYPE	VEHICLE TRANSMISSION	AIR CONDITIONING			
6552	6553	1	1	1	1	48	29.	
6570	6570	1	1	1	1	48	29.	
6583	6598	1	1	1	1	51	26.	
6599	6599	1	1	1	1	51	32.	
6600	6600	1	1	1	1	51	27.	
6601	6605	1	1	1	1	51	26.	
6606	6644	1	1	1	1	51	25.	
7000	7199	1	1	2	2	51	12.	
7200	7276	1	1	2	2	51	10.	
7300	7399	1	4	2	2	47	8.	
7400	7499	1	1	2	2	51	8.	
7500	7729	1	1	2	1	46	3.	
8000	8002	1	1	2	2	41	6.	
8003	8199	1	1	2	2	47	6.	
8200	8544	1	1	2	2	43	2.	
8546	8638	1	1	2	2	43	2.	
8640	9139	1	1	2	2	43	2.	
9200	9239	6	1	2	2	65	5.	
9900	9901	7	3	2	2	84	9.	
9902	9921	7	3	2	2	84	2.	

TABLE I: S.C.R.T.D. EQUIPMENT ROSTER, 1983 (CONTD.)

FLEET ROSTER INPUT SUMMARY

BUS NUMBER	RANGE	BODY	SEAT	VEHICLE	AIR	VEHICLE
FROM	TO	TYPE	TYPE	TRANSMISSION	CONDITIONING	AGE
						SEATS

VEHICLE AMENITIES CODE

VEHICLE TRANSMISSION:

- 1= 2 SPEED AUTOMATIC
- 2=3 OR 4 SPEED AUTOMATIC
- 3=4 SPEED MANUAL

SEAT TYPE:

- 1=BENCH
- 2=SUBHIGH
- 3=SUBLow
- 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

TABLE II: SCRTD BUS LINES AND MINORITIES SERVED, 1983

<u>ROUTE NO</u>	<u>MINORITY SERVED</u>	<u>ROUTE NAME</u>
1	B I A L	HOLLYWOOD BLVD.
2	B I A L	SUNSET BLVD.-BEVERLY DR.
4	B I A L	SANTA MONICA BLVD.
10	B I A L	MELROSE AVE.
14	B I A L	BEVERLY BLVD.-WEST ADAMS
16	B I A L	WEST THIRD ST.
18	B I A L	W. SIXTH ST.-WHITTIER BLVD.
20	B I A L	WILSHIRE BLVD.
26	B I A L	SEVENTH ST.-VIRGIL AVE.-FRANKLIN AVE.
28	B I A L	W. OLYMPIC BLVD.
30	B I A L	W. PICO BLVD.-E. FIRST ST.-FLORAL DR.
33	B I A L	VENICE BLVD.-ECHO PARK AVE.
38	B I A L	WEST JEFFERSON BLVD.
40	B I A L	HAWTHORNE-UNION STATION
42	B I A L	LOS ANGELES-WESTCHESTER-REDONDO BEACH
45	B I A L	BROADWAY-MERCURY AVE.
48	B I A L	MAPLE AVE.-SOUTH MAIN ST.
51	B I A L	W. 7TH-S. PEDRO STS. AVALON-COMPTON BLVDS.
53	B I A L	SOUTH CENTRAL AVE.
55	B I A L	BROOKLYN-HOOPER-COMPTON AVES.
56	B I A L	CARSON-WILMINGTON AVE.-L.A.
60	B I A L	LONG BEACH BL.-TWEEDY BL.-SANTA FE AV.
65	B I A L	WASHINGTON BLVD.-INDIANA ST.-GAGE AVE.
66	B I A L	OLYMPIC BLVD.-WEST 8TH ST.
68	B I A L	WEST WASHINGTON BLVD.-BROOKLYN AVE.
70	B I A L	LOS ANGELES-EL MONTE-VIA GARVEY AVE.
76	B I A L	L.A.-EL MONTE VIA MAIN ST.-VALLEY BLVD.
78	B I A L	L.A.-ALHAMBRA-SO. ARCADIA VIA LAS TUNAS
81	B I A L	FIGUEROA ST.
83	B I A L	PASADENA AVE.-YORK BLVD.
84	B I A L	CYPRESS AVE.-EAGLE ROCK BLVE.
90	B I A L	LOS ANGELES-SUNLAND
92	B I A L	LOS ANGELES-GLENDALE-BURBANK-SAN FERNANDO
94	B I A L	LOS ANGELES-SAN FERNANDO
96	B I A L	LOS ANGELES-BURBANK-N. HOLLYWOOD-VAN NUYS
97	B I A L	LOS ANGELES-RIVERSIDE DRIVE-SHERMAN OAKS
102	B A L	E. JEFFERSON BLVD.-COLISEUM ST.
103	B I A L	MARTIN LUTHER KING JR. BLVD.
104	I L	L.A.-LA MIRADA VIA E. WASH. BLVD.
105	B I A L	VERNON AVE.-LA CIENEGA BLVD.
107	B I L	54TH ST.-FAIRVIEW BLVD.-SANTA ANA ST.
108	B I A L	SLAUSON AVE.
110	B I A L	GAGE AVE.-CENTINELA AVE.-FOX HILLS MALL
111	B I A L	LAX-FLORENCE AVE.-LEFFINGWELL RD.
115	B I A L	MANCHESTER AVE.-FIRESTONE BLVD.
117	B I A L	CENTURY BLVD.
119	B I A L	108TH ST.-FERNWOOD AVE.
120	B I A L	IMPERIAL HIGHWAY
124	B I A L	EL SEGUNDO BLVD.-SANTA FE AVE.
125	B I A L	ROSECRANS AVE.

TABLE II: SCRTRD BUS LINES AND MINORITIES SERVED, 1983 (CONTINUED)

<u>ROUTE NO</u>	<u>MINORITY SERVED</u>	<u>ROUTE NAME</u>
126	B I A L	YUKON AVE.-MANHATTAN BCH. BL.
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	SAN PEDRO-LONG BEACH
147	I L	SAN PEDRO-PARK WESTERN PLAZA-BARTON HILL
149	I	LONG BEACH-DISNEYLAND-RIVERSIDE
150	I A L	VENTURA BLVD.
152	I A L	FALLBROOK-ROSCOE-VINELAND
154	I A L	TAMPA-VENTURA-BURBANK-OXNARD
158	I A L	DEVONSHIRE ST.-WOODMAN AVE.
161		WESTLAKE-CANOGA PARK
163	I A L	SHERMAN WAY
165	I A L	VANOWEN-VICTORY-BURBANK
168	B I A L	NORDHOFF-LASSEN
169	I A L	SATICOY ST.-SUNLAND BLVD.
170	I A L	HELLMAN AVE.-EL MONTE-VIA-SOUTH EL MONTE
175	I A L	FOUNTAIN AVE.-TALMADGE ST.-HYPERION AVE.
176	I A L	GLASSELL PK-HLND PK-ALHAMBRA-EL MONTE
177	B I A L	GLENDALE-LA CANADA-PASADENA-MONROVIA-DUARTE
178	I A L	EL MONTE STATION-W. COVINA-WALNUT
180	B I A L	HOLLYWOOD-GLENDALE-PASADENA
183	I A L	MAGNOLIA BLVD.-KENNETH RD.-E. COLORADO ST.
185	B I A L	HACIENDA BLVD.-IRWINDALE AVE.-ARROW HWY.
187	B I A L	PASADENA-GLENDORA-POMONA VIA FOOTHILL BLVD.
188	B I A L	NO. FAIR OAKS AVE.-COLORADO BLVD.-DUARTE RD.
192	B I A L	SAN BERNARDINO AVE.-INDIAN HILL BLVD.
200	B I A L	ALVARADO ST.
201	I A L	SILVERLAKE BLVD.
204	B I A L	VERMONT AVENUE
205	I A L	EAST TORRANCE-HARBOR CITY-SAN PEDRO
206	B I A L	NORMANDIE AVE.
207	B I A L	WESTERN AVE.
209	B I A L	VAN NESS-ARLINGTON
210	B I A L	VINE-CRENSHAW
211	B I A L	PRAIRIE AVE.
212	B I A L	HOLLYWOOD WAY-LA BREA AVE.
215	B I A L	INGLEWOOD AVE.
217	B I A L	FAIRFAX AVE.-HOLLYWOODLAND
220	B I A L	ROBERTSON BLVD.-CULVER BLVD.-LAX
225	I A L	AVIATION BL.-PALOS VERDES PENINSULA
228	I A L	COLDWATER-LANKERSHIM
230	I A L	LAUREL CANYON-WHITE OAK-ZELZAH-RINALDI
232	B I A L	LONG BEACH-L.A.X.
234	I L	SEPULVEDA BLVD.-BRAND BLVD.-SAYRE ST.
236	I A L	BALBOA BLVD. VENTURA BLVD.-WOODLEY AVE.
243	I A	DE SOTO AVE.-VENTURA BLVD.-WINNETKA AVE.
245	I A L	TOPANGA CANYON-MULHOLLAND DR.-VALLEY CIRCLE
250	B I A L	EUCLID-EVERGREEN-BOYLE
251	B I A L	SOTO ST.-DALY ST.-CALIFORNIA AVE.

TABLE II: SCRTRD BUS LINES AND MINORITIES SERVED, 1983 (CONTINUED)

<u>ROUTE NO</u>	<u>MINORITY SERVED</u>	<u>ROUTE NAME</u>
254	B I A L	120TH ST.-HUNTINGTON PARK-LORENA ST.
255	B I A L	GRIFFIN AVE.-CO. HOSPITAL-ROWAN AVE.
256	B I A L	EASTERN AVE.- AVE. 64-NO. HILL AVE.
259	I A L	EASTERN AVE.-ARIZONA AVE.-EMERY PARK
260	B I A L	LONG BEACH-PASADENA-ALTADENA-VIA ATLANTIC BL.
262	I A L	GARFIELD AVE.
264	B I A L	SAN GABRIEL BLVD.-ALTADENA DR.
265	I A L	PARAMOUNT BLVD.-PICO RIVERA-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	WASHINGTON BLVD.-BALDWIN AVE.
270	I A L	EL MONTE-CERRITOS
271	B I A L	HAWAIIAN GARDENS-NORWALK-WHITTIER
274	I A L	PUENTE AVE.-CITRUS AVE.
280	I A L	AZUSA AVE.
291	B I A L	GAREY AVE.-FOOTHILL BLVD.
358	B I A L	LOS ANGELES-LYNWOOD LIMITED
401	B I A L	LOS ANGELES-PASADENA-NORTH ALLEN EXPRESS
413	B I A L	L.A.-BURBANK-N.HOLLYWOOD-VAN NUYS EXPRESS
418	B I A L	NORTHRIDGE-VAN NUYS-L.A.-EXPRESS
419	B I A L	L.A.-MISSION HLL-GRNDA HLL-CHTSWTH EXP
420	B I A L	L.A.-VAN NUYS-PANORAMA CITY-NORTHRIDGE EXP.
423	B I A L	L.A.-WOODLAND HILLS-WESTLAKE-EXPRESS
424	B I A L	LOS ANGELES-VENTURA BLVD. EXPRESS
426	B I A L	SAN FERNANDO VALLEY-WILSHIRE-L.A. EXPRESS
427	B I A L	L.A.-TARZANA-WDLAND HLLS-C.PARK EXP
429	B I A L	LOS ANGELES-SUNSET BLVD. EXPRESS
430	B I A L	L.A.-SUNSET BLVD.-FREEWAY EXPRESS
431	B I A L	L.A.-WESTWOOD FREEWAY EXPRESS
434	B I A L	LOS ANGELES-SANTA MONICA-MALIBU-TRANCAS EXP.
436	B I A L	L.A.-VENICE BLVD.-FREEWAY EXPRESS
437	B I A L	L.A.-MARINA DEL REY-FREEWAY EXPRESS
438	B I A L	L.A.-CULVER BLVD.-MANHATTAN BEACH FREEWAY EXP
439	B I A L	L.A.-LAX-REDONDO BEACH FRWY. EXPRESS
443	B I A L	L.A.-N. TORRANCE-REDONDO BCH.-PALOS VRDS EXP.
444	B I A L	L.A.-W. TORRANCE-ROLLING HILLS-MARINELAND EXP
445	B I A L	SAN PEDRO DRIVE-IN PARK-N-RIDE EXPRESS
446	B I A L	LOS ANGELES-CARSON-WILMINGTON-SAN PEDRO EXP.
448	B I A L	L.A.-PALOS VERDES PENINSULA EXPRESS
456	B I A L	LOS ANGELES-LONG BEACH FREEWAY EXPRESS
457	B I A L	L.A.-E. LONG BEACH-PARK-N-RIDE EXPRESS
459	B I A L	LOS ALAMITOS-LOS ANGELES PARK-N-RIDE EXP.
460	B I A L	L.A.-NORWALK-SANTA ANA VIA DISNEYLAND
462	B I A L	LOS ANGELES-NORWALK-VIA SANTA FE SPRINGS
464	B I A L	SANTA ANA-FULLERTON-L.A.-PARK-N-RIDE EXP.
466	B I A L	LA MIRADA DRIVE-IN THEATRE PARK-N-RIDE EXP.
470	B I A L	LOS ANGELES-WHITTIER-LA HABRA-BREA MALL
480	B I A L	L.A.-EL MONTE-W. COVINA-POMONA
482	B I A L	L.A.-EL MONTE-HACIENDA HTS.-POMONA
483	B I A L	LOS ANGELES-PASADENA-ALTADENA

TABLE II: SCRTRD BUS LINES AND MINORITIES SERVED, 1983 (CONTINUED)

<u>ROUTE NO</u>	<u>MINORITY SERVED</u>	<u>ROUTE NAME</u>
484	B I A L	L.A.-EL MONTE-LA PUENTE-POMONA-ONT. AIRPORT
486	B I A L	L.A.-EL MONTE-PUENTE HILLS MALL
487	B I A L	L.A.-SAN GABRIEL-EL MONTE-SIERRA MADRE
488	B I A L	L.A.-EASTLAND-W.COVINA-GLENDORA
490	B I A L	L.A.-EL MONTE-COVINA-POMONA-BREA
492	B I A L	L.A.-EL MONTE-SO. ARCADIA-SAN DIMAS
493	B I A L	L.A.-EL MONTE-MONROVIA
494	B I A L	L.A.-EL MONTE-MONROVIA-GLENDORA
495	B I A L	L.A.-ROWLAND HEIGHTS-DIAMOND BAR PARK-RIDE
496	B I A L	L.A.-POMONA-RIVERSIDE-SAN BERNARDINO
497	B I A L	L.A.-POMONA-MONTCLAIR-PARK-N-RIDE EXP.
498	B I A L	GLENDORA-WEST COVINA-L.A.-PARK-N-RIDE EXP.
560	B I A L	LAX-SAN DIEGO FWY.-VAN NUYS BLVD. EXPRESS
576	B I A L	SOUTH LOS ANGELES-PACIFIC PALISADES EXP.
602	B I A L	CHINATOWN-OLVERA ST.-TRANSAMERICA CENTER
605	B A	WESTWOOD VILLAGE-MINI BUS LOOP
608		AIRPORT SHUTTLE



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 are determined by the definition in the UMTA circular. If a line services a residential area which had a minority population proportion greater than the area as a whole in 1980, then it was for purposes of this study considered a minority line.

(1) District Policies

Policies governing the allocation of vehicles have not changed from those outlined in previous submittals.

A primary concern in vehicle assignment to lines is to fit the vehicle to the type of service and various constraints such as topography, clearance, etc. The established SCRTD policies for vehicle assignment are as follows:

o Pre-1980 Series

Priorities are set as follows:

- 1) Park/Ride Service (long-distance, expressway operation, premium fare) except where Double-Deckers are in service
- 2) Premium Fare Express (fares, expressway operations)

o Advance Design-Buses

With the introduction of 940 new GM RTS II coaches and 230 Grumman Flexible coaches, the SCRTD was able to retire 500 older coaches and place another 440 serviceable coaches into the reserve fleet. However, during any one period in 1983 as in 1982, 30% of the Grumman Flexibles were out of service due to broken gear teeth on the drive train assemblies. As a result, similar numbers of the older coaches were brought back into service to replace those being repaired. These conditions continue at the time of writing of this report.

The RTS II's and Grumman Flexibles have been dispersed throughout the region in proportion to retired vehicles and in support of the SCRTD's ongoing accessible bus program. The end result of this assignment is that most bus service is now provided by the newest and most accessible equipment.

o Articulated Buses

The articulated buses are assigned to high passenger/vehicle hour lines, where the SCRTD needs increased capacity in the off peak and evening as well as peak hours.

o Double Deckers

There are many factors that prevent the SCRTD from equally distributing the use of double deckers. For example, the fuel capacity and congestion in the rear stairway restrict their use in high mileage bus runs and high load lines. The height of highway bridges and trees restrict their use on many streets. At this time, all Double-Deckers are assigned to the Pomona Division and are used for express services that load at one point and discharge at another. Since Park/Ride services are the only lines that fall into the above restrictions, the SCRTD has assigned double deckers to serve Park/Ride at present time.

o Intermediate Buses

Intermediate buses (30-35 foot models) are assigned to lines that are lightly patronized or have weight restrictions. Since most of these buses are older models, this practice may have an adverse effect on age distribution in certain localities. For instance, all of the mini buses which previously served Lines 202, 205 and 608 have been replaced by the older intermediate models. Another 32 intermediate buses are on order at this time.

There are other considerations in vehicle assignment such as California Highway Patrol restriction that will not permit buses which are governed at 48 miles per hour to use the freeway. Hence, freeway lines are assigned buses equipped with V-8 engines and 3-speed transmissions where possible, with a V-6 engine and 3-speed transmission as second choice.

Buses equipped with underfloor baggage compartments are assigned to lines which carry baggage, such as the longer intercity services (e.g., Riverside). Buses with suburban seating are assigned to these lines and to the premium-fare services.

The SCRTD operated non-airconditioned equipment only on lines identified as mini-bus shuttle type operations, prior to the implementation of Proposition A. However, mechanical problems with newer buses has increased the probability that peak hour buses added under the auspices of Proposition A to relieve congestion, will be

of an older non-airconditioned variety. Approximately 100 non-airconditioned vehicles are currently being used for this type of additional service. These are equally distributed among express and local service and they are included in the vehicle assignment tables which follow.

Another consideration in vehicle assignment practices is the fuel capacity of the various types of equipment in the fleet. Tank capacities range from 80 to 125 gallons per bus. Vehicles with large tank capacities are required for the long-distance, intercity runs and for base coaches that stay out on line from 18 to 24 hours. Unfortunately, some of the new equipment have smaller tanks, precluding the use of these vehicles on long base runs. However, this problem applies to the length of run rather than to the route involved and mid-run refueling has become more prevalent.

Finally, an annual survey is made to determine average age of the buses assigned to each operating division. To the extent possible, buses are reassigned in order to equalize age by division, subject to the constraints discussed above pertaining to vehicle specification requirements on specific lines served by the various divisions.

(2) Analysis

The detailed listing of vehicle assignments by line for July 20, 1983 and January 18, 1984 is presented in Appendix B. Table III summarizes the results of the detailed appendix.

Only two bus lines in the system could be classified as non-minority lines according to UMTA's definition. Therefore, for purposes of obtaining a meaningful analysis, lines were categorized as minority or non-minority for each of the groups examined.

TABLE III: SCRTD VEHICLE ASSIGNMENT SUMMARIES

	<u>Blacks</u>	<u>Non-Blacks</u>	<u>Hispanics</u>	<u>Non-Hispanics</u>	<u>Asians</u>	<u>Non-Asians</u>	<u>Indians</u>	<u>Non-Indians</u>
A. Vehicle Assigned on July 20, 1983								
<u>Average Vehicle Age:</u>								
Base	6.6	6.0	6.5	7.3	6.6	6.5	6.5	7.0
Peak	7.3	6.5	7.2	7.4	7.2	6.8	7.2	7.0
Express	6.6	10.0	6.6	-	6.6	-	6.6	-
<u>Number of Lines with Average Vehicle Age Two Years or More Older than System Average</u>								
Base	32	9	40	1	38	3	39	2
Peak	45	10	54	1	52	3	53	2
Express	15	1	16	-	16	-	16	-
<u>Percent of Lines with Average Vehicle Age Two years or More Older</u>								
Base	26%	25%	26%	25%	26%	38%	25%	50%
Peak	34%	28%	33%	25%	32%	38%	33%	50%
Express	31%	100%	32%	-	32%	-	32%	-
B. <u>Vehicle Assigned on January 18, 1984</u>								
<u>Average Vehicle Age:</u>								
Base	7.8	6.3	7.7	8.4	7.7	9.7	7.7	12.3
Peak	8.6	7.6	8.5	8.7	8.5	9.5	8.5	12.3
Express	8.2	-	8.2	-	8.2	-	8.2	-
<u>Number of Lines with Average Vehicle Age Two Years or More Older</u>								
Base	26	4	29	2	28	2	28	2
Peak	43	5	47	2	46	2	46	2
Express	16	-	16	-	16	-	16	-
<u>Percent of Lines with Average Vehicle Age Two Years or More Older than System Average</u>								
Base	21%	13%	19%	33%	19%	29%	18%	100%
Peak	26%	16%	28%	33%	28%	29%	28%	100%
Express	31%	-	31%	-	31%	-	31%	-

Preparation of this table 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 July 20, 1983 and January 18, 1984. The last table is taken from operating records and is documented by line in the appendix.

The special purpose program produces the following reports:

- o a recap of age, amenity, seats, vehicle type;
- o vehicle type assignment by line by time period;
- o minority or non-minority classification of the routes; and
- o a comparison of minority and non-minority routes that exceeded the age standard.

To prepare the information contained in Table III, a simple percentage is calculated by the summing of 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 vs Non-Black, in July 1983, the estimates are as follows:

Average Age of vehicles - 6.9 years

	<u>Base</u>	<u>Peak</u>
Number of lines exceeding age standard:		
Serving Blacks	32	45
Serving Non-Blacks	9	10
Total Lines:		
Serving Blacks	121	133
Serving Non-Blacks	36	36
Percentage of lines serving Blacks	26%	34%
Percentage of lines serving Non-Blacks	25%	28%

c. Load Factor Analysis

The SCRTD has completed a major restructuring of bus lines in connection with the Sector Improvement Plan (SIP). As previously indicated, all but two SCRTD lines serve at least one of the four minority groups. Therefore, it is inevitable that a number of minority lines will have peak load factors in excess of the system average.

The required analysis of load factors was performed using the most recent riding check for each line. A 1983 riding check was available for all but one line. Perhaps more than any other factor studied, load factors reflect the effects of the implementation of Proposition A. In all cases, load

factors have increased. The average peak load factor increased from .92 in 1981 to 1.07 in 1982 and 1.23 in 1983. 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.

TABLE IV: LOAD FACTOR SUMMARY

	<u>NUMBER OF BUS LINES DATA</u>		<u>BUS LINES HAVING 10% MORE AND 10% LESS THAN THE SYSTEM AVERAGE</u>			
	<u>TOTAL</u>	<u>AVAILABLE</u>	<u>1.35 OR MORE</u>		<u>1.11 OR LESS</u>	
MINORITY GROUPS:						
BLACKS	136	135	58	43%	49	36%
AMERICAN INDIANS AND ALASKAN NATIVES	157	156	69	44%	55	35%
ASIANS OR PACIFIC ISLANDERS	153	152	68	45%	53	35%
HISPANICS	156	155	68	44%	55	35%
TOTAL ALL LINES	170	169	71	42%	64	38%

TABLE V : SCRTRD LOAD FACTOR ANALYSIS

## BUS LINE LOAD FACTORS DURING PEAK HOUR AND PEAK DIRECTION

<u>LINE NO.</u>	<u>DATE OF CHECK</u>	<u>DAY</u>	<u>MINORITY STATUS</u>	<u>DIR.</u>	<u>STOP NO.</u>	<u>HOUR ENDRG</u>	<u># OF TRIPS</u>	<u># OF SEATS</u>	<u># ON BOARD</u>	<u>LOAD FACTOR</u>
1	830119	WE	B I A L	4	1200	1724	8	374	594	1.59
2	830706	WE	B I A L	2	1200	1512	1	43	68	1.58
4	830420	WE	B I A L	4	2185	1612	2	94	154	1.64
10	830330	WE	B I A L	2	1240	1736	4	175	202	1.15
14	830628	TU	B I A L	3	280	1836	4	204	291	1.43
16	831028	FR	B I A L	4	1100	1836	13	606	892	1.47
18	830831	TH	B I A L	2	1330	1648	10	453	698	1.54
20	830510	TU	B I A L	4	370	736	35	1803	2510	1.39
26	830617	FR	B I A L	4	1200	1748	10	462	531	1.15
28	830525	WE	B I A L	2	1650	1424	3	153	220	1.44
30	830412	TU	B I A L	3	1740	1624	15	736	1026	1.39
33	830413	WE	B I A L	2	590	1436	4	176	250	1.42
34	830325	FR	B I	1	2060	636	2	86	122	1.42
38	830823	TU	B I A L	4	1330	1700	8	376	365	.97
40	830323	WE	B I A L	3	3040	736	8	388	548	1.41
42	830606	MO	B I A L	3	1640	748	1	43	75	1.74
45	831005	WE	B I A L	3	3845	800	7	341	489	1.43
48	830829	TU	B I A L	1	340	736	5	231	311	1.35
51	830712	TU	B I A L	4	150	1436	2	94	138	1.47
53	830224	TH	B I A L	1	1570	724	7	317	527	1.66
55	830607	TU	B I A L	1	1950	700	5	230	364	1.58
56	831114	MO	B I A L	3	2180	1624	5	223	326	1.46
60	831110	TH	B I A L	3	3960	800	3	153	240	1.57
65	831101	TU	B I A L	4	1390	736	3	129	201	1.56
66	830721	TH	B I A L	2	460	1648	2	86	141	1.64
68	830901	TH	B I A L	4	2445	1800	5	223	324	1.45
70	830427	WE	B I A L	2	1285	1836	4	172	241	1.40
76	830425	MO	B I A L	2	190	1736	7	309	386	1.25
78	830614	TU	B I A L	2	1260	1812	6	282	341	1.21
81	830914	WE	B I A L	1	1380	824	6	274	424	1.55
83	831004	WE	B I A L	1	805	1600	7	317	433	1.37
84	830923	FR	B I A L	3	3545	1500	2	96	160	1.67
90	830601	WE	B I A L	3	1030	1524	3	137	214	1.56
92	831213	TU	B I A L	1	480	812	1	43	74	1.72
94	830907	WE	B I A L	3	870	1824	2	86	111	1.29
96	831115	TU	B I A L	1	698	1548	1	43	59	1.37
97	830622	WE	B I A L	2	880	924	1	43	45	1.05
102	830722	FR	B A L	4	1320	1724	2	94	86	.91
103	831116	WE	B I A L	2	490	1548	1	46	81	1.76
104	831227	TU	I L	2	1070	800	1	43	38	.88
105	830713	WE	B I A L	1	1000	924	2	86	120	1.40
107	830429	FR	B I L	2	1350	1424	4	172	155	.90
108	830803	WE	B I A L	4	2740	736	5	215	229	1.07
110	830808	MO	B I A L	2	1270	712	1	51	58	1.14
111	830810	FR	B I A L	4	2690	1636	5	231	256	1.11
115	830715	FR	B I A L	2	1620	1736	4	172	348	2.02
117	830808	MO	B I A L	2	530	1736	3	137	201	1.47
119	831018	TU	B I A L	2	190	1548	1	43	96	2.23
120	830805	FR	B I A L	4	1700	1424	3	129	150	1.16

TABLE V : SCRTD LOAD FACTOR ANALYSIS (CONTINUED)

## 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
124	830725	MO	B I A L	4	1620	636	2	86	94	1.09
125	830908	TH	B I A L	2	1450	1748	2	86	139	1.62
126	831021	FR	B I A L	1	1410	900	1	43	23	.53
128	830615	WE	B I A L	2	1150	848	1	45	30	.67
130	830506	FR	B I A L	2	1470	800	1	47	50	1.06
146	840109	MO	B I	5	1365	1600	1	51	67	1.31
147	830725	MO	I L	3	1345	712	1	35	25	.71
149	830930	FR	I	4	1194	1724	1	47	30	.64
150	831118	FR	I A L	2	770	1800	3	129	213	1.65
152	831014	FR	I A L	2	870	1748	1	47	74	1.57
154	831102	WE	I A L	4	900	1448	1	43	78	1.81
158	830621	TU	I A L	4	480	912	2	86	59	.69
161	830610	FR		4	1120	912	1	43	37	.86
163	831205	MO	I A L	2	1180	1612	2	86	164	1.91
165	830502	MO	I A L	3	290	1724	2	86	123	1.43
168	830421	TH	B I A L	1	560	748	1	43	70	1.63
169	830610	FR	I A L	2	180	848	1	43	59	1.37
170	830606	MO	I A L	2	1250	736	1	45	51	1.13
175	830216	WE	I A L	2	1110	824	3	105	189	1.80
176	830711	MO	I	4	1003	736	1	35	38	1.09
177	830207	MO	B I A L	4	2000	1512	1	36	64	1.78
178	831021	FR	I A L	2	1810	624	1	36	58	1.61
180	830802	TU	B I A L	4	2180	1748	4	172	252	1.47
183	831107	MO	I A L	4	790	748	1	51	94	1.84
185	830822	MO	B I	3	1240	1824	1	36	26	.72
187	830304	FR	B I A L	2	1270	1712	1	43	87	2.02
188	830826	FR	B I A L	4	1730	1512	2	86	108	1.26
192	830427	WE	B I A L	2	1410	836	1	45	48	1.07
200	830627	MO	B I A L	1	270	1700	7	357	520	1.46
201	830615	WE	I A L	1	100	1748	1	36	38	1.06
204	830310	TH	B I A L	1	610	736	18	870	1165	1.34
205	830725	MO	I A L	1	1330	712	1	47	45	.96
206	821108	MO	B I A L	3	1600	724	3	137	251	1.83
207	830608	WE	B I A L	3	180	1748	9	427	546	1.28
209	830425	TU	B I A L	3	490	724	2	86	117	1.36
210	830318	FR	B I A L	3	420	1648	7	301	477	1.58
211	840113	FR	B I	1	80	1524	1	43	102	2.37
212	830811	TH	B I A L	1	340	912	5	215	308	1.43
215	830314	MO	B I A L	3	1380	736	1	43	79	1.84
217	830623	TH	B I A L	1	1200	1736	8	408	463	1.13
220	830722	FR	B I A L	3	1110	824	2	102	82	.80



TABLE V : SCRTRD LOAD FACTOR ANALYSIS (CONTINUED)

## BUS LINE LOAD FACTORS DURING PEAK HOUR AND PEAK DIRECTION

LINE	DATE OF	MINORITY	STOP	HOUR	# OF	# OF	# ON	LOAD		
225	830812	FR	I A L	3	1670	1700	1	43	45	1.05
228	831122	TU	I A L	3	135	1636	1	43	77	1.79
230	830523	MO	I A L	2	1110	1548	2	101	124	1.23
232	830707	TH	B I A L	1	470	712	2	90	116	1.29
234	831117	TH	I L	1	1180	1536	2	101	147	1.46
236	831107	MO	I A L	2	320	1512	2	90	145	1.61
243	830523	MO	I A	2	70	1648	1	43	87	2.02
245	830929	TH	I A L	3	160	836	2	86	112	1.30
250	830624	FR	B I A L	1	1100	1648	2	72	39	.54
251	830927	TU	B I	3	2480	800	10	470	632	1.34
254	830624	FR	B I A L	3	620	1524	1	43	80	1.86
255	830812	FR	B I A L	1	1120	1712	2	70	40	.57
256	830124	MO	B I A L	3	1910	736	3	107	113	1.06
259	830210	TH	I A L	1	1340	800	3	129	138	1.07
260	830527	FR	B I A L	3	2870	1636	2	94	131	1.39
262	831017	MO	I A L	3	1110	1536	3	133	153	1.15
264	830711	MO	B I	1	1170	812	1	36	34	.94
265	830613	MO	I A L	2	1200	912	1	45	32	.71
266	830708	FR	I A L	1	1490	1800	3	149	195	1.31
267	830328	MO	B I A L	1	1640	1648	2	86	95	1.10
268	830513	FR	B I A L	2	1100	1536	1	36	53	1.47
270	831216	FR	I A L	1	980	1500	1	43	47	1.09
271	831227	TU	B I A L	3	2250	1600	1	35	24	.69
274	831228	WE	I A L	4	1400	1836	1	36	24	.67
280	830822	MO	I A L	1	1040	1712	2	76	54	.71
291	830427	WE	B I A L	3	2124	848	1	45	62	1.38
401	830727	WE	B I A L	3	340	1700	2	90	113	1.26
413	831021	FR	B I A L	1	1131	1812	1	43	39	.91
418	831102	WE	B I A L	2	230	636	6	281	239	.85
419	830809	TU	B I A L	4	1510	1724	1	43	41	.95
420	830504	WE	B I A L	1	1250	900	9	387	544	1.41
423	830809	TU	B I A L	4	1171	1636	1	47	38	.81
424	830524	TU	B I A L	3	1231	1648	7	333	466	1.40
426	831021	FR	B I A L	4	425	1624	1	43	53	1.23
427	830809	TU	B I A L	1	1240	1736	3	129	100	.78
429	830909	FR	B I A L	2	3950	912	1	51	37	.73
430	831129	TU	B I A L	4	220	1736	1	43	17	.40
431	831129	TU	B I A L	4	1193	1700	1	47	44	.94
434	830321	MO	B I A L	4	1365	912	1	43	73	1.70
436	831129	TU	B I A L	4	270	1624	2	90	107	1.19
437	831129	TU	B I A L	4	209	1700	1	48	33	.69

TABLE V : SCRTD LOAD FACTOR ANALYSIS (CONTINUED)

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
438	830406	WE	B I	4	1250	1724	1	43	41	.95
437	830406	WE	B I A L	2	280	824	1	47	45	.96
439	831227	TU	B I A L	4	1230	1612	1	46	33	.72
443	830718	MO	B I A L	1	400	724	1	43	30	.70
444	830718	MO	B I A L	3	1320	800	2	93	132	1.42
445	831006	TH	B I A L	1	980	748	2	94	95	1.01
446	831104	FR	B I A L	3	1470	736	6	298	458	1.54
448	830809	TU	B I A L	1	1420	748	1	47	40	.85
456	831202	FR	B I A L	1	291	748	5	239	224	.94
457	830322	TU	B I A L	3	276	1736	3	141	156	1.11
459	830322	TU	B I A L	2	1220	1724	1	47	40	.85
460	831008	MO	B I A L	2	120	1600	2	93	98	1.05
462	830830	TU	B I A L	4	2140	1636	1	51	64	1.25
464	831010	TU	B I A L	2	160	1836	2	94	96	1.02
466	830308	TU	B I A L	2	551	1700	3	141	137	.97
470	830720	WE	B I A L	2	1170	1712	5	227	250	1.10
480	830317	TH	B I A L	4	1350	748	4	188	214	1.14
482	830729	FR	B I A L	2	1151	1748	3	137	152	1.11
483	830609	TH	B I A L	1	1420	1636	2	86	114	1.33
484	821130	TU	B I A L	4	2040	1724	2	94	132	1.40
486	831228	WE	B I A L	2	1540	1436	1	43	55	1.28
487	830629	WE	B I A L	1	1201	1812	11	509	550	1.08
488	830902	FR	B I A L	4	1551	812	3	141	123	.87
490	831121	MO	B I A L	4	1491	812	4	184	218	1.18
492	830414	TH	B I A L	2	185	1736	1	47	50	1.06
493	820212	FR	B I A L	2	1240	640	1	47	26	.55
494	830902	FR	B I A L	4	1750	812	1	47	41	.87
495	831006	TH	B I A L	4	1251	712	5	375	354	.94
496	831125	FR	B I A L	4	2381	1536	1	49	46	.94
497	830316	WE	B I A L	2	701	1624	2	94	115	1.22
498	831018	TU	B I A L	4	71	712	5	414	375	.91
560	831108	TU	B I A L	1	222	812	1	43	59	1.37
576	830309	WE	B I A L	4	830	824	1	51	85	1.67
602	830120	TH	B I A L	1	1350	1648	7	245	182	.74
603	831212	MO	B I A L	5	1000	848	1	49	64	1.31
605	830401	FR	B A	5	1010	1836	2	70	13	.19
608	830322	TU		5	1000	936	4	136	41	.30
826	820505	WE	I L	4	2360	1720	4	178	197	1.11

MINORITY STATUS:

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

d. Distribution of Other Facilities

Overlay H indicates 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. SCRTD has no formal policy on placement of their facilities.

SCRTD has over 295 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 VI shows that the pass outlets are distributed fairly evenly among the minority and non-minority zones.

TABLE VI: DISTRIBUTION OF PASS SALES OUTLETS, 1983

<u>Location by Zone Type</u>	<u>Number of Outlets</u>	<u>Percent of Outlets</u>
Black	95	32%
Indian or Alaskan Native	136	46%
Asian or Pacific Islander	105	36%
Hispanic	108	37%
Non-Minority	<u>45</u>	<u>15%</u>
Total Outlets <sup>(1)</sup>	295	100%

(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 a Black minority zone and a Hispanic minority zone.)

e. Accessibility Provided by the Service  
(Circular Section 4C)

Accessibility was analyzed using the Metropolitan Accessi-

bility Program (MAP) and Caltrans' Traffic Analysis Zone definitions as the basic data unit. In all cases, the comparison is between zones having a percent of minority population for any of the four minorities in excess of the county average (access for each type of minority is listed separately) and those zones which do not have any minority population in excess of the county average.

The data utilized to calculate the travel times between zones were generated from the Urban Transportation Planning System (UTPS) programs which simulate the kind of service provided by the bus network. The transit simulation network includes both SCRTD bus lines and municipal bus lines that cross the Traffic Analysis Zone boundaries. The transit network used in the accessibility analysis reflects the service as of December 1983. The final phase of the Sector Improvement Program (SIP), inaugurated in 1979, was completed on June 26, 1983.

Employment data are place-of-work estimates made by the California Department of Transportation (Caltrans). 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 having one or more general merchandise stores of at least 100,000 square feet in size, plus at least 25 contiguous stores.

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

Table VII presents a summary of the accessibility analysis. Following are a few examples of how to read the table. Looking at employment accessibility, 24.27 percent of the county's employment locations is accessible within 60 minutes by bus from the average Black resident zone. Only 11.41 percent of the total employment is within 60 minutes by bus from the average non-minority zone. In the case of police stations, 94.4 percent of all Black minority zones are within 45 minutes by bus of a police station, while only 81.2 percent of the non-minority zone residents can access a police station within 45 minutes by bus.

The average fare comparison is omitted from the summary table since the SCRTD base was reduced to 50 cents on July 1, 1982 due to Proposition A. This fare applies uniformly

county-wide, regardless of carrier, until July 1985. 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. A major exception to this is Native American Indian access to six of the nine attractors. For those attractors (major retail centers, medical centers, clinics, police stations, community colleges, and adult education), non-minority access is slightly better than Indian access. This result is reasonable and not indicative of inequity when the demographics of the Indian population are considered. Representing less than one percent of the total county population, the Native American Indian population is widely dispersed with 44 percent of the county zones defined as Indian minority zones. Some of these Indian zones, because of their distribution near the edges of the county, are difficult to serve with transit within the standard travel times.

The methodology employed by MAP assumes a certain amount of uniformity in the dispersal of the various attractors throughout the service area. This uniformity precludes travel time accessibility comparison distortions due to distance factors which are beyond the control of transit operators. As supported by the Accessibility Comparison Summary (Table VII) and the Activity Center Map provided to UMTA by SCRTD, most attractors measured in this report are fairly uniformly dispersed throughout the area; and bus service to them from all Traffic Analysis Zones regardless of minority or majority population content, is equitable.

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 CBD in Los Angeles is centrally located and various civic offices located there serve the more than 1,400 plus square mile service area of 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 densities in employment 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 below more closely reflects the location of the attractor than bus service.

ACCESSIBILITY COMPARISON SURVEY  
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Accessibility By Bus By Type Of Zone  
Within Standard Travel Times

Activity Center	Time of day	Standard Travel Time	Type Of Zone				
			Black	Hispanic	Asian	Indian	Non-minority
<b>A. Percent Of Total County Employment Accessible For Average Zone By Type</b>							
	Peak	60	24.27	19.60	19.35	11.59	11.41
<b>b. Percent Of Population Group Having Access To Activity Center</b>							
Major Retail Centers	Base	45	94.4	94.7	94.1	80.7	82.9
Medical Centers	Peak	60(1)	97.9	98.9	100.0	88.0	94.0
	Base	60(1)	97.0	97.6	99.3	86.2	93.2
	Peak	30(2)	85.8	80.0	82.2	64.3	76.5
	Base	30(2)	83.3	73.6	75.7	54.2	61.5
Social Service Offices	Base	30	67.8	61.3	57.6	38.5	26.9
Police Stations	Base	45	94.4	94.1	92.4	78.5	81.2
Community Colleges	Peak	60	96.1	95.7	97.0	82.4	87.6
	Base	60	94.0	91.7	94.1	77.9	78.6
Adult And Continuation High School	Peak	60	97.4	99.2	100.0	88.8	93.6
	Base	60	97.9	98.7	99.7	88.4	91.0
L.A. CBD	Peak	60	80.3	76.0	73.7	49.5	56.4
	Base	60	74.2	67.7	64.5	38.5	43.2
<b>C. Number Of Zones By Type</b>							
			233	375	304	493	234

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

TABLE VII

## 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.

On June 26, 1983 nine bus lines were realigned into twelve new routes. This was the sixth and final phase of the 1980 Sector Improvement Program (SIP) in which the major portion of SCRTD's service was restructured. The SIP was designed to produce better service reliability and schedule adherence without increasing the overall volume of service.

The Proposition A reduced fare program had been instituted in July 1982. Increases in total revenue vehicle hours were limited during calendar 1983 by an agreement with the Los Angeles County Transportation Commission. By December 1983, under this agreement, revenue vehicle hours had increased only about 5% while patronage had increased 38% from the pre-Proposition A period of June 1982. The service alignment changes under the SIP and service standards adopted to alleviate overcrowding caused by Proposition A actions assured that Title VI principles would be adhered to. A Board-approved Proposition A Implementation Program assured that adjustment techniques such as shortlining and interlining would be implemented based on the following criteria:

1. Enhancements to service will be allowed on current services only.
2. Currently crowded services will not be allowed to be worsened.
3. Productivity of an enhanced line will not be degraded.
4. The number of low productivity lines (31 lines having productivity of less than 20 boardings per vehicle hour) will not be increased.
5. The current passenger loading standard of 140% past the peak load point will be adhered to.

In addition, criteria were developed to assess the feasibility of requests for enhanced services as shown below.

1. 140% loading standard exceeded on four consecutive trips each day.
2. Pass-ups caused by crowding reported at the same location or along the same route segment for at least three consecutive days, (or on weekends); pass-ups cannot be solved by schedule adjustment.

3. Average maximum load for three hour peak period exceeds 55 passengers.
4. 100% loading standard exceeded for local services during the off-peak period and on Saturdays and Sundays. Three consecutive trips must exceed standard each day.
5. 100% loading standard exceeded on express lines for three consecutive trips each day.

The large increase in patronage could not be accommodated by schedule refinements despite extensive efforts, including a 10% shift in service from policy-based to demand-based lines. The projected FY 1983-1984 service level shown in the Short Range Plan exceeds the SCRTD-LACTC agreement cap by 100,000 hours or 1.4%. One of the specific objectives of the plan is to open negotiations for a higher cap and investigate the possibility of eliminating or altering routes or route segments that have headways of greater than 60 minutes and less than 2D boardings per revenue hour. As with other service measures, service deleted would be reallocated to overcrowded lines as defined by the standards above.

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 changes presented at the hearing. The Board then acts to adopt the staff recommendations.

The Community Relations Department of SCRTD provides speakers to community groups to discuss SCRTD. The Department representatives speak on both institutional matters 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 cities in his/her area on a two-month cycle. Table VIII lists all the community group meetings held in 1983. Presentations are made on request; or in some cases, the Department will target particular groups and offer to provide a speaker to them.

News releases (Table IX) 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. Table IX lists all 1983 news releases. 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 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 mailing. The promotional material covers special fares and highlights specific areas of service. Informational material includes service changes and public hearing notices.

Appendix F, Section I documents the public hearing notices, agenda and responses to SIP Phase VI implementation. Similarly, Section II documents notices, agenda and responses to the Line Renumbering Program.

TABLE VIII: CITIZEN PRESENTATIONS, 1983

Type of Group

B=Business

M=Minority Group

I=Special Interest

S=School

G=General Community

E=Senior Citizens

H=Handicapped

<u>Date</u>	<u>Group Name &amp; Location</u>	<u>Group Type</u>	<u>Time</u>	<u>Number Attending</u>
01-04-83	Warren High School 8141 De Palma Street Downey, CA 90241	S	10:30 AM	N/A
01-05-83	Hollenbeck Junior High School 2510 East 6th Stret Los Angeles, CA 90033	S	10:00 AM	120
01-05-83	Washington School 1150 Lilienthal Lane Redondo Beach, CA 90278	S	10:00 AM	30
01-10-83	Boyle Heights Chamber of Commerce 2334 Brooklyn Ave.. #208 Los Angeles, CA	B	12:00 Noon	75
01-12-83	Project Rainbow 1213 North Highland Los Angeles, CA	E	12:30 PM	25
01-18-83	Majestic Convalescent Hospital 3565 Imperial Highway Lynwood, CA 90262	S	10:00 AM	N/A
01-21-83	Southeast Center for Independent Living 12458 Rives Avenue Downey, CA 90242	H	1:00 PM	15
01-25-83	Inglewood Senior Center 111 North Locust Street Inglewood, CA 90301	E	11:30 AM	200
01-26-83	Cathedral High School 1253 Stadium Way Los Angeles, CA	S	8:30 AM	N/A

TABLE VIII: CITIZEN PRESENTATIONS, 1983 (continued)

Type of Group

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

<u>Date</u>	<u>Group Name &amp; Location</u>	<u>Group Type</u>	<u>Time</u>	<u>Number Attending</u>
01-28-83	Community Resources Dept. City of Redondo Beach 415 Diamond Street Redondo Beach, CA 90277	E	4:00 PM	N/A
01/12/83	Long Beach Reciprocity 1350 Knoxville Avenue Long Beach, CA	I	7:30 PM	35
01/18/83	Hollenbeck Junior High School 2510 East 6th Street Los Angeles, CA 90033	S	12:30 PM	120
02-03-83	Airport Lions Sepulveda & La Tijera Westchester, CA	G	12:00 Noon	25
02-03-83	Los Angeles Optimist Club 3730 South Flower Street Los Angeles, CA	G	12:00 Noon	30
02-04-83	David S. Cunningham Multipurpose Center 2475 West Washington Los Angeles, CA	E	9:30 AM	30
02-04-83	State Department of Mental Health 2701 Beverly Blvd. Los Angeles, CA 90057	H	1:00 PM	30
02-09-83	USC - LA Semester Program USC Campus Los Angeles, CA	S	10:30 AM	N/A
02-10-83	Angelus Plaza Residents Assoc. 255 South Hill Street Los Angeles, CA	G	5:00 PM	100
02-10-83	Dapplegray Intermediate School 3011 Palos Verdes Drive, No. Rolling Hills Estates, CA	S	11:00 AM	80

TABLE VIII: CITIZEN PRESENTATIONS, 1983 (continued)

<u>Type of Group</u>				
B=Business	M=Minority Group		I=Special Interest	
S=School	G=General Community		E=Senior Citizens	
H=Handicapped				
<u>Date</u>	<u>Group Name &amp; Location</u>	<u>Group Type</u>	<u>Time</u>	<u>Number Attending</u>
02-14-83	L.A. County School District West Middle School 11985 Old River School Rd. Downey, CA 90242	S	10:00 AM	20
02-17-83	Loyola Marymount Loyola Boulevard At 80th St. Los Angeles, CA	S	11:00 AM	100
02-17-83	Southgate ABE Learning Center 9605 State Street South Gate, CA 90280	S	9:30 AM	40
02-17-83	South Gate ABE Learning Center L.A. Unified School District 9605 State Street South Gate, CA 90280	S	9:30 AM	40
02-18-83	Monrovia Community Adult School 1831 Santa Fe Place Monrovia, CA 91016	S	10:30 AM	50
02-22-83	Gardena Valley Baptist Pre-School 1630 West 58th Street Gardena, CA	S	10:00 AM	30
02-22-83	Los Angeles Urban League 3450 Mt. Vernon Drive Los Angeles, CA 90008	G	1:00 PM	240
02-23-83	Gardena Valley Baptist Pre-School 1630 West 158th Street Gardena, CA	S	1:30 PM	30
02-23-84	Fairfax High School 7850 Melrose Avenue Los Angeles, CA	S	7:15 PM	45
03-01-83	Carver Junior High School 4410 South McKinley Los Angeles, CA	S	10:41 AM	N/A

TABLE VIII: CITIZEN PRESENTATIONS, 1983 (continued)

Type of Group

B=Business

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H=Handicapped

<u>Date</u>	<u>Group Name &amp; Location</u>	<u>Group Type</u>	<u>Time</u>	<u>Number Attending</u>
03-02-83	Betty Hill Senior Citizens Center 3570 South Denker Los Angeles, CA 90018	E	11:00 AM	80
03-02-83	Carver Junior High School 4410 South McKinley Avenue Los Angeles, CA	S	10:41 AM	N/A
03-03-83	Carver Junior High School 4410 South McKinley Los Angeles, CA	S	10:41 AM	35
03-03-83	Pasadena League of Women Voters 160 North Oakland Pasadena, CA	G	9:45 AM	80
03-04-83	Allendale Elementary School 1135 South Euclid Avenue Pasadena, CA	S	9:00 AM	600
03-04-83	Cosmos Club 2930 Colorado #C8 Santa Monica, CA	G	1:00 PM	20
03-04-83	Cunningham Senior Citizens Center 5220 West Washington Blvd. Los Angeles, CA	E	9:00 AM	30
03-06-83	Torrance Area Chamber of Commerce 3400 Torrance Blvd. Torrance, CA	B	12:00 Noon	N/A
03-07-83	Arroyo Secondary School Avenue 54 and Figueroa Los Angeles, CA	S	1:00 PM	37
03-09-83	John Milton Sightless Club 3926 North Muscatel Rosemead, CA	H	12:30 PM	N/A

TABLE VIII: CITIZEN PRESENTATIONS, 1983 (continued)

<u>Type of Group</u>				
B=Business	M=Minority Group	I=Special Interest		
S=School	G=General Community	E=Senior Citizens		
H=Handicapped				
<u>Date</u>	<u>Group Name &amp; Location</u>	<u>Group Type</u>	<u>Time</u>	<u>Number Attending</u>
03-09-83	League of Women Voters 2304 Via Carrillo Palos Verdes Estates, CA	G	10:00 AM	25
03-10-83	Junior Foundation of Blind 5300 Angeles Vista Los Angeles, CA	H	11:00 AM	N/A
03-10-83	Upland High School 211 West 5th Street Ontario, CA	S	8:00 AM	90
03-15-83	Garfield High School 5101 East 6th Street Los Angeles, CA	S	9:30 AM	35
03-15-83	Rancho Park Retired Residents 1500 West Cypress San Dimas, CA	E	6:30 PM	75
03-17-83	RTD Training Seminar 425 South Main St. Los Angeles, CA	B	9:30 AM	30
03-19-83	Children's Museum 301 North Main Los Angeles, CA	G	12:00 Noon	15
03-21-83	Echo Park Senior Center 632 Bellevue Echo Park, CA	E	11:00 AM	40
03-23-83	KPFK 90.7 FM Radio Station 3729 Cahuenga Blvd. Studio City, CA	G	5:00 PM	N/A
03-24-83	Los Angeles City/ County Energy Commission 500 West Temple Los Angeles, CA 90012	G	9:00 AM	18
03-28-83	Children's Museum 301 North Main Street Los Angeles, CA	G	12:30 PM	15

TABLE VIII: CITIZEN PRESENTATIONS, 1983 (continued)

Type of Group

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H=Handicapped

<u>Date</u>	<u>Group Name &amp; Location</u>	<u>Group Type</u>	<u>Time</u>	<u>Number Attending</u>
03-28-83	Don Bosco Tech School 1151 North San Gabriel Blvd. Rosemead, CA	S	7:30 PM	1375
04-04-83	Beverly Wilshire Homeowners Association 8443 West 4th Street Los Angeles, CA	G,I	8:15 PM	30
04-07-83	Arroyo Seco Alternative School 4805 Pasadena Avenue Terrace Los Angeles, CA	S	1:00 PM	35
04-07-83	Vitalize Fairfax Project 7951 Beverly Boulevard Los Angeles, CA	G	8:30 AM	20
04-08-83	National Public Radio CSUN California State Northridge Northridge, CA	G	3:30 PM	N/A
04-09-83	Children's Museum 301 North Main St. Los Angeles, CA	G	12:00 Noon	15
04-12-83	East Los Angeles Rotary Montebello Country Club Montebello, CA	G	12:00 Noon	45
04-13-83	Children's Museum 301 North Main St. Los Angeles, CA	G	3:00 PM	15
04-14-83	Commuter Computer 3325 Wilshire Blvd. Los Angeles, Ca	G	9:00 AM	25
04-14-83	La Puente High School 1100 Nelson Ave. La Puente, CA	S	10:00 AM	35
04-21-83	USC Urban Planning Class 35th at Figueroa Street Los Angeles, CA	S	7:00 PM	18

TABLE VIII: CITIZEN PRESENTATIONS, 1983 (continued)

<u>Type of Group</u>				
B=Business	M=Minority Group	I=Special Interest		
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H=Handicapped				
<u>Date</u>	<u>Group Name &amp; Location</u>	<u>Group Type</u>	<u>Time</u>	<u>Number Attending</u>
04-23-83	Inglewood Senior Citizens Center 111 North Locust Street Inglewood, CA	E	10:00 AM	150
04-24-83	Heavenly Host. Church of God In Christ 1527 West Manchester Ave. Los Angeles, Ca	G	3:00 PM	30
04-26-83	Youth Motivation Task Force Freemont High School Los Angeles, CA	S	9:00 AM	N/A
05-02-83	Energy Exchange of Greater Los Angeles Southern California Edison Rosemead, CA	G	12:00 Noon	50
05-10-83	Glendale Nutrition Project 613 East Broadway Glendale, CA	E	10:30 AM	2,000
05-11-83	Los Angeles City College 855 North Vermont Los Angeles, CA	S	10:00 AM	1,000
05-12-83	Brownie Troop No. 401 2229 North Kays Ave. Rosemead, CA	G	2:30 PM	N/A
05-13-83	Lynwood Unified School District 12124 Bullis Road Lynwood, CA	S	9:00 AM	800
05-16-83	Huntington Park Rotary 3355 East Gage Avenue Huntington Park, CA 90241	G	12:00 Noon	50
05-16-83	Selaco High School 11044 Brookshire Downey, CA	S	8:00 AM	100



TABLE VIII: CITIZEN PRESENTATIONS, 1983 (continued)

Type of Group

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H=Handicapped

<u>Date</u>	<u>Group Name &amp; Location</u>	<u>Group Type</u>	<u>Time</u>	<u>Number Attending</u>
05-17-83	Los Angeles Optimist Club 6013 Klump Avenue North Hollywood, CA	G	12:00 Noon	N/A
05-19-83	Building Industry Association of Los Angeles 16255 Ventura Boulevard #401 Encino, Ca	B	5:00 PM	20
05-19-83	Crenshaw Friendship Club 2455 S. St. Andrews Pl. #404 Los Angeles, CA	G	1:00 PM	45
05-20-83	Mark Keppel High School 501 East Hellman Alhambra, CA	S	9:13 AM	50
05-24-83	Manhattan Beach Kiwanis 1026 Manhattan Beach, Ste. E Manhattan Beach, CA	G	12:00 Noon	25
05-24-83	Marshall Secondary School 990 North Allen Pasadena, CA	S	9:00 AM	N/A
05-25-83	Compton College 1111 East Artesia Blvd. Compton, Ca	S	8:30 AM	100
05-25-83	Inglewood High School 231 South Grevillea Ave. Inglewood, CA	S	8:30 AM	500
05-25-83	West Hollywood Chamber of Commerce 8350 Santa Monica Boulevard Los Angeles, CA	B	11:30 AM	60
05-7-83	Hollywood Highlands Democratic Club 832 North Ctirus Avenue Los Angeles, CA	G	12:00 Noon	35

TABLE VIII: CITIZEN PRESENTATIONS, 1983 (continued)

<u>Type of Group</u>				
B=Business	M=Minority Group		I=Special Interest	
S=School	G=General Community		E=Senior Citizens	
H=Handicapped				
<u>Date</u>	<u>Group Name &amp; Location</u>	<u>Group Type</u>	<u>Time</u>	<u>Number Attending</u>
06-01-83	Chatsworth Optimist Club 11733 Marilla Chatsworth, CA	G	7:15 AM	30
06-01-83	Downey Lions 9732 Orizaba Downey, CA	G	12:00 Noon	40
06-04-83	Citizens for Rail California 1439 Myrtle Avenue Long Beach, CA	G	1:00 PM	20
06-06-83	Valley Industry of Commerce Association Warner Center Plaza 21600 Oxnard Street, #350 Woodland Hills, CA	B	12:00 Noon	200
06-08-83	Winners Transitional Living Center 15738 California Avenue Paramount, CA	H	11:00 AM	6
06-13-83	Munger, Tolles & Rickerhauser 612 South Flower Los Angeles, CA	B	12:30 PM	50
06-14-83	Bell Gardens Community Center 6222 Loveland Bell Gardens, CA	E	11:00 AM	N/A
06-15-83	Magnolia Avenue Elementary School 1629 S. Orchard Avenue Los Angeles, CA	S	8:30 AM	N/A
06-15-83	Senior Americans Counselor American Savings 5059 Lakewood Boulevard Lakewood, CA	B	1:30 PM	N/A
06-17-83	Monrovia Community Adult School 1831 Santa Fe Place Monrovia, CA	S	2:00 PM	40

TABLE VIII: CITIZEN PRESENTATIONS, 1983 (continued)

Type of Group

B=Business

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<u>Date</u>	<u>Group Name &amp; Location</u>	<u>Group Type</u>	<u>Time</u>	<u>Number Attending</u>
06-20-83	Los Angeles Urban League 3900 King Boulevard Los Angeles, CA	G	10:00 AM	40
06-20-83	Mid San Fernando Valley Unit of Republican Assembly 12444 Victory Boulevard, #416 North Hollywood, CA	G	6:30 PM	25
06-21-83	Los Angeles Urban League 3900 King Boulevard Los Angeles, CA	G	10:00 AM	40
06-21-83	Vernon Kiwanis 6301 Pacific Boulevard Huntington Park, CA	G	12:00 Noon	25
06-22-83	Commuter Computer 3325 Wilshire Blvd., 9th Fl. Los Angeles, CA	G	10:30 AM	20
06-22-83	Easter Seals Society 710 Pier Avenue Hermosa Beach, CA 90254	G	1:00 PM	35
06-22-83	Los Angeles Urban League 3900 King Boulevard Los Angeles, CA	G	10:00 AM	40
06-27-83	Lincoln Heights Active Seniors 2323 Workman Street Los Angeles, CA	E	1:00 PM	35
06-28-83	Association Corporation Real Estate Executives 3350 Wilshire Los Angeles, CA	B	12:00 Noon	40
07-01-83	City of Pasadena 377 Oak Knoll Avenue Pasadena, CA	S	1:00 PM	20

TABLE VIII: CITIZEN PRESENTATIONS, 1983 (continued)

<u>Type of Group</u>				
B=Business	M=Minority Group		I=Special Interest	
S=School	G=General Community		E=Senior Citizens	
H=Handicapped				
<u>Date</u>	<u>Group Name &amp; Location</u>	<u>Group Type</u>	<u>Time</u>	<u>Number Attending</u>
07-01-83	UNO 425 South Main St. Los Angeles, CA	I	9:30 AM	2
07-05-83	Pacific Mutual Mortgage 100 E. Thousand Oaks Blvd. Thousand Oaks, CA	B	11:30 AM	5
07-05-83	Rio Hondo College Adult Program 12817 Hadley Street	S	10:00 AM	35
07-06-83	Reseda Kiwanis Club 19725 Sherman Way Canoga Park, CA	G	12:00 Noon	30
07-07-83	First Step 3191 West 4th St. Los Angeles, CA	H	2:00 PM	30
07-07-83	Westside Forum 10927 Century Park East Century City, CA	B	12:00 Noon	N/A
07-08-83	Leisure World 3371 Punta Alta Laguna Hills, CA	E	12:00 Noon	40
07-11-83	UNO 425 South Main St. Los Angeles, CA	I	9:00 AM	5
07-12-83	Get-About Program 2705 Mountain View Dr. La Verne, CA	H	8:00 AM	11
07-12-83	NOW- Los Angeles Chapter 1242 S. La Cienega Los Angeles, CA	I	7:50 PM	22
07-13-83	Neighborhood Reinvestment 650 South Spring St. #703 Los Angeles, CA	G	8:00 AM	N/A

TABLE VIII: CITIZEN PRESENTATIONS, 1983 (continued)

Type of Group

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H=Handicapped

<u>Date</u>	<u>Group Name &amp; Location</u>	<u>Group Type</u>	<u>Time</u>	<u>Number Attending</u>
07-13-83	Winners Transitional Living Center 15738 California Ave. Paramount, CA	H	11:00 AM	8
07-14-83	Neighborhood Reinvestment 650 South Spring St., #703 Los Angeles, CA	G	8:00 AM	N/A
07-15-83	Neighborhood Reinvestment 650 South Spring St., #703 Los Angeles, CA	G	8:00 AM	N/A
07-21-83	Central City Optimist Club 23329 Henry Court Torrance, CA	G	7:30 PM	N/A
07-26-83	Kiwanis Club of Beverly Hills 8421 Wilshire Blvd., Suite 102 Beverly Hills, CA	G	12:00 Noon	40
07-27-83	Constitutional Rights 1510 Cotner Ave. Los Angeles, CA	G	9:30 AM	53
07-28-83	Los Angeles International Airport Optimist Club P.O. Box 45382 Los Angeles, CA 90045	G	12:00 Noon	40
07-30-83	Beverly Center Bullocks 8500 Beverly Boulevard Los Angeles, CA	G	9:00 AM	200
08-08-83	Santa Monica Board of Realtors 1220 Lincoln Boulevard Santa Monica, CA	B	12:00 Noon	N/A
08-03-83	Hacienda Heights Kiwanis 16101 Hightor Dr. Hacienda Heights, CA	G	7:30 AM	35

TABLE VIII: CITIZEN PRESENTATIONS, 1983 (continued)

<u>Type of Group</u>				
B=Business	M=Minority Group	I=Special Interest		
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H=Handicapped				
<u>Date</u>	<u>Group Name &amp; Location</u>	<u>Group Type</u>	<u>Time</u>	<u>Number Attending</u>
08-04-83	Sertoma Club 3414 Orange Avenue Long Beach, CA	G	12:00 Noon	30
08-05-83	Elks Club Los Angeles, CA	G	12:00 Noon	30
08-09-83	Pacific Palisades Optimist Club P.O. Box 211 Pacific Palisades, CA	G	7:30 AM	40
08-09-83	Tarzana Rotary Club P.O. Box 635 Tarzana, CA	G	8:00 PM	35
08-10-83	Department of Water & Power Power Engineers Club P.O. Box 111 Los Angeles, CA	G	12:00 Noon	N/A
08-10-83	Five Point Rotary Club P.O. Box 5345 El Monte, CA	G	12:00 Noon	40
08-10-83	Freda Mohr Multi Service Center 330 North Fairfax Los Angeles, CA	E	12:30 PM	N/A
08-11-83	San Gabriel Kiwanis Club 551 West Las Tunas San Gabriel, CA	G	12:00 Noon	35
08-17-83	California State University at Los Angeles 5151 Campus Drive Los Angeles, CA	S	6:00 PM	30
08-18-83	San Pedro Lions Club 350 West 5th St. San Pedro, CA	G	12:00 Noon	40

TABLE VIII: CITIZEN PRESENTATIONS, 1983 (continued)

Type of Group

B=Business M=Minority Group I=Special Interest  
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<u>Date</u>	<u>Group Name &amp; Location</u>	<u>Group Type</u>	<u>Time</u>	<u>Number Attending</u>
08-22-83	UCLA SYEP 405 Hilgard Avenue Los Angeles, CA	S	2:00 PM	30
08-23-83	Azusa Kiwanis Club 546 South Citrus Azusa, CA	G	12:00 Noon	25
08-23-83	Temple City Lions P.O. Box 305 Temple City, CA 91780	G	7:00 PM	25
08-24-83	Kiwanis Club of Palos Verdes Esates 2408 Via La Selva Palos Verdes Esates, CA	G	7:00 PM	40
08-25-83	Glendora Kiwanis Club P.O. Box 353 Glendora, CA	G	12:00 Noon	50
08-26-83	Crenshaw Consortium 3636 Bronson Avenue Los Angeles, CA	G	1:00 PM	30
08-28-83	Loyola Marymount 7101 West 80th St. Los Angeles, CA	S	3:00 Pm	200
08-30-83	Granada Hills Optimist Club 12769 Jollette Granada Hills, CA	G	7:15 AM	20
08-30-83	United Cerebral Palsy Center 9239 Venice Blvd. Los Angeles, CA	H	1:00 PM	30
08-31-83	Kiwanis of La Canada 4636 Crown Avenue La Canada, CA	G	12:00 Noon	N/A
09-06-83	Eye Diseases Are Serious 1440 Allseyer South El Monte, CA	H	7:30 PM	40

TABLE VIII: CITIZEN PRESENTATIONS, 1983 (continued)

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<u>Date</u>	<u>Group Name &amp; Location</u>	<u>Group Type</u>	<u>Time</u>	<u>Number Attending</u>
09-06-83	Highlander Kiwanis 601 East Whittier Blvd. La Habra, CA	G	7:15 AM	30
09-06-83	Olive Vista Psychiatric 2350 Colver Court Pomona, CA	H	11:00 AM	50
09-08-83	L.A. City Council for Handicapped Transportation Committee 6117 Lankershim North Hollywood, CA	H	2:00 PM	20
09-14-83	South Pasadena Kiwanis P.O. Box 1235 South Pasadena, CA	G	12:00 Noon	30
09-15-83	South Pasadena/San Marina YMCA 1605 Garfield Pasadena, CA	G	2:00 PM	100
09-21-83	USC School of Architect Los Angeles, CA	S	12:30 PM	60
09-22-83	La Puente Lions City of La Puente P.O. Box 404 La Puente, Ca	G	7:30 PM	30
09-22-83	Neighborhood Watch Club 940 South Larch Inglewood, CA	G	7:00 PM	25
09-22-83	Vernon Lions 4626 Pacific Boulevard Los Angeles, CA	G	12:00 Noon	
09-23-83	Lions Club of Los Angeles 961 Pebbleshire Road Glendale, CA	G	12:00 Noon	30



TABLE VIII: CITIZEN PRESENTATIONS, 1983 (continued)

<u>Type of Group</u>					
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<u>Date</u>	<u>Group Name &amp; Location</u>	<u>Group Type</u>	<u>Time</u>	<u>Number Attending</u>	
09-30-83	Calabasas Chamber of Commerce 23801 Calabasas Road Calabasas, CA	B	12:00 Noon	300	
10-03-83	North Hollywood High School 5231 Colfax Avenue North Hollywood, CA	S	2:00 PM	N/A	
10-05-83	University of La Verne 1950 3rd Street La Verne, CA	S	9:00 AM	N/A	
10-09-83	Democratic Party Platform Hearings 1344 Marinette Road Pacific Palisades, CA	G	12:30 PM	200	
10-10-83	Azusa Rotary c/o Norac Company P.O. Box F Azusa, CA	G	12:00 Noon	45	
10-10-83	Manhattan Beach Rotary Club P.O. Box 7 El Segundo, CA	G	12:00 Noon	30	
10-10-83	Whittier YMCA Transportation Class 3600 Workman Mill Road Whittier, CA	G	10:30 AM	25	
10-12-83	Whittier College P.O. Box 8300 Whittier, CA	S	7:30 PM	N/A	
10-14-83	Sun Valley Chamber of Commerce 8113 Sunland Blvd. Sun Valley, CA	B	7:00 AM	30	
10-17-83	Huntington Park Rotary Club 6400 Rugby Avenue Huntington Park, CA	G	12:00 Noon	35	

TABLE VIII: CITIZEN PRESENTATIONS, 1983 (continued)

<u>Type of Group</u>				
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<u>Date</u>	<u>Group Name &amp; Location</u>	<u>Group Type</u>	<u>Time</u>	<u>Number Attending</u>
10-18-83	Hollywood Rotary 4928 West Melrose Hill Crest Hollywood, CA	G	12:00 Noon	70
10-20-83	ANEW (Affiliated Network of Executive Women) 8033 Sunset Boulevard, #510 Los Angeles, CA	G	8:00 PM	30
10-20-83	Northridge Kiwanis 6150 Canoga Ave. Woodland Hills, Ca	G	12:00 Noon	35
10-20-83	Pacoima Senior Citizens 11243 Glen Oaks Pacoima, CA	E	11:00 AM	65
10-25-83	Harvard School 3700 Coldwater Canyon Rd. North Hollywood, CA	S	9:45 AM	140
10-25-83	Los Angeles City College 855 North Vermont Los Angeles, CA	S	7:00 PM	N/A
10-25-83	Montebello Unified School 6660 Suva Street Bell Gardens, CA	S	12:30 PM	20
10-26-83	Laurel Park Center 1425 West Laurel Pomona, CA	G	1:00 PM	50
10-26-83	Montebello Unified School 6660 Suva Street Bell Gardens, CA	S	9:00 AM	20
11-01-83	El Segundo Kiwanis 327 East Oak Avenue El Segundo, CA	G	12:00 Noon	35
11-02-83	Jewish Federation 6505 Wilshire Boulevard Los Angeles, CA	I	7:30 PM	25

TABLE VIII: CITIZEN PRESENTATIONS, 1983 (continued)

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E=Senior Citizens

H=Handicapped

<u>Date</u>	<u>Group Name &amp; Location</u>	<u>Group Type</u>	<u>Time</u>	<u>Number Attending</u>
11-03-83	Encino Rotary 21600 Oxnard, Suite 1110 Woodland Hills, CA	G	7:00 PM	35
11-03-83	San Fernando Lions Club 13904 Sayere Street Sylmar, CA	G	6:30 PM	45
11-04-83	Lawndale Rotary Club 4161 West 147th Street Lawndale, CA	G	12:00 Noon	35
11-05-83	California Council of the Blind 16119 Sherman Way - 2nd Fl. Van Nuys, CA	H	1:30 PM	200
11-07-83	El Monte Rotary P.O. Box 306 Azusa, CA 91702	G	12:00 Noon	45
11-08-83	Center for Independent Living 2231 East Garvey Avenue West Covina, CA 91790	H	11:00 AM	40
11-08-83	Highland Park Elem. School 401 South Inglewood Avenue Inglewood, CA	S	2:30 PM	40
11-09-83	Sepulveda Homeowners Assoc. P.O. Box 2008 Sepulveda, Ca 91343	G	7:30 PM	60
11-10-83	American Society of Civil Engineers 15335 Morrison St. , #350 Sherman Oaks, CA	G	12:00 Noon	35
11-15-83	Crime Prevention Coalition 2826 Arlington Avenue Los Angeles, CA	G	7:00 PM	N/A
11-17-83	Burbank Noon Lions Club 272 East Olive Avenue Burbank, CA	G	12:00 Noon	30

TABLE VIII: CITIZEN PRESENTATIONS, 1983 (continued)

Type of Group

B=Business M=Minority Group  
 S=School G=General Community  
 H=Handicapped

I=Special Interest  
 E=Senior Citizens

<u>Date</u>	<u>Group Name &amp; Location</u>	<u>Group Type</u>	<u>Time</u>	<u>Number Attending</u>
11-21-83	Compton/Lynwood Citizens Advisory Committee 123 North Rose Compton, Ca	G	6:30 PM	13
11-22-83	Inglewood High School 231 S. Grevillea Ave. Inglewood, CA	S	7:30 AM	2,500
11-23-83	Consumer Education Class 8810 Emerson Avenue Los Angeles, CA	G	9:30 AM	35
11-29-83	Braille Institute 4730 Natick #208 Sherman Oaks, CA	H	10:00 AM	35
11-29-83	Carson Citizens Advisory 930 East Dominguez St. Carson, Ca	G	5:00 PM	7
11-29-83	Crozier Jr. High School 151 North Grevillea Inglewood, Ca	S	7:00 PM	20
11-30-83	Highland Park Breakfast Optimist 4344 Glenalbyn Drive Los Angeles, CA	G	7:30 AM	20
11-30-83	William Howard Taft High School 5461 Winnetka Avenue Woodland Hills, CA	S	11:10 AM	76
12-01-83	California State Poly Tech University @ Pomona 1900 Ocean Boulevard East #903 Long Beach, CA	S	9:00 AM	30
12-01-83	Ontario High School 211 West Fifth Street Ontario, CA	S	11:00 AM	18

TABLE VIII: CITIZEN PRESENTATIONS, 1983 (continued)

Type of Group

B=Business

M=Minority Group

I=Special Interest

S=School

G=General Community

E=Senior Citizens

H=Handicapped

<u>Date</u>	<u>Group Name &amp; Location</u>	<u>Group Type</u>	<u>Time</u>	<u>Number Attending</u>
12-01-83	Rotary Club of West Hollywood 3056 North Beachwood Drive Hollywood, CA	G	12:00 Noon	35
12-01-83	Upland High School 211 West Fifth Street Ontario, CA	S	10:00 AM	64
12-02-83	California State University at Los Angeles 5151 State University Drive Los Angeles, CA	S	8:30 AM	100
12-02-83	Compton Unified School District 604 South Tamarind Ave. Compton, CA	S	9:00 AM	400
12-03-83	Los Angeles Urban League 3450 Mt. Vernon Drive Los Angeles, CA 90008	G	9:00 AM	N/A
12-05-83	Freda Mohr Sr. Center 330 North Fairfax Avenue Los Angeles, CA	G	1:00 PM	N/A
12-08-83	United Business College 6324 Sunset Boulevard Los Angeles, CA	S	9:00 AM	30
12-13-83	Chaffey High School 211 West Fifth Street Ontario, CA	S	10:52 AM	64
12-13-83	Hermosa Rotary Club 1001 Hermosa Avenue Hermosa Beach, CA	G	12-13-83	25
12-13-83	Westchester Sr. Center 8740 Lincoln Boulevard Los Angeles, CA	E	11:30 AM	150

TABLE VIII: CITIZEN PRESENTATIONS, 1983 (continued)

Type of Group

B=Business M=Minority Group  
 S=School G=General Community  
 H=Handicapped

I=Special Interest  
 E=Senior Citizens

<u>Date</u>	<u>Group Name &amp; Location</u>	<u>Group Type</u>	<u>Time</u>	<u>Number Attending</u>
12-14-83	Burbank Host Lions Club 810 North Fairview Street Burbank, CA	G	7:30 AM	35
12-20-83	Century City Optimist Club 4117 Michael Avenue Los Angeles, CA	G	12:15 PM	20
12-29-83	Bellflower Rotary Club P.O. Box 726 Bellflower, CA	S	12:00 Noon	60

TABLE IX: SCRTD NEWS RELEASES, 1983

<u>DATE</u>	<u>RELEASE #</u>	<u>SUBJECT</u>
1/3	001	Memo to Media -- Comm. of the Whole 1/6
1/4	002	RTD To Dedicate New West SFV Bus Division
1/5	003	Phone survey to Determine Pomona Valley Transit Needs
1/5	004	Linking RTD Bus Lines to Metro Rail System Topic of Public Meetings
1/5	005	15 So. Central L.A. RTD Lines Will Change Sunday, Jan. 30
1/7	006	PSA's -- January 30 Service Changes
1/7	007	Memo to Media -- Reg. Board Meeting and Public Hearings 1/13/83
1/7	008	January Service Changes in SGV, East L.A.
1/11	009	Pomona Valley Transit Study
1/11	010	Compton - L.A. Service Part of RTD's Jan. 30 Service Changes
1/12	011	Memo to Media -- Division 8 Open House
1/12	012	RTTC Under New Administration Photo Caption
1/13	013	New RTD Renumbering System Grows with Jan. 30 Changes
1/14	014	Metro Rail Open House Jan. 26
1/17	015	Second Overall Release Re: Jan. 30 Service Changes
1/18	016	December Operator of the Month -- Photo Caption
1/18	017	CTC's Action 1/14 Approves State Funding for Metro Rail
1/19	018	\$88 Million Available to Continuing Engineering for Metro Rail
1/19	019	RTD Invests in New Facilities and Buses to Improve Service
1/20	020	Shuttle Service to Super Bowl

TABLE IX: SCRTD NEWS RELEASES, 1983 (CONTINUED)

<u>DATE</u>	<u>RELEASE #</u>	<u>SUBJECT</u>
1/21	021	New Intermediate Buses Go Into Service
1/22	022	New Jan. 30 Service Changes Include Accessible Buses
1/24	023	Memo to Media -- Regular Board Meeting 1/27
1/25	024	Photo Caption -- RTD Improves Service in So. Central L.A.
1/26	025	Special, Regular RTD Buses Serving Thoroughbred Races at Santa Anita
1/28	026	Memo to Media -- Re: Circus Vargas Promotion
1/31	027	Memo to Media -- Comm. of the Whole 2/3
2/1	028	Circus Vargas Coupon Promotion
2/3	029	Photo Caption -- RTD Honors "Jeffersons" Star
2/3	030	RTD Subscription Service to be Replaced Effective Feb. 28
2/4	031	Photo Captions -- Circus Vargas Promotion
2/7	032	Memo to Media -- Regular Board Meeting & Public Hearing Feb. 10
2/10	033	Photo Caption for Adweek Magazine Re: Circus Vargas Promotion
2/10	034	RTD to Improve South Bay Express Service Feb. 28
2/14	036	RTD Metro Rail Station Designs to be Unveiled at five Public Meetings
2/14	037	RTD Ticket Versatility Featured in Brochure
2/15	038	RTD Schedules Public Hearing Feb. 23 to Consider Changes in Student Passes
2/17	039-1	Backgrounder #1 - Tunneling Techniques (By-line Article by G.M.)
2/17	040	College/Vocational Card Available Mar. 1
2/17	041	RTD Service to Los Alamitos Night Harness Races
2/18	042	Memo to Media -- Metro Rail Press Event Feb. 21



TABLE IX: SCRTD NEWS RELEASES, 1983 (CONTINUED)

<u>DATE</u>	<u>RELEASE #</u>	<u>SUBJECT</u>
2/18	043	RTD Goes Underground for a Look Into the Future
2/21	044	Memo to Media -- Public Hearing Feb. 23 Re: College/Vocational Pass
2/21	045	Memo to Media -- Regular Board Meeting Feb. 24
2/21	046	January Operator of the Month Photo Caption
2/23	047	Murray, New Assistant GM Transit Services
2/23	048	Pomona Valley Transit Study Phone Survey
2/23	049	Public Hearing March 9 Re: Milestone 9
2/23	050	RTD Board Adopts Milestone 6
2/25	051	RTD Plans Boyle Heights Crime Prevention Workshop March 30
2/25	052	CTC Award \$36.5 Million for Metro Rail
2/25	053	PSA -- Public Hearing March 17 on Bus Service Changes
2/25	054	RTD Provides Service to L.A. Express Games (To Herald Examiner Only)
3/3	056	Photo Captions Re: RTD Directors Swanson Storing & Patsouras APTA Apointments
3/3	057	Memo to Media -- Committee of the Whole Meeting 3/7
3/4	058	Photo Caption to Trades Re: February 21 Metro Rail Press Event
3/4	059	March 17 Public Hearing Re: Bus Service Changes
3/7	060	Milestone 10 Second Round of Public Meetings March 21-24
3/7	061	Memo to Media -- Public Hearing 3/9 Re: Milestone 9
3/8	062	Memo to Media -- Regular Board Meeting 3/10

TABLE IX: SCRTD NEWS RELEASES, 1983 (CONTINUED)

<u>DATE</u>	<u>RELEASE #</u>	<u>SUBJECT</u>
3/11	063	Memo to Media -- Public Hearing 3/17 Re: Bus Service Changes
3/14	064	RTD Hosts Open House March 20 for New Pomona Operating Division
3/15	065	Photo Caption -- Re-election of Lewis, Richter to Board
3/16	066	Memo to Media -- Open House March 20 at New Pomona Division
3/16	067	Grumman Flexible Engine Failure Force RTD to Curtail Some Accessible Service
3/18	068	Photo Caption -- Lost & Found Office
3/21	069	Memo to Media -- Reg. Board Meeting 3/24
3/22	070	Public Meetings April 5 Re: Pomona Valley Transit Study
3/23	071	Adoption of Milestone 7 by Board of Directors
3/24	072	RTD Speakers Bureau
3/25	073	"Be A Winner" Brochure Release
3/30	074	Rich Davis Honored for Top Maintenance Program
3/30	075	RTD Official Inspect RFQ's
3/30	076	Milestone 11 Public Meetings Begin 4/11
3/30	077	Milestone 10 Public Hearing April 11
4/1	078	February Operator of the Month
4/1	079	Operator of the Year, 1982
4/1	080	June Service Changes
4/4	081	Memo to Media -- Comm. of the Whole 4/7
4/4	082	Photo Caption -- Bus Benches
4/4	083	Time Running Out to Redeem Circus Vargas Coupons
4/4	084	RTD To Receive \$7 Million from Bus Advertising Space

TABLE IX: SCRTD NEWS RELEASES, 1983 (CONTINUED)

<u>DATE</u>	<u>RELEASE #</u>	<u>SUBJECT</u>
4/5	085	Lambertus Becker Named RTD Director of Office of Management & Budget
4/5	086	Memo to Media -- Press Briefing 4/7
4/6	087	Tax Break for Bus Riders
4/6	088	RTD Announces Metro Rail Cost Estimates
4/11	089	Photo Captions -- New Microwave System
4/13	090	Memo to Media -- Reg. Board Meeting 4/18
4/13	090	Memo to Media -- Public Hearings 4/18
4/14	091	New Outlets to Sell RTD Passes in East L.A., Montebello
4/15	092	RTD to Display Public Transit at Future World Expo '83
4/15	093	Crime Prevention Fair April 23-24
4/15	094	Hollywood CSC Closed Temporarily
4/18	095	RTD Board of Directors Expresses Outrage at "No New Rail Starts" Philosophy
4/19	096	West L.A. Transit Center
4/19	097	Release Re: "New Mobility" Brochure
4/20	098	Memo to Media -- Public Hearing Re: M/S 10
4/22	099	Proposition A Ridership Update
4/22	100	Photo Caption -- Record Ridership
4/25	101	Memo to Media -- Press Conference 4/27
4/25	102	Memo to Media -- Regular Board Meeting 4/28
4/25	103	L.A. Officials Request \$205 Million for Metro Rail
4/25	104	Metro Rail Cost Estimate Subject of May 11 Public Hearing
4/25	105	West L.A. Announces Support for Metro Rail
4/26	106	March Operator of the Month

TABLE IX: SCRTD NEWS RELEASES, 1983 (CONTINUED)

<u>DATE</u>	<u>RELEASE #</u>	<u>SUBJECT</u>
4/29	107	Marvin Williams -- AGM for EEO
5/2	108	Purchase of 415 New Neoplan USA Buses
5/2	109	Memo to Media -- Committee of the Whole Meeting 5/5
5/3	110	Milestone 12 Public Meetings
5/4	111	Board Selects Four Firms to Enter Contract Negotiations for Metro Rail
5/5	112	Self Guided Tours Brochure
5/5	113	West Los Angeles for Metro Rail Committee
5/5	114	May 18 Pomona Valley Transit Meeting
5/9	115	Memo to Media -- Public Hearing Re: Milestone 11
5/9	115	Memo to Media -- Lt. Gov. McCarthy Press Conference
5/9	116	Memo to Media -- Reg. Bd. Meeting 5/12
5/10	117	Lawry's California Center Bus Service
5/10	118	Memo to Media -- CRA Dinner
5/10	119	RTD Extends Pass Sale Period at Cal Mart
5/10	120	Lt. Gov. McCarthy Urges Bi-Partisian Support for Metro Rail
5/11	121	Roland Krafft Retirement
5/11	122	PSA's -- June Service Changes
5/13	123	Ridership Reaches 1.5 Million Boardings for First Time
5/16	124a	Robert J. Murray, New Asst. General Mgr.
5/16	125	Memo to Media -- Lawry's California Center Press Event
5/18	126	New Bus Service to Lawry's Cal Center
5/20	127	Milestone 9 Adoption by Board of Directors

TABLE IX: SCRTD NEWS RELEASES, 1983 (CONTINUED)

<u>DATE</u>	<u>RELEASE #</u>	<u>SUBJECT</u>
5/20	128	Revisions for College/Vocational Pass
5/23	129	Memo to Media -- Regular Board Meeting 5/26
5/25	130	Metro Rail Summary/Funding Appears Assured Articles for Passenger Transport
5/25	131	Photo Captions for Passenger Transport Special Rail Issue
5/26	132	April Operator of the Month
5/26	133	John Day New RTD Board Member
5/26	134	Photo Caption -- Congressman Henry Waxman Press Briefing
5/27	135	June Service Changes Effective June 26
5/31	136	Memo to Media -- Committee of The Whole 6/2
6/1	137	June Service Changes in East Los Angeles
6/3	138	RTD June Service Changes in So. Los Angeles and Mid-Cities
6/3	139	Milestone 8 Adopted by Board of Directors
6/8	140	RTD Bus Stops Suspended by Pasadena Construction Site
6/8	141	Metro Rail Goes Under Extensive Federal Review
6/9	142	Milestone 12 Public Hearing June 27
6/10	143	Second June Service Changes Release (Overall)
6/14	144	Retirement of the Venables
6/14	145	Public Hearing Re: BEEP Service
6/14	146	Memo to Media -- Committee of the Whole Meeting and Regular Board Meeting 6/16
6/14	147	Jay Price Re-elected to Board of Directors
6/14	148	Metro Rail Update--Photo Caption for Community Relations
6/15	149a	Operator Teamwork Poster Contest

TABLE IX: SCRTD NEWS RELEASES, 1983 (CONTINUED)

<u>DATE</u>	<u>RELEASE #</u>	<u>SUBJECT</u>
6/16	150	EIS Report Available
6/17	151	New Handicapped ID Available July 1
6/17	152	June Service Changes in South Bay
6/20	153	RTD Setting New Productivity Records
6/20	154	RTD Approves Purchase of 35 Small Buses
6/21	155	Board Selects 10 Firms for Metro Rail Continued Preliminary Engineering
6/21	156	Board Adopts Milestone 10 & Crenshaw Station
6/21	157	May Operator of the Month
6/22	158	Memo to Media -- Milestone 12 Public Hearing June 27
6/23	159	June 26 Service Changes to Aid Accessible Bus Service
6/23	160	Pomona Valley Transit Meeting June 29
6/23	161	Memo to Media -- Press Event June 26 Re: Service Changes
6/24	162	Photo Caption -- Long Beach Airport Park & Ride
6/27	163	PSA Re: The New Mobility Brochure
6/28	164	Memo to Media -- Reg. Board Meeting and Public Hearing Re: BEEP Service 6/30
6/28	165	Photo Caption -- Coloring Contest Winner
6/29	166	EIS Public Hearings July 18-21
6/30	167	Thomas G. Neusom Dies of Heart Attack
7/1	168	RTD Board Adopts FY 84 Budget
7/6	169	Memo to Media -- Regular Board Meeting 7/7
7/6	170	El Monte Busway Brochure Release
7/7	171	PSA -- EIS Public Hearings

TABLE IX: SCRTD NEWS RELEASES, 1983 (CONTINUED)

<u>DATE</u>	<u>RELEASE #</u>	<u>SUBJECT</u>
7/11	172	Memo to Media -- Special Bd. Meeting and Public Hearings Re: UMTA Grant Applications 7/14
7/13	173	Bus Ridership Sets Records with 40 Million Annual Boardings
7/15	174	Memo to Media -- EIS Hearings
7/20	175	Memo to Media -- Advance Planning Committee Meeting
7/20	176	Milestone 12 Adopted by Board
7/22	177	RTD Cancels Portions of BEEP Service
7/23	178	Memo to Media -- Comm. of the Whole Meeting 7/25
7/25	179	Memo to Media -- Regular Board Meeting 7/28
7/26	180	New Pass Sale Outlet Directory Available
7/27	181	Nate Holden Appointed to Board
7/29	182	Operator for the Month -- June
7/29	183	Nate Holden Sworn In
8/1	184	Memo to Media -- Comm. of the Whole 8/4
8/1	185	College/Vocational Passes Available August, 1983
8/1	186	Board Moves to Reduce Overcrowding on Buses
8/4	187	RTD Pays Off Installment of Original \$40 Million Debt
8/4	188	Memo to Media -- Bus Roadeo
8/4	189	L.A. Comes Together to Endorse Metro Rail
8/8	190	Memo to Media -- Regular Board Meeting & Public Hearing 8/11
8/15	191	El Monte Busway Celebrates 10th Year
8/16	192	RTD Renews Contracts for Operation of Downtown & Westwood Shuttle Buses

TABLE IX: SCRTD NEWS RELEASES, 1983 (CONTINUED)

<u>DATE</u>	<u>RELEASE #</u>	<u>SUBJECT</u>
8/17	193	Memo to Media -- Senator Wilson Event 8/19
8/18	194	Indian Hills Shopping Promotion
8/18	195	RTD Yard & Shops/Union Station Photo Captions
8/18	196	L.A. Officials Hear Metro Rail Update 8/19
8/19	197	Lines 108, 110 Cancel Out Line 826 Service Effective 8/21
8/22	198	Memo to Media -- Board Meeting & Public Hearing 8/25
8/22	199	July Operator of the Month
8/22	200	Downey Cowboy Wins Bus Rodeo
8/23	201	Jack in the Box Promotion
8/26	202	Memo to Media -- Regular Board Meeting 9/1
8/30	203	RTD Commuter Bus Service
8/20	204	R.L. Kundert-Director of Employee Relations
9/2	205	Memo to Media -- APTA President Graebner Visits LA
9/6	206	Special RTD Bus & Shuttle to L.A. Fair
9/7	207	Summer Youth Program -- Photo Captions
9/8	208	40 Additional Buses to Cope with Overcrowding
9/8	209	Metro Rail Videotape Series Available
9/8	210	Memo to Media -- Regular Board Meeting 9/12
9/9	211	Memo to Media - Press Conference 9/12 Re: Olympics
9/12	212	77 RTd Lines Change Numbers October 2
9/13	213	Grumman/Flexible Settlement
9/13	214	Service to UCLA Games at Rose Bowl
9/15	215	RTD's Long Beach-Disneyland-Riverside Line 149 to Serve Knott's



TABLE IX: SCRTD NEWS RELEASES, 1983 (CONTINUED)

<u>DATE</u>	<u>RELEASE #</u>	<u>SUBJECT</u>
9/16	216	CTC Ranks Metro Rail "High-Priority" Project
9/19	218	18 Lines Change Numbers in So. Central L.A. and South Bay
9/20	219	28 Lines Change Numbers in SGV, East L.A.
9/20	220	SFV Lines Change Numbers Oct. 2
9/21	221	RTD To Market Official Olympic Coins
9/21	222	August Operator of the Month
9/21	223	12 Mid-Cities Lines to be Renumbered Oct. 2
9/22	224	Board Selects Final 2 Firms for Continued Preliminary Engineering
9/22	225	Photo Caption for Passenger Transport Re: Bus Roadeo Banquet
9/23	226	28 Lines Renumbered in West, Downtown L.A.
9/26	227	Memo to Media -- Regular Board Meeting 9/29
9/26	228	Van Noy Awarded RTD Graphics Contract
9/28	229	Second Overall Release Re: October 2 Line Number Changes
9/28	230	Memo to Media -- New Neoplan Buses on Review
9/29	231	Memo to Media -- Press Conference Re: October 2 Line Number Changes
9/29	232	Service to Santa Anita Track for Oak Tree Thoroughbred Meet
9/29	233	New Customer Service Center in East L.A.
9/30	234	College/Vocational Pass Photo Caption
10/3	235	Memo to Media -- Special Board Meeting 10/6
10/3	236	State Legislation Provides \$170 Million For Metro Rail
10/6	237	Ruth Richter will Moderate Transit Panel
10/6	238	Photo Caption -- Neoplan USA Buses

TABLE IX: SCRTD NEWS RELEASES, 1983 (CONTINUED)

<u>DATE</u>	<u>RELEASE #</u>	<u>SUBJECT</u>
10/7	239	Photo Caption -- Metro Rail Comes to Hollywood
10/10	240	Memo to Media -- Regular Board Meeting 10/13
10/10	241	Fiesta Express Bus Brochure
10/14	242	Agreement with Parklabrea Associates
10/17	243	Memo to Media -- Board Meetings 10/19 & 20
10/18	244	Public Hearing on Metro Rail Grant Application November 10
10/20	245	September Operator of the Month
10/20	246	RTD Honored for Support of National Guard and Reserves
10/21	247	Service to Los Alamitos Racetrack
10/24	248	RTd Patrons Asked to Exit Rear Doors
10/26	249	Record Ridership for September
10/26	250	Public Hearing November 21 Re: Olympic Fares
10/27	251	Memo to Media -- Ad Hoc Committee Meeting
10/27	252	November 10 Public Hearing -- 2nd Notice
10/27	253	New Customer Service Center in S. Central L.A.
10/31	254	Memo to Media -- Committee of the Whole Meeting 11/3
11/1	255	RTD Forms Committee on Accessible Transportation
11/2	256	Public Hearing Rescheduled to 11/21 on Grant Application
11/3	257	RTD To Modify Service on 9 Lines Serving West LA Center
11/4	258	Memo to Media -- Dinner Meeting with RTD and LACTC November 7
11/7	259	Memo to Media -- Regular Board Meeting 11/10

TABLE IX: SCRTD NEWS RELEASES, 1983 (CONTINUED)

<u>DATE</u>	<u>RELEASE #</u>	<u>SUBJECT</u>
11/8	260	Mike Lewis Honored by UMTA
11/9	261	Ed Nash, Director of Transportation
11/14	262	RTD Tourist Pass Cancelled
11/14	263	RTD and City of L.A. Sign Agreement to Benefit Minorities
11/14	264	Local and Express Service to Hollywood Park
11/15	265	Public Hearing on Metro Rail Scheduled 11/21 CANCELLEDHearing and Regular Board Meeting 11/21
11/17	267	RTD Certifies Environmental Impact Report
11/17	268	Service to Lawry's to End for Winter
11/21	269	October Operator of the Month
11/21	270	Henry Cord, Director of Real Estate
11/21	271	Memo to Media -- Alhambra Token Promo 11/25
11/22	272	American Express now Accepted at RTd Customer Service Centers
11/22	273	RTD Sets Two Ridership Records in October
11/23	274	PSA's -- Rose parade Service 1/2/84
11/23	275	Memo to Media -- Advance Planning Committee Meeting 11/29
11/29	276	Charles Storing Inspects Neoplan Buses
11/28	277	Memo to Media -- Ralph Stanley Luncheon
11/29	278	UNO Photo Captions
11/30	279	Alhambra Shop By Bus Promo -- Photo Captions
11/30	280	Board Approves Purchase of 10 Used Articulated Buses
12/5	281	Memo to Media -- Regular Board Meeting and Public Hearing 12/8

TABLE IX: SCRTD NEWS RELEASES, 1983 (CONTINUED)

<u>DATE</u>	<u>RELEASE #</u>	<u>SUBJECT</u>
12/5	282	Metro Rail Public Hearing December 8
12/6	283	Photo Caption -- Ralph Stanley's Visit to L.A.
12/9	284	Pomona Valley Transit Meeting December 15
12/9	285	Public Hearing Re: Federal Capital Grant Application 12/19
12/12	286	Service to Rose Parade January 2
12/12	287	Memo to Media -- Ad Hoc Committee and Committee of the Whole Meetings 12/15
12/13	288	Photo Caption -- West L.A. Transit Center
12/13	289	FEIS & Hollywood Bowl Actions
12/14	290	Equipment Trust Certificates
12/14	291	Memo to Media -- Regular Board Meeting 12/19
12/15	292	Rose Parade Service to SFV January 2
12/15	293	Rose Parade Service to SGV January 2
12/15	294	Mike Lewis Named Chair of Finance for APTA
12/15	295	Memo to Media -- Press Conference Re: Token
12/15	296	Release Re: Sale of Olympic Tokens
12/19	297	PSA's -- Sale of Olympic Tokens
12/20	298	Photo Caption -- Rose Parade Queens
12/22	299	Rose Parade Service to Long Beach-Mid Cities
12/22	300	Service to Santa Anita Racetrack
12/23	301	Article & Photo Caption to Pass. Transport
12/27	302	November Operator of the Month
12/27	303	January 11 Public Hearing Re: Reduced Service
12/28	304	Photo Caption -- Olympic Press conference
12/29	305	RTD Directors Set Olympic Fares
12/29	306	1982-83 Annual Report Available

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, one is Black, and three are women, one of whom is Hispanic. The Directors are appointed: Two by the Los Angeles Mayor, 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

Citizen's Advisory Committee on Accessible Transportation (CACAT)

United Neighborhoods Organization (100% Hispanic)

Hollywood Committee of 40

North Hollywood Committee of 45

Los Angeles NAACP

Los Angeles Urban League

Southern Christian Leadership Council

With the exception of the last two, these committees serve at the pleasure of local elected officials and not within the control of SCRTD. Consequently, no records of minority representation are available.

Community meetings discussing the planned construction of Metro Rail are held regularly. Two committees in Hollywood and North Hollywood 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 b (above) are prepared in either or both English and Spanish. 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 the past year 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 include Spanish-speaking operators. Meetings held in Hispanic neighborhoods include a bilingual staff member to either make the presentation or to translate, as appropriate.

e. Comments Received Through the A-95 Review Process

No comments pertaining to the District's activities have been received through the A-95 process from any local civil rights agencies.

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

An extensive on-board survey encompassing a majority of SCRTD bus lines took place in May and June 1983, with a follow-up survey in August. Analysis of the survey responses will provide the SCRTD with valuable ridership and planning data including origin and destination data, transfer data, trip length data, and time of day and socioeconomic data. SCRTD plans to meet two major objectives with the survey data:

1. the calibration of the SCAG (Southern California Association of Governments) regional transportation planning models, and
2. the Fare and Service Deployment Study which examines alternatives in preparation for the end of the Proposition A Fare Reduction Program in July 1985.

The SCRTD also participates in the regional Overall Work Program (OWP). The OWP funds projects that are designed to analyze transit needs and implement transit improvements. FY 1984 OWP projects were as follows:

- 8323.10 Service Effectiveness
- 8301.04 Transportation Forecasting & Modeling
- 8323.05 Line by Line Analysis
- 8323.14 Overtime Effectiveness Investigation

8323.15 Health Insurance Cost Containment  
8323.27 Computer Inventory  
8323.30 Management Potential Assessment  
8438.32 Short Range Transit Plans  
8438.47 Service Coordination Issues  
8438.55 Freeway Line-Haul Study  
8438.63 Transit Service Surveillance  
8438.74 Schedule Innovation Project

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.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

TITLE VI  
SUBMITTAL TO UMTA  
UPDATE 1983

Appendices

April 1984



APPENDIX A

APPENDIX A  
PROFILE MAPS

Listed below are 1983 editions of maps being sent under separate cover. These maps were previously submitted by the Southern California Rapid Transit District in accordance with UMTA's Title VI compliance criteria:

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

APPENDIX B

SCRTD VEHICLE ASSIGNMENT RECORD FOR JULY 20, 1983.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JULY 20, 1983: BLACK VS. NON-BLACK LINES (CONTD.)

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES										VEHICLE				AIR		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)
JULY 20, 1983																							
NON-BLACK	BASE		191.	6.0	82	18	0	0	0	0	0	86	0	0	7	6	9	91	0	0	11	89	44.3
	PEAK		207.	6.5	83	17	0	0	0	0	0	86	0	0	7	6	11	89	0	0	12	88	44.6
	EXPR		4.	10.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
BLACK	BASE		1695.	6.6	94	4	0	1	0	1	1	92	0	1	7	1	5	95	0	0	8	92	46.7
	PEAK		2187.	7.3	93	3	0	1	0	1	1	88	0	1	9	1	7	93	0	0	9	91	47.3
	EXPR		630.	6.6	91	3	0	1	0	0	5	69	1	5	25	0	2	98	1	0	6	94	48.5
NON-INDIAN	BASE		12.	7.0	83	17	0	0	0	0	0	100	0	0	0	0	17	83	0	0	0	100	43.7
	PEAK		12.	7.0	83	17	0	0	0	0	0	100	0	0	0	0	17	83	0	0	0	100	43.7
INDIAN	BASE		1874.	6.5	93	5	0	1	0	1	0	91	0	0	7	2	5	94	0	0	8	92	46.4
	PEAK		2382.	7.2	93	5	0	1	0	1	1	88	0	1	9	1	7	92	0	0	10	90	47.1
	EXPR		634.	6.6	91	4	0	1	0	0	5	69	1	5	25	0	2	98	1	0	6	94	48.4
NON-ASIAN	BASE		42.	6.5	90	10	0	0	0	0	0	88	0	0	12	0	7	93	0	0	5	95	44.9
	PEAK		45.	6.8	91	9	0	0	0	0	0	89	0	0	11	0	7	93	0	0	4	96	45.3
ASIAN	BASE		1844.	6.6	93	5	0	1	0	1	0	91	0	0	7	2	6	94	0	0	8	92	46.5
	PEAK		2349.	7.2	93	5	0	1	0	1	1	88	0	1	9	1	7	92	0	0	10	90	47.1
	EXPR		634.	6.6	91	4	0	1	0	0	5	69	1	5	25	0	2	98	1	0	6	94	48.4
NON-LATINO	BASE		12.	7.3	83	17	0	0	0	0	0	58	0	0	42	0	17	83	0	0	0	100	43.3
	PEAK		13.	7.4	85	15	0	0	0	0	0	62	0	0	38	0	15	85	0	0	0	100	43.9
LATINO	BASE		1874.	6.5	93	5	0	1	0	1	0	91	0	0	6	2	5	94	0	0	8	92	46.4
	PEAK		2381.	7.2	93	5	0	1	0	1	1	88	0	1	9	1	7	92	0	0	10	90	47.1
	EXPR		634.	6.6	91	4	0	1	0	0	5	69	1	5	25	0	2	98	1	0	6	94	48.4

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JULY 20, 1983.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JULY 20, 1983: BLACK VS. NON-BLACK LINES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES							SEAT STYLE					-TRANSMISSION-				-CONDT-		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)	
1	1	BASE	36.	7.1	72	0	0	0	0	28	0	100	0	0	0	0	11	89	0	0	11	89	52.2
		PEAK	39.	7.9	74	0	0	0	0	26	0	100	0	0	0	0	15	85	0	0	15	85	52.1
2	1	BASE	30.	2.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.5
		PEAK	38.	4.2	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	44.7
4	1	BASE	38.	4.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.8
		PEAK	39.	4.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.0
5	1	BASE	43.	10.1	100	0	0	0	0	0	0	100	0	0	0	0	21	79	0	0	60	40	49.0
		PEAK	54.	11.5	100	0	0	0	0	0	0	100	0	0	0	0	31	69	0	0	65	35	49.3
		EXPR	27.	9.5	100	0	0	0	0	0	0	100	0	0	0	0	15	85	0	0	56	44	49.0
10	1	BASE	29.	4.7	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	3	97	45.5
		PEAK	32.	4.8	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	3	97	45.7
16	1	BASE	20.	5.4	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	10	90	45.9
		PEAK	28.	8.3	100	0	0	0	0	0	0	100	0	0	0	0	21	79	0	0	25	75	46.9
18	1	BASE	23.	4.2	100	0	0	0	0	0	0	100	0	0	0	0	4	96	0	0	4	96	44.7
		PEAK	31.	6.8	100	0	0	0	0	0	0	100	0	0	0	0	16	84	0	0	16	84	45.9
20	1	BASE	68.	8.1	88	0	0	0	0	12	0	100	0	0	0	0	0	100	0	0	0	100	51.6
		PEAK	84.	8.0	89	0	0	0	0	11	0	100	0	0	0	0	0	100	0	0	0	100	51.3
24	1	BASE	24.	6.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.3
		PEAK	26.	6.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.4
26	1	BASE	14.	4.8	100	0	0	0	0	0	0	100	0	0	0	0	7	93	0	0	7	93	44.6
		PEAK	17.	6.5	100	0	0	0	0	0	0	100	0	0	0	0	18	82	0	0	18	82	45.2
28	1	BASE	33.	6.8	97	3	0	0	0	0	0	100	0	0	0	0	6	94	0	0	6	94	45.7
		PEAK	46.	9.0	96	4	0	0	0	0	0	100	0	0	0	0	9	91	0	0	11	89	47.1
30	1	BASE	35.	7.4	100	0	0	0	0	0	0	100	0	0	0	0	11	89	0	0	43	57	47.3
		PEAK	47.	9.1	100	0	0	0	0	0	0	100	0	0	0	0	23	77	0	0	53	47	47.8
32	1	BASE	6.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	17	83	44.8
		PEAK	6.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	17	83	44.8
35	1	BASE	43.	7.1	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.7
		PEAK	55.	7.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.7
		EXPR	55.	7.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.7
38	1	BASE	14.	12.2	100	0	0	0	0	0	0	100	0	0	0	0	7	93	0	0	0	100	49.3
		PEAK	22.	12.6	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	0	100	49.5
39	1	BASE	18.	6.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.6
		PEAK	20.	6.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.6
		EXPR	5.	6.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.2
44	1	BASE	29.	8.7	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	0	100	49.5
		PEAK	40.	8.9	100	0	0	0	0	0	0	100	0	0	0	0	2	97	0	0	0	100	49.9
45	1	BASE	23.	9.1	100	0	0	0	0	0	0	100	0	0	0	0	17	83	0	0	0	100	47.5
		PEAK	33.	9.5	100	0	0	0	0	0	0	97	0	0	3	0	12	88	0	0	0	100	47.8
47	1	BASE	11.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.5
		PEAK	20.	7.8	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	0	100	46.6
48	1	BASE	8.	10.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	49.0
		PEAK	13.	11.5	100	0	0	0	0	0	0	100	0	0	0	0	8	92	0	0	8	92	49.2
51	1	BASE	14.	7.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.4
		PEAK	32.	9.6	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	13	88	48.1
53	1	BASE	20.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	45.4
		PEAK	20.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	45.4
55	1	BASE	11.	7.1	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.8
		PEAK	14.	8.8	100	0	0	0	0	0	0	100	0	0	0	0	14	86	0	0	14	86	48.6

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JULY 20, 1983.

S.G.R.T.D. VEHICLE ASSIGNMENT RECORD, JULY 20, 1983: BLACK VS. NON-BLACK LINES (CONTD.)

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES														AIR		AVE. NO. SEATS		
					VEHICLE STYLE							SEAT STYLE					VEHICLE TRANSMISSION					COND	
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)		(1)	(2)
117	1	BASE	9.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
		PEAK	9.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
119	1	BASE	5.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.2
		PEAK	5.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.2
120	1	BASE	18.	2.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.4
		PEAK	18.	2.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.4
124	1	BASE	4.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	4.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
125	1	BASE	12.	3.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.3
		PEAK	14.	2.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.1
127	1	BASE	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
130	1	BASE	4.	7.0	100	0	0	0	0	0	0	75	0	0	25	0	0	100	0	0	0	100	47.0
		PEAK	4.	7.0	100	0	0	0	0	0	0	75	0	0	25	0	0	100	0	0	0	100	47.0
142	1	BASE	6.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	6.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
146	1	BASE	3.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.3
		PEAK	3.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.3
149	0	BASE	5.	8.8	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		PEAK	6.	8.7	100	0	0	0	0	0	0	17	0	0	83	0	0	100	0	0	0	100	47.7
150	0	BASE	15.	7.3	100	0	0	0	0	0	0	100	0	0	0	0	20	80	0	0	0	100	45.7
		PEAK	19.	9.4	100	0	0	0	0	0	0	100	0	0	0	0	32	68	0	0	0	100	46.4
151	0	BASE	4.	4.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	4.	4.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
152	0	BASE	12.	6.8	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	17	83	47.8
		PEAK	15.	6.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	20	80	47.9
153	0	BASE	3.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	3.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
154	0	BASE	6.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	6.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
156	0	BASE	4.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	5.	7.2	100	0	0	0	0	0	0	100	0	0	0	0	20	80	0	0	0	100	46.2
157	0	BASE	5.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
		PEAK	6.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
158	0	BASE	5.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
		PEAK	5.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
159	0	BASE	4.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
		PEAK	4.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
160	0	BASE	9.	5.9	100	0	0	0	0	0	0	100	0	0	0	0	11	89	0	0	89	11	47.0
		PEAK	11.	8.5	100	0	0	0	0	0	0	100	0	0	0	0	27	73	0	0	91	9	47.5
161	0	BASE	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
163	0	BASE	7.	3.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.1
		PEAK	7.	3.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.1
165	0	BASE	15.	4.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.1
		PEAK	16.	4.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
168	1	BASE	7.	4.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.3
		PEAK	7.	4.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.3

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JULY 20, 1983.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JULY 20, 1983: BLACK VS. NON-BLACK LINES (CONTD.)

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ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES							VEHICLE				AIR		AVE. NO. SEATS					
					VEHICLE STYLE							SEAT STYLE				TRANSMISSION			CONDIT				
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)		(2)	(3)	(4)	(1)	(2)
259	0	BASE	5.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	5.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
260	1	BASE	16.	3.1	100	0	0	0	0	0	0	94	0	0	6	0	0	100	0	0	0	100	44.0
		PEAK	17.	3.4	100	0	0	0	0	0	0	88	0	0	12	0	0	100	0	0	0	100	44.2
262	0	BASE	7.	7.1	100	0	0	0	0	0	0	14	0	0	86	0	0	100	0	0	0	100	46.4
		PEAK	7.	7.1	100	0	0	0	0	0	0	14	0	0	86	0	0	100	0	0	0	100	46.4
266	0	BASE	12.	6.3	100	0	0	0	0	0	0	75	0	0	25	0	8	92	0	0	8	92	46.0
		PEAK	13.	6.5	100	0	0	0	0	0	0	69	0	0	31	0	8	92	0	0	8	92	46.1
270	0	BASE	4.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	4.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
358	1	BASE	7.	5.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.6
		PEAK	7.	5.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.6
401	1	BASE	16.	10.1	6	94	0	0	0	0	0	94	0	0	0	6	6	94	0	0	6	94	44.8
		PEAK	21.	10.0	5	95	0	0	0	0	0	95	0	0	0	5	5	95	0	0	5	95	44.9
		EXPR	21.	10.0	5	95	0	0	0	0	0	95	0	0	0	5	5	95	0	0	5	95	44.9
413	1	PEAK	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		EXPR	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
419	1	PEAK	4.	8.0	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	100	47.0
		EXPR	4.	8.0	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	100	47.0
423	1	PEAK	6.	6.0	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	100	45.0
		EXPR	6.	6.0	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	100	45.0
424	0	BASE	4.	10.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	4.	10.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		EXPR	4.	10.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
426	1	BASE	6.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	21.	3.2	100	0	0	0	0	0	0	95	0	0	5	0	0	100	0	0	0	100	44.3
		EXPR	21.	3.2	100	0	0	0	0	0	0	95	0	0	5	0	0	100	0	0	0	100	44.3
427	1	PEAK	10.	4.0	100	0	0	0	0	0	0	80	0	0	20	0	0	100	0	0	0	100	44.2
		EXPR	10.	4.0	100	0	0	0	0	0	0	80	0	0	20	0	0	100	0	0	0	100	44.2
429	1	BASE	4.	8.8	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
		PEAK	10.	10.1	100	0	0	0	0	0	0	100	0	0	0	0	10	90	0	0	10	90	51.0
		EXPR	10.	10.1	100	0	0	0	0	0	0	100	0	0	0	0	10	90	0	0	10	90	51.0
430	0	BASE	4.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	35.0	
		PEAK	4.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	35.0	
431	1	BASE	3.	9.3	0	100	0	0	0	0	0	67	0	0	0	33	33	67	0	0	33	67	38.7
		PEAK	3.	9.3	0	100	0	0	0	0	0	67	0	0	0	33	33	67	0	0	33	67	38.7
433	1	BASE	6.	4.0	100	0	0	0	0	0	0	67	0	0	33	0	0	100	0	0	0	100	44.3
		PEAK	7.	4.6	100	0	0	0	0	0	0	57	0	0	43	0	0	100	0	0	0	100	44.7
434	1	BASE	9.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	11.	2.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.7
		EXPR	11.	2.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.7
435	1	BASE	4.	1.0	0	100	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	100	36.0
		PEAK	4.	1.0	0	100	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	100	36.0
438	1	BASE	6.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	6.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
440	1	BASE	8.	4.2	100	0	0	0	0	0	0	63	0	0	38	0	0	100	0	0	0	100	44.5
		PEAK	8.	4.2	100	0	0	0	0	0	0	63	0	0	38	0	0	100	0	0	0	100	44.5
441	0	BASE	5.	1.0	0	100	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	100	36.0
		PEAK	5.	1.0	0	100	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	100	36.0





SCRTD VEHICLE ASSIGNMENT RECORD FOR JULY 20, 1983.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JULY 20, 1983: BLACK VS. NON-BLACK LINES (CONTD.)

VEHICLE AMENITIES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE STYLE							SEAT STYLE					VEHICLE TRANSMISSION				AIR COND.		AVE. NO. SEATS				
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)	(1)	(2)					
760	1	BASE	4.	3.8	0	0	0	0	0	0	100	0	0	100	0	0	0	100	0	0	0	100	0	0	0	100	84.0
		PEAK	16.	2.9	6	0	0	0	0	0	94	0	0	94	6	0	0	100	0	0	0	100	0	0	0	100	81.7
		EXPR	16.	2.9	6	0	0	0	0	0	94	0	0	94	6	0	0	100	0	0	0	100	0	0	0	100	81.7
762	1	BASE	5.	2.0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	0	0	0	100	0	0	0	100	84.0
		PEAK	18.	3.5	17	0	0	0	0	0	83	6	0	83	11	0	0	100	0	0	0	100	0	0	0	100	77.8
		EXPR	18.	3.5	17	0	0	0	0	0	83	6	0	83	11	0	0	100	0	0	0	100	0	0	0	100	77.8
764	1	BASE	6.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	0	0	0	100	47.0
		PEAK	18.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	0	0	0	100	47.0
		EXPR	18.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	0	0	0	100	47.0
810	1	BASE	16.	7.0	100	0	0	0	0	0	0	94	0	0	6	0	0	100	0	0	0	100	0	0	0	100	49.2
		PEAK	16.	7.0	100	0	0	0	0	0	0	94	0	0	6	0	0	100	0	0	0	100	0	0	0	100	49.2
		EXPR	16.	7.0	100	0	0	0	0	0	0	94	0	0	6	0	0	100	0	0	0	100	0	0	0	100	49.2
813	1	BASE	12.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	17	83	0	0	17	83	0	0	17	83	48.7
		PEAK	12.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	17	83	0	0	17	83	0	0	17	83	48.7
		EXPR	12.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	17	83	0	0	17	83	0	0	17	83	48.7
814	1	BASE	7.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	0	0	0	100	48.1
		PEAK	7.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	0	0	0	100	48.1
		EXPR	7.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	0	0	0	100	48.1
822	0	BASE	3.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	0	0	0	100	43.0
		PEAK	3.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	0	0	0	100	43.0
825	0	BASE	2.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	0	0	100	0	35.0
		PEAK	2.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	0	0	100	0	35.0
826	0	BASE	9.	2.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	0	0	0	100	43.9
		PEAK	10.	3.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	0	0	0	100	44.6
831	0	BASE	4.	10.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	0	0	0	100	45.0
		PEAK	4.	10.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	0	0	0	100	45.0
844	1	BASE	2.	16.0	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	50	50	0	0	50	50	40.0
		PEAK	2.	16.0	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	50	50	0	0	50	50	40.0
849	1	BASE	3.	6.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	0	0	0	100	48.3
		PEAK	3.	6.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	0	0	0	100	48.3
861	0	BASE	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	0	0	0	100	43.0
		PEAK	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	0	0	0	100	43.0
867	1	BASE	4.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	0	0	0	100	45.0
		PEAK	4.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	0	0	0	100	45.0
871	1	BASE	8.	2.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	0	0	0	100	44.0
		PEAK	9.	3.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	0	0	0	100	44.8
872	0	BASE	2.	16.0	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	50	50	0	0	50	50	40.0
		PEAK	2.	16.0	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	50	50	0	0	50	50	40.0

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JULY 20, 1983.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JULY 20, 1983: INDIAN VS. NON-INDIAN LINES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES														AIR		AVE. NO. SEATS		
					VEHICLE STYLE							SEAT STYLE					VEHICLE TRANSMISSION					COND	
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)		(1)	(2)
1	1	BASE	36.	7.1	72	0	0	0	0	28	0	100	0	0	0	0	11	89	0	0	11	89	52.2
		PEAK	39.	7.9	74	0	0	0	0	26	0	100	0	0	0	0	15	85	0	0	15	85	52.1
2	1	BASE	30.	2.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.5
		PEAK	38.	4.2	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	44.7
4	1	BASE	38.	4.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.8
		PEAK	39.	4.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.0
5	1	BASE	43.	10.1	100	0	0	0	0	0	0	100	0	0	0	0	21	79	0	0	60	40	49.0
		PEAK	54.	11.5	100	0	0	0	0	0	0	100	0	0	0	0	31	69	0	0	65	35	49.3
		EXPR	27.	9.5	100	0	0	0	0	0	0	100	0	0	0	0	15	85	0	0	56	44	49.0
10	1	BASE	29.	4.7	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	3	97	45.5
		PEAK	32.	4.8	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	3	97	45.7
16	1	BASE	20.	5.4	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	10	90	45.9
		PEAK	28.	8.3	100	0	0	0	0	0	0	100	0	0	0	0	21	79	0	0	25	75	46.9
18	1	BASE	23.	4.2	100	0	0	0	0	0	0	100	0	0	0	0	4	96	0	0	4	96	44.7
		PEAK	31.	6.8	100	0	0	0	0	0	0	100	0	0	0	0	16	84	0	0	16	84	45.9
20	1	BASE	68.	8.1	88	0	0	0	0	12	0	100	0	0	0	0	0	100	0	0	0	100	51.6
		PEAK	84.	8.0	89	0	0	0	0	11	0	100	0	0	0	0	0	100	0	0	0	100	51.3
24	1	BASE	24.	6.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.3
		PEAK	26.	6.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.4
26	1	BASE	14.	4.8	100	0	0	0	0	0	0	100	0	0	0	0	7	93	0	0	7	93	44.6
		PEAK	17.	6.5	100	0	0	0	0	0	0	100	0	0	0	0	18	82	0	0	18	82	45.2
28	1	BASE	33.	6.8	97	3	0	0	0	0	0	100	0	0	0	0	6	94	0	0	6	94	45.7
		PEAK	46.	9.0	96	4	0	0	0	0	0	100	0	0	0	0	9	91	0	0	11	89	47.1
30	1	BASE	35.	7.4	100	0	0	0	0	0	0	100	0	0	0	0	11	89	0	0	43	57	47.3
		PEAK	47.	9.1	100	0	0	0	0	0	0	100	0	0	0	0	23	77	0	0	53	47	47.8
32	1	BASE	6.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	17	83	44.8
		PEAK	6.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	17	83	44.8
35	1	BASE	43.	7.1	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.7
		PEAK	55.	7.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.7
		EXPR	55.	7.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.7
38	1	BASE	14.	12.2	100	0	0	0	0	0	0	100	0	0	0	0	7	93	0	0	0	100	49.3
		PEAK	22.	12.6	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	0	100	49.5
39	1	BASE	18.	6.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.6
		PEAK	20.	6.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.6
		EXPR	5.	6.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.2
44	1	BASE	29.	8.7	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	0	100	49.5
		PEAK	40.	8.9	100	0	0	0	0	0	0	100	0	0	0	0	2	97	0	0	0	100	49.9
45	1	BASE	23.	9.1	100	0	0	0	0	0	0	100	0	0	0	0	17	83	0	0	0	100	47.5
		PEAK	33.	9.5	100	0	0	0	0	0	0	97	0	0	3	0	12	88	0	0	0	100	47.8
47	1	BASE	11.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.5
		PEAK	20.	7.8	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	0	100	46.6
48	1	BASE	8.	10.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	49.0
		PEAK	13.	11.5	100	0	0	0	0	0	0	100	0	0	0	0	8	92	0	0	8	92	49.2
51	1	BASE	14.	7.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.4
		PEAK	32.	9.6	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	13	88	48.1
53	1	BASE	20.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	45.4
		PEAK	20.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	45.4
55	1	BASE	11.	7.1	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.8
		PEAK	14.	8.8	100	0	0	0	0	0	0	100	0	0	0	0	14	86	0	0	14	86	48.6

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JULY 20, 1983.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JULY 20, 1983: INDIAN VS. NON-INDIAN LINES

VEHICLE AMENITIES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE STYLE							SEAT STYLE					VEHICLE TRANSMISSION				AIR COND		AVE. NO. SEATS	
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)	(1)	(2)		
56	1	BASE	10.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	0	45.4
		PEAK	16.	6.2	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	13	88	45.9	
60	1	BASE	32.	7.2	100	0	0	0	0	0	0	100	0	0	0	0	6	94	0	0	6	94	46.1	
		PEAK	49.	7.2	100	0	0	0	0	0	0	98	0	0	2	0	4	96	0	0	4	96	46.4	
68	1	BASE	22.	9.7	100	0	0	0	0	0	0	100	0	0	0	0	14	86	0	0	18	82	49.2	
		PEAK	27.	10.6	100	0	0	0	0	0	0	100	0	0	0	0	19	81	0	0	22	78	49.4	
70	1	BASE	32.	8.2	81	0	0	19	0	0	0	75	0	0	25	0	22	78	0	0	22	78	45.9	
		PEAK	36.	9.3	78	0	0	22	0	0	0	75	0	0	25	0	28	72	0	0	28	72	46.3	
75	1	BASE	33.	5.2	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	6	94	46.2	
		PEAK	39.	5.7	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	5	95	46.8	
76	1	BASE	17.	6.6	94	0	0	6	0	0	0	71	0	0	29	0	12	88	0	0	12	88	45.6	
		PEAK	22.	9.5	77	0	0	23	0	0	0	73	0	0	27	0	27	73	0	0	27	73	46.6	
78	1	BASE	26.	4.3	100	0	0	0	0	0	0	65	0	0	35	0	0	100	0	0	0	100	44.4	
		PEAK	35.	6.1	94	0	0	6	0	0	0	54	0	0	46	0	6	94	0	0	6	94	45.3	
81	1	BASE	20.	8.9	100	0	0	0	0	0	0	100	0	0	0	0	10	90	0	0	10	90	47.8	
		PEAK	20.	8.9	100	0	0	0	0	0	0	100	0	0	0	0	10	90	0	0	10	90	47.8	
83	1	BASE	15.	15.1	100	0	0	0	0	0	0	100	0	0	0	0	20	80	0	0	20	80	50.5	
		PEAK	19.	14.8	89	11	0	0	0	0	0	100	0	0	0	0	21	79	0	0	21	79	49.9	
84	1	BASE	12.	11.7	92	8	0	0	0	0	0	100	0	0	0	0	8	92	0	0	8	92	48.5	
		PEAK	12.	11.7	92	8	0	0	0	0	0	100	0	0	0	0	8	92	0	0	8	92	48.5	
86	1	BASE	13.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.2	
		PEAK	18.	3.1	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.9	
		EXPR	5.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6	
88	1	BASE	26.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	12	88	45.2	
		PEAK	27.	4.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	11	89	45.1	
90	1	BASE	11.	3.8	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.5	
		PEAK	13.	4.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.8	
		EXPR	7.	3.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.1	
93	1	BASE	42.	3.8	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.4	
		PEAK	53.	4.4	100	0	0	0	0	0	0	98	0	0	2	0	0	100	0	0	0	100	44.9	
		EXPR	27.	3.9	100	0	0	0	0	0	0	96	0	0	4	0	0	100	0	0	0	100	44.5	
97	1	BASE	5.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6	
		PEAK	5.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6	
102	0	BASE	5.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0	
		PEAK	5.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0	
103	0	BASE	3.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0	
		PEAK	3.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0	
105	1	BASE	21.	6.8	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	46.4	
		PEAK	25.	6.8	100	0	0	0	0	0	0	100	0	0	0	0	4	96	0	0	4	96	46.5	
107	1	BASE	14.	4.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	7	93	45.5	
		PEAK	14.	4.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	7	93	45.5	
108	1	BASE	11.	4.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.2	
		PEAK	12.	5.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7	
110	1	BASE	3.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0	
		PEAK	3.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0	
111	1	BASE	20.	8.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.8	
		PEAK	21.	8.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.0	
115	1	BASE	12.	4.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0	
		PEAK	14.	5.4	100	0	0	0	0	0	0	100	0	0	0	0	7	93	0	0	7	93	45.3	

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JULY 20, 1983.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JULY 20, 1983: INDIAN VS. NON-INDIAN LINES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES														VEHICLE		AIR		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)	
117	1	BASE	9.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
		PEAK	9.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
119	1	BASE	5.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.2
		PEAK	5.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.2
120	1	BASE	18.	2.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.4
		PEAK	18.	2.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.4
124	1	BASE	4.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	4.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
125	1	BASE	12.	3.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.3
		PEAK	14.	2.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.1
127	1	BASE	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
130	1	BASE	4.	7.0	100	0	0	0	0	0	0	75	0	0	25	0	0	100	0	0	0	100	47.0
		PEAK	4.	7.0	100	0	0	0	0	0	0	75	0	0	25	0	0	100	0	0	0	100	47.0
142	1	BASE	6.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	6.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
146	1	BASE	3.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.3
		PEAK	3.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.3
149	1	BASE	5.	8.8	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		PEAK	6.	8.7	100	0	0	0	0	0	0	17	0	0	83	0	0	100	0	0	0	100	47.7
150	1	BASE	15.	7.3	100	0	0	0	0	0	0	100	0	0	0	0	20	80	0	0	0	100	45.7
		PEAK	19.	9.4	100	0	0	0	0	0	0	100	0	0	0	0	32	68	0	0	0	100	46.4
151	1	BASE	4.	4.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	4.	4.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
152	1	BASE	12.	6.8	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	17	83	47.8
		PEAK	15.	6.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	20	80	47.9
153	1	BASE	3.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	3.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
154	1	BASE	6.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	6.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
156	1	BASE	4.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	5.	7.2	100	0	0	0	0	0	0	100	0	0	0	0	20	80	0	0	0	100	46.2
157	1	BASE	5.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
		PEAK	6.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
158	1	BASE	5.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
		PEAK	5.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
159	1	BASE	4.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
		PEAK	4.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
160	1	BASE	9.	5.9	100	0	0	0	0	0	0	100	0	0	0	0	11	89	0	0	89	11	47.0
		PEAK	11.	8.5	100	0	0	0	0	0	0	100	0	0	0	0	27	73	0	0	91	9	47.5
161	0	BASE	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
163	1	BASE	7.	3.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.1
		PEAK	7.	3.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.1
165	1	BASE	15.	4.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.1
		PEAK	16.	4.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
168	1	BASE	7.	4.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.3
		PEAK	7.	4.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.3

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JULY 20, 1983.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JULY 20, 1983: INDIAN VS. NON-INDIAN LINES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES							SEAT STYLE				VEHICLE TRANSMISSION				AIR COND.		AVE. NO. SEATS	
					VEHICLE STYLE																		
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)	(1)		(2)
490	1	BASE	16.	6.9	100	0	0	0	0	0	0	56	0	0	44	0	0	100	0	0	0	100	47.0
		PEAK	20.	5.9	100	0	0	0	0	0	0	65	0	0	35	0	0	100	0	0	0	100	46.2
		EXPR	20.	5.9	100	0	0	0	0	0	0	65	0	0	35	0	0	100	0	0	0	100	46.2
492	1	PEAK	3.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	3.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		BASE	1.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
493	1	PEAK	4.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	4.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		BASE	2.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
494	1	PEAK	2.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	2.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		BASE	2.	15.0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	100	49.0
496	1	PEAK	4.	13.7	25	0	0	75	0	0	0	0	75	0	25	0	0	25	75	0	0	100	48.5
		EXPR	4.	13.7	25	0	0	75	0	0	0	0	75	0	25	0	0	25	75	0	0	100	48.5
		BASE	1.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
601	1	PEAK	1.	6.0	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	47.0
		BASE	2.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
602	1	PEAK	4.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
		EXPR	4.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
		BASE	4.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
604	1	PEAK	4.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
		EXPR	8.	6.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.5
		BASE	8.	6.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.5
605	1	PEAK	4.	6.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.0
		EXPR	4.	6.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.0
		BASE	3.	5.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
606	1	PEAK	3.	5.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
		EXPR	3.	5.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
		BASE	10.	4.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	60	40	46.4
607	1	PEAK	11.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	55	45	46.1
		EXPR	11.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	55	45	46.1
		BASE	2.	17.0	0	100	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	35.0
721	1	PEAK	2.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	35.0
		BASE	2.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	12.	10.7	100	0	0	0	0	0	0	33	0	0	67	0	0	100	0	0	0	100	48.3
737	1	PEAK	12.	10.7	100	0	0	0	0	0	0	33	0	0	67	0	0	100	0	0	0	100	48.3
		EXPR	4.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		BASE	4.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
756	1	PEAK	2.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	2.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		BASE	12.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
757	1	PEAK	19.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	19.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		BASE	2.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
758	1	PEAK	7.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	7.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		BASE	7.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JULY 20, 1983.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JULY 20, 1983: INDIAN VS. NON-INDIAN LINES

VEHICLE AMENITIES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE STYLE							SEAT STYLE					VEHICLE TRANSMISSION				AIR COND		AVE. NO. SEATS
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)	(1)	(2)	
760	1	BASE	4.	3.8	0	0	0	0	0	0	100	0	0	100	0	0	0	100	0	0	0	100	84.0
		PEAK	16.	2.9	6	0	0	0	0	0	94	0	0	94	6	0	0	100	0	0	0	100	81.7
		EXPR	16.	2.9	6	0	0	0	0	0	94	0	0	94	6	0	0	100	0	0	0	100	81.7
762	1	BASE	5.	2.0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	0	0	0	100	84.0
		PEAK	18.	3.5	17	0	0	0	0	0	83	6	0	83	11	0	0	100	0	0	0	100	77.8
		EXPR	18.	3.5	17	0	0	0	0	0	83	6	0	83	11	0	0	100	0	0	0	100	77.8
764	1	BASE	6.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		PEAK	18.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	18.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
810	1	BASE	16.	7.0	100	0	0	0	0	0	0	94	0	0	6	0	0	100	0	0	0	100	49.2
		PEAK	16.	7.0	100	0	0	0	0	0	0	94	0	0	6	0	0	100	0	0	0	100	49.2
		EXPR	16.	7.0	100	0	0	0	0	0	0	94	0	0	6	0	0	100	0	0	0	100	49.2
813	1	BASE	12.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	17	83	0	0	17	83	48.7
		PEAK	12.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	17	83	0	0	17	83	48.7
		EXPR	12.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	17	83	0	0	17	83	48.7
814	1	BASE	7.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.1
		PEAK	7.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.1
		EXPR	7.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.1
822	1	BASE	3.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	3.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
825	1	BASE	2.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0
		PEAK	2.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0
826	1	BASE	9.	2.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.9
		PEAK	10.	3.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
831	1	BASE	4.	10.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	4.	10.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
844	1	BASE	2.	16.0	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	50	50	40.0
		PEAK	2.	16.0	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	50	50	40.0
849	1	BASE	3.	6.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.3
		PEAK	3.	6.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.3
861	1	BASE	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
867	1	BASE	4.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	4.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
871	1	BASE	8.	2.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.0
		PEAK	9.	3.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.8
872	1	BASE	2.	16.0	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	50	50	40.0
		PEAK	2.	16.0	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	50	50	40.0

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JULY 20, 1983.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JULY 20, 1983: ASIAN VS. NON-ASIAN LINES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES														AIR		AVE. NO. SEATS		
					----- VEHICLE STYLE -----							---- SEAT STYLE----					VEHICLE -TRANSMISSION-					-COND-NT-	
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)		(1)	(2)
1	1	BASE	36.	7.1	72	0	0	0	0	28	0	100	0	0	0	0	11	89	0	0	11	89	52.2
		PEAK	39.	7.9	74	0	0	0	0	26	0	100	0	0	0	0	15	85	0	0	15	85	52.1
2	1	BASE	30.	2.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.5
		PEAK	38.	4.2	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	44.7
4	1	BASE	38.	4.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.8
		PEAK	39.	4.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.0
5	1	BASE	43.	10.1	100	0	0	0	0	0	0	100	0	0	0	0	21	79	0	0	60	40	49.0
		PEAK	54.	11.5	100	0	0	0	0	0	0	100	0	0	0	0	31	69	0	0	65	35	49.3
		EXPR	27.	9.5	100	0	0	0	0	0	0	100	0	0	0	0	15	85	0	0	56	44	49.0
10	1	BASE	29.	4.7	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	3	97	45.5
		PEAK	32.	4.8	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	3	97	45.7
16	1	BASE	20.	5.4	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	10	90	45.9
		PEAK	28.	8.3	100	0	0	0	0	0	0	100	0	0	0	0	21	79	0	0	25	75	46.9
18	1	BASE	23.	4.2	100	0	0	0	0	0	0	100	0	0	0	0	4	96	0	0	4	96	44.7
		PEAK	31.	6.8	100	0	0	0	0	0	0	100	0	0	0	0	16	84	0	0	16	84	45.9
20	1	BASE	68.	8.1	88	0	0	0	0	12	0	100	0	0	0	0	0	100	0	0	0	100	51.6
		PEAK	84.	8.0	89	0	0	0	0	11	0	100	0	0	0	0	0	100	0	0	0	100	51.3
24	1	BASE	24.	6.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.3
		PEAK	26.	6.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.4
26	1	BASE	14.	4.8	100	0	0	0	0	0	0	100	0	0	0	0	7	93	0	0	7	93	44.6
		PEAK	17.	6.5	100	0	0	0	0	0	0	100	0	0	0	0	18	82	0	0	18	82	45.2
28	1	BASE	33.	6.8	97	3	0	0	0	0	0	100	0	0	0	0	6	94	0	0	6	94	45.7
		PEAK	46.	9.0	96	4	0	0	0	0	0	100	0	0	0	0	9	91	0	0	11	89	47.1
30	1	BASE	35.	7.4	100	0	0	0	0	0	0	100	0	0	0	0	11	89	0	0	43	57	47.3
		PEAK	47.	9.1	100	0	0	0	0	0	0	100	0	0	0	0	23	77	0	0	53	47	47.8
32	1	BASE	6.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	17	83	44.8
		PEAK	6.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	17	83	44.8
35	1	BASE	43.	7.1	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.7
		PEAK	55.	7.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.7
		EXPR	55.	7.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.7
38	1	BASE	14.	12.2	100	0	0	0	0	0	0	100	0	0	0	0	7	93	0	0	0	100	49.3
		PEAK	22.	12.6	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	0	100	49.5
39	1	BASE	18.	6.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.6
		PEAK	20.	6.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.6
		EXPR	5.	6.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.2
44	1	BASE	29.	8.7	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	0	100	49.5
		PEAK	40.	8.9	100	0	0	0	0	0	0	100	0	0	0	0	2	97	0	0	0	100	49.9
45	1	BASE	23.	9.1	100	0	0	0	0	0	0	100	0	0	0	0	17	83	0	0	0	100	47.5
		PEAK	33.	9.5	100	0	0	0	0	0	0	97	0	0	3	0	12	88	0	0	0	100	47.8
47	1	BASE	11.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.5
		PEAK	20.	7.8	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	0	100	46.6
48	1	BASE	8.	10.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	49.0
		PEAK	13.	11.5	100	0	0	0	0	0	0	100	0	0	0	0	8	92	0	0	8	92	49.2
51	1	BASE	14.	7.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.4
		PEAK	32.	9.6	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	13	88	48.1
53	1	BASE	20.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	45.4
		PEAK	20.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	45.4
55	1	BASE	11.	7.1	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.8
		PEAK	14.	8.8	100	0	0	0	0	0	0	100	0	0	0	0	14	86	0	0	14	86	48.6

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JULY 20, 1983.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JULY 20, 1983: ASIAN VS. NON-ASIAN LINES

VEHICLE AMENITIES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE STYLE							SEAT STYLE					VEHICLE TRANSMISSION				AIR CONDIT		AVE. NO. SEATS
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)	(1)	(2)	
56	1	BASE	10.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.4
		PEAK	16.	6.2	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	13	88	45.9
60	1	BASE	32.	7.2	100	0	0	0	0	0	0	100	0	0	0	0	6	94	0	0	6	94	46.1
		PEAK	49.	7.2	100	0	0	0	0	0	0	98	0	0	2	0	4	96	0	0	4	96	46.4
68	1	BASE	22.	9.7	100	0	0	0	0	0	0	100	0	0	0	0	14	86	0	0	18	82	49.2
		PEAK	27.	10.6	100	0	0	0	0	0	0	100	0	0	0	0	19	81	0	0	22	78	49.4
70	1	BASE	32.	8.2	81	0	0	19	0	0	0	75	0	0	25	0	22	78	0	0	22	78	45.9
		PEAK	36.	9.3	78	0	0	22	0	0	0	75	0	0	25	0	28	72	0	0	28	72	46.3
75	1	BASE	33.	5.2	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	6	94	46.2
		PEAK	39.	5.7	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	5	95	46.8
76	1	BASE	17.	6.6	94	0	0	6	0	0	0	71	0	0	29	0	12	88	0	0	12	88	45.6
		PEAK	22.	9.5	77	0	0	23	0	0	0	73	0	0	27	0	27	73	0	0	27	73	46.6
78	1	BASE	26.	4.3	100	0	0	0	0	0	0	65	0	0	35	0	0	100	0	0	0	100	44.4
		PEAK	35.	6.1	94	0	0	6	0	0	0	54	0	0	46	0	6	94	0	0	6	94	45.3
81	1	BASE	20.	8.9	100	0	0	0	0	0	0	100	0	0	0	0	10	90	0	0	10	90	47.8
		PEAK	20.	8.9	100	0	0	0	0	0	0	100	0	0	0	0	10	90	0	0	10	90	47.8
83	1	BASE	15.	15.1	100	0	0	0	0	0	0	100	0	0	0	0	20	80	0	0	20	80	50.5
		PEAK	19.	14.8	89	11	0	0	0	0	0	100	0	0	0	0	21	79	0	0	21	79	49.9
84	1	BASE	12.	11.7	92	8	0	0	0	0	0	100	0	0	0	0	8	92	0	0	8	92	48.5
		PEAK	12.	11.7	92	8	0	0	0	0	0	100	0	0	0	0	8	92	0	0	8	92	48.5
86	1	BASE	13.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.2
		PEAK	18.	3.1	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.9
		EXPR	5.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
88	1	BASE	26.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	12	88	45.2
		PEAK	27.	4.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	11	89	45.1
90	1	BASE	11.	3.8	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.5
		PEAK	13.	4.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.8
		EXPR	7.	3.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.1
93	1	BASE	42.	3.8	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.4
		PEAK	53.	4.4	100	0	0	0	0	0	0	98	0	0	2	0	0	100	0	0	0	100	44.9
		EXPR	27.	3.9	100	0	0	0	0	0	0	96	0	0	4	0	0	100	0	0	0	100	44.5
97	1	BASE	5.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
		PEAK	5.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
102	1	BASE	5.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	5.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
103	1	BASE	3.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
		PEAK	3.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
105	1	BASE	21.	6.8	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	46.4
		PEAK	25.	6.8	100	0	0	0	0	0	0	100	0	0	0	0	4	96	0	0	4	96	46.5
107	0	BASE	14.	4.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	7	93	45.5
		PEAK	14.	4.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	7	93	45.5
108	1	BASE	11.	4.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.2
		PEAK	12.	5.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
110	1	BASE	3.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
		PEAK	3.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
111	1	BASE	20.	8.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.8
		PEAK	21.	8.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.0
115	1	BASE	12.	4.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	14.	5.4	100	0	0	0	0	0	0	100	0	0	0	0	7	93	0	0	7	93	45.3

SCRTD VEHICLE ASSIGNMENT RECORD FOR JULY 20, 1983.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JULY 20, 1983: ASIAN VS. NON-ASIAN LINES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES							VEHICLE				AIR		AVE. NO. SEATS					
					VEHICLE STYLE							SEAT STYLE					TRANSMISSION		CONDIT				
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)	(1)	(2)	
117	1	BASE	9.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
		PEAK	9.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
119	1	BASE	5.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.2
		PEAK	5.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.2
120	1	BASE	18.	2.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.4
		PEAK	18.	2.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.4
124	1	BASE	4.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	4.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
125	1	BASE	12.	3.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.3
		PEAK	14.	2.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.1
127	1	BASE	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
130	1	BASE	4.	7.0	100	0	0	0	0	0	0	75	0	0	25	0	0	100	0	0	0	100	47.0
		PEAK	4.	7.0	100	0	0	0	0	0	0	75	0	0	25	0	0	100	0	0	0	100	47.0
142	1	BASE	6.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	6.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
146	1	BASE	3.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.3
		PEAK	3.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.3
149	0	BASE	5.	8.8	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		PEAK	6.	8.7	100	0	0	0	0	0	0	17	0	0	83	0	0	100	0	0	0	100	47.7
150	1	BASE	15.	7.3	100	0	0	0	0	0	0	100	0	0	0	0	20	80	0	0	0	100	45.7
		PEAK	19.	9.4	100	0	0	0	0	0	0	100	0	0	0	0	32	68	0	0	0	100	46.4
151	1	BASE	4.	4.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	4.	4.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
152	1	BASE	12.	6.8	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	17	83	47.8
		PEAK	15.	6.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	20	80	47.9
153	1	BASE	3.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	3.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
154	1	BASE	6.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	6.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
156	1	BASE	4.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	5.	7.2	100	0	0	0	0	0	0	100	0	0	0	0	20	80	0	0	0	100	46.2
157	0	BASE	5.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
		PEAK	6.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
158	1	BASE	5.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
		PEAK	5.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
159	1	BASE	4.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
		PEAK	4.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
160	1	BASE	9.	5.9	100	0	0	0	0	0	0	100	0	0	0	0	11	89	0	0	89	11	47.0
		PEAK	11.	8.5	100	0	0	0	0	0	0	100	0	0	0	0	27	73	0	0	91	9	47.5
161	0	BASE	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
163	1	BASE	7.	3.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.1
		PEAK	7.	3.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.1
165	1	BASE	15.	4.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.1
		PEAK	16.	4.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
168	1	BASE	7.	4.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.3
		PEAK	7.	4.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.3

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S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JULY 20, 1983: ASIAN VS. NON-ASIAN LINES

VEHICLE AMENITIES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	----- VEHICLE STYLE -----							---- SEAT STYLE----					-VEHICLE TRANSMISSION-				-AIR COND-		AVE.NO. SEATS
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)	(1)	(2)	
259	1	BASE	5.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	5.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
260	1	BASE	16.	3.1	100	0	0	0	0	0	0	94	0	0	6	0	0	100	0	0	0	100	44.0
		PEAK	17.	3.4	100	0	0	0	0	0	0	88	0	0	12	0	0	100	0	0	0	100	44.2
262	1	BASE	7.	7.1	100	0	0	0	0	0	0	14	0	0	86	0	0	100	0	0	0	100	46.4
		PEAK	7.	7.1	100	0	0	0	0	0	0	14	0	0	86	0	0	100	0	0	0	100	46.4
266	1	BASE	12.	6.3	100	0	0	0	0	0	0	75	0	0	25	0	8	92	0	0	8	92	46.0
		PEAK	13.	6.5	100	0	0	0	0	0	0	69	0	0	31	0	8	92	0	0	8	92	46.1
270	1	BASE	4.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	4.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
358	1	BASE	7.	5.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.6
		PEAK	7.	5.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.6
401	1	BASE	16.	10.1	6	94	0	0	0	0	0	94	0	0	0	6	6	94	0	0	6	94	44.8
		PEAK	21.	10.0	5	95	0	0	0	0	0	95	0	0	0	5	5	95	0	0	5	95	44.9
		EXPR	21.	10.0	5	95	0	0	0	0	0	95	0	0	0	5	5	95	0	0	5	95	44.9
413	1	PEAK	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		EXPR	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
419	1	PEAK	4.	8.0	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	100	47.0
		EXPR	4.	8.0	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	100	47.0
423	1	PEAK	6.	6.0	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	100	45.0
		EXPR	6.	6.0	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	100	45.0
424	1	BASE	4.	10.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	4.	10.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		EXPR	4.	10.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
426	1	BASE	6.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	21.	3.2	100	0	0	0	0	0	0	95	0	0	5	0	0	100	0	0	0	100	44.3
		EXPR	21.	3.2	100	0	0	0	0	0	0	95	0	0	5	0	0	100	0	0	0	100	44.3
427	1	PEAK	10.	4.0	100	0	0	0	0	0	0	80	0	0	20	0	0	100	0	0	0	100	44.2
		EXPR	10.	4.0	100	0	0	0	0	0	0	80	0	0	20	0	0	100	0	0	0	100	44.2
429	1	BASE	4.	8.8	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
		PEAK	10.	10.1	100	0	0	0	0	0	0	100	0	0	0	0	10	90	0	0	10	90	51.0
		EXPR	10.	10.1	100	0	0	0	0	0	0	100	0	0	0	0	10	90	0	0	10	90	51.0
430	1	BASE	4.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0
		PEAK	4.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0
431	1	BASE	3.	9.3	0	100	0	0	0	0	0	67	0	0	0	33	33	67	0	0	33	67	38.7
		PEAK	3.	9.3	0	100	0	0	0	0	0	67	0	0	0	33	33	67	0	0	33	67	38.7
433	1	BASE	6.	4.0	100	0	0	0	0	0	0	67	0	0	33	0	0	100	0	0	0	100	44.3
		PEAK	7.	4.6	100	0	0	0	0	0	0	57	0	0	43	0	0	100	0	0	0	100	44.7
434	1	BASE	9.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	11.	2.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.7
		EXPR	11.	2.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.7
435	1	BASE	4.	1.0	0	100	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	100	36.0
		PEAK	4.	1.0	0	100	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	100	36.0
438	1	BASE	6.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	6.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
440	1	BASE	8.	4.2	100	0	0	0	0	0	0	63	0	0	38	0	0	100	0	0	0	100	44.5
		PEAK	8.	4.2	100	0	0	0	0	0	0	63	0	0	38	0	0	100	0	0	0	100	44.5
441	1	BASE	5.	1.0	0	100	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	100	36.0
		PEAK	5.	1.0	0	100	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	100	36.0

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SCRTO VEHICLE ASSIGNMENT RECORD FOR JULY 20, 1983.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JULY 20, 1983: ASIAN VS. NON-ASIAN LINES

VEHICLE AMENITIES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	----- VEHICLE STYLE -----							---- SEAT STYLE----					-TRANSMISSION-				AIR -CONOT-		AVE.NO. SEATS
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)	(1)	(2)	
445	1	BASE	3.	7.0	0	100	0	0	0	0	0	67	0	0	0	33	0	100	0	0	0	100	42.0
		PEAK	3.	7.0	0	100	0	0	0	0	0	67	0	0	0	33	0	100	0	0	0	100	42.0
446	1	BASE	3.	4.0	0	100	0	0	0	0	0	33	0	0	0	67	0	100	0	0	0	100	39.0
		PEAK	4.	3.2	0	100	0	0	0	0	0	25	0	0	0	75	0	100	0	0	0	100	38.2
447	1	BASE	3.	4.0	0	100	0	0	0	0	0	33	0	0	0	67	0	100	0	0	0	100	39.0
		PEAK	3.	4.0	0	100	0	0	0	0	0	33	0	0	0	67	0	100	0	0	0	100	39.0
448	1	PEAK	3.	8.0	100	0	0	0	0	0	0	67	0	0	33	0	0	100	0	0	0	100	48.3
		EXPR	3.	8.0	100	0	0	0	0	0	0	67	0	0	33	0	0	100	0	0	0	100	48.3
451	1	BASE	4.	16.5	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	100	0	40.0
		PEAK	4.	16.5	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	100	0	40.0
452	1	BASE	4.	16.7	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	75	25	37.5
		PEAK	4.	16.7	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	75	25	37.5
456	1	BASE	10.	7.5	90	0	0	10	0	0	0	90	10	0	0	0	0	90	10	0	0	100	48.4
		PEAK	17.	9.2	94	0	0	6	0	0	0	94	6	0	0	0	12	82	6	0	12	88	49.2
		EXPR	17.	9.2	94	0	0	6	0	0	0	94	6	0	0	0	12	82	6	0	12	88	49.2
457	1	BASE	3.	6.7	100	0	0	0	0	0	0	67	0	0	33	0	0	100	0	0	0	100	47.0
		PEAK	10.	7.8	100	0	0	0	0	0	0	60	0	0	40	0	0	100	0	0	0	100	47.8
		EXPR	10.	7.8	100	0	0	0	0	0	0	60	0	0	40	0	0	100	0	0	0	100	47.8
460	1	BASE	13.	4.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	62	38	47.3
		PEAK	14.	5.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	57	43	47.6
		EXPR	14.	5.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	57	43	47.6
462	1	BASE	6.	6.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	50	50	48.5
		PEAK	8.	6.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	50	50	48.5
		EXPR	8.	6.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	50	50	48.5
470	1	BASE	20.	4.7	100	0	0	0	0	0	0	65	0	0	35	0	0	100	0	0	0	100	45.0
		PEAK	27.	5.3	100	0	0	0	0	0	0	52	0	0	48	0	0	100	0	0	0	100	45.4
		EXPR	27.	5.3	100	0	0	0	0	0	0	52	0	0	48	0	0	100	0	0	0	100	45.4
480	1	BASE	26.	6.6	100	0	0	0	0	0	0	73	0	0	27	0	0	100	0	0	0	100	47.2
		PEAK	30.	6.6	100	0	0	0	0	0	0	73	0	0	27	0	0	100	0	0	0	100	47.1
		EXPR	30.	6.6	100	0	0	0	0	0	0	73	0	0	27	0	0	100	0	0	0	100	47.1
482	1	BASE	13.	6.3	100	0	0	0	0	0	0	38	0	0	62	0	0	100	0	0	0	100	45.8
		PEAK	14.	6.6	100	0	0	0	0	0	0	36	0	0	64	0	0	100	0	0	0	100	45.9
		EXPR	14.	6.6	100	0	0	0	0	0	0	36	0	0	64	0	0	100	0	0	0	100	45.9
483	1	BASE	17.	1.9	88	12	0	0	0	0	0	88	0	0	0	12	0	100	0	0	0	100	42.2
		PEAK	21.	1.9	90	10	0	0	0	0	0	90	0	0	0	10	0	100	0	0	0	100	42.3
		EXPR	21.	1.9	90	10	0	0	0	0	0	90	0	0	0	10	0	100	0	0	0	100	42.3
484	1	BASE	23.	5.9	100	0	0	0	0	0	0	78	0	0	22	0	0	100	0	0	0	100	46.5
		PEAK	24.	5.9	100	0	0	0	0	0	0	79	0	0	21	0	0	100	0	0	0	100	46.5
		EXPR	24.	5.9	100	0	0	0	0	0	0	79	0	0	21	0	0	100	0	0	0	100	46.5
486	1	BASE	8.	6.5	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	100	46.5
		PEAK	13.	6.9	100	0	0	0	0	0	0	38	0	0	62	0	0	100	0	0	0	100	46.7
		EXPR	13.	6.9	100	0	0	0	0	0	0	38	0	0	62	0	0	100	0	0	0	100	46.7
487	1	BASE	20.	5.0	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	100	45.0
		PEAK	31.	6.0	100	0	0	0	0	0	0	48	0	0	52	0	3	97	0	0	3	97	45.6
		EXPR	31.	6.0	100	0	0	0	0	0	0	48	0	0	52	0	3	97	0	0	3	97	45.6
488	1	BASE	9.	6.9	100	0	0	0	0	0	0	33	0	0	67	0	0	100	0	0	0	100	46.1
		PEAK	12.	6.8	100	0	0	0	0	0	0	33	0	0	67	0	0	100	0	0	0	100	46.0
		EXPR	12.	6.8	100	0	0	0	0	0	0	33	0	0	67	0	0	100	0	0	0	100	46.0

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JULY 20, 1983.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JULY 20, 1983: ASIAN VS. NON-ASIAN LINES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES														AIR		AVE. NO. SEATS		
					----- VEHICLE STYLE -----							---- SEAT STYLE----					-TRANSMISSION-		-CONDT-				
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(1)	(2)			
490	1	BASE	16.	6.9	100	0	0	0	0	0	0	56	0	0	44	0	0	100	0	0	0	100	47.0
		PEAK	20.	5.9	100	0	0	0	0	0	0	65	0	0	35	0	0	100	0	0	0	100	46.2
		EXPR	20.	5.9	100	0	0	0	0	0	0	65	0	0	35	0	0	100	0	0	0	100	46.2
492	1	PEAK	3.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	3.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
493	1	BASE	1.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		PEAK	4.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	4.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
494	1	PEAK	2.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	2.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
496	1	BASE	2.	15.0	0	0	0	100	0	0	0	0	100	0	0	0	0	0	100	0	0	100	49.0
		PEAK	4.	13.7	25	0	0	75	0	0	0	0	75	0	25	0	0	25	75	0	0	100	48.5
		EXPR	4.	13.7	25	0	0	75	0	0	0	0	75	0	25	0	0	25	75	0	0	100	48.5
601	1	PEAK	1.	6.0	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	47.0
602	1	BASE	2.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
		PEAK	4.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
		EXPR	4.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
604	1	BASE	4.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
		PEAK	8.	6.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.5
		EXPR	8.	6.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.5
605	1	PEAK	4.	6.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.0
		EXPR	4.	6.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.0
606	1	PEAK	3.	5.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
		EXPR	3.	5.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
607	1	BASE	10.	4.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	60	40	46.4
		PEAK	11.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	55	45	46.1
		EXPR	11.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	55	45	46.1
608	0	BASE	2.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	35.0
		PEAK	2.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	35.0
721	1	BASE	2.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		PEAK	12.	10.7	100	0	0	0	0	0	0	33	0	0	67	0	0	100	0	0	0	100	48.3
		EXPR	12.	10.7	100	0	0	0	0	0	0	33	0	0	67	0	0	100	0	0	0	100	48.3
737	1	PEAK	4.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	4.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
756	1	PEAK	2.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	2.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
757	1	BASE	12.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		PEAK	19.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	19.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
758	1	BASE	2.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		PEAK	7.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	7.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JULY 20, 1983.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JULY 20, 1983: ASIAN VS. NON-ASIAN LINES

VEHICLE AMENITIES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	----- VEHICLE STYLE -----							---- SEAT STYLE----					VEHICLE -TRANSMISSION-				AIR -COND-		AVE. NO. SEATS
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)	(1)	(2)	
760	1	BASE	4.	3.8	0	0	0	0	0	0	100	0	0	100	0	0	0	100	0	0	0	100	84.0
		PEAK	16.	2.9	6	0	0	0	0	0	94	0	0	94	6	0	0	100	0	0	0	100	81.7
		EXPR	16.	2.9	6	0	0	0	0	0	94	0	0	94	6	0	0	100	0	0	0	100	81.7
762	1	BASE	5.	2.0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	0	0	0	100	84.0
		PEAK	18.	3.5	17	0	0	0	0	0	83	6	0	83	11	0	0	100	0	0	0	100	77.8
		EXPR	18.	3.5	17	0	0	0	0	0	83	6	0	83	11	0	0	100	0	0	0	100	77.8
764	1	BASE	6.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		PEAK	18.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	18.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
810	1	BASE	16.	7.0	100	0	0	0	0	0	0	94	0	0	6	0	0	100	0	0	0	100	49.2
		PEAK	16.	7.0	100	0	0	0	0	0	0	94	0	0	6	0	0	100	0	0	0	100	49.2
		EXPR	16.	7.0	100	0	0	0	0	0	0	94	0	0	6	0	0	100	0	0	0	100	49.2
813	1	BASE	12.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	17	83	0	0	17	83	48.7
		PEAK	12.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	17	83	0	0	17	83	48.7
		EXPR	12.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	17	83	0	0	17	83	48.7
814	1	BASE	7.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.1
		PEAK	7.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.1
		EXPR	7.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.1
822	0	BASE	3.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	3.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
825	1	BASE	2.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0
		PEAK	2.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0
826	0	BASE	9.	2.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.9
		PEAK	10.	3.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
831	1	BASE	4.	10.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	4.	10.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
844	1	BASE	2.	16.0	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	50	50	40.0
		PEAK	2.	16.0	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	50	50	40.0
849	1	BASE	3.	6.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.3
		PEAK	3.	6.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.3
861	1	BASE	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
867	1	BASE	4.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	4.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
871	1	BASE	8.	2.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.0
		PEAK	9.	3.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.8
872	0	BASE	2.	16.0	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	50	50	40.0
		PEAK	2.	16.0	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	50	50	40.0
NON-ASIAN		BASE	42.	6.5	90	10	0	0	0	0	0	88	0	0	12	0	7	93	0	0	5	95	44.9
		PEAK	45.	6.8	91	9	0	0	0	0	0	89	0	0	11	0	7	93	0	0	4	96	45.3
ASIAN		BASE	1844.	6.6	93	5	0	1	0	1	0	91	0	0	7	2	6	94	0	0	8	92	46.5
		PEAK	2349.	7.2	93	5	0	1	0	1	1	88	0	1	9	1	7	92	0	0	10	90	47.1
		EXPR	634.	6.6	91	4	0	1	0	0	5	69	1	5	25	0	2	98	1	0	6	94	48.4

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JULY 20, 1983.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JULY 20, 1983: LATINO VS. NON-LATINO LINES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES														VEHICLE TRANSMISSION-		AIR -CONDIT-		AVE.NO. SEATS
					VEHICLE STYLE							SEAT STYLE							(1)	(2)	(1)	(2)	
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)			
1	1	BASE	36.	7.1	72	0	0	0	0	28	0	100	0	0	0	0	11	89	0	0	11	89	52.2
		PEAK	39.	7.9	74	0	0	0	0	26	0	100	0	0	0	0	15	85	0	0	15	85	52.1
2	1	BASE	30.	2.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.5
		PEAK	38.	4.2	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	44.7
4	1	BASE	38.	4.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.8
		PEAK	39.	4.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.0
5	1	BASE	43.	10.1	100	0	0	0	0	0	0	100	0	0	0	0	21	79	0	0	60	40	49.0
		PEAK	54.	11.5	100	0	0	0	0	0	0	100	0	0	0	0	31	69	0	0	65	35	49.3
		EXPR	27.	9.5	100	0	0	0	0	0	0	100	0	0	0	0	15	85	0	0	56	44	49.0
10	1	BASE	29.	4.7	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	3	97	45.5
		PEAK	32.	4.8	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	3	97	45.7
16	1	BASE	20.	5.4	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	10	90	45.9
		PEAK	28.	8.3	100	0	0	0	0	0	0	100	0	0	0	0	21	79	0	0	25	75	46.9
18	1	BASE	23.	4.2	100	0	0	0	0	0	0	100	0	0	0	0	4	96	0	0	4	96	44.7
		PEAK	31.	6.8	100	0	0	0	0	0	0	100	0	0	0	0	16	84	0	0	16	84	45.9
20	1	BASE	68.	8.1	88	0	0	0	0	12	0	100	0	0	0	0	0	100	0	0	0	100	51.6
		PEAK	84.	8.0	89	0	0	0	0	11	0	100	0	0	0	0	0	100	0	0	0	100	51.3
24	1	BASE	24.	6.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.3
		PEAK	26.	6.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.4
26	1	BASE	14.	4.8	100	0	0	0	0	0	0	100	0	0	0	0	7	93	0	0	7	93	44.6
		PEAK	17.	6.5	100	0	0	0	0	0	0	100	0	0	0	0	18	82	0	0	18	82	45.2
28	1	BASE	33.	6.8	97	3	0	0	0	0	0	100	0	0	0	0	6	94	0	0	6	94	45.7
		PEAK	46.	9.0	96	4	0	0	0	0	0	100	0	0	0	0	9	91	0	0	11	89	47.1
30	1	BASE	35.	7.4	100	0	0	0	0	0	0	100	0	0	0	0	11	89	0	0	43	57	47.3
		PEAK	47.	9.1	100	0	0	0	0	0	0	100	0	0	0	0	23	77	0	0	53	47	47.8
32	1	BASE	6.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	17	83	44.8
		PEAK	6.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	17	83	44.8
35	1	BASE	43.	7.1	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.7
		PEAK	55.	7.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.7
		EXPR	55.	7.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.7
38	1	BASE	14.	12.2	100	0	0	0	0	0	0	100	0	0	0	0	7	93	0	0	0	100	49.3
		PEAK	22.	12.6	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	0	100	49.5
39	1	BASE	18.	6.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.6
		PEAK	20.	6.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.6
		EXPR	5.	6.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.2
44	1	BASE	29.	8.7	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	0	100	49.5
		PEAK	40.	8.9	100	0	0	0	0	0	0	100	0	0	0	0	2	97	0	0	0	100	49.9
45	1	BASE	23.	9.1	100	0	0	0	0	0	0	100	0	0	0	0	17	83	0	0	0	100	47.5
		PEAK	33.	9.5	100	0	0	0	0	0	0	97	0	0	3	0	12	88	0	0	0	100	47.8
47	1	BASE	11.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.5
		PEAK	20.	7.8	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	0	100	46.6
48	1	BASE	8.	10.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	49.0
		PEAK	13.	11.5	100	0	0	0	0	0	0	100	0	0	0	0	8	92	0	0	8	92	49.2
51	1	BASE	14.	7.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.4
		PEAK	32.	9.6	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	13	88	48.1
53	1	BASE	20.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	45.4
		PEAK	20.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	45.4
55	1	BASE	11.	7.1	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.8
		PEAK	14.	8.8	100	0	0	0	0	0	0	100	0	0	0	0	14	86	0	0	14	86	48.6

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SCR TD VEHICLE ASSIGNMENT RECORD FOR JULY 20, 1983.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JULY 20, 1983: LATINO VS. NON-LATINO LINES

VEHICLE AMENITIES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	----- VEHICLE STYLE -----							---- SEAT STYLE----					VEHICLE -TRANSMISSION-				AIR -COND-		AVE.NO. SEATS
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)	(1)	(2)	
56	1	BASE	10.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.4
		PEAK	16.	6.2	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	13	88	45.9
60	1	BASE	32.	7.2	100	0	0	0	0	0	0	100	0	0	0	0	6	94	0	0	6	94	46.1
		PEAK	49.	7.2	100	0	0	0	0	0	0	98	0	0	2	0	4	96	0	0	4	96	46.4
68	1	BASE	22.	9.7	100	0	0	0	0	0	0	100	0	0	0	0	14	86	0	0	18	82	49.2
		PEAK	27.	10.6	100	0	0	0	0	0	0	100	0	0	0	0	19	81	0	0	22	78	49.4
70	1	BASE	32.	8.2	81	0	0	19	0	0	0	75	0	0	25	0	22	78	0	0	22	78	45.9
		PEAK	36.	9.3	78	0	0	22	0	0	0	75	0	0	25	0	28	72	0	0	28	72	46.3
75	1	BASE	33.	5.2	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	6	94	46.2
		PEAK	39.	5.7	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	5	95	46.8
76	1	BASE	17.	6.6	94	0	0	6	0	0	0	71	0	0	29	0	12	88	0	0	12	88	45.6
		PEAK	22.	9.5	77	0	0	23	0	0	0	73	0	0	27	0	27	73	0	0	27	73	46.6
78	1	BASE	26.	4.3	100	0	0	0	0	0	0	65	0	0	35	0	0	100	0	0	0	100	44.4
		PEAK	35.	6.1	94	0	0	6	0	0	0	54	0	0	46	0	6	94	0	0	6	94	45.3
81	1	BASE	20.	8.9	100	0	0	0	0	0	0	100	0	0	0	0	10	90	0	0	10	90	47.8
		PEAK	20.	8.9	100	0	0	0	0	0	0	100	0	0	0	0	10	90	0	0	10	90	47.8
83	1	BASE	15.	15.1	100	0	0	0	0	0	0	100	0	0	0	0	20	80	0	0	20	80	50.5
		PEAK	19.	14.8	89	11	0	0	0	0	0	100	0	0	0	0	21	79	0	0	21	79	49.9
84	1	BASE	12.	11.7	92	8	0	0	0	0	0	100	0	0	0	0	8	92	0	0	8	92	48.5
		PEAK	12.	11.7	92	8	0	0	0	0	0	100	0	0	0	0	8	92	0	0	8	92	48.5
86	1	BASE	13.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.2
		PEAK	18.	3.1	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.9
		EXPR	5.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
88	1	BASE	26.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	12	88	45.2
		PEAK	27.	4.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	11	89	45.1
90	1	BASE	11.	3.8	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.5
		PEAK	13.	4.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.8
		EXPR	7.	3.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.1
93	1	BASE	42.	3.8	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.4
		PEAK	53.	4.4	100	0	0	0	0	0	0	98	0	0	2	0	0	100	0	0	0	100	44.9
		EXPR	27.	3.9	100	0	0	0	0	0	0	96	0	0	4	0	0	100	0	0	0	100	44.5
97	1	BASE	5.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
		PEAK	5.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
102	1	BASE	5.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	5.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
103	1	BASE	3.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
		PEAK	3.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
105	1	BASE	21.	6.8	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	46.4
		PEAK	25.	6.8	100	0	0	0	0	0	0	100	0	0	0	0	4	96	0	0	4	96	46.5
107	1	BASE	14.	4.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	7	93	45.5
		PEAK	14.	4.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	7	93	45.5
108	1	BASE	11.	4.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.2
		PEAK	12.	5.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
110	1	BASE	3.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
		PEAK	3.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
111	1	BASE	20.	8.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.8
		PEAK	21.	8.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.0
115	1	BASE	12.	4.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	14.	5.4	100	0	0	0	0	0	0	100	0	0	0	0	7	93	0	0	7	93	45.3

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JULY 20, 1983.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JULY 20, 1983: LATINO VS. NON-LATINO LINES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES							VEHICLE					AIR		AVE. NO. SEATS				
					VEHICLE STYLE							SEAT STYLE					TRANSMISSION			CONDIT			
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)		(3)	(4)	(1)	(2)
117	1	BASE	9.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
		PEAK	9.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
119	1	BASE	5.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.2
		PEAK	5.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.2
120	1	BASE	18.	2.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.4
		PEAK	18.	2.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.4
124	1	BASE	4.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	4.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
125	1	BASE	12.	3.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.3
		PEAK	14.	2.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.1
127	1	BASE	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
130	1	BASE	4.	7.0	100	0	0	0	0	0	0	75	0	0	25	0	0	100	0	0	0	100	47.0
		PEAK	4.	7.0	100	0	0	0	0	0	0	75	0	0	25	0	0	100	0	0	0	100	47.0
142	1	BASE	6.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	6.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
146	1	BASE	3.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.3
		PEAK	3.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.3
149	0	BASE	5.	8.8	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		PEAK	6.	8.7	100	0	0	0	0	0	0	17	0	0	83	0	0	100	0	0	0	100	47.7
150	1	BASE	15.	7.3	100	0	0	0	0	0	0	100	0	0	0	0	20	80	0	0	0	100	45.7
		PEAK	19.	9.4	100	0	0	0	0	0	0	100	0	0	0	0	32	68	0	0	0	100	46.4
151	1	BASE	4.	4.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	4.	4.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
152	1	BASE	12.	6.8	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	17	83	47.8
		PEAK	15.	6.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	20	80	47.9
153	0	BASE	3.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	3.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
154	1	BASE	6.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	6.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
156	1	BASE	4.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	5.	7.2	100	0	0	0	0	0	0	100	0	0	0	0	20	80	0	0	0	100	46.2
157	1	BASE	5.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
		PEAK	6.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
158	1	BASE	5.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
		PEAK	5.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
159	1	BASE	4.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
		PEAK	4.	12.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
160	1	BASE	9.	5.9	100	0	0	0	0	0	0	100	0	0	0	0	11	89	0	0	89	11	47.0
		PEAK	11.	8.5	100	0	0	0	0	0	0	100	0	0	0	0	27	73	0	0	91	9	47.5
161	0	BASE	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
163	1	BASE	7.	3.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.1
		PEAK	7.	3.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.1
165	1	BASE	15.	4.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.1
		PEAK	16.	4.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
168	1	BASE	7.	4.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.3
		PEAK	7.	4.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.3

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SCR TD VEHICLE ASSIGNMENT RECORD FOR JULY 20, 1983.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JULY 20, 1983: LATINO VS. NON-LATINO LINES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES							SEAT STYLE					VEHICLE TRANSMISSION				AIR COND		AVE. NO. SEATS							
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)	(1)	(2)								
259	1	BASE	5.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	43.0	
		PEAK	5.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	43.0
260	1	BASE	16.	3.1	100	0	0	0	0	0	0	94	0	0	6	0	0	100	0	0	0	0	100	0	0	0	0	100	44.0	
		PEAK	17.	3.4	100	0	0	0	0	0	0	88	0	0	12	0	0	100	0	0	0	0	100	0	0	0	0	100	44.2	
262	1	BASE	7.	7.1	100	0	0	0	0	0	0	14	0	0	86	0	0	100	0	0	0	0	100	0	0	0	0	100	46.4	
		PEAK	7.	7.1	100	0	0	0	0	0	0	14	0	0	86	0	0	100	0	0	0	0	100	0	0	0	0	100	46.4	
266	1	BASE	12.	6.3	100	0	0	0	0	0	0	75	0	0	25	0	8	92	0	0	8	92	0	0	8	92	46.0			
		PEAK	13.	6.5	100	0	0	0	0	0	0	69	0	0	31	0	8	92	0	0	8	92	0	0	8	92	46.1			
270	1	BASE	4.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	43.0	
		PEAK	4.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	43.0	
358	1	BASE	7.	5.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	47.6	
		PEAK	7.	5.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	47.6	
401	1	BASE	16.	10.1	6	94	0	0	0	0	0	94	0	0	6	6	94	0	0	6	94	0	0	6	94	0	0	94	44.8	
		PEAK	21.	10.0	5	95	0	0	0	0	0	95	0	0	5	5	95	0	0	5	95	0	0	5	95	0	0	95	44.9	
		EXPR	21.	10.0	5	95	0	0	0	0	0	95	0	0	5	5	95	0	0	5	95	0	0	5	95	0	0	95	44.9	
413	1	PEAK	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	43.0	
		EXPR	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	43.0	
419	1	PEAK	4.	8.0	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	0	100	0	0	0	0	100	47.0	
		EXPR	4.	8.0	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	0	100	0	0	0	0	100	47.0	
423	1	PEAK	6.	6.0	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	0	100	0	0	0	0	100	45.0	
		EXPR	6.	6.0	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	0	100	0	0	0	0	100	45.0	
424	1	BASE	4.	10.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	45.0	
		PEAK	4.	10.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	45.0	
		EXPR	4.	10.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	45.0	
426	1	BASE	6.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	43.0	
		PEAK	21.	3.2	100	0	0	0	0	0	0	95	0	0	5	0	0	100	0	0	0	0	100	0	0	0	0	100	44.3	
		EXPR	21.	3.2	100	0	0	0	0	0	0	95	0	0	5	0	0	100	0	0	0	0	100	0	0	0	0	100	44.3	
427	1	PEAK	10.	4.0	100	0	0	0	0	0	0	80	0	0	20	0	0	100	0	0	0	0	100	0	0	0	0	100	44.2	
		EXPR	10.	4.0	100	0	0	0	0	0	0	80	0	0	20	0	0	100	0	0	0	0	100	0	0	0	0	100	44.2	
429	1	BASE	4.	8.8	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	51.0	
		PEAK	10.	10.1	100	0	0	0	0	0	0	100	0	0	0	0	10	90	0	0	10	90	0	0	10	90	0	0	90	51.0
		EXPR	10.	10.1	100	0	0	0	0	0	0	100	0	0	0	0	10	90	0	0	10	90	0	0	10	90	0	0	90	51.0
430	1	BASE	4.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	100	0	0	100	35.0	
		PEAK	4.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	100	0	0	100	35.0	
431	1	BASE	3.	9.3	0	100	0	0	0	0	0	67	0	0	33	33	67	0	0	33	67	0	0	33	67	0	0	67	38.7	
		PEAK	3.	9.3	0	100	0	0	0	0	0	67	0	0	33	33	67	0	0	33	67	0	0	33	67	0	0	67	38.7	
433	1	BASE	6.	4.0	100	0	0	0	0	0	0	67	0	0	33	0	0	100	0	0	0	0	100	0	0	0	0	100	44.3	
		PEAK	7.	4.6	100	0	0	0	0	0	0	57	0	0	43	0	0	100	0	0	0	0	100	0	0	0	0	100	44.7	
434	1	BASE	9.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	43.0	
		PEAK	11.	2.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	43.7	
		EXPR	11.	2.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	43.7	
435	1	BASE	4.	1.0	0	100	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	0	0	0	100	36.0	
		PEAK	4.	1.0	0	100	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	0	0	0	100	36.0	
438	1	BASE	6.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	43.0	
		PEAK	6.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	43.0	
440	1	BASE	8.	4.2	100	0	0	0	0	0	0	63	0	0	38	0	0	100	0	0	0	0	100	0	0	0	0	100	44.5	
		PEAK	8.	4.2	100	0	0	0	0	0	0	63	0	0	38	0	0	100	0	0	0	0	100	0	0	0	0	100	44.5	
441	1	BASE	5.	1.0	0	100	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	0	0	0	100	36.0	
		PEAK	5.	1.0	0	100	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	0	0	0	100	36.0	

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S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JULY 20, 1983: LATINO VS. NON-LATINO LINES

VEHICLE AMENITIES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	----- VEHICLE STYLE -----							---- SEAT STYLE----					-VEHICLE TRANSMISSION-				-AIR COND-		AVE. NO. SEATS			
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)	(1)	(2)				
445	1	BASE	3.	7.0	0	100	0	0	0	0	0	0	67	0	0	0	33	0	100	0	0	0	0	100	42.0	
		PEAK	3.	7.0	0	100	0	0	0	0	0	0	67	0	0	0	33	0	100	0	0	0	0	100	42.0	
446	1	BASE	3.	4.0	0	100	0	0	0	0	0	0	33	0	0	0	67	0	100	0	0	0	0	100	39.0	
		PEAK	4.	3.2	0	100	0	0	0	0	0	0	25	0	0	0	75	0	100	0	0	0	0	100	38.2	
447	1	BASE	3.	4.0	0	100	0	0	0	0	0	0	33	0	0	0	67	0	100	0	0	0	0	100	39.0	
		PEAK	3.	4.0	0	100	0	0	0	0	0	0	33	0	0	0	67	0	100	0	0	0	0	100	39.0	
448	1	PEAK	3.	8.0	100	0	0	0	0	0	0	0	67	0	0	33	0	0	100	0	0	0	0	100	48.3	
		EXPR	3.	8.0	100	0	0	0	0	0	0	0	67	0	0	33	0	0	100	0	0	0	0	100	48.3	
451	1	BASE	4.	16.5	0	100	0	0	0	0	0	0	100	0	0	0	0	50	50	0	0	100	0	40.0		
		PEAK	4.	16.5	0	100	0	0	0	0	0	0	100	0	0	0	0	50	50	0	0	100	0	40.0		
452	1	BASE	4.	16.7	0	100	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	75	25	37.5		
		PEAK	4.	16.7	0	100	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	75	25	37.5		
456	1	BASE	10.	7.5	90	0	0	10	0	0	0	0	90	10	0	0	0	0	90	10	0	0	0	100	48.4	
		PEAK	17.	9.2	94	0	0	6	0	0	0	0	94	6	0	0	0	12	82	6	0	12	88	49.2		
		EXPR	17.	9.2	94	0	0	6	0	0	0	0	94	6	0	0	0	12	82	6	0	12	88	49.2		
457	1	BASE	3.	6.7	100	0	0	0	0	0	0	0	67	0	0	33	0	0	100	0	0	0	0	100	47.0	
		PEAK	10.	7.8	100	0	0	0	0	0	0	0	60	0	0	40	0	0	100	0	0	0	0	0	100	47.8
		EXPR	10.	7.8	100	0	0	0	0	0	0	0	60	0	0	40	0	0	100	0	0	0	0	0	100	47.8
460	1	BASE	13.	4.9	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	62	38	47.3		
		PEAK	14.	5.3	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	57	43	47.6		
		EXPR	14.	5.3	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	57	43	47.6		
462	1	BASE	6.	6.5	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	50	50	48.5		
		PEAK	8.	6.5	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	50	50	48.5		
		EXPR	8.	6.5	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	50	50	48.5		
470	1	BASE	20.	4.7	100	0	0	0	0	0	0	0	65	0	0	35	0	0	100	0	0	0	0	100	45.0	
		PEAK	27.	5.3	100	0	0	0	0	0	0	0	52	0	0	48	0	0	100	0	0	0	0	100	45.4	
		EXPR	27.	5.3	100	0	0	0	0	0	0	0	52	0	0	48	0	0	100	0	0	0	0	100	45.4	
480	1	BASE	26.	6.6	100	0	0	0	0	0	0	0	73	0	0	27	0	0	100	0	0	0	0	0	100	47.2
		PEAK	30.	6.6	100	0	0	0	0	0	0	0	73	0	0	27	0	0	100	0	0	0	0	0	100	47.1
		EXPR	30.	6.6	100	0	0	0	0	0	0	0	73	0	0	27	0	0	100	0	0	0	0	0	100	47.1
482	1	BASE	13.	6.3	100	0	0	0	0	0	0	0	38	0	0	62	0	0	100	0	0	0	0	0	100	45.8
		PEAK	14.	6.6	100	0	0	0	0	0	0	0	36	0	0	64	0	0	100	0	0	0	0	0	100	45.9
		EXPR	14.	6.6	100	0	0	0	0	0	0	0	36	0	0	64	0	0	100	0	0	0	0	0	100	45.9
483	1	BASE	17.	1.9	88	12	0	0	0	0	0	0	88	0	0	0	12	0	100	0	0	0	0	0	100	42.2
		PEAK	21.	1.9	90	10	0	0	0	0	0	0	90	0	0	0	10	0	100	0	0	0	0	0	100	42.3
		EXPR	21.	1.9	90	10	0	0	0	0	0	0	90	0	0	0	10	0	100	0	0	0	0	0	100	42.3
484	1	BASE	23.	5.9	100	0	0	0	0	0	0	0	78	0	0	22	0	0	100	0	0	0	0	0	100	46.5
		PEAK	24.	5.9	100	0	0	0	0	0	0	0	79	0	0	21	0	0	100	0	0	0	0	0	100	46.5
		EXPR	24.	5.9	100	0	0	0	0	0	0	0	79	0	0	21	0	0	100	0	0	0	0	0	100	46.5
486	1	BASE	8.	6.5	100	0	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	0	0	100	46.5
		PEAK	13.	6.9	100	0	0	0	0	0	0	0	38	0	0	62	0	0	100	0	0	0	0	0	100	46.7
		EXPR	13.	6.9	100	0	0	0	0	0	0	0	38	0	0	62	0	0	100	0	0	0	0	0	100	46.7
487	1	BASE	20.	5.0	100	0	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	0	0	100	45.0
		PEAK	31.	6.0	100	0	0	0	0	0	0	0	48	0	0	52	0	3	97	0	0	3	97	45.6		
		EXPR	31.	6.0	100	0	0	0	0	0	0	0	48	0	0	52	0	3	97	0	0	3	97	45.6		
488	1	BASE	9.	6.9	100	0	0	0	0	0	0	0	33	0	0	67	0	0	100	0	0	0	0	0	100	46.1
		PEAK	12.	6.8	100	0	0	0	0	0	0	0	33	0	0	67	0	0	100	0	0	0	0	0	100	46.0
		EXPR	12.	6.8	100	0	0	0	0	0	0	0	33	0	0	67	0	0	100	0	0	0	0	0	100	46.0

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S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JULY 20, 1983: LATINO VS. NON-LATINO LINES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES							SEAT STYLE					VEHICLE TRANSMISSION				AIR COND		AVE. NO. SEATS	
					VEHICLE STYLE							SEAT STYLE					VEHICLE TRANSMISSION				AIR COND			
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)	(1)	(2)		
490	1	BASE	16.	6.9	100	0	0	0	0	0	0	56	0	0	44	0	0	100	0	0	0	100	47.0	
		PEAK	20.	5.9	100	0	0	0	0	0	0	65	0	0	35	0	0	100	0	0	0	100	46.2	
		EXPR	20.	5.9	100	0	0	0	0	0	0	65	0	0	35	0	0	100	0	0	0	100	46.2	
492	1	PEAK	3.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
		EXPR	3.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
493	1	BASE	1.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
		PEAK	4.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
		EXPR	4.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
494	1	PEAK	2.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
		EXPR	2.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
496	1	BASE	2.	15.0	0	0	0	100	0	0	0	0	100	0	0	0	0	0	100	0	0	100	49.0	
		PEAK	4.	13.7	25	0	0	75	0	0	0	0	75	0	25	0	0	25	75	0	0	100	48.5	
		EXPR	4.	13.7	25	0	0	75	0	0	0	0	75	0	25	0	0	25	75	0	0	100	48.5	
601	1	PEAK	1.	6.0	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	47.0	
602	1	BASE	2.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0	
		PEAK	4.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0	
		EXPR	4.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0	
604	1	BASE	4.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0	
		PEAK	8.	6.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.5	
		EXPR	8.	6.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.5	
605	1	PEAK	4.	6.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.0	
		EXPR	4.	6.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.0	
606	1	PEAK	3.	5.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7	
		EXPR	3.	5.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7	
607	1	BASE	10.	4.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	60	40	46.4
		PEAK	11.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	55	45	46.1	
		EXPR	11.	4.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	55	45	46.1	
608	0	BASE	2.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	35.0	
		PEAK	2.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	35.0	
721	1	BASE	2.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
		PEAK	12.	10.7	100	0	0	0	0	0	0	33	0	0	67	0	0	100	0	0	0	100	48.3	
		EXPR	12.	10.7	100	0	0	0	0	0	0	33	0	0	67	0	0	100	0	0	0	100	48.3	
737	1	PEAK	4.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
		EXPR	4.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
756	1	PEAK	2.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
		EXPR	2.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
757	1	BASE	12.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
		PEAK	19.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
		EXPR	19.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
758	1	BASE	2.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
		PEAK	7.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
		EXPR	7.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	

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SCRTO VEHICLE ASSIGNMENT RECORD FOR JULY 20, 1983.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JULY 20, 1983: LATINO VS. NON-LATINO LINES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES										VEHICLE				AIR		AVE. NO. SEATS		
					VEHICLE STYLE							SEAT STYLE					-TRANSMISSION-					-COND-	
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)		(1)	(2)
760	1	BASE	4.	3.8	0	0	0	0	0	0	100	0	0	100	0	0	0	100	0	0	0	100	84.0
		PEAK	16.	2.9	6	0	0	0	0	0	94	0	0	94	6	0	0	100	0	0	0	100	81.7
		EXPR	16.	2.9	6	0	0	0	0	0	94	0	0	94	6	0	0	100	0	0	0	100	81.7
762	1	BASE	5.	2.0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	0	0	0	100	84.0
		PEAK	18.	3.5	17	0	0	0	0	0	83	6	0	83	11	0	0	100	0	0	0	100	77.8
		EXPR	18.	3.5	17	0	0	0	0	0	83	6	0	83	11	0	0	100	0	0	0	100	77.8
764	1	BASE	6.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		PEAK	18.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	18.	10.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
810	1	BASE	16.	7.0	100	0	0	0	0	0	0	94	0	0	6	0	0	100	0	0	0	100	49.2
		PEAK	16.	7.0	100	0	0	0	0	0	0	94	0	0	6	0	0	100	0	0	0	100	49.2
		EXPR	16.	7.0	100	0	0	0	0	0	0	94	0	0	6	0	0	100	0	0	0	100	49.2
813	1	BASE	12.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	17	83	0	0	17	83	48.7
		PEAK	12.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	17	83	0	0	17	83	48.7
		EXPR	12.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	17	83	0	0	17	83	48.7
814	1	BASE	7.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.1
		PEAK	7.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.1
		EXPR	7.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.1
822	1	BASE	3.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	3.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
825	1	BASE	2.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0
		PEAK	2.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0
826	1	BASE	9.	2.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.9
		PEAK	10.	3.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
831	1	BASE	4.	10.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	4.	10.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
844	1	BASE	2.	16.0	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	50	50	40.0
		PEAK	2.	16.0	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	50	50	40.0
849	1	BASE	3.	6.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.3
		PEAK	3.	6.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.3
861	1	BASE	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	2.	2.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
867	1	BASE	4.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	4.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
871	1	BASE	8.	2.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.0
		PEAK	9.	3.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.8
872	1	BASE	2.	16.0	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	50	50	40.0
		PEAK	2.	16.0	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	50	50	40.0

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THE FOLLOWING ARE ROUTE NUMBERS AND TIME PERIODS EXCEEDING THE ACCEPTED AVERAGE OF 6.9 BY MORE THAN 2 YEARS  
 BASE PEAK EXPR

LINE NUMBER=	1	PERIODS=			
LINE NUMBER=	2	PERIODS=			
LINE NUMBER=	4	PERIODS=			
LINE NUMBER=	5	PERIODS=	X	X	X
LINE NUMBER=	10	PERIODS=			
LINE NUMBER=	16	PERIODS=			
LINE NUMBER=	18	PERIODS=			
LINE NUMBER=	20	PERIODS=			
LINE NUMBER=	24	PERIODS=			
LINE NUMBER=	26	PERIODS=			
LINE NUMBER=	28	PERIODS=		X	
LINE NUMBER=	30	PERIODS=		X	
LINE NUMBER=	32	PERIODS=			
LINE NUMBER=	35	PERIODS=			
LINE NUMBER=	38	PERIODS=	X	X	
LINE NUMBER=	39	PERIODS=			
LINE NUMBER=	44	PERIODS=		X	
LINE NUMBER=	45	PERIODS=	X	X	
LINE NUMBER=	47	PERIODS=			
LINE NUMBER=	48	PERIODS=	X	X	
LINE NUMBER=	51	PERIODS=		X	
LINE NUMBER=	53	PERIODS=			
LINE NUMBER=	55	PERIODS=			
LINE NUMBER=	56	PERIODS=			
LINE NUMBER=	60	PERIODS=			
LINE NUMBER=	68	PERIODS=	X	X	
LINE NUMBER=	70	PERIODS=		X	
LINE NUMBER=	75	PERIODS=			
LINE NUMBER=	76	PERIODS=		X	
LINE NUMBER=	78	PERIODS=			
LINE NUMBER=	81	PERIODS=	X	X	
LINE NUMBER=	83	PERIODS=	X	X	
LINE NUMBER=	84	PERIODS=	X	X	
LINE NUMBER=	86	PERIODS=			
LINE NUMBER=	88	PERIODS=			
LINE NUMBER=	90	PERIODS=			
LINE NUMBER=	93	PERIODS=			
LINE NUMBER=	97	PERIODS=			
LINE NUMBER=	102	PERIODS=			
LINE NUMBER=	103	PERIODS=	X	X	
LINE NUMBER=	105	PERIODS=			
LINE NUMBER=	107	PERIODS=			
LINE NUMBER=	108	PERIODS=			
LINE NUMBER=	110	PERIODS=	X	X	
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=	130	PERIODS=			
LINE NUMBER=	142	PERIODS=			
LINE NUMBER=	146	PERIODS=			
LINE NUMBER=	149	PERIODS=			
LINE NUMBER=	150	PERIODS=		X	
LINE NUMBER=	151	PERIODS=			
LINE NUMBER=	152	PERIODS=			

LINE NUMBER= 153	PERIODS=			
LINE NUMBER= 154	PERIODS=			
LINE NUMBER= 156	PERIODS=			
LINE NUMBER= 157	PERIODS=	X	X	
LINE NUMBER= 158	PERIODS=			
LINE NUMBER= 159	PERIODS=	X	X	
LINE NUMBER= 160	PERIODS=			
LINE NUMBER= 161	PERIODS=			
LINE NUMBER= 163	PERIODS=			
LINE NUMBER= 165	PERIODS=			
LINE NUMBER= 168	PERIODS=			
LINE NUMBER= 169	PERIODS=			
LINE NUMBER= 175	PERIODS=	X	X	
LINE NUMBER= 176	PERIODS=	X	X	
LINE NUMBER= 177	PERIODS=			
LINE NUMBER= 180	PERIODS=			
LINE NUMBER= 183	PERIODS=			
LINE NUMBER= 200	PERIODS=	X	X	
LINE NUMBER= 201	PERIODS=			
LINE NUMBER= 202	PERIODS=	X	X	
LINE NUMBER= 204	PERIODS=	X	X	
LINE NUMBER= 206	PERIODS=			
LINE NUMBER= 207	PERIODS=			
LINE NUMBER= 209	PERIODS=		X	
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= 232	PERIODS=			
LINE NUMBER= 250	PERIODS=	X	X	
LINE NUMBER= 251	PERIODS=			
LINE NUMBER= 255	PERIODS=	X	X	
LINE NUMBER= 256	PERIODS=			
LINE NUMBER= 259	PERIODS=			
LINE NUMBER= 260	PERIODS=			
LINE NUMBER= 262	PERIODS=			
LINE NUMBER= 266	PERIODS=			
LINE NUMBER= 270	PERIODS=			
LINE NUMBER= 358	PERIODS=			
LINE NUMBER= 401	PERIODS=	X	X	X
LINE NUMBER= 413	PERIODS=			
LINE NUMBER= 419	PERIODS=			
LINE NUMBER= 423	PERIODS=			
LINE NUMBER= 424	PERIODS=	X	X	X
LINE NUMBER= 426	PERIODS=			
LINE NUMBER= 427	PERIODS=			
LINE NUMBER= 429	PERIODS=		X	X
LINE NUMBER= 430	PERIODS=	X	X	
LINE NUMBER= 431	PERIODS=	X	X	
LINE NUMBER= 433	PERIODS=			
LINE NUMBER= 434	PERIODS=			
LINE NUMBER= 435	PERIODS=			
LINE NUMBER= 438	PERIODS=			
LINE NUMBER= 440	PERIODS=			
LINE NUMBER= 441	PERIODS=			
LINE NUMBER= 445	PERIODS=			
LINE NUMBER= 446	PERIODS=			
LINE NUMBER= 447	PERIODS=			
LINE NUMBER= 448	PERIODS=			
LINE NUMBER= 451	PERIODS=	X	X	
LINE NUMBER= 452	PERIODS=	X	X	

LINE NUMBER= 456	PERIODS=	X	X
LINE NUMBER= 457	PERIODS=		
LINE NUMBER= 460	PERIODS=		
LINE NUMBER= 462	PERIODS=		
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
LINE NUMBER= 493	PERIODS=	X	X
LINE NUMBER= 494	PERIODS=	X	X
LINE NUMBER= 496	PERIODS=	X	X
LINE NUMBER= 601	PERIODS=		
LINE NUMBER= 602	PERIODS=		
LINE NUMBER= 604	PERIODS=		
LINE NUMBER= 605	PERIODS=		
LINE NUMBER= 606	PERIODS=		
LINE NUMBER= 607	PERIODS=		
LINE NUMBER= 608	PERIODS=	X	X
LINE NUMBER= 609	PERIODS=	X	X
LINE NUMBER= 610	PERIODS=	X	X
LINE NUMBER= 611	PERIODS=		
LINE NUMBER= 612	PERIODS=		
LINE NUMBER= 613	PERIODS=		
LINE NUMBER= 721	PERIODS=	X	X
LINE NUMBER= 737	PERIODS=	X	X
LINE NUMBER= 756	PERIODS=	X	X
LINE NUMBER= 757	PERIODS=	X	X
LINE NUMBER= 758	PERIODS=	X	X
LINE NUMBER= 760	PERIODS=		
LINE NUMBER= 762	PERIODS=		
LINE NUMBER= 764	PERIODS=	X	X
LINE NUMBER= 810	PERIODS=		
LINE NUMBER= 813	PERIODS=	X	X
LINE NUMBER= 814	PERIODS=		
LINE NUMBER= 822	PERIODS=		
LINE NUMBER= 825	PERIODS=	X	X
LINE NUMBER= 826	PERIODS=		
LINE NUMBER= 831	PERIODS=	X	X
LINE NUMBER= 844	PERIODS=	X	X
LINE NUMBER= 849	PERIODS=		
LINE NUMBER= 861	PERIODS=		
LINE NUMBER= 867	PERIODS=		
LINE NUMBER= 871	PERIODS=		
LINE NUMBER= 872	PERIODS=	X	X

SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 18, 1984.

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES																	AVE. NO. SEATS	
					----- VEHICLE STYLE -----							---- SEAT STYLE----					-TRANSMISSION-				-CONOT-		
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)	(1)		(2)
NON-BLACK		BASE	171.	6.3	83	17	0	0	0	0	0	90	0	0	5	5	9	91	0	0	11	89	44.1
		PEAK	198.	7.6	83	17	0	0	0	0	0	90	0	0	5	5	16	84	0	0	16	84	44.5
BLACK		BASE	1748.	7.8	94	4	0	1	0	1	0	91	0	0	7	1	7	93	0	0	10	90	46.6
		PEAK	2280.	8.6	93	4	0	1	0	1	1	89	0	1	9	1	9	90	0	0	13	87	47.3
		EXPR	674.	8.2	91	3	0	2	0	0	4	70	1	4	25	0	4	96	1	0	9	91	48.3
NON-INDIAN		BASE	9.	12.3	78	22	0	0	0	0	100	0	0	0	0	44	56	0	0	33	67	44.6	
		PEAK	9.	12.3	78	22	0	0	0	0	100	0	0	0	0	44	56	0	0	33	67	44.6	
INDIAN		BASE	1910.	7.7	93	5	0	1	0	1	0	91	0	0	7	1	7	93	0	0	10	90	46.4
		PEAK	2469.	8.5	93	5	0	1	0	0	1	89	0	1	9	1	10	90	0	0	13	87	47.1
		EXPR	674.	8.2	91	3	0	2	0	0	4	70	1	4	25	0	4	96	1	0	9	91	48.3
NON-ASIAN		BASE	35.	9.7	89	11	0	0	0	0	89	0	0	11	0	23	77	0	0	20	80	45.5	
		PEAK	37.	9.5	89	11	0	0	0	0	86	0	0	14	0	22	78	0	0	19	81	45.5	
ASIAN		BASE	1884.	7.7	93	5	0	1	0	1	0	91	0	0	7	1	7	93	0	0	10	90	46.4
		PEAK	2441.	8.5	93	5	0	1	0	0	1	89	0	1	9	1	10	90	0	0	13	87	47.1
		EXPR	674.	8.2	91	3	0	2	0	0	4	70	1	4	25	0	4	96	1	0	9	91	48.3
NON-HISPANICS		BASE	13.	8.4	85	15	0	0	0	0	77	0	0	23	0	15	85	0	0	8	92	44.5	
		PEAK	15.	8.7	87	13	0	0	0	0	73	0	0	27	0	13	87	0	0	7	93	45.1	
HISPANICS		BASE	1906.	7.7	93	5	0	1	0	1	0	91	0	0	7	1	7	93	0	0	10	90	46.4
		PEAK	2463.	8.5	92	5	0	1	0	0	1	89	0	1	9	1	10	90	0	0	13	87	47.1
		EXPR	674.	8.2	91	3	0	2	0	0	4	70	1	4	25	0	4	96	1	0	9	91	48.3

VEHICLE AIR AVE. NO.

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 18, 1984: BLACK VS. NON-BLACK LINES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES														AIR		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)
120	1	BASE	19.	5.2	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	45.1
		PEAK	21.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	44.9
124	1	BASE	6.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	33	67	0	0	33	67	45.7
		PEAK	6.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	33	67	0	0	33	67	45.7
125	1	BASE	10.	4.8	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.4
		PEAK	11.	4.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.2
126	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
127	1	BASE	2.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
		PEAK	2.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
128	1	BASE	1.	16.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	1.	16.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
130	1	BASE	4.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
		PEAK	4.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
146	1	BASE	3.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
		PEAK	3.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
147	0	BASE	2.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	50	50	40.0
		PEAK	2.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	50	50	40.0
149	0	BASE	5.	9.4	100	0	0	0	0	0	0	40	0	0	60	0	0	100	0	0	0	100	48.6
		PEAK	6.	9.3	100	0	0	0	0	0	0	33	0	0	67	0	0	100	0	0	0	100	48.3
150	0	BASE	18.	4.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.8
		PEAK	22.	6.9	100	0	0	0	0	0	0	95	0	0	5	0	9	91	0	0	0	100	45.5
152	0	BASE	11.	7.9	100	0	0	0	0	0	0	100	0	0	0	0	18	82	0	0	36	64	46.3
		PEAK	15.	10.8	100	0	0	0	0	0	0	100	0	0	0	0	33	67	0	0	40	60	47.2
154	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
158	1	BASE	5.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
		PEAK	5.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
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.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.7
		PEAK	7.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.7
165	0	BASE	16.	5.4	100	0	0	0	0	0	0	100	0	0	0	0	6	94	0	0	0	100	44.4
		PEAK	17.	6.3	100	0	0	0	0	0	0	100	0	0	0	0	12	88	0	0	6	94	44.8
168	1	BASE	8.	5.2	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	13	88	43.9
		PEAK	8.	5.2	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	13	88	43.9
169	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	7.	5.6	100	0	0	0	0	0	0	100	0	0	0	0	14	86	0	0	14	86	44.0
170	0	BASE	4.	11.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	4.	11.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
175	0	BASE	2.	10.0	0	100	0	0	0	0	0	50	0	0	0	50	50	50	0	0	50	50	35.5
		PEAK	5.	14.8	0	100	0	0	0	0	0	80	0	0	0	20	80	20	0	0	80	20	35.2
176	1	BASE	4.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0
		PEAK	4.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0
177	1	BASE	6.	6.5	0	100	0	0	0	0	0	50	0	0	0	50	0	100	0	0	0	100	40.5
		PEAK	6.	6.5	0	100	0	0	0	0	0	50	0	0	0	50	0	100	0	0	0	100	40.5
178	0	BASE	3.	5.0	0	100	0	0	0	0	0	33	0	0	0	67	0	100	0	0	0	100	39.0
		PEAK	4.	6.5	0	100	0	0	0	0	0	50	0	0	0	50	0	100	0	0	0	100	40.5

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SCR TD VEHICLE ASSIGNMENT RECORD FOR JANUARY 18, 1984: BLACK VS. NON-BLACK LINES

VEHICLE AMENITIES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE STYLE														VEHICLE TRANSMISSION				AIR COND		AVE. NO. SEATS
					VEHICLE STYLE							SEAT STYLE							TRANSMISSION				COND		
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)	(1)	(2)			
180	1	BASE	18.	4.3	94	6	0	0	0	0	0	0	94	0	0	0	6	0	100	0	0	0	100	44.4	
		PEAK	21.	6.7	95	5	0	0	0	0	0	0	95	0	0	0	5	14	86	0	0	14	86	45.3	
183	0	BASE	5.	5.0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6	
		PEAK	5.	5.0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6	
185	1	BASE	3.	5.0	0	100	0	0	0	0	0	0	33	0	0	0	67	0	100	0	0	0	100	39.0	
		PEAK	3.	5.0	0	100	0	0	0	0	0	0	33	0	0	0	67	0	100	0	0	0	100	39.0	
187	1	BASE	7.	3.6	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.6	
		PEAK	7.	3.6	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.6	
188	1	BASE	7.	3.9	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.1	
		PEAK	7.	3.9	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.1	
192	1	BASE	4.	18.0	0	100	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	35.0		
		PEAK	4.	18.0	0	100	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	35.0		
200	1	BASE	9.	10.3	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	50.6	
		PEAK	12.	10.0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	50.3	
201	0	BASE	4.	10.0	0	100	0	0	0	0	0	0	50	0	0	0	50	50	50	0	0	50	50	35.5	
		PEAK	4.	10.0	0	100	0	0	0	0	0	0	50	0	0	0	50	50	50	0	0	50	50	35.5	
204	1	BASE	42.	12.1	100	0	0	0	0	0	0	0	100	0	0	0	0	7	93	0	0	2	98	48.5	
		PEAK	52.	11.7	100	0	0	0	0	0	0	0	100	0	0	0	0	6	94	0	0	2	98	48.5	
205	0	BASE	3.	5.0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7	
		PEAK	3.	5.0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7	
206	1	BASE	19.	8.3	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.2	
		PEAK	20.	8.5	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.4	
207	1	BASE	36.	10.5	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	49.0	
		PEAK	40.	10.7	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	49.2	
209	1	BASE	6.	9.7	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.3	
		PEAK	7.	10.6	86	14	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.9	
210	1	BASE	18.	6.4	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	6	94	45.8	
		PEAK	29.	8.1	90	10	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	7	93	46.1	
211	1	BASE	2.	8.0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0	
		PEAK	2.	8.0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0	
212	1	BASE	16.	6.2	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	6	94	45.7	
		PEAK	20.	5.5	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	5	95	45.1	
215	1	BASE	2.	3.0	100	0	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	0	100	0	0	0	0	0	100	0	0	0	100	43.0	
217	1	BASE	15.	9.5	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	50.5	
		PEAK	17.	10.0	100	0	0	0	0	0	0	0	100	0	0	0	0	6	94	0	0	6	94	50.1	
220	1	BASE	5.	10.0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0	
		PEAK	5.	10.0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0	
225	0	BASE	8.	8.2	100	0	0	0	0	0	0	0	100	0	0	0	0	25	75	0	0	25	75	46.0	
		PEAK	9.	9.7	100	0	0	0	0	0	0	0	100	0	0	0	0	33	67	0	0	33	67	46.6	
228	0	BASE	4.	5.5	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0	
		PEAK	5.	8.6	100	0	0	0	0	0	0	0	100	0	0	0	0	20	80	0	0	20	80	46.0	
230	0	BASE	8.	5.7	100	0	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	63	38	45.4	
		PEAK	13.	10.2	100	0	0	0	0	0	0	0	100	0	0	0	0	38	62	0	0	69	31	46.6	
232	1	BASE	10.	4.8	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.4	
		PEAK	10.	4.8	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.4	
234	0	BASE	7.	9.6	100	0	0	0	0	0	0	0	100	0	0	0	0	29	71	0	0	29	71	46.1	
		PEAK	8.	8.8	100	0	0	0	0	0	0	0	100	0	0	0	0	25	75	0	0	25	75	45.7	

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 18, 1984: BLACK VS. NON-BLACK LINES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES																	AVE. NO. SEATS				
					VEHICLE STYLE							SEAT STYLE					VEHICLE				AIR					
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)	(1)		(2)			
413	1	PEAK	2.	8.0	100	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	47.0		
		EXPR	2.	8.0	100	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	47.0		
418	1	BASE	2.	12.0	100	0	0	0	0	0	0	0	0	0	50	0	0	50	0	0	0	0	100	49.0		
		PEAK	15.	10.7	100	0	0	0	0	0	0	0	0	0	20	0	0	80	0	0	100	0	100	47.3		
		EXPR	15.	10.7	100	0	0	0	0	0	0	0	0	0	20	0	0	80	0	0	100	0	100	47.3		
419	1	PEAK	3.	11.0	100	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	47.0		
		EXPR	3.	11.0	100	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	47.0		
420	1	BASE	43.	6.8	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	100	45.9	
		PEAK	52.	6.7	100	0	0	0	0	0	0	0	0	0	98	0	0	2	0	4	96	0	0	100	45.8	
		EXPR	52.	6.7	100	0	0	0	0	0	0	0	0	0	98	0	0	2	0	4	96	0	0	100	45.8	
423	1	PEAK	6.	10.3	100	0	0	0	0	0	0	0	0	0	17	0	0	83	0	0	100	0	0	100	47.0	
		EXPR	6.	10.3	100	0	0	0	0	0	0	0	0	0	17	0	0	83	0	0	100	0	0	100	47.0	
424	1	BASE	45.	7.4	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	47.6	
		PEAK	57.	8.1	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	48.1	
		EXPR	57.	8.1	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	48.1	
426	1	BASE	6.	9.7	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	17	83	0	0	100	47.5	
		PEAK	21.	7.8	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	100	47.1	
		EXPR	21.	7.8	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	100	47.1	
427	1	BASE	4.	8.0	100	0	0	0	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	100	46.0	
		PEAK	10.	9.0	100	0	0	0	0	0	0	0	0	0	40	0	0	60	0	0	100	0	0	100	46.6	
		EXPR	10.	9.0	100	0	0	0	0	0	0	0	0	0	40	0	0	60	0	0	100	0	0	100	46.6	
429	1	BASE	4.	8.2	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	49.0	
		PEAK	10.	7.9	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	48.6	
		EXPR	10.	7.9	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	48.6	
430	1	PEAK	1.	7.0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	47.0	
		EXPR	1.	7.0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	47.0	
431	1	BASE	2.	8.5	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	49.0	
		PEAK	3.	9.0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	49.7	
		EXPR	3.	9.0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	49.7	
434	1	BASE	12.	3.6	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	43.7	
		PEAK	13.	3.5	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	43.6	
		EXPR	13.	3.5	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	43.6	
436	1	BASE	4.	5.0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	45.0	
		PEAK	9.	6.4	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	46.6	
		EXPR	9.	6.4	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	46.6	
437	1	BASE	2.	5.0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	45.0	
		PEAK	5.	6.6	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	47.0	
		EXPR	5.	6.6	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	47.0	
438	1	PEAK	4.	6.0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	50	50	46.5
		EXPR	4.	6.0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	50	50	46.5
439	1	BASE	8.	7.1	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	75	25	46.9
		PEAK	9.	7.8	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	11	89	0	0	67	33	47.3
		EXPR	9.	7.8	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	11	89	0	0	67	33	47.3
443	1	BASE	4.	7.5	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.0
		PEAK	6.	7.7	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.3
		EXPR	6.	7.7	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.3
444	1	BASE	9.	7.4	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.9
		PEAK	11.	7.7	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.5
		EXPR	11.	7.7	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.5

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 18, 1984: BLACK VS. NON-BLACK LINES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES														AIR		AVE. NO. SEATS		
					----- VEHICLE STYLE -----							---- SEAT STYLE----					VEHICLE -TRANSMISSION-					-COND-	
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)		(1)	(2)
445	1	PEAK	4.	10.5	100	0	0	0	0	0	0	25	0	0	75	0	0	100	0	0	0	100	48.0
		EXPR	4.	10.5	100	0	0	0	0	0	0	25	0	0	75	0	0	100	0	0	0	100	48.0
446	1	BASE	16.	7.1	100	0	0	0	0	0	0	94	0	0	6	0	0	100	0	0	0	100	47.2
		PEAK	18.	7.2	100	0	0	0	0	0	0	94	0	0	6	0	0	100	0	0	0	100	47.4
		EXPR	18.	7.2	100	0	0	0	0	0	0	94	0	0	6	0	0	100	0	0	0	100	47.4
448	1	PEAK	3.	10.3	100	0	0	0	0	0	0	33	0	0	67	0	0	100	0	0	0	100	48.3
		EXPR	3.	10.3	100	0	0	0	0	0	0	33	0	0	67	0	0	100	0	0	0	100	48.3
456	1	BASE	8.	7.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.0
		PEAK	15.	7.8	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.6
		EXPR	15.	7.8	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.6
457	1	BASE	4.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		PEAK	11.	10.5	100	0	0	0	0	0	0	27	0	0	73	0	0	100	0	0	0	100	48.1
		EXPR	11.	10.5	100	0	0	0	0	0	0	27	0	0	73	0	0	100	0	0	0	100	48.1
459	1	PEAK	2.	10.0	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	100	49.0
		EXPR	2.	10.0	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	100	49.0
460	1	BASE	21.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	0	46.0
		PEAK	24.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	0	46.0
		EXPR	24.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	0	46.0
462	1	BASE	7.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	0	46.0
		PEAK	9.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	0	46.0
		EXPR	9.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	0	46.0
464	1	BASE	10.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		PEAK	14.	10.7	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	14.	10.7	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
466	1	BASE	8.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		PEAK	10.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	10.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
470	1	BASE	20.	5.4	100	0	0	0	0	0	0	60	0	0	40	0	0	100	0	0	0	100	44.6
		PEAK	27.	8.2	89	0	0	11	0	0	0	63	0	0	37	0	15	85	0	0	15	85	45.7
		EXPR	27.	8.2	89	0	0	11	0	0	0	63	0	0	37	0	15	85	0	0	15	85	45.7
480	1	BASE	23.	7.7	100	0	0	0	0	0	0	70	0	0	30	0	0	100	0	0	0	100	47.0
		PEAK	29.	7.3	93	7	0	0	0	0	0	62	0	0	31	7	0	100	0	0	0	100	46.2
		EXPR	29.	7.3	93	7	0	0	0	0	0	62	0	0	31	7	0	100	0	0	0	100	46.2
482	1	BASE	12.	7.0	100	0	0	0	0	0	0	67	0	0	33	0	0	100	0	0	0	100	45.8
		PEAK	15.	8.0	100	0	0	0	0	0	0	60	0	0	40	0	0	100	0	0	0	100	46.3
		EXPR	15.	8.0	100	0	0	0	0	0	0	60	0	0	40	0	0	100	0	0	0	100	46.3
483	1	BASE	16.	4.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.5
		PEAK	20.	5.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.6
		EXPR	20.	5.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.6
484	1	BASE	21.	7.2	100	0	0	0	0	0	0	81	0	0	19	0	0	100	0	0	0	100	46.8
		PEAK	21.	7.2	100	0	0	0	0	0	0	81	0	0	19	0	0	100	0	0	0	100	46.8
		EXPR	21.	7.2	100	0	0	0	0	0	0	81	0	0	19	0	0	100	0	0	0	100	46.8
486	1	BASE	6.	8.7	100	0	0	0	0	0	0	33	0	0	67	0	0	100	0	0	0	100	47.0
		PEAK	12.	8.7	100	0	0	0	0	0	0	25	0	0	75	0	0	100	0	0	0	100	47.0
		EXPR	12.	8.7	100	0	0	0	0	0	0	25	0	0	75	0	0	100	0	0	0	100	47.0
487	1	BASE	19.	6.6	100	0	0	0	0	0	0	47	0	0	53	0	0	100	0	0	0	100	45.5
		PEAK	30.	8.4	90	0	0	10	0	0	0	50	0	0	50	0	10	90	0	0	10	90	46.2
		EXPR	30.	8.4	90	0	0	10	0	0	0	50	0	0	50	0	10	90	0	0	10	90	46.2

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 18, 1984: BLACK VS. NON-BLACK LINES

VEHICLE AMENITIES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES																	AVE. NO. SEATS			
					VEHICLE STYLE							SEAT STYLE					VEHICLE TRANSMISSION				AIR COND				
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)	(1)		(2)		
488	1	BASE	9.	9.2	100	0	0	0	0	0	0	22	0	0	78	0	0	0	100	0	0	0	0	100	46.6
		PEAK	12.	9.7	100	0	0	0	0	0	0	17	0	0	83	0	0	0	100	0	0	0	0	100	46.7
		EXPR	12.	9.7	100	0	0	0	0	0	0	17	0	0	83	0	0	0	100	0	0	0	0	100	46.7
490	1	BASE	12.	8.2	100	0	0	0	0	0	0	50	0	0	50	0	0	0	100	0	0	0	0	100	47.0
		PEAK	17.	7.4	100	0	0	0	0	0	0	53	0	0	47	0	0	0	100	0	0	0	0	100	46.3
		EXPR	17.	7.4	100	0	0	0	0	0	0	53	0	0	47	0	0	0	100	0	0	0	0	100	46.3
492	1	PEAK	3.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	100	47.0
		EXPR	3.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	100	47.0
493	1	BASE	2.	7.0	100	0	0	0	0	0	0	50	0	0	50	0	0	0	100	0	0	0	0	100	45.0
		PEAK	4.	9.0	100	0	0	0	0	0	0	25	0	0	75	0	0	0	100	0	0	0	0	100	46.0
		EXPR	4.	9.0	100	0	0	0	0	0	0	25	0	0	75	0	0	0	100	0	0	0	0	100	46.0
494	1	PEAK	2.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	100	47.0
		EXPR	2.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	100	47.0
495	1	BASE	3.	3.0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	100	0	0	0	0	100	84.0
		PEAK	14.	4.1	14	0	0	0	0	0	86	0	0	0	86	14	0	0	100	0	0	0	0	100	78.7
		EXPR	14.	4.1	14	0	0	0	0	0	86	0	0	0	86	14	0	0	100	0	0	0	0	100	78.7
496	1	BASE	7.	13.6	43	0	0	57	0	0	0	0	57	0	43	0	0	0	43	57	0	0	0	100	48.1
		PEAK	8.	13.9	38	0	0	63	0	0	0	0	63	0	38	0	0	0	38	63	0	0	0	100	48.2
		EXPR	8.	13.9	38	0	0	63	0	0	0	0	63	0	38	0	0	0	38	63	0	0	0	100	48.2
497	1	BASE	4.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	100	47.0
		PEAK	16.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	100	47.0
		EXPR	16.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	100	47.0
498	1	BASE	4.	3.0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	100	0	0	0	0	100	84.0
		PEAK	14.	3.6	7	0	0	0	0	0	93	0	0	0	93	7	0	0	100	0	0	0	0	100	81.4
		EXPR	14.	3.6	7	0	0	0	0	0	93	0	0	0	93	7	0	0	100	0	0	0	0	100	81.4
560	1	BASE	27.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	4	96	0	0	15	85	0	45.4	
		PEAK	29.	5.8	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	17	83	0	45.3	
576	1	BASE	3.	13.0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	100	49.7
		PEAK	12.	14.2	100	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	100	50.0
		EXPR	12.	14.2	100	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	100	50.0
602	1	BASE	7.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	0	35.0	
		PEAK	7.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	0	35.0	
608	0	BASE	2.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	50	50	0	35.0	
		PEAK	2.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	50	50	0	35.0	

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 18, 1984: INDIAN VS. NON-INDIAN LINES

VEHICLE AMENITIES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES																AVE. NO. SEATS		
					----- VEHICLE STYLE -----							--- SEAT STYLE ---					VEHICLE -TRANSMISSION-					AIR -CONDIT-	
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)		(1)	(2)
1	1	BASE	38.	5.7	95	0	0	0	0	5	0	100	0	0	0	0	3	97	0	0	3	97	46.7
		PEAK	40.	6.3	95	0	0	0	0	5	0	100	0	0	0	0	5	95	0	0	5	95	46.9
2	1	BASE	28.	7.7	100	0	0	0	0	0	0	100	0	0	0	0	11	89	0	0	11	89	46.7
		PEAK	33.	7.9	100	0	0	0	0	0	0	100	0	0	0	0	12	88	0	0	12	88	46.6
4	1	BASE	38.	6.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.7
		PEAK	41.	7.0	100	0	0	0	0	0	0	100	0	0	0	0	2	98	0	0	2	98	47.0
10	1	BASE	27.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.6
		PEAK	29.	4.2	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	3	97	43.8
14	1	BASE	30.	10.0	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	3	97	49.8
		PEAK	43.	10.6	100	0	0	0	0	0	0	100	0	0	0	0	7	93	0	0	7	93	49.9
16	1	BASE	19.	5.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.9
		PEAK	23.	7.8	100	0	0	0	0	0	0	100	0	0	0	0	9	91	0	0	9	91	46.7
18	1	BASE	23.	6.7	100	0	0	0	0	0	0	100	0	0	0	0	9	91	0	0	9	91	45.7
		PEAK	27.	7.0	100	0	0	0	0	0	0	100	0	0	0	0	11	89	0	0	19	81	45.8
20	1	BASE	71.	8.4	86	0	0	0	0	14	0	100	0	0	0	0	1	99	0	0	0	100	51.4
		PEAK	86.	8.9	88	0	0	0	0	12	0	100	0	0	0	0	3	97	0	0	2	98	51.2
26	1	BASE	13.	5.1	100	0	0	0	0	0	0	100	0	0	0	0	8	92	0	0	8	92	44.2
		PEAK	17.	7.1	100	0	0	0	0	0	0	100	0	0	0	0	12	88	0	0	12	88	45.7
28	1	BASE	31.	8.3	100	0	0	0	0	0	0	100	0	0	0	0	6	94	0	0	6	94	46.1
		PEAK	50.	10.2	96	4	0	0	0	0	0	100	0	0	0	0	16	84	0	0	20	80	46.9
30	1	BASE	34.	7.8	100	0	0	0	0	0	0	100	0	0	0	0	9	91	0	0	24	76	47.1
		PEAK	56.	9.9	100	0	0	0	0	0	0	100	0	0	0	0	16	84	0	0	27	73	48.3
33	1	BASE	34.	7.1	100	0	0	0	0	0	0	100	0	0	0	0	6	94	0	0	6	94	46.7
		PEAK	41.	7.5	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	47.2
38	1	BASE	21.	11.2	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	48.0
		PEAK	29.	11.3	100	0	0	0	0	0	0	97	0	0	3	0	7	93	0	0	7	93	48.0
40	1	BASE	42.	10.4	100	0	0	0	0	0	0	100	0	0	0	0	26	74	0	0	33	67	47.4
		PEAK	58.	11.2	97	3	0	0	0	0	0	100	0	0	0	0	31	69	0	0	36	64	47.4
		EXPR	26.	12.9	100	0	0	0	0	0	0	100	0	0	0	0	46	54	0	0	50	50	48.0
42	1	BASE	8.	3.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.0
		PEAK	10.	4.8	100	0	0	0	0	0	0	100	0	0	0	0	10	90	0	0	10	90	43.8
45	1	BASE	22.	10.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.7
		PEAK	32.	11.4	100	0	0	0	0	0	0	97	0	0	3	0	3	97	0	0	3	97	48.4
48	1	BASE	8.	11.6	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	0	100	48.5
		PEAK	12.	12.4	100	0	0	0	0	0	0	100	0	0	0	0	17	83	0	0	8	92	48.7
51	1	BASE	19.	8.8	100	0	0	0	0	0	0	100	0	0	0	0	11	89	0	0	11	89	46.3
		PEAK	31.	10.3	100	0	0	0	0	0	0	100	0	0	0	0	19	81	0	0	16	84	47.6
53	1	BASE	20.	5.7	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	45.8
		PEAK	23.	6.7	100	0	0	0	0	0	0	100	0	0	0	0	9	91	0	0	9	91	46.5
55	1	BASE	17.	6.3	100	0	0	0	0	0	0	100	0	0	0	0	6	94	0	0	6	94	45.8
		PEAK	20.	7.0	100	0	0	0	0	0	0	100	0	0	0	0	10	90	0	0	10	90	46.2
56	1	BASE	18.	7.7	100	0	0	0	0	0	0	100	0	0	0	0	22	78	0	0	22	78	45.6
		PEAK	21.	8.3	100	0	0	0	0	0	0	100	0	0	0	0	24	76	0	0	29	71	46.1
60	1	BASE	34.	7.4	100	0	0	0	0	0	0	100	0	0	0	0	9	91	0	0	3	97	45.8
		PEAK	46.	8.1	100	0	0	0	0	0	0	100	0	0	0	0	7	93	0	0	2	98	46.7
65	1	BASE	8.	6.1	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	88	13	46.1
		PEAK	8.	6.1	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	88	13	46.1
66	1	BASE	11.	6.9	100	0	0	0	0	0	0	100	0	0	0	0	9	91	0	0	0	100	45.5
		PEAK	21.	11.5	100	0	0	0	0	0	0	100	0	0	0	0	14	86	0	0	5	95	48.1

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 18, 1984: INDIAN VS. NON-INDIAN 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)
68	1	BASE	21.	8.2	100	0	0	0	0	0	0	100	0	0	0	0	10	90	0	0	14	86	47.2
		PEAK	27.	8.8	100	0	0	0	0	0	0	100	0	0	0	0	15	85	0	0	26	74	47.3
70	1	BASE	31.	10.9	90	0	0	10	0	0	0	71	0	0	29	0	29	71	0	0	29	71	46.5
		PEAK	35.	12.3	83	0	0	17	0	0	0	74	0	0	26	0	37	63	0	0	37	63	47.0
76	1	BASE	17.	8.0	76	6	0	18	0	0	0	71	0	0	24	6	18	82	0	0	18	82	44.9
		PEAK	22.	10.9	73	5	0	23	0	0	0	73	0	0	23	5	32	68	0	0	32	68	46.1
78	1	BASE	27.	7.4	96	0	0	4	0	0	0	44	0	0	56	0	4	96	0	0	4	96	45.5
		PEAK	36.	11.0	86	0	0	14	0	0	0	56	0	0	44	0	25	75	0	0	25	75	46.8
81	1	BASE	20.	8.8	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	46.6
		PEAK	26.	10.2	100	0	0	0	0	0	0	100	0	0	0	0	15	85	0	0	15	85	47.3
83	1	BASE	16.	7.5	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	13	88	45.5
		PEAK	22.	9.2	95	5	0	0	0	0	0	100	0	0	0	0	23	77	0	0	23	77	46.0
84	1	BASE	13.	9.2	100	0	0	0	0	0	0	100	0	0	0	0	15	85	0	0	15	85	46.7
		PEAK	15.	10.5	100	0	0	0	0	0	0	100	0	0	0	0	20	80	0	0	20	80	47.3
90	1	BASE	12.	5.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	8	92	45.2
		PEAK	14.	6.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	7	93	46.1
		EXPR	7.	7.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	14	86	46.9
92	1	BASE	20.	7.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.2
		PEAK	22.	7.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.6
		EXPR	4.	10.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	49.0
94	1	BASE	23.	8.0	100	0	0	0	0	0	0	100	0	0	0	0	13	87	0	0	13	87	46.0
		PEAK	24.	8.2	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	13	88	46.2
96	1	BASE	14.	3.1	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	7	93	43.2
		PEAK	20.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	5	95	44.7
		EXPR	4.	8.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
97	1	BASE	5.	7.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.2
		PEAK	5.	7.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.2
102	0	BASE	5.	13.8	100	0	0	0	0	0	0	100	0	0	0	0	40	60	0	0	40	60	49.0
		PEAK	5.	13.8	100	0	0	0	0	0	0	100	0	0	0	0	40	60	0	0	40	60	49.0
103	1	BASE	2.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	0	46.0
		PEAK	3.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	0	46.0
104	1	BASE	3.	5.0	100	0	0	0	0	0	0	67	0	0	33	0	0	100	0	0	0	100	44.3
		PEAK	3.	5.0	100	0	0	0	0	0	0	67	0	0	33	0	0	100	0	0	0	100	44.3
105	1	BASE	23.	10.9	100	0	0	0	0	0	0	100	0	0	0	0	22	78	0	0	26	74	48.0
		PEAK	24.	10.5	100	0	0	0	0	0	0	100	0	0	0	0	21	79	0	0	25	75	47.8
107	1	BASE	14.	9.7	100	0	0	0	0	0	0	100	0	0	0	0	21	79	0	0	21	79	47.0
		PEAK	14.	9.7	100	0	0	0	0	0	0	100	0	0	0	0	21	79	0	0	21	79	47.0
108	1	BASE	14.	8.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
		PEAK	16.	8.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.5
110	1	BASE	10.	10.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.6
		PEAK	10.	10.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.6
111	1	BASE	21.	8.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.2
		PEAK	21.	8.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.2
115	1	BASE	12.	5.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	83	17	46.8
		PEAK	24.	8.0	88	13	0	0	0	0	0	100	0	0	0	0	8	92	0	0	71	29	46.8
117	1	BASE	9.	6.3	100	0	0	0	0	0	0	100	0	0	0	0	11	89	0	0	11	89	45.7
		PEAK	9.	6.3	100	0	0	0	0	0	0	100	0	0	0	0	11	89	0	0	11	89	45.7
119	1	BASE	3.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
		PEAK	4.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	25	75	0	0	25	75	47.0

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 18, 1984: INDIAN VS. NON-INDIAN LINES

VEHICLE AMENITIES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE STYLE							SEAT STYLE					VEHICLE TRANSMISSION				AIR COND		AVE. NO. SEATS
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)	(1)	(2)	
120	1	BASE	19.	5.2	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	45.1
		PEAK	21.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	44.9
124	1	BASE	6.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	33	67	0	0	33	67	45.7
		PEAK	6.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	33	67	0	0	33	67	45.7
125	1	BASE	10.	4.8	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.4
		PEAK	11.	4.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.2
126	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
127	1	BASE	2.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
		PEAK	2.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
128	1	BASE	1.	16.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	1.	16.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
130	1	BASE	4.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
		PEAK	4.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
146	1	BASE	3.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
		PEAK	3.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
147	1	BASE	2.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	50	50	40.0
		PEAK	2.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	50	50	40.0
149	1	BASE	5.	9.4	100	0	0	0	0	0	0	40	0	0	60	0	0	100	0	0	0	100	48.6
		PEAK	6.	9.3	100	0	0	0	0	0	0	33	0	0	67	0	0	100	0	0	0	100	48.3
150	1	BASE	18.	4.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.8
		PEAK	22.	6.9	100	0	0	0	0	0	0	95	0	0	5	0	9	91	0	0	0	100	45.5
152	1	BASE	11.	7.9	100	0	0	0	0	0	0	100	0	0	0	0	18	82	0	0	36	64	46.3
		PEAK	15.	10.8	100	0	0	0	0	0	0	100	0	0	0	0	33	67	0	0	40	60	47.2
154	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
158	1	BASE	5.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
		PEAK	5.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
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.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.7
		PEAK	7.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.7
165	1	BASE	16.	5.4	100	0	0	0	0	0	0	100	0	0	0	0	6	94	0	0	0	100	44.4
		PEAK	17.	6.3	100	0	0	0	0	0	0	100	0	0	0	0	12	88	0	0	6	94	44.8
168	1	BASE	8.	5.2	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	13	88	43.9
		PEAK	8.	5.2	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	13	88	43.9
169	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.	5.6	100	0	0	0	0	0	0	100	0	0	0	0	14	86	0	0	14	86	44.0
170	1	BASE	4.	11.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	4.	11.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
175	1	BASE	2.	10.0	0	100	0	0	0	0	0	50	0	0	0	50	50	50	0	0	50	50	35.5
		PEAK	5.	14.8	0	100	0	0	0	0	0	80	0	0	0	20	80	20	0	0	80	20	35.2
176	1	BASE	4.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0
		PEAK	4.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0
177	1	BASE	6.	6.5	0	100	0	0	0	0	0	50	0	0	0	50	0	100	0	0	0	100	40.5
		PEAK	6.	6.5	0	100	0	0	0	0	0	50	0	0	0	50	0	100	0	0	0	100	40.5
178	1	BASE	3.	5.0	0	100	0	0	0	0	0	33	0	0	0	67	0	100	0	0	0	100	39.0
		PEAK	4.	6.5	0	100	0	0	0	0	0	50	0	0	0	50	0	100	0	0	0	100	40.5

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 18, 1984: INDIAN VS. NON-INDIAN LINES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES										VEHICLE		AIR		AVE. NO. SEATS					
					----- VEHICLE STYLE -----							---- SEAT STYLE----					-TRANSMISSION-				-COND-			
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)		(3)	(4)	(1)	(2)	
180	1	BASE	18.	4.3	94	6	0	0	0	0	0	0	94	0	0	0	6	0	100	0	0	0	100	44.4
		PEAK	21.	6.7	95	5	0	0	0	0	0	0	95	0	0	0	5	14	86	0	0	14	86	45.3
183	1	BASE	5.	5.0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
		PEAK	5.	5.0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
185	1	BASE	3.	5.0	0	100	0	0	0	0	0	0	33	0	0	0	67	0	100	0	0	0	100	39.0
		PEAK	3.	5.0	0	100	0	0	0	0	0	0	33	0	0	0	67	0	100	0	0	0	100	39.0
187	1	BASE	7.	3.6	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.6
		PEAK	7.	3.6	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.6
188	1	BASE	7.	3.9	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.1
		PEAK	7.	3.9	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.1
192	1	BASE	4.	18.0	0	100	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	35.0	
		PEAK	4.	18.0	0	100	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	35.0	
200	1	BASE	9.	10.3	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	50.6
		PEAK	12.	10.0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	50.3
201	1	BASE	4.	10.0	0	100	0	0	0	0	0	0	50	0	0	0	50	50	50	0	0	50	50	35.5
		PEAK	4.	10.0	0	100	0	0	0	0	0	0	50	0	0	0	50	50	50	0	0	50	50	35.5
204	1	BASE	42.	12.1	100	0	0	0	0	0	0	0	100	0	0	0	0	7	93	0	0	2	98	48.5
		PEAK	52.	11.7	100	0	0	0	0	0	0	0	100	0	0	0	0	6	94	0	0	2	98	48.5
205	1	BASE	3.	5.0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
		PEAK	3.	5.0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
206	1	BASE	19.	8.3	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.2
		PEAK	20.	8.5	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.4
207	1	BASE	36.	10.5	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	49.0
		PEAK	40.	10.7	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	49.2
209	1	BASE	6.	9.7	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.3
		PEAK	7.	10.6	86	14	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.9
210	1	BASE	18.	6.4	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	6	94	45.8
		PEAK	29.	8.1	90	10	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	7	93	46.1
211	1	BASE	2.	8.0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
		PEAK	2.	8.0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
212	1	BASE	16.	6.2	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	6	94	45.7
		PEAK	20.	5.5	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	5	95	45.1
215	1	BASE	2.	3.0	100	0	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	0	100	0	0	0	0	0	100	0	0	0	100	43.0
217	1	BASE	15.	9.5	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	50.5
		PEAK	17.	10.0	100	0	0	0	0	0	0	0	100	0	0	0	0	6	94	0	0	6	94	50.1
220	1	BASE	5.	10.0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
		PEAK	5.	10.0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
225	1	BASE	8.	8.2	100	0	0	0	0	0	0	0	100	0	0	0	0	25	75	0	0	25	75	46.0
		PEAK	9.	9.7	100	0	0	0	0	0	0	0	100	0	0	0	0	33	67	0	0	33	67	46.6
228	1	BASE	4.	5.5	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	5.	8.6	100	0	0	0	0	0	0	0	100	0	0	0	0	20	80	0	0	20	80	46.0
230	1	BASE	8.	5.7	100	0	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	63	38	45.4
		PEAK	13.	10.2	100	0	0	0	0	0	0	0	100	0	0	0	0	38	62	0	0	69	31	46.6
232	1	BASE	10.	4.8	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.4
		PEAK	10.	4.8	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.4
234	1	BASE	7.	9.6	100	0	0	0	0	0	0	0	100	0	0	0	0	29	71	0	0	29	71	46.1
		PEAK	8.	8.8	100	0	0	0	0	0	0	0	100	0	0	0	0	25	75	0	0	25	75	45.7

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 18, 1984: INDIAN VS. NON-INDIAN 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)
488	1	BASE	9.	9.2	100	0	0	0	0	0	0	22	0	0	78	0	0	100	0	0	0	100	46.6
		PEAK	12.	9.7	100	0	0	0	0	0	0	17	0	0	83	0	0	100	0	0	0	100	46.7
		EXPR	12.	9.7	100	0	0	0	0	0	0	17	0	0	83	0	0	100	0	0	0	100	46.7
490	1	BASE	12.	8.2	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	100	47.0
		PEAK	17.	7.4	100	0	0	0	0	0	0	53	0	0	47	0	0	100	0	0	0	100	46.3
		EXPR	17.	7.4	100	0	0	0	0	0	0	53	0	0	47	0	0	100	0	0	0	100	46.3
492	1	PEAK	3.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	3.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
493	1	BASE	2.	7.0	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	100	45.0
		PEAK	4.	9.0	100	0	0	0	0	0	0	25	0	0	75	0	0	100	0	0	0	100	46.0
		EXPR	4.	9.0	100	0	0	0	0	0	0	25	0	0	75	0	0	100	0	0	0	100	46.0
494	1	PEAK	2.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	2.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
495	1	BASE	3.	3.0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	0	0	0	100	84.0
		PEAK	14.	4.1	14	0	0	0	0	0	86	0	0	86	14	0	0	100	0	0	0	100	78.7
		EXPR	14.	4.1	14	0	0	0	0	0	86	0	0	86	14	0	0	100	0	0	0	100	78.7
496	1	BASE	7.	13.6	43	0	0	57	0	0	0	0	57	0	43	0	0	43	57	0	0	100	48.1
		PEAK	8.	13.9	38	0	0	63	0	0	0	0	63	0	38	0	0	38	63	0	0	100	48.2
		EXPR	8.	13.9	38	0	0	63	0	0	0	0	63	0	38	0	0	38	63	0	0	100	48.2
497	1	BASE	4.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		PEAK	16.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	16.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
498	1	BASE	4.	3.0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	0	0	0	100	84.0
		PEAK	14.	3.6	7	0	0	0	0	0	93	0	0	93	7	0	0	100	0	0	0	100	81.4
		EXPR	14.	3.6	7	0	0	0	0	0	93	0	0	93	7	0	0	100	0	0	0	100	81.4
560	1	BASE	27.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	4	96	0	0	15	85	45.4
		PEAK	29.	5.8	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	17	83	45.3
576	1	BASE	3.	13.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	49.7
		PEAK	12.	14.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	50.0
		EXPR	12.	14.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	50.0
602	1	BASE	7.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0
		PEAK	7.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0
608	0	BASE	2.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	50	50	35.0
		PEAK	2.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	50	50	35.0

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 18, 1984: ASIAN VS. ASIAN LINES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES														AIR		AVE. NO. SEATS		
					----- VEHICLE STYLE -----							---- SEAT STYLE----					-TRANSMISSION-					-CONOT-	
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)		(1)	(2)
68	1	BASE	21.	8.2	100	0	0	0	0	0	0	100	0	0	0	0	10	90	0	0	14	86	47.2
		PEAK	27.	8.8	100	0	0	0	0	0	0	100	0	0	0	0	15	85	0	0	26	74	47.3
70	1	BASE	31.	10.9	90	0	0	10	0	0	0	71	0	0	29	0	29	71	0	0	29	71	46.5
		PEAK	35.	12.3	83	0	0	17	0	0	0	74	0	0	26	0	37	63	0	0	37	63	47.0
76	1	BASE	17.	8.0	76	6	0	18	0	0	0	71	0	0	24	6	18	82	0	0	18	82	44.9
		PEAK	22.	10.9	73	5	0	23	0	0	0	73	0	0	23	5	32	68	0	0	32	68	46.1
78	1	BASE	27.	7.4	96	0	0	4	0	0	0	44	0	0	56	0	4	96	0	0	4	96	45.5
		PEAK	36.	11.0	86	0	0	14	0	0	0	56	0	0	44	0	25	75	0	0	25	75	46.8
81	1	BASE	20.	8.8	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	46.6
		PEAK	26.	10.2	100	0	0	0	0	0	0	100	0	0	0	0	15	85	0	0	15	85	47.3
83	1	BASE	16.	7.5	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	13	88	45.5
		PEAK	22.	9.2	95	5	0	0	0	0	0	100	0	0	0	0	23	77	0	0	23	77	46.0
84	1	BASE	13.	9.2	100	0	0	0	0	0	0	100	0	0	0	0	15	85	0	0	15	85	46.7
		PEAK	15.	10.5	100	0	0	0	0	0	0	100	0	0	0	0	20	80	0	0	20	80	47.3
90	1	BASE	12.	5.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	8	92	45.2
		PEAK	14.	6.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	7	93	46.1
		EXPR	7.	7.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	14	86	46.9
92	1	BASE	20.	7.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.2
		PEAK	22.	7.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.6
		EXPR	4.	10.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	49.0
94	1	BASE	23.	8.0	100	0	0	0	0	0	0	100	0	0	0	0	13	87	0	0	13	87	46.0
		PEAK	24.	8.2	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	13	88	46.2
96	1	BASE	14.	3.1	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	7	93	43.2
		PEAK	20.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	5	95	44.7
		EXPR	4.	8.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
97	1	BASE	5.	7.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.2
		PEAK	5.	7.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.2
102	1	BASE	5.	13.8	100	0	0	0	0	0	0	100	0	0	0	0	40	60	0	0	40	60	49.0
		PEAK	5.	13.8	100	0	0	0	0	0	0	100	0	0	0	0	40	60	0	0	40	60	49.0
103	1	BASE	2.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	0	46.0
		PEAK	3.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	0	46.0
104	0	BASE	3.	5.0	100	0	0	0	0	0	0	67	0	0	33	0	0	100	0	0	0	100	44.3
		PEAK	3.	5.0	100	0	0	0	0	0	0	67	0	0	33	0	0	100	0	0	0	100	44.3
105	1	BASE	23.	10.9	100	0	0	0	0	0	0	100	0	0	0	0	22	78	0	0	26	74	48.0
		PEAK	24.	10.5	100	0	0	0	0	0	0	100	0	0	0	0	21	79	0	0	25	75	47.8
107	0	BASE	14.	9.7	100	0	0	0	0	0	0	100	0	0	0	0	21	79	0	0	21	79	47.0
		PEAK	14.	9.7	100	0	0	0	0	0	0	100	0	0	0	0	21	79	0	0	21	79	47.0
108	1	BASE	14.	8.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
		PEAK	16.	8.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.5
110	1	BASE	10.	10.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.6
		PEAK	10.	10.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.6
111	1	BASE	21.	8.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.2
		PEAK	21.	8.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.2
115	1	BASE	12.	5.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	83	17	46.8
		PEAK	24.	8.0	88	13	0	0	0	0	0	100	0	0	0	0	8	92	0	0	71	29	46.8
117	1	BASE	9.	6.3	100	0	0	0	0	0	0	100	0	0	0	0	11	89	0	0	11	89	45.7
		PEAK	9.	6.3	100	0	0	0	0	0	0	100	0	0	0	0	11	89	0	0	11	89	45.7
119	1	BASE	3.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
		PEAK	4.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	25	75	0	0	25	75	47.0

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 18, 1984: ASIAN VS. ASIAN LINES

VEHICLE AMENITIES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE STYLE														VEHICLE TRANSMISSION				AIR COND		AVE. NO. SEATS
					VEHICLE STYLE							SEAT STYLE							TRANSMISSION				COND		
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)	(1)	(2)			
120	1	BASE	19.	5.2	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	45.1		
		PEAK	21.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	44.9		
124	1	BASE	6.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	33	67	0	0	33	67	45.7		
		PEAK	6.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	33	67	0	0	33	67	45.7		
125	1	BASE	10.	4.8	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.4		
		PEAK	11.	4.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.2		
126	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		
127	1	BASE	2.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0		
		PEAK	2.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0		
128	1	BASE	1.	16.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0		
		PEAK	1.	16.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0		
130	1	BASE	4.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0		
		PEAK	4.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0		
146	1	BASE	3.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7		
		PEAK	3.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7		
147	0	BASE	2.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	50	50	40.0		
		PEAK	2.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	50	50	40.0		
149	0	BASE	5.	9.4	100	0	0	0	0	0	0	40	0	0	60	0	0	100	0	0	0	100	48.6		
		PEAK	6.	9.3	100	0	0	0	0	0	0	33	0	0	67	0	0	100	0	0	0	100	48.3		
150	1	BASE	18.	4.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.8		
		PEAK	22.	6.9	100	0	0	0	0	0	0	95	0	0	5	0	9	91	0	0	0	100	45.5		
152	1	BASE	11.	7.9	100	0	0	0	0	0	0	100	0	0	0	0	18	82	0	0	36	64	46.3		
		PEAK	15.	10.8	100	0	0	0	0	0	0	100	0	0	0	0	33	67	0	0	40	60	47.2		
154	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		
158	1	BASE	5.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6		
		PEAK	5.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6		
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.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.7		
		PEAK	7.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.7		
165	1	BASE	16.	5.4	100	0	0	0	0	0	0	100	0	0	0	0	6	94	0	0	0	100	44.4		
		PEAK	17.	6.3	100	0	0	0	0	0	0	100	0	0	0	0	12	88	0	0	6	94	44.8		
168	1	BASE	8.	5.2	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	13	88	43.9		
		PEAK	8.	5.2	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	13	88	43.9		
169	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.	5.6	100	0	0	0	0	0	0	100	0	0	0	0	14	86	0	0	14	86	44.0		
170	1	BASE	4.	11.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0		
		PEAK	4.	11.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0		
175	1	BASE	2.	10.0	0	100	0	0	0	0	0	50	0	0	0	50	50	50	0	0	50	50	35.5		
		PEAK	5.	14.8	0	100	0	0	0	0	0	80	0	0	0	20	80	20	0	0	80	20	35.2		
176	1	BASE	4.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0		
		PEAK	4.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0		
177	1	BASE	6.	6.5	0	100	0	0	0	0	0	50	0	0	0	50	0	100	0	0	0	100	40.5		
		PEAK	6.	6.5	0	100	0	0	0	0	0	50	0	0	0	50	0	100	0	0	0	100	40.5		
178	1	BASE	3.	5.0	0	100	0	0	0	0	0	33	0	0	0	67	0	100	0	0	0	100	39.0		
		PEAK	4.	6.5	0	100	0	0	0	0	0	50	0	0	0	50	0	100	0	0	0	100	40.5		

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 18, 1984: ASIAN VS. ASIAN LINES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES																AVE. NO. SEATS		
					----- VEHICLE STYLE -----							---- SEAT STYLE----					-TRANSMISSION-					-CONDIT-	
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)		(1)	(2)
180	1	BASE	18.	4.3	94	6	0	0	0	0	0	94	0	0	0	6	0	100	0	0	0	100	44.4
		PEAK	21.	6.7	95	5	0	0	0	0	0	95	0	0	0	5	14	86	0	0	14	86	45.3
183	1	BASE	5.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
		PEAK	5.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
185	1	BASE	3.	5.0	0	100	0	0	0	0	0	33	0	0	0	67	0	100	0	0	0	100	39.0
		PEAK	3.	5.0	0	100	0	0	0	0	0	33	0	0	0	67	0	100	0	0	0	100	39.0
187	1	BASE	7.	3.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.6
		PEAK	7.	3.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.6
188	1	BASE	7.	3.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.1
		PEAK	7.	3.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.1
192	1	BASE	4.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	35.0	
		PEAK	4.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	35.0	
200	1	BASE	9.	10.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	50.6
		PEAK	12.	10.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	50.3
201	1	BASE	4.	10.0	0	100	0	0	0	0	0	50	0	0	0	50	50	50	0	0	50	50	35.5
		PEAK	4.	10.0	0	100	0	0	0	0	0	50	0	0	0	50	50	50	0	0	50	50	35.5
204	1	BASE	42.	12.1	100	0	0	0	0	0	0	100	0	0	0	0	7	93	0	0	2	98	48.5
		PEAK	52.	11.7	100	0	0	0	0	0	0	100	0	0	0	0	6	94	0	0	2	98	48.5
205	1	BASE	3.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
		PEAK	3.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
206	1	BASE	19.	8.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.2
		PEAK	20.	8.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.4
207	1	BASE	36.	10.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	49.0
		PEAK	40.	10.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	49.2
209	1	BASE	6.	9.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.3
		PEAK	7.	10.6	86	14	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.9
210	1	BASE	18.	6.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	6	94	45.8
		PEAK	29.	8.1	90	10	0	0	0	0	0	100	0	0	0	0	3	97	0	0	7	93	46.1
211	1	BASE	2.	8.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
		PEAK	2.	8.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
212	1	BASE	16.	6.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	6	94	45.7
		PEAK	20.	5.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	5	95	45.1
215	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
217	1	BASE	15.	9.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	50.5
		PEAK	17.	10.0	100	0	0	0	0	0	0	100	0	0	0	0	6	94	0	0	6	94	50.1
220	1	BASE	5.	10.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
		PEAK	5.	10.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
225	1	BASE	8.	8.2	100	0	0	0	0	0	0	100	0	0	0	0	25	75	0	0	25	75	46.0
		PEAK	9.	9.7	100	0	0	0	0	0	0	100	0	0	0	0	33	67	0	0	33	67	46.6
228	1	BASE	4.	5.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	5.	8.6	100	0	0	0	0	0	0	100	0	0	0	0	20	80	0	0	20	80	46.0
230	1	BASE	8.	5.7	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	63	38	45.4
		PEAK	13.	10.2	100	0	0	0	0	0	0	100	0	0	0	0	38	62	0	0	69	31	46.6
232	1	BASE	10.	4.8	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.4
		PEAK	10.	4.8	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.4
234	0	BASE	7.	9.6	100	0	0	0	0	0	0	100	0	0	0	0	29	71	0	0	29	71	46.1
		PEAK	8.	8.8	100	0	0	0	0	0	0	100	0	0	0	0	25	75	0	0	25	75	45.7

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 18, 1984: ASIAN VS. ASIAN LINES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES											VEHICLE TRANSMISSION-		AIR COND-		AVE. NO. SEATS					
					VEHICLE STYLE							SEAT STYLE													
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)		(4)	(1)	(2)		
236	1	BASE	5.	4.6	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6	
		PEAK	7.	5.6	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.9	
243	1	BASE	4.	5.0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0	
		PEAK	5.	6.6	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.2	
245	1	BASE	3.	3.0	100	0	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	0	100	0	0	0	0	0	100	0	0	0	100	43.0	
250	1	BASE	3.	7.3	0	100	0	0	0	0	0	0	33	0	0	0	67	33	67	0	0	33	67	35.7	
		PEAK	3.	7.3	0	100	0	0	0	0	0	0	33	0	0	0	67	33	67	0	0	33	67	35.7	
251	1	BASE	24.	10.6	100	0	0	0	0	0	0	0	100	0	0	0	0	21	79	0	0	21	79	47.3	
		PEAK	29.	11.2	93	7	0	0	0	0	0	0	97	0	0	0	3	24	76	0	0	24	76	47.2	
254	1	BASE	6.	6.3	100	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	47.0		
		PEAK	6.	6.3	100	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	47.0		
255	1	BASE	5.	18.0	0	100	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0	
		PEAK	5.	18.0	0	100	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0	
256	1	BASE	6.	2.0	0	100	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	100	36.0	
		PEAK	7.	2.0	0	100	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	100	36.0	
259	1	BASE	5.	4.2	100	0	0	0	0	0	0	0	80	0	0	20	0	0	100	0	0	0	0	100	43.8
		PEAK	5.	4.2	100	0	0	0	0	0	0	0	80	0	0	20	0	0	100	0	0	0	0	100	43.8
260	1	BASE	13.	5.7	100	0	0	0	0	0	0	0	85	0	0	15	0	8	92	0	0	8	92	44.5	
		PEAK	14.	5.9	100	0	0	0	0	0	0	0	79	0	0	21	0	7	93	0	0	7	93	44.6	
262	1	BASE	7.	8.4	100	0	0	0	0	0	0	0	57	0	0	43	0	14	86	0	0	14	86	45.9	
		PEAK	7.	8.4	100	0	0	0	0	0	0	0	57	0	0	43	0	14	86	0	0	14	86	45.9	
264	1	BASE	3.	10.0	67	33	0	0	0	0	0	0	67	0	0	33	0	33	67	0	0	33	67	41.7	
		PEAK	5.	15.2	80	20	0	0	0	0	0	0	80	0	0	20	0	60	40	0	0	60	40	45.4	
265	1	BASE	4.	11.0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	45.0
		PEAK	4.	11.0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	45.0
266	1	BASE	7.	3.0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	43.0
		PEAK	7.	3.0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	43.0
267	1	BASE	5.	7.8	100	0	0	0	0	0	0	0	20	0	0	80	0	0	100	0	0	0	0	100	46.2
		PEAK	6.	10.3	100	0	0	0	0	0	0	0	33	0	0	67	0	17	83	0	0	17	83	47.0	
268	1	BASE	4.	2.0	0	100	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	100	36.0
		PEAK	4.	2.0	0	100	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	100	36.0
270	1	BASE	4.	3.0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	43.0
		PEAK	4.	3.0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	43.0
271	1	BASE	2.	18.0	0	100	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	35.0
		PEAK	2.	18.0	0	100	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	35.0
274	1	BASE	5.	7.4	0	100	0	0	0	0	0	0	60	0	0	0	40	0	100	0	0	0	0	100	41.4
		PEAK	5.	7.4	0	100	0	0	0	0	0	0	60	0	0	0	40	0	100	0	0	0	0	100	41.4
280	1	BASE	3.	5.0	0	100	0	0	0	0	0	0	33	0	0	0	67	0	100	0	0	0	0	100	39.0
		PEAK	3.	5.0	0	100	0	0	0	0	0	0	33	0	0	0	67	0	100	0	0	0	0	100	39.0
291	1	BASE	4.	17.7	0	100	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	75	25	37.5
		PEAK	4.	17.7	0	100	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	75	25	37.5
358	1	BASE	8.	9.7	100	0	0	0	0	0	0	0	100	0	0	0	0	25	75	0	0	25	75	48.0	
		PEAK	9.	9.7	100	0	0	0	0	0	0	0	100	0	0	0	0	22	78	0	0	22	78	48.3	
		EXPR	9.	9.7	100	0	0	0	0	0	0	0	100	0	0	0	0	22	78	0	0	22	78	48.3	
401	1	BASE	16.	11.0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	45.0
		PEAK	21.	11.0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	45.0
		EXPR	21.	11.0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	45.0

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 18, 1984: ASIAN VS. ASIAN LINES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES										VEHICLE TRANSMISSION-				AIR CONDIT-		AVE.NO. SEATS		
					----- VEHICLE STYLE -----							---- SEAT STYLE----					-TRANSMISSION-					-CONDIT-	
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)		(1)	(2)
413	1	PEAK	2.	8.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
		EXPR	2.	8.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
418	1	BASE	2.	12.0	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	100	49.0
		PEAK	15.	10.7	100	0	0	0	0	0	0	20	0	0	80	0	0	100	0	0	0	100	47.3
		EXPR	15.	10.7	100	0	0	0	0	0	0	20	0	0	80	0	0	100	0	0	0	100	47.3
419	1	PEAK	3.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	3.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
420	1	BASE	43.	6.8	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	0	100	45.9
		PEAK	52.	6.7	100	0	0	0	0	0	0	98	0	0	2	0	4	96	0	0	0	100	45.8
		EXPR	52.	6.7	100	0	0	0	0	0	0	98	0	0	2	0	4	96	0	0	0	100	45.8
423	1	PEAK	6.	10.3	100	0	0	0	0	0	0	17	0	0	83	0	0	100	0	0	0	100	47.0
		EXPR	6.	10.3	100	0	0	0	0	0	0	17	0	0	83	0	0	100	0	0	0	100	47.0
424	1	BASE	45.	7.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.6
		PEAK	57.	8.1	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.1
		EXPR	57.	8.1	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.1
426	1	BASE	6.	9.7	100	0	0	0	0	0	0	100	0	0	0	0	17	83	0	0	0	100	47.5
		PEAK	21.	7.8	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	0	100	47.1
		EXPR	21.	7.8	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	0	100	47.1
427	1	BASE	4.	8.0	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	100	46.0
		PEAK	10.	9.0	100	0	0	0	0	0	0	40	0	0	60	0	0	100	0	0	0	100	46.6
		EXPR	10.	9.0	100	0	0	0	0	0	0	40	0	0	60	0	0	100	0	0	0	100	46.6
429	1	BASE	4.	8.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	49.0
		PEAK	10.	7.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.6
		EXPR	10.	7.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.6
430	1	PEAK	1.	7.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
		EXPR	1.	7.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
431	1	BASE	2.	8.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	49.0
		PEAK	3.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	49.7
		EXPR	3.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	49.7
434	1	BASE	12.	3.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.7
		PEAK	13.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.6
		EXPR	13.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.6
436	1	BASE	4.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	9.	6.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.6
		EXPR	9.	6.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.6
437	1	BASE	2.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	5.	6.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
		EXPR	5.	6.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
438	1	PEAK	4.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	50	50	46.5
		EXPR	4.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	50	50	46.5
439	1	BASE	8.	7.1	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	75	25	46.9
		PEAK	9.	7.8	100	0	0	0	0	0	0	100	0	0	0	0	11	89	0	0	67	33	47.3
		EXPR	9.	7.8	100	0	0	0	0	0	0	100	0	0	0	0	11	89	0	0	67	33	47.3
443	1	BASE	4.	7.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.0
		PEAK	6.	7.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.3
		EXPR	6.	7.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.3
444	1	BASE	9.	7.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.9
		PEAK	11.	7.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.5
		EXPR	11.	7.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.5

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SCRTO VEHICLE ASSIGNMENT RECORD FOR JANUARY 18, 1984: ASIAN VS. ASIAN LINES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES														AVE. NO. SEATS					
					----- VEHICLE STYLE -----							---- SEAT STYLE----					-VEHICLE TRANSMISSION-				-AIR COND- (1) (2)			
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)	(1)	(2)		
445	1	PEAK	4.	10.5	100	0	0	0	0	0	0	25	0	0	75	0	0	100	0	0	0	100	48.0	
		EXPR	4.	10.5	100	0	0	0	0	0	0	25	0	0	75	0	0	100	0	0	0	100	48.0	
446	1	BASE	16.	7.1	100	0	0	0	0	0	0	94	0	0	6	0	0	100	0	0	0	100	47.2	
		PEAK	18.	7.2	100	0	0	0	0	0	0	94	0	0	6	0	0	100	0	0	0	100	47.4	
		EXPR	18.	7.2	100	0	0	0	0	0	0	94	0	0	6	0	0	100	0	0	0	100	47.4	
448	1	PEAK	3.	10.3	100	0	0	0	0	0	0	33	0	0	67	0	0	100	0	0	0	100	48.3	
		EXPR	3.	10.3	100	0	0	0	0	0	0	33	0	0	67	0	0	100	0	0	0	100	48.3	
456	1	BASE	8.	7.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.0	
		PEAK	15.	7.8	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.6	
		EXPR	15.	7.8	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.6	
457	1	BASE	4.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
		PEAK	11.	10.5	100	0	0	0	0	0	0	27	0	0	73	0	0	100	0	0	0	100	48.1	
		EXPR	11.	10.5	100	0	0	0	0	0	0	27	0	0	73	0	0	100	0	0	0	100	48.1	
459	1	PEAK	2.	10.0	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	100	49.0	
		EXPR	2.	10.0	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	100	49.0	
460	1	BASE	21.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	0	46.0	
		PEAK	24.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	0	46.0	
		EXPR	24.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	0	46.0	
462	1	BASE	7.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	0	46.0	
		PEAK	9.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	0	46.0	
		EXPR	9.	4.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	100	0	46.0	
464	1	BASE	10.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
		PEAK	14.	10.7	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
		EXPR	14.	10.7	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
466	1	BASE	8.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
		PEAK	10.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
		EXPR	10.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
470	1	BASE	20.	5.4	100	0	0	0	0	0	0	60	0	0	40	0	0	100	0	0	0	100	44.6	
		PEAK	27.	8.2	89	0	0	11	0	0	0	63	0	0	37	0	15	85	0	0	15	85	45.7	
		EXPR	27.	8.2	89	0	0	11	0	0	0	63	0	0	37	0	15	85	0	0	15	85	45.7	
480	1	BASE	23.	7.7	100	0	0	0	0	0	0	70	0	0	30	0	0	100	0	0	0	100	47.0	
		PEAK	29.	7.3	93	7	0	0	0	0	0	62	0	0	31	7	0	100	0	0	0	100	46.2	
		EXPR	29.	7.3	93	7	0	0	0	0	0	62	0	0	31	7	0	100	0	0	0	100	46.2	
482	1	BASE	12.	7.0	100	0	0	0	0	0	0	67	0	0	33	0	0	100	0	0	0	100	45.8	
		PEAK	15.	8.0	100	0	0	0	0	0	0	60	0	0	40	0	0	100	0	0	0	100	46.3	
		EXPR	15.	8.0	100	0	0	0	0	0	0	60	0	0	40	0	0	100	0	0	0	100	46.3	
483	1	BASE	16.	4.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.5	
		PEAK	20.	5.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.6	
		EXPR	20.	5.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.6	
484	1	BASE	21.	7.2	100	0	0	0	0	0	0	81	0	0	19	0	0	100	0	0	0	100	46.8	
		PEAK	21.	7.2	100	0	0	0	0	0	0	81	0	0	19	0	0	100	0	0	0	100	46.8	
		EXPR	21.	7.2	100	0	0	0	0	0	0	81	0	0	19	0	0	100	0	0	0	100	46.8	
486	1	BASE	6.	8.7	100	0	0	0	0	0	0	33	0	0	67	0	0	100	0	0	0	100	47.0	
		PEAK	12.	8.7	100	0	0	0	0	0	0	25	0	0	75	0	0	100	0	0	0	100	47.0	
		EXPR	12.	8.7	100	0	0	0	0	0	0	25	0	0	75	0	0	100	0	0	0	100	47.0	
487	1	BASE	19.	6.6	100	0	0	0	0	0	0	47	0	0	53	0	0	100	0	0	0	100	45.5	
		PEAK	30.	8.4	90	0	0	10	0	0	0	50	0	0	50	0	10	90	0	0	10	90	46.2	
		EXPR	30.	8.4	90	0	0	10	0	0	0	50	0	0	50	0	10	90	0	0	10	90	46.2	

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 18, 1984: ASIAN VS. ASIAN LINES

VEHICLE AMENITIES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE STYLE							SEAT STYLE					VEHICLE TRANSMISSION				AIR COND		AVE. NO. SEATS
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)	(1)	(2)	
488	1	BASE	9.	9.2	100	0	0	0	0	0	0	22	0	0	78	0	0	100	0	0	0	100	46.6
		PEAK	12.	9.7	100	0	0	0	0	0	0	17	0	0	83	0	0	100	0	0	0	100	46.7
		EXPR	12.	9.7	100	0	0	0	0	0	0	17	0	0	83	0	0	100	0	0	0	100	46.7
490	1	BASE	12.	8.2	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	100	47.0
		PEAK	17.	7.4	100	0	0	0	0	0	0	53	0	0	47	0	0	100	0	0	0	100	46.3
		EXPR	17.	7.4	100	0	0	0	0	0	0	53	0	0	47	0	0	100	0	0	0	100	46.3
492	1	PEAK	3.	11.0	100	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
		EXPR	3.	11.0	100	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
493	1	BASE	2.	7.0	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	100	45.0
		PEAK	4.	9.0	100	0	0	0	0	0	0	25	0	0	75	0	0	100	0	0	0	100	46.0
		EXPR	4.	9.0	100	0	0	0	0	0	0	25	0	0	75	0	0	100	0	0	0	100	46.0
494	1	PEAK	2.	11.0	100	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
		EXPR	2.	11.0	100	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
495	1	BASE	3.	3.0	0	0	0	0	0	0	100	0	0	100	0	0	100	0	0	0	100	84.0	
		PEAK	14.	4.1	14	0	0	0	0	0	86	0	0	86	14	0	0	100	0	0	0	100	78.7
		EXPR	14.	4.1	14	0	0	0	0	0	86	0	0	86	14	0	0	100	0	0	0	100	78.7
496	1	BASE	7.	13.6	43	0	0	57	0	0	0	57	0	43	0	0	43	57	0	0	100	48.1	
		PEAK	8.	13.9	38	0	0	63	0	0	0	63	0	38	0	0	38	63	0	0	100	48.2	
		EXPR	8.	13.9	38	0	0	63	0	0	0	63	0	38	0	0	38	63	0	0	100	48.2	
497	1	BASE	4.	11.0	100	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
		PEAK	16.	11.0	100	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
		EXPR	16.	11.0	100	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0	
498	1	BASE	4.	3.0	0	0	0	0	0	0	100	0	0	100	0	0	100	0	0	0	100	84.0	
		PEAK	14.	3.6	7	0	0	0	0	0	93	0	0	93	7	0	0	100	0	0	0	100	81.4
		EXPR	14.	3.6	7	0	0	0	0	0	93	0	0	93	7	0	0	100	0	0	0	100	81.4
560	1	BASE	27.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	4	96	0	0	15	85	45.4
		PEAK	29.	5.8	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	17	83	45.3
576	1	BASE	3.	13.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	49.7
		PEAK	12.	14.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	50.0
		EXPR	12.	14.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	50.0
602	1	BASE	7.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0
		PEAK	7.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0
608	0	BASE	2.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	50	50	35.0
		PEAK	2.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	50	50	35.0

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 18, 1984: HISPANICS VS NON-HISPANICS LINES

VEHICLE AMENITIES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	----- VEHICLE STYLE -----							----- SEAT STYLE -----					VEHICLE -TRANSMISSION-				AIR -COND-		AVE. NO. SEATS
					{1}	{2}	{3}	{4}	{5}	{6}	{7}	{1}	{2}	{3}	{4}	{5}	{1}	{2}	{3}	{4}	{1}	{2}	
1	1	BASE	38.	5.7	95	0	0	0	0	5	0	100	0	0	0	0	3	97	0	0	3	97	46.7
		PEAK	40.	6.3	95	0	0	0	0	5	0	100	0	0	0	0	5	95	0	0	5	95	46.9
2	1	BASE	28.	7.7	100	0	0	0	0	0	0	100	0	0	0	0	11	89	0	0	11	89	46.7
		PEAK	33.	7.9	100	0	0	0	0	0	0	100	0	0	0	0	12	88	0	0	12	88	46.6
4	1	BASE	38.	6.2	100	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	46.7	
		PEAK	41.	7.0	100	0	0	0	0	0	0	100	0	0	0	0	2	98	0	0	2	98	47.0
10	1	BASE	27.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	43.6	
		PEAK	29.	4.2	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	3	97	43.8
14	1	BASE	30.	10.0	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	3	97	49.8
		PEAK	43.	10.6	100	0	0	0	0	0	0	100	0	0	0	0	7	93	0	0	7	93	49.9
16	1	BASE	19.	5.9	100	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	45.9	
		PEAK	23.	7.8	100	0	0	0	0	0	0	100	0	0	0	0	9	91	0	0	9	91	46.7
18	1	BASE	23.	6.7	100	0	0	0	0	0	0	100	0	0	0	0	9	91	0	0	9	91	45.7
		PEAK	27.	7.0	100	0	0	0	0	0	0	100	0	0	0	0	11	89	0	0	11	89	45.8
20	1	BASE	71.	8.4	86	0	0	0	0	14	0	100	0	0	0	0	1	99	0	0	1	99	51.4
		PEAK	86.	8.9	88	0	0	0	0	12	0	100	0	0	0	0	3	97	0	0	2	98	51.2
26	1	BASE	13.	5.1	100	0	0	0	0	0	0	100	0	0	0	0	8	92	0	0	8	92	44.2
		PEAK	17.	7.1	100	0	0	0	0	0	0	100	0	0	0	0	12	88	0	0	12	88	45.7
28	1	BASE	31.	8.3	100	0	0	0	0	0	0	100	0	0	0	0	6	94	0	0	6	94	46.1
		PEAK	50.	10.2	96	4	0	0	0	0	0	100	0	0	0	0	16	84	0	0	20	80	46.9
30	1	BASE	34.	7.8	100	0	0	0	0	0	0	100	0	0	0	0	9	91	0	0	24	76	47.1
		PEAK	56.	9.9	100	0	0	0	0	0	0	100	0	0	0	0	16	84	0	0	27	73	48.3
33	1	BASE	34.	7.1	100	0	0	0	0	0	0	100	0	0	0	0	6	94	0	0	6	94	46.7
		PEAK	41.	7.5	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	47.2
38	1	BASE	21.	11.2	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	48.0
		PEAK	29.	11.3	100	0	0	0	0	0	0	97	0	0	3	0	7	93	0	0	7	93	48.0
40	1	BASE	42.	10.4	100	0	0	0	0	0	0	100	0	0	0	0	26	74	0	0	33	67	47.4
		PEAK	58.	11.2	97	3	0	0	0	0	0	100	0	0	0	0	31	69	0	0	36	64	47.4
		EXPR	26.	12.9	100	0	0	0	0	0	0	100	0	0	0	0	46	54	0	0	50	50	48.0
42	1	BASE	8.	3.0	100	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	43.0	
		PEAK	10.	4.8	100	0	0	0	0	0	0	100	0	0	0	0	10	90	0	0	10	90	43.8
45	1	BASE	22.	10.7	100	0	0	0	0	0	0	100	0	0	0	0	10	90	0	0	10	90	47.7
		PEAK	32.	11.4	100	0	0	0	0	0	0	97	0	0	3	0	3	97	0	0	3	97	48.4
48	1	BASE	8.	11.6	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	13	88	48.5
		PEAK	12.	12.4	100	0	0	0	0	0	0	100	0	0	0	0	17	83	0	0	8	92	48.7
51	1	BASE	19.	8.8	100	0	0	0	0	0	0	100	0	0	0	0	11	89	0	0	11	89	46.3
		PEAK	31.	10.3	100	0	0	0	0	0	0	100	0	0	0	0	19	81	0	0	16	84	47.6
53	1	BASE	20.	5.7	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	45.8
		PEAK	23.	6.7	100	0	0	0	0	0	0	100	0	0	0	0	9	91	0	0	9	91	46.5
55	1	BASE	17.	6.3	100	0	0	0	0	0	0	100	0	0	0	0	6	94	0	0	6	94	45.8
		PEAK	20.	7.0	100	0	0	0	0	0	0	100	0	0	0	0	10	90	0	0	10	90	46.2
56	1	BASE	18.	7.7	100	0	0	0	0	0	0	100	0	0	0	0	22	78	0	0	22	78	45.6
		PEAK	21.	8.3	100	0	0	0	0	0	0	100	0	0	0	0	24	76	0	0	29	71	46.1
60	1	BASE	34.	7.4	100	0	0	0	0	0	0	100	0	0	0	0	9	91	0	0	3	97	45.8
		PEAK	46.	8.1	100	0	0	0	0	0	0	100	0	0	0	0	7	93	0	0	2	98	46.7
65	1	BASE	8.	6.1	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	88	13	46.1
		PEAK	8.	6.1	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	88	13	46.1
66	1	BASE	11.	6.9	100	0	0	0	0	0	0	100	0	0	0	0	9	91	0	0	0	100	45.5
		PEAK	21.	11.5	100	0	0	0	0	0	0	100	0	0	0	0	14	86	0	0	5	95	48.1



SCRTD VEHICLE ASSIGMENT RECORD FOR JANUARY 18, 1984: HISPANICS VS NON-HISPANICS LINES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES															AIR		AVE. NO. SEATS	
					----- VEHICLE STYLE -----							---- SEAT STYLE----					-TRANSMISSION-				-COND-		
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)	(1)		(2)
120	1	BASE	19.	5.2	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	45.1
		PEAK	21.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	5	95	44.9
124	1	BASE	6.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	33	67	0	0	33	67	45.7
		PEAK	6.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	33	67	0	0	33	67	45.7
125	1	BASE	10.	4.8	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.4
		PEAK	11.	4.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.2
126	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
127	1	BASE	2.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
		PEAK	2.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
128	1	BASE	1.	16.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	1.	16.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
130	1	BASE	4.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
		PEAK	4.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
146	1	BASE	3.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
		PEAK	3.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
147	1	BASE	2.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	50	50	40.0
		PEAK	2.	17.0	0	100	0	0	0	0	0	100	0	0	0	0	50	50	0	0	50	50	40.0
149	0	BASE	5.	9.4	100	0	0	0	0	0	0	40	0	0	60	0	0	100	0	0	0	100	48.6
		PEAK	6.	9.3	100	0	0	0	0	0	0	33	0	0	67	0	0	100	0	0	0	100	48.3
150	1	BASE	18.	4.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.8
		PEAK	22.	6.9	100	0	0	0	0	0	0	95	0	0	5	0	9	91	0	0	0	100	45.5
152	1	BASE	11.	7.9	100	0	0	0	0	0	0	100	0	0	0	0	18	82	0	0	36	64	46.3
		PEAK	15.	10.8	100	0	0	0	0	0	0	100	0	0	0	0	33	67	0	0	40	60	47.2
154	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
158	1	BASE	5.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
		PEAK	5.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
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.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.7
		PEAK	7.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.7
165	1	BASE	16.	5.4	100	0	0	0	0	0	0	100	0	0	0	0	6	94	0	0	0	100	44.4
		PEAK	17.	6.3	100	0	0	0	0	0	0	100	0	0	0	0	12	88	0	0	6	94	44.8
168	1	BASE	8.	5.2	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	13	88	43.9
		PEAK	8.	5.2	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	13	88	43.9
169	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.	5.6	100	0	0	0	0	0	0	100	0	0	0	0	14	86	0	0	14	86	44.0
170	1	BASE	4.	11.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	4.	11.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
175	1	BASE	2.	10.0	0	100	0	0	0	0	0	50	0	0	0	50	50	50	0	0	50	50	35.5
		PEAK	5.	14.8	0	100	0	0	0	0	0	80	0	0	0	20	80	20	0	0	80	20	35.2
176	1	BASE	4.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0
		PEAK	4.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0
177	1	BASE	6.	6.5	0	100	0	0	0	0	0	50	0	0	0	50	0	100	0	0	0	100	40.5
		PEAK	6.	6.5	0	100	0	0	0	0	0	50	0	0	0	50	0	100	0	0	0	100	40.5
178	1	BASE	3.	5.0	0	100	0	0	0	0	0	33	0	0	0	67	0	100	0	0	0	100	39.0
		PEAK	4.	6.5	0	100	0	0	0	0	0	50	0	0	0	50	0	100	0	0	0	100	40.5

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 18, 1984: HISPANICS VS NON-HISPANICS LINES

VEHICLE AMENITIES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	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)	
180	1	BASE	18.	4.3	94	6	0	0	0	0	0	94	0	0	0	6	0	100	0	0	0	100	44.4
		PEAK	21.	6.7	95	5	0	0	0	0	0	95	0	0	0	5	14	86	0	0	14	86	45.3
183	1	BASE	5.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
		PEAK	5.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
185	1	BASE	3.	5.0	0	100	0	0	0	0	0	33	0	0	0	67	0	100	0	0	0	100	39.0
		PEAK	3.	5.0	0	100	0	0	0	0	0	33	0	0	0	67	0	100	0	0	0	100	39.0
187	1	BASE	7.	3.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.6
		PEAK	7.	3.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.6
188	1	BASE	7.	3.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.1
		PEAK	7.	3.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.1
192	1	BASE	4.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	35.0	
		PEAK	4.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	35.0	
200	1	BASE	9.	10.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	50.6
		PEAK	12.	10.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	50.3
201	1	BASE	4.	10.0	0	100	0	0	0	0	0	50	0	0	0	50	50	50	0	0	50	50	35.5
		PEAK	4.	10.0	0	100	0	0	0	0	0	50	0	0	0	50	50	50	0	0	50	50	35.5
204	1	BASE	42.	12.1	100	0	0	0	0	0	0	100	0	0	0	0	7	93	0	0	2	98	48.5
		PEAK	52.	11.7	100	0	0	0	0	0	0	100	0	0	0	0	6	94	0	0	2	98	48.5
205	1	BASE	3.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
		PEAK	3.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.7
206	1	BASE	19.	8.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.2
		PEAK	20.	8.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.4
207	1	BASE	36.	10.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	49.0
		PEAK	40.	10.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	49.2
209	1	BASE	6.	9.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.3
		PEAK	7.	10.6	86	14	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.9
210	1	BASE	18.	6.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	6	94	45.8
		PEAK	29.	8.1	90	10	0	0	0	0	0	100	0	0	0	3	97	0	0	7	93	46.1	
211	1	BASE	2.	8.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
		PEAK	2.	8.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
212	1	BASE	16.	6.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	6	94	45.7
		PEAK	20.	5.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	5	95	45.1
215	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
217	1	BASE	15.	9.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	50.5
		PEAK	17.	10.0	100	0	0	0	0	0	0	100	0	0	0	0	6	94	0	0	6	94	50.1
220	1	BASE	5.	10.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
		PEAK	5.	10.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	51.0
225	1	BASE	8.	8.2	100	0	0	0	0	0	0	100	0	0	0	0	25	75	0	0	25	75	46.0
		PEAK	9.	9.7	100	0	0	0	0	0	0	100	0	0	0	0	33	67	0	0	33	67	46.6
228	1	BASE	4.	5.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	5.	8.6	100	0	0	0	0	0	0	100	0	0	0	0	20	80	0	0	20	80	46.0
230	1	BASE	8.	5.7	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	63	38	45.4
		PEAK	13.	10.2	100	0	0	0	0	0	0	100	0	0	0	0	38	62	0	0	69	31	46.6
232	1	BASE	10.	4.8	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.4
		PEAK	10.	4.8	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.4
234	1	BASE	7.	9.6	100	0	0	0	0	0	0	100	0	0	0	0	29	71	0	0	29	71	46.1
		PEAK	8.	8.8	100	0	0	0	0	0	0	100	0	0	0	0	25	75	0	0	25	75	45.7

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 18, 1984: HISPANICS VS NON-HISPANICS LINES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES														AIR COND		AVE. NO. SEATS		
					VEHICLE STYLE							SEAT STYLE					VEHICLE TRANSMISSION					(1)	(2)
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)			
236	1	BASE	5.	4.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	44.6
		PEAK	7.	5.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.9
243	0	BASE	4.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	5.	6.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.2
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
250	1	BASE	3.	7.3	0	100	0	0	0	0	0	33	0	0	0	67	33	67	0	0	33	67	35.7
		PEAK	3.	7.3	0	100	0	0	0	0	0	33	0	0	0	67	33	67	0	0	33	67	35.7
251	1	BASE	24.	10.6	100	0	0	0	0	0	0	100	0	0	0	0	21	79	0	0	21	79	47.3
		PEAK	29.	11.2	93	7	0	0	0	0	0	97	0	0	0	3	24	76	0	0	24	76	47.2
254	1	BASE	6.	6.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
		PEAK	6.	6.3	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
255	1	BASE	5.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0
		PEAK	5.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0
256	1	BASE	6.	2.0	0	100	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	100	36.0
		PEAK	7.	2.0	0	100	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	100	36.0
259	1	BASE	5.	4.2	100	0	0	0	0	0	0	80	0	0	20	0	0	100	0	0	0	100	43.8
		PEAK	5.	4.2	100	0	0	0	0	0	0	80	0	0	20	0	0	100	0	0	0	100	43.8
260	1	BASE	13.	5.7	100	0	0	0	0	0	0	85	0	0	15	0	8	92	0	0	8	92	44.5
		PEAK	14.	5.9	100	0	0	0	0	0	0	79	0	0	21	0	7	93	0	0	7	93	44.6
262	1	BASE	7.	8.4	100	0	0	0	0	0	0	57	0	0	43	0	14	86	0	0	14	86	45.9
		PEAK	7.	8.4	100	0	0	0	0	0	0	57	0	0	43	0	14	86	0	0	14	86	45.9
264	1	BASE	3.	10.0	67	33	0	0	0	0	0	67	0	0	33	0	33	67	0	0	33	67	41.7
		PEAK	5.	15.2	80	20	0	0	0	0	0	80	0	0	20	0	60	40	0	0	60	40	45.4
265	1	BASE	4.	11.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	4.	11.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
266	1	BASE	7.	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
267	1	BASE	5.	7.8	100	0	0	0	0	0	0	20	0	0	80	0	0	100	0	0	0	100	46.2
		PEAK	6.	10.3	100	0	0	0	0	0	0	33	0	0	67	0	17	83	0	0	17	83	47.0
268	1	BASE	4.	2.0	0	100	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	100	36.0
		PEAK	4.	2.0	0	100	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	100	36.0
270	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
271	1	BASE	2.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0
		PEAK	2.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0
274	1	BASE	5.	7.4	0	100	0	0	0	0	0	60	0	0	0	40	0	100	0	0	0	100	41.4
		PEAK	5.	7.4	0	100	0	0	0	0	0	60	0	0	0	40	0	100	0	0	0	100	41.4
280	1	BASE	3.	5.0	0	100	0	0	0	0	0	33	0	0	0	67	0	100	0	0	0	100	39.0
		PEAK	3.	5.0	0	100	0	0	0	0	0	33	0	0	0	67	0	100	0	0	0	100	39.0
291	1	BASE	4.	17.7	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	75	25	37.5
		PEAK	4.	17.7	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	75	25	37.5
358	1	BASE	8.	9.7	100	0	0	0	0	0	0	100	0	0	0	0	25	75	0	0	25	75	48.0
		PEAK	9.	9.7	100	0	0	0	0	0	0	100	0	0	0	0	22	78	0	0	22	78	48.3
		EXPR	9.	9.7	100	0	0	0	0	0	0	100	0	0	0	0	22	78	0	0	22	78	48.3
401	1	BASE	16.	11.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	21.	11.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		EXPR	21.	11.0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0

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SCRTO VEHICLE ASSIGNMENT RECORD FOR JANUARY 18,1984: HISPANICS VS NON-HISPANICS LINES

ROUTE	MINORITY SERVICE	SERVICE TYPE	NO. OF VEHICLES	AVERAGE AGE	VEHICLE AMENITIES															AVE. NO. SEATS			
					----- VEHICLE STYLE -----							---- SEAT STYLE----					VEHICLE -TRANSMISSION-				-CONDT-		
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)		(4)	(1)	(2)
413	1	PEAK	2.	8.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
		EXPR	2.	8.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
418	1	BASE	2.	12.0	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	100	49.0
		PEAK	15.	10.7	100	0	0	0	0	0	0	20	0	0	80	0	0	100	0	0	0	100	47.3
		EXPR	15.	10.7	100	0	0	0	0	0	0	20	0	0	80	0	0	100	0	0	0	100	47.3
419	1	PEAK	3.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	3.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
420	1	BASE	43.	6.8	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	0	100	45.9
		PEAK	52.	6.7	100	0	0	0	0	0	0	98	0	0	2	0	4	96	0	0	0	100	45.8
		EXPR	52.	6.7	100	0	0	0	0	0	0	98	0	0	2	0	4	96	0	0	0	100	45.8
423	1	PEAK	6.	10.3	100	0	0	0	0	0	0	17	0	0	83	0	0	100	0	0	0	100	47.0
		EXPR	6.	10.3	100	0	0	0	0	0	0	17	0	0	83	0	0	100	0	0	0	100	47.0
424	1	BASE	45.	7.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.6
		PEAK	57.	8.1	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.1
		EXPR	57.	8.1	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.1
426	1	BASE	6.	9.7	100	0	0	0	0	0	0	100	0	0	0	0	17	83	0	0	0	100	47.5
		PEAK	21.	7.8	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	0	100	47.1
		EXPR	21.	7.8	100	0	0	0	0	0	0	100	0	0	0	0	5	95	0	0	0	100	47.1
427	1	BASE	4.	8.0	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	100	46.0
		PEAK	10.	9.0	100	0	0	0	0	0	0	40	0	0	60	0	0	100	0	0	0	100	46.6
		EXPR	10.	9.0	100	0	0	0	0	0	0	40	0	0	60	0	0	100	0	0	0	100	46.6
429	1	BASE	4.	8.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	49.0
		PEAK	10.	7.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.6
		EXPR	10.	7.9	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.6
430	1	PEAK	1.	7.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
		EXPR	1.	7.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
431	1	BASE	2.	8.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	49.0
		PEAK	3.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	49.7
		EXPR	3.	9.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	49.7
434	1	BASE	12.	3.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.7
		PEAK	13.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.6
		EXPR	13.	3.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	43.6
436	1	BASE	4.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	9.	6.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.6
		EXPR	9.	6.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	46.6
437	1	BASE	2.	5.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	45.0
		PEAK	5.	6.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
		EXPR	5.	6.6	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.0
438	1	PEAK	4.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	50	50	46.5
		EXPR	4.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	50	50	46.5
439	1	BASE	8.	7.1	100	0	0	0	0	0	0	100	0	0	0	0	13	88	0	0	75	25	46.9
		PEAK	9.	7.8	100	0	0	0	0	0	0	100	0	0	0	0	11	89	0	0	67	33	47.3
		EXPR	9.	7.8	100	0	0	0	0	0	0	100	0	0	0	0	11	89	0	0	67	33	47.3
443	1	BASE	4.	7.5	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.0
		PEAK	6.	7.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.3
		EXPR	6.	7.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.3
444	1	BASE	9.	7.4	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	47.9
		PEAK	11.	7.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.5
		EXPR	11.	7.7	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	48.5

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SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 18, 1984: HISPANICS VS NON-HISPANICS 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)
488	1	BASE	9.	9.2	100	0	0	0	0	0	0	22	0	0	78	0	0	100	0	0	0	100	46.6
		PEAK	12.	9.7	100	0	0	0	0	0	0	17	0	0	83	0	0	100	0	0	0	100	46.7
		EXPR	12.	9.7	100	0	0	0	0	0	0	17	0	0	83	0	0	100	0	0	0	100	46.7
490	1	BASE	12.	8.2	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	100	47.0
		PEAK	17.	7.4	100	0	0	0	0	0	0	53	0	0	47	0	0	100	0	0	0	100	46.3
		EXPR	17.	7.4	100	0	0	0	0	0	0	53	0	0	47	0	0	100	0	0	0	100	46.3
492	1	PEAK	3.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	3.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
493	1	BASE	2.	7.0	100	0	0	0	0	0	0	50	0	0	50	0	0	100	0	0	0	100	45.0
		PEAK	4.	9.0	100	0	0	0	0	0	0	25	0	0	75	0	0	100	0	0	0	100	46.0
		EXPR	4.	9.0	100	0	0	0	0	0	0	25	0	0	75	0	0	100	0	0	0	100	46.0
494	1	PEAK	2.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	2.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
495	1	BASE	3.	3.0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	0	0	0	100	84.0
		PEAK	14.	4.1	14	0	0	0	0	0	86	0	0	86	14	0	0	100	0	0	0	100	78.7
		EXPR	14.	4.1	14	0	0	0	0	0	86	0	0	86	14	0	0	100	0	0	0	100	78.7
496	1	BASE	7.	13.6	43	0	0	57	0	0	0	0	57	0	43	0	0	43	57	0	0	100	48.1
		PEAK	8.	13.9	38	0	0	63	0	0	0	0	63	0	38	0	0	38	63	0	0	100	48.2
		EXPR	8.	13.9	38	0	0	63	0	0	0	0	63	0	38	0	0	38	63	0	0	100	48.2
497	1	BASE	4.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		PEAK	16.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
		EXPR	16.	11.0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	47.0
498	1	BASE	4.	3.0	0	0	0	0	0	0	100	0	0	100	0	0	0	100	0	0	0	100	84.0
		PEAK	14.	3.6	7	0	0	0	0	0	93	0	0	93	7	0	0	100	0	0	0	100	81.4
		EXPR	14.	3.6	7	0	0	0	0	0	93	0	0	93	7	0	0	100	0	0	0	100	81.4
560	1	BASE	27.	6.0	100	0	0	0	0	0	0	100	0	0	0	0	4	96	0	0	15	85	45.4
		PEAK	29.	5.8	100	0	0	0	0	0	0	100	0	0	0	0	3	97	0	0	17	83	45.3
576	1	BASE	3.	13.0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	49.7
		PEAK	12.	14.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	50.0
		EXPR	12.	14.2	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	50.0
602	1	BASE	7.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0
		PEAK	7.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	35.0
608	0	BASE	2.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	50	50	35.0
		PEAK	2.	18.0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0	50	50	35.0

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Vehicle Amenities Codes for the preceding 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

APPENDIX C

APPENDIX C

FIXED FACILITIES

I. SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

<u>CUSTOMER SERVICE CENTERS</u>	<u>ADDRESS</u>	
HEADQUARTERS	419 S. MAIN ST	LOS ANGELES
ARCO PLAZA	505 S. FLOWER	LOS ANGELES
DIVISION 5	5425 S. VAN NESS ST	LOS ANGELES
HOLLYWOOD	6249 HOLLYWOOD BLVD	LOS ANGELES
WEST LOS ANGELES	5738 WILSHIRE BLVD	LOS ANGELES
SAN FERNANDO VALLEY	14435 SHERMAN WAY	VAN NUYS
EL MONTE	3449 SANTA ANITA AVE	EL MONTE
SOUTH BAY	DEL AMO FASHION CTR	TORRANCE
CALIFORNIA MART	1016 S. MAIN ST	LOS ANGELES
EAST LOS ANGELES	4501 B WHITTIER BLVD	LOS ANGELES

BUS DIVISIONS AND MAINTENANCE FACILITIES

<u>NO.</u>	<u>NAME</u>	<u>ADDRESS</u>		<u>ACRES</u>	<u>USES</u>
1	ALAMEDA	1130 E 6TH ST	LOS ANGELES	5.2	OPERATING DIVISION
2	LOS ANGELES	720 E 15TH ST	LOS ANGELES	7.6	OPERATING DIVISION
3	CYPRESS PARK	630 W. AVE 28	LOS ANGELES	8.7	OPERATING DIVISION
4	METRO	7700 TELEGRAPH RD	LOS ANGELES	5.4	MAKE-READY FACILITY
5	SOUTH CENTRAL	2300 W 54TH ST	LOS ANGELES	9.5	OPERATING DIVISION
6	VENICE	100 SUNSET AVE	VENICE	3.0	OPERATING DIVISION
7	WEST HOLLYWOOD	8800 W SANTA MONICA	LOS ANGELES	9.0	OPERATING DIVISION
8	CHATSWORTH	9201 CANOGA AVE	CHATSWORTH	18.0	OPERATING DIVISION
9	EL MONTE	3449 SANTA ANITA	EL MONTE	13.0	OPERATING DIVISION
11	RESERVE FLEET	11409 PENROSE	SUN VALLEY	9.7	MAINTENANCE STORAGE
12	LONG BEACH	970 W. CHESTER PL	LONG BEACH	5.0	OPERATING DIVISION
14	SOUTH PARKS SHOP	361 E 55TH ST	LOS ANGELES	9.0	MAINTENANCE FACILITY
15	SUN VALLEY	11900 BRANFORD	SUN VALLEY	21.6	OPERATING DIVISION
16	POMONA	1551 E MISSION	POMONA	3.8	OPERATING DIVISION
18	SOUTH BAY	777 W 190TH	GARDENA	8.2	OPERATING DIVISION
	VERNON YARDS	4462 PACIFIC BLVD	VERNON	5.2	MAINTENANCE FACILITY
	VAN NUYS	14557 SHERMAN WAY	VAN NUYS	5.6	NEW VEHICLE PREPARATION

RTD TERMINALS

17T	TERMINAL 17	632 S MAPLE ST	LOS ANGELES
19T	EL MONTE	3501 SANTA ANITA AV	EL MONTE
22T	TERMINAL 22	15TH & LONG BEACH	LOS ANGELES
23T	TERMINAL 23	1680 W SLAUSON AVE	LOS ANGELES
24T	TERMINAL 24	14557 SHERMAN WAY	VAN NUYS
25T	TERMINAL 25	WASHINGTON&TOBERMAN	LOS ANGELES
26T	TERMINAL 26	FAIRFAX&WASHINGTON	LOS ANGELES
28T	TERMINAL 26	17TH & HILL STS	LOS ANGELES
31T	TERMINAL 31	VIGNES & MACY	LOS ANGELES

APPENDIX C

FIXED FACILITIES (CONTINUED)

II. MUNICIPAL BUS LINES

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
MONTEBELLO	311 S. GREENWOOD
NORWALK	12700 IMPERIAL HWY
REDONDO BEACH	415 DIAMOND ST
SANTA MONICA	1620 6TH ST.
TORRANCE	20466 MADRONA AVE

APPENDIX D

## APPENDIX D

## II SCRTRD TICKET OFFICES

OUTLET NO	CENSUS IRACT	MINORITY STATUS		ADDRESS			
1005	234600	B		RTD SOUTH CENTRAL OFC	5425 SOUTH VAN NESS	LOS ANGELES	90043
1008	127200		I	RTD TICKET OFFICE	SHERMAN WAY & WYANDOTTE	VAN NUYS	91405
1012	576100		I	RTD LONG BEACH OFFICE	18 LONG BEACH BOULEVARD	LONG BEACH	90802
1019	433200		I	EL MONTE STATION	3501 NORTH SANTA ANITA	EL MONTE	91731
1020	207700	B	I	ARCO PLAZA	505 SOUTH FLOWER STREET	LOS ANGELES	90071
1022	650300		I	RTD SOUTH BAY OFC	1811 HAWTHORNE	TORRANCE	90503
1024	216300	B	I	RTD WEST L A TICKET OFC	5738 WILSHIRE BOULEVARD	LOS ANGELES	90036
1045	190302		I	RTD HOLLYWOOD TICKET OFC	6249 HOLLYWOOD BOULEVARD	HOLLYWOOD	90028
1080	207300	B	I	RTD HEADQUARTERS	425 SOUTH MAIN STREET	LOS ANGELES	90013
1093	207900		I	RTD CAL MART TICKET OFC	1016 SOUTH MAIN STREET	LOS ANGELES	90015
3001	533900		I	BOYS MARKET	6039 EAST FLORENCE AVENUE	BELL GARDENS	90201
3003	620701		I	BOYS MARKET	1207 AVIATION BOULEVARD	REDONDO BEACH	90278
3004	481400		I	BOYS MARKET	120 EAST VALLEY BOULEVARD	SAN GABRIEL	91776
3005	219500	B	I	BOYS MARKET	3670 CRENSHAW BOULEVARD	LOS ANGELES	90016
3007	402702	B	I	BOYS MARKET	1575 EAST HOLT AVENUE	POMONA	91767
3008	602101	B	I	BOYS MARKET	11873 SOUTH HAWTHORNE BLVD	HAWTHORNE	90250
3009	602800	B	I	BOYS MARKET	11922 SOUTH VERMONT AVENUE	LOS ANGELES	90044
3012	530201		I	BOYS MARKET	2222 WEST BEVERLY BOULEVARD	MONTEBELLO	90640
3013	603400		I	BOYS MARKET	2201 WEST REDONDO BEACH BLVD	GARDENA	90247
3015	222500	B	I	BOYS MARKET	1748 WEST JEFFERSON BOULEVARD	LOS ANGELES	90018
3017	600600	B	I	BOYS MARKET	10100 CRENSHAW BOULEVARD	INGLEWOOD	90303
3018	554700		I	BOYS MARKET	15933 SOUTH PIONEER BOULEVARD	NORWALK	90650
3020	320200		I	BOYS MARKET	2040 GLENOAKS BOULEVARD	SAN FERNANDO	91340
3021	620501		I	BOYS MARKET	2701 MANHATTAN BEACH BLVD	REDONDO BEACH	90278
3023	543503		I	BOYS MARKET	1141 WEST CARSON STREET	TORRANCE	90502
3025	542600	B	I	BOYS MARKET	307 NORTH TAMARIND STREET	COMPTON	90220
3026	238400	B	I	BOYS MARKET	1730 WEST MANCHESTER	LOS ANGELES	90047
3028	209500		I	BOYS MARKET	1091 SOUTH HOOVER STREET	LOS ANGELES	90006
3029	534402		I	BOYS MARKET	7230 SOUTH ATLANTIC AVENUE	CUDAHY	90201
3030	651002		I	BOYS MARKET	2240 SEPULVEDA BOULEVARD	TORRANCE	90501
3031	404300		I	BOYS MARKET	595 EAST FOOTHILL BOULEVARD	AZUSA	91702
3032	702900		I	BOYS MARKET	4700 ADMIRALTY WAY	MARINA DEL REY	90291
3033	543400	B	I	BOYS MARKET	20226 SOUTH AVALON BOULEVARD	CARSON	90746
3034	572001		I	BOYS MARKET	3575 ATLANTIC AVENUE	LONG BEACH	90807
3035	703001	B	I	BOYS MARKET	6696 GREEN VALLEY CIRCLE	FOX HILLS	90230
3036	183101		I	BOYS MARKET	6235 YORK BOULEVARD	HIGHLAND PARK	90042
3038	141400		I	BOYS MARKET	15821 VENTURA BOULEVARD	ENCINO	91436
3043	543802		I	BOYS MARKET	650 EAST CARSON	CARSON	90745
3044	576900		I	BOYS MARKET	3210 EAST ANAHEIM	LONG BEACH	90804
3045	212600	B	I	BOYS MARKET	833 SOUTH WESTERN	LOS ANGELES	90005
3046	433400		I	BOYS MARKET	11950 GARVEY	EL MONTE	91732
3047	603800		I	BOYS MARKET	14310 HAWTHORNE	LAWDALE	90260
3048	461200	B	I	BOYS MARKET	2270 NORTH LAKE	ALTADENA	91001
3049	620100		I	BOYS MARKET	121 WEST GRAND	EL SEGUNDO	90245
3050	600901	B	I	BOYS MARKET	950 NORTH LA BREA	INGLEWOOD	90302
3051	502800		I	BOYS MARKET	11550 TELEGRAPH	STA FE SPGS	90670
3052	541601	B	I	BOYS MARKET	1800 NORTH LONG BEACH	COMPTON	90221
3053	402401	B	I	BOYS MARKET	1645 WEST HOLT	POMONA	91768
3055	236201	B	I	BOYS MARKET	5080 RODEO RD	LOS ANGELES	90016
3056	237100	B	I	BOYS MARKET	5824 S VERMONT	LOS ANGELES	90044
3058	201502		I	BOYS MARKET	4910 HUNTINGTON DR	EL SERENO	90032
3059	273100		I	BOYS MARKET #54	910 LINCOLN BLVD.	VENICE	90291
5078	302300		I	BROADWAY TICKETRON	145 S. CENTRAL	GLENDALE	91215
6001	481100		I	AUTOMOBILE CLUB	215 SOUTH MISSION DRIVE	SAN GABRIEL	91776
6002	404200		I	AUTOMOBILE CLUB	1167 EAST ALOSTA DRIVE	AZUSA	91702
6003	621100		I	AUTOMOBILE CLUB	700 SOUTH AVIATION BOULEVARD	HERMOSA BEACH	90254

APPENDIX D

II SCRTD. TICKET OFFICES

OUTLET NO	CENSUS TRACT	MINORITY STATUS		ADDRESS			
6004	310700	I		L AUTOMOBILE CLUB	500 NORTH THIRD STREET	BURBANK	91502
6005	267100			L AUTOMOBILE CLUB	1950 CENTURY PARK EAST	LOS ANGELES	90067
6006	541602	B		L AUTOMOBILE CLUB	1919 EAST COMPTON BOULEVARD	COMPTON	90221
6007	406102			L AUTOMOBILE CLUB	325 EAST ROWLAND STREET	COVINA	91723
6008	702700		A	L AUTOMOBILE CLUB	4512 SEPULVEDA BOULEVARD	CULVER CITY	90230
6009	550900	I		L AUTOMOBILE CLUB	8500 EAST FLORENCE AVENUE	DOWNEY	90240
6010	432700	I		L AUTOMOBILE CLUB	3801 NORTH TYLER AVENUE	EL MONTE	91731
6011	300500			L AUTOMOBILE CLUB	2112 MONTROSE AVENUE	FOOTHILL	91020
6012	602600	B		L AUTOMOBILE CLUB	2416 WEST EL SEGUNDO BLVD	GARDENA	90249
6013	302000			L AUTOMOBILE CLUB	1233 EAST BROADWAY	GLENDALE	91205
6014	408625		A	L AUTOMOBILE CLUB	2245 SOUTH HACIENDA BLVD	HACIENDA HGHTS	91745
6015	183200	I		L AUTOMOBILE CLUB	6155 YORK BOULEVARD	LOS ANGELES	90042
6016	189200		A	L AUTOMOBILE CLUB	4773 HOLLYWOOD BOULEVARD	HOLLYWOOD	90027
6017	534500			L AUTOMOBILE CLUB	7301 STATE STREET	HUNTINGTON PARK	90255
6018	601303	B		L AUTOMOBILE CLUB	1234 CENTINELA AVENUE	INGLEWOOD	90302
6020	574902			L AUTOMOBILE CLUB	4800 E. LOS COYOTES DIAGONAL	LONG BEACH	90815
6021	224700	I	A	L AUTOMOBILE CLUB	2601 SOUTH FIGUEROA	LOS ANGELES	90007
6022	554900	I	A	L AUTOMOBILE CLUB	18642 SOUTH GRIDLEY ROAD	ARTESIA	90701
6023	431000	I		L AUTOMOBILE CLUB	855 WEST FOOTHILL BOULEVARD	MONROVIA	91016
6024	530202			L AUTOMOBILE CLUB	2444 WEST BEVERLY BOULEVARD	MONTEBELLO	90640
6025	123102	I		L AUTOMOBILE CLUB	10940 VICTORY BOULEVARD	NORTH HOLLYWOOD	91606
6026	571502		A	L AUTOMOBILE CLUB	4665 CALIFORNIA AVENUE	LONG BEACH	90807
6027	115201			L AUTOMOBILE CLUB	9440 RESEDA BOULEVARD	NORTHRIDGE	91324
6028	552200	I		L AUTOMOBILE CLUB	12901 NORWALK BOULEVARD	NORWALK	90650
6029	462300	B		L AUTOMOBILE CLUB	801 EAST UNION STREET	PASADENA	91101
6030	402600	I		L AUTOMOBILE CLUB	1707 NORTH TOWNE AVENUE	POMONA	91767
6031	320100	I		L AUTOMOBILE CLUB	1075 NORTH MACLAY AVENUE	SAN FERNANDO	91340
6032	296800	I		L AUTOMOBILE CLUB	852 N. WESTERN	SAN PEDRO	90732
6033	701801	I	A	L AUTOMOBILE CLUB	2730 SANTA MONICA BOULEVARD	SANTA MONICA	90404
6034	600201	B		L AUTOMOBILE CLUB	9621 SOUTH VERMONT AVENUE	LOS ANGELES	90044
6035	432000			L AUTOMOBILE CLUB	9810 LAS TUNAS DRIVE	TEMPLE CITY	91780
6036	651101		A	L AUTOMOBILE CLUB	2606 SEPULVEDA BOULEVARD	TORRANCE	90505
6037	127802			L AUTOMOBILE CLUB	6725 KESTER AVENUE	VAN NUYS	91405
6038	135102			L AUTOMOBILE CLUB	22708 VICTORY BOULEVARD	WOODLAND HILLS	91367
6039	501900	I		L AUTOMOBILE CLUB	8522 SOUTH PAINTER AVENUE	WHITTIER	90602
7001	430701			MAY COMPANY	617 SUNSET BOULEVARD	ARCADIA	91006
7003	135101			MAY COMPANY	21900 VANOWEN STREET	CANOGA PARK	91303
7004	236100	B		A MAY COMPANY	4005 CRENSHAW BOULEVARD	LOS ANGELES	90008
7005	181300		A	MAY COMPANY	2828 COLORADO BOULEVARD	EAGLE ROCK	90041
7006	703001	B		MAY COMPANY	6050 SEPULVEDA BOULEVARD	FOX HILLS	90230
7007	570800			MAY COMPANY	5100 LAKEWOOD BOULEVARD	LAKESWOOD	90712
7014	406200			MAY COMPANY	2831 EAST GARVEY AVENUE	WEST COVINA	91791
7015	501900	I		MAY COMPANY	8433 SOUTH CENTRAL AVENUE	WHITTIER	90602
7016	215100			MAY COMPANY	6067 WILSHIRE BOULEVARD	LOS ANGELES	90036
7017	207800	B		I MAY COMPANY	801 SOUTH BROADWAY	LOS ANGELES	90014
7018	267800		A	MAY COMPANY	10730 W. PICO AT OVERLAND	WEST L.A.	90064
8002	207600	I		L SECURITY PACIFIC BANK	333 SOUTH HOPE STREET	LOS ANGELES	90071
8007	207200		A	L FAR EAST NATIONAL BANK	300 SUNSET BLVD	LOS ANGELES	90012
8023	670402		A	L AMERICAN SAVINGS & LOAN	65 PENINSULAR CENTER	ROLLING HLS	90274
8024	216600			L BRENTWOOD SAVINGS & LOAN	8750 W PICO BLVD	LOS ANGELES	90035
8025	141400			L INDEPENDENCE BANK	15910 VENTURA BLVD	ENCINO	91436
8026	139600			L INDEPENDENCE BANK	17255 VENTURA BLVD	ENCINO	91316
8027	134600	I		L INDEPENDENCE BANK	20900 SHERMAN WAY	CANOGA PARK	91303
8028	137502			L INDEPENDENCE BANK	21108 VENTURA BLVD	WOODLAND HILLS	91364
8029	135101			L INDEPENDENCE BANK	6020 CANOGA AVENUE	CANOGA PARK	91367
8031	113401	I		L INDEPENDENCE BANK	8710 TAMPA AVENUE	NORTHRIDGE	91324
8032	143801			L INDEPENDENCE BANK	11000 VENTURA BLVD	STUDIO CITY	91604

APPENDIX D

II SCRTD. TICKET OFFICES

OUTLET NO	CENSUS TRACT	MINORITY STATUS		ADDRESS		
8033	800322			INDEPENDENCE BANK	968 WESTLAKE BOULEVARD	WESTLAKE VILL 91361
8034	143902			INDEPENDENCE BANK	12915 VENTURA BLVD	SHERMAN OAKS 91604
8035	670202			HOME FEDERAL S & L	627 SILVER SPUR ROAD	ROLLING HILLS 90274
8236	271600		A	WESTERN UNITED NAT BANK	11318 NATIONAL BLVD.	LOS ANGELES 90064
9001	201700	I	A	CAL STATE LOS ANGELES	5151 STATE UNIVERSITY DRIVE	LOS ANGELES 90032
9002	530400		A	EAST LOS ANGELES COLLEGE	1301 EAST BROOKLYN AVENUE	MONTEREY PARK 91754
9003	191400	I	A	LOS ANGELES CITY COLLEGE	855 NORTH VERMONT AVENUE	LOS ANGELES 90029
9004	224500	I		LOS ANGELES TRADE TECH	400 WEST WASHINGTON BOULEVARD	LOS ANGELES 90015
9005	123602			L.A. VALLEY COLLEGE	5800 FULTON AVENUE	VAN NUYS 91401
9006	403400	I	A	MT SAN ANTONIO COLLEGE	1100 NORTH GRAND AVENUE	WALNUT 91789
9008	463400		A	PASADENA CITY COLLEGE	1580 EAST COLORADO BOULEVARD	PASADENA 91106
9009	134902	I		PIERCE COLLEGE	6201 WINNETKA AVENUE	WOODLAND HILLS 91371
9010	115202			CAL STATE NORTHRIDGE	1811 NORDHOFF	NORTHRIDGE 91330
9011	265301		A	UCLA(STUDENT UNION)	308 WESTWOOD BL	LOS ANGELES 90024
9012	222700		A	USC	STUDENT UNION BUILDING	LOS ANGELES 90007
9013	276500			LOYOLA MARYMOUNT UNIV	7101 LOYOLA BLVD @ W.8DTH ST	LOS ANGELES 90045
9018	482502	I	A	DON BOSCO TECHNICAL INST	1151 SAN GABRIEL BOULEVARD	ROSEMEAD 91770
9020	543321	B	A	CAL STATE DOMINGUEZ HILLS	1000 EAST VICTORIA STREET	DOMINGUEZ HILLS 90747
9022	603702	I	A	EL CAMINO COLLEGE	16007 CRENSHAW	TORRANCE 90506
9023	402404		A	CAL STATE POLYTECHNIC	3801 WEST TEMPLE AVENUE	POMONA 91768
9024	209200	I	A	WOODBURY UNIVERSITY	1027 WILSHIRE BOULEVARD	LOS ANGELES 90017
9026	320300			LA MISSION COLLEGE	1122 SAN FERNANDO ROAD	SAN FERNANDO 91340
10001	207300	B	I	CASH IT HERE	410 SOUTH SPRING STREET	LOS ANGELES 90013
10002	207300	B	I	CASH IT HERE	315 SOUTH BROADWAY	LOS ANGELES 90013
10003	207300	B	I	CASH IT HERE	445 SOUTH BROADWAY	LOS ANGELES 90013
10004	207800	B	I	CASH IT HERE	719 SOUTH BROADWAY	LOS ANGELES 90014
10005	208900	I	A	CASH IT HERE	2029 WEST SEVENTH STREET	LOS ANGELES 90057
10006	203700			CASH IT HERE	2613 BROOKLYN AVENUE	EAST L.A. 90033
10007	482402		A	CASH IT HERE	3012 1_2 SAN GABRIEL BLVD	ROSEMEAD 91770
10009	207800	B	I	CASH IT HERE	621 SOUTH BROADWAY	LOS ANGELES 90014
10010	402800			CASH IT HERE	1533 S GAREY	POMONA 91766
10011	531601			CASH IT HERE	4732 WHITTIER	E. LOS ANGELES 90022
10012	531702			CASH IT HERE	5426 WHITTIER	COMMERCE 90022
11001	532601	I		BOWMAN TRAVEL	2620 EAST GAGE AVENUE	HUNTINGTON PARK 90255
11003	531100			FIRST STREET STORE	3640 EAST FIRST STREET	LOS ANGELES 90063
11005	601000	B		KISSAM CAMERA	209 SOUTH MARKET STREET	INGLEWOOD 90301
11007	207300	B	I	REDWOOD SHOP	230 WEST SECOND STREET	LOS ANGELES 90012
11012	207900			NURI'S-OCCIDENTAL CENTER	1149 SOUTH HILL STREET	LOS ANGELES 90015
11014	212500	B	A	TRANS INTERNATIONAL TRVL	3751 WILSHIRE BOULEVARD	LOS ANGELES 90010
11015	207300	B	I	SAVON DRUG STORE	201 NORTH LOS ANGELES STREET	LOS ANGELES 90012
11026	463600			JOANNA'S GIFT GALLERY	473 E. COLORADO	PASADENA 91101
11028	600701	B		MAYO TRAVEL SERVICE	3000 MANCHESTER BL	LOS ANGELES 90305
11030	197500		A	ALAMAR TRAVEL	1806 SUNSET	LOS ANGELES 90026
11031	206200			RAFU SHOTEN STORE	329 EAST SECOND STREET	LOS ANGELES 90012
11032	214400			SUNSHINE PHARMACY	424 1/2 N FAIRFAX	LOS ANGELES 90036
11035	204900			COYLE & RAMOS MARKET	3822 WHITTIER BLVD	LOS ANGELES 90023
11042	702500	B	A	SENIOR CITIZEN CENTER	4153 OVERLAND AV	CULVER CITY 90230
11051	213200		A	QUINTESS COSMETICS	3030 W OLYMPIC	LOS ANGELES 90006
11052	207700	B	I	INTERNATIONAL DRUG	712 SOUTH OLIVE	LOS ANGELES 90014
11053	190100			CHARGE LINE TICKETS	1647 N LA BREA	LOS ANGELES 90028
11058	403901			CURRIES ICE CREAM PARLOR	922 S GRAND AVE	GLENDORA 91740
11061	401902			CLAREMONT CITY HALL	207 HARVARD	CLAREMONT 91711
11062	191201		A	CARIBE TRAVEL SERVICE	4966 HOLLYWOOD BLVD	LOS ANGELES 90027
11069	430721			L A TURF CLUB	SANTA ANITA PARK	ARCADIA 91006
11085	297100	I		ANDERSON SENIOR CIT CENT	828 SOUTH MESA	SAN PEDRO 90731
11090	141200			EXCELSIOR TRAVEL	14449 VICTORY	VAN NUYS 91423
11091	212600	B	A	PHILWAY WORLD TRAVEL	3902 WILSHIRE BLVD	LOS ANGELES 90010



## APPENDIX D

## II SCRTD. TICKET OFFICES

OUTLET NO	CENSUS TRACT	MINORITY STATUS	ADDRESS			
11092	211800	B A	FEDERAL POSTAL SYSTEM	3610 WEST SIXTH ST	LOS ANGELES	90020
11101	207100	A	WINNLY COMPANY	709 NORTH HILL STREET	LOS ANGELES	90012
11107	139701		RUBIO DRUGS	16545 VENTURA BL	ENCINO	91346
11108	620000	I	EL SEGUNDO EMPL ASSN	309 NORTH SEPULVEDA	EL SEGUNDO	90245
11309	204800	L	FARMACIA PROFESSIONAL	3000 WHITTIER BLVD.	LOS ANGELES	90023
11310	530201	L	KELLEY AUTO SALES	2465 WHITTIER BLVD.	MONTEBELLO	90640
11311	232400	B	ABC MARKET	4030 S. WESTERN AVE.	LOS ANGELES	90062
11312	235201	B	FINEST MARKET	2207 W. FLORENCE AVE.	LOS ANGELES	90043
11313	207100	A	CHINATOWN SEN CIT SRV CEN	424 BERNARD ST.	LOS ANGELES	90012
11314	213200	A L	OLYMPIC SPORTS CENTER	3053 W. OLYMPIC BLVD. #104	LOS ANGELES	90006
11315	204300	A L	ABC MARKET	8620 ORCHARD AVE.	LOS ANGELES	90044
11316	670402	A	WHITMORE'S SPORTS SHOP	52 PENINSULA CENTER	PALOS VERDES	90274
11317	207300	B I	GRAND CENTRL BARGAIN CNT	316 S. HILL ST.-STALL D-16	LOS ANGELES	90013
11318	570400	B I	MAIL-2-GO	6682 LONG BEACH BLVD.	LONG BEACH	90805
11319	532400	I	GRAY JUG LIQUOR STORE	3843 S. SOTO STREET	VERNON	90058
12001	199100	I A	BROADWAY SERVICE BLDG	3880 NORTH MISSION ROAD	LOS ANGELES	90031
12002	207400	B I	WATER AND POWER	111 NORTH HOPE STREET	LOS ANGELES	90012
12004	461900		RALPH M PARSONS COMPANY	100 WEST WALNUT STREET	PASADENA	91103
12005	209300	I A	BANK OF CALIFORNIA	550 S. FLOWER	LOS ANGELES	90017
12006	207700	B I A	COAST FEDERAL SAVINGS	855 SOUTH HILL STREET	LOS ANGELES	90014
12010	190100		DEPT OF REHABILITATION	923 N BONNIE BEACH	LOS ANGELES	90063
12011	552200	I	DEPT OF REHABILITATION	12440 EAST FIRESTONE	NORWALK	90650
12013	207700	B I A	L.A. COMM COLLEGE DIST	617 W. SEVENTH STREET	LOS ANGELES	90017
12014	207700	B I A	LILLICK MCHOSE&CHARLES	707 WILSHIRE BOULEVARD	LOS ANGELES	90017
12015	207700	B I A	LLOYDS BANK	612 S. FLOWER ST	LOS ANGELES	90017
12016	207300	B I	LOS ANGELES TIMES	TIMES-MIRROR SQUARE	LOS ANGELES	90053
12017	135101		ROCKWELL INTERNATIONAL	6633 CANOGA AVENUE	CANOGA PARK	91304
12021	231100	L	UNIVERSITY HILTON	3540 S. FIGUEROA	LOS ANGELES	90007
12022	460400	B	JPL EMPLOYEES REC CLUB	4800 OAK GROVE DRIVE	PASADENA	91103
12023	267100		TOSCO CORPORATION	10100 SANTA MONICA BL	LOS ANGELES	90067
12025	211100	A	CAL ASSOC OF REALTORS	505 SHATTO PL	LOS ANGELES	90020
12026	211800	B A	HOME SAVINGS & LOAN	3731 WILSHIRE	LOS ANGELES	90010
12027	701602		ST JOHNS HOSPITAL	1328 22ND ST	SANTA MONICA	90404
12028	620100	I	L A AIR FORCE STATION	2400 E EL SEGUNDO	EL SEGUNDO	90245
12029	207900	I	HERALD EXAMINER	1111 SO BROADWAY	LOS ANGELES	90015
12031	212600	B A	GETTY OIL COMPANY	3810 WILSHIRE BOULEVARD	LOS ANGELES	90010
12032	207800	B I	FIRST INTERSTATE BANK	600 SOUTH SPRING	LOS ANGELES	90014
12033	207900	I	TRANSAMERICA INSURANCE	1150 SOUTH OLIVE	LOS ANGELES	90015
12034	620000	I	HUGHES SPACE CENTER	901 NORTH SELBY	EL SEGUNDO	90245
12036	207700	B I A	TRUST SVCS OF AMERICA	700 WILSHIRE BLVD	LOS ANGELES	90017
12037	620000	I	ROCKWELL INTERNATIONAL	827 LAPHAM	EL SEGUNDO	90245
12038	551100	I	ROCKWELL INTERNATIONAL	12214 LAKEWOOD	DOWNEY	90241
12039	207700	B I A	SOUTHERN CAL GAS CO	810 SOUTH FLOWER	LOS ANGELES	90017
12240	701502		SANTA MONICA HOSPITAL	1225 15TH ST.	SANTA MONICA	90404
14001	532601	I	BIG D RANCH MARKET	2525 EAST GAGE	HUNTINGTON PARK	90255
14005	570301	B I	BIG D RANCH MARKET	6191 ATLANTIC	N LONG BEACH	90805
14008	533101	I	BIG D RANCH MARKET	3208 E FLORENCE	HUNTINGTON PARK	90255
14009	540300	B	BIG D RANCH MARKET	11471 LONG BEACH BLVD	LYNWOOD	90262
14011	183700	I A	BIG D RANCH MARKET	5914 MONTEREY ROAD	LOS ANGELES	90042
14012	542401	B	BIG D RANCH MARKET	420 S LONG BEACH BL	COMPTON	90221
14014	536100	I	BIG D	9990 LONG BEACH BLVD	LYNWOOD	90262
15502	407500	I	GEMCO	1801 N HACIENDA BLVD	LA PUENTE	91744
15505	481400	I A	GEMCO	1635 S SAN GABRIEL BLVD	SAN GABRIEL	91776
15506	550400	I	GEMCO	11111 FLORENCE AVENUE	DOWNEY	90240
15514	111201	I	GEMCO	17055 SAN FERNANDO MISSION BL	GRANADA HILLS	91344
15515	400900	I	GEMCO	725 SOUTH GRAND AVE	GLENORA	91740
15519	137501	I	GEMCO	20801 VENTURA BLVD	WOODLAND HILLS	91364

APPENDIX D

II SCRTRD. TICKET OFFICES

OUTLET NO	CENSUS TRACT	MINORITY STATUS		ADDRESS		
15520	554519		A	GEMCO	20200 BLOOMFIELD	CERRITOS 90701
15522	603400	I	A	GEMCO	2169 REDONDO BCH BLVD	GARDENA 90247
15527	573400	I		GEMCO	950 EAST 33RD STREET	LONG BEACH 90807
15528	402701	B	I	GEMCO	1955 N INDIAN HILL BLVD	POMONA 91767
15529	554402	I		GEMCO	17220 S LAKEWOOD BLVD	BELLFLOWER 90706
15536	119200	I		L GEMCO	14210 VAN NUYS BLVD	PACOIMA 91331
15537	651101		A	GEMCO	3675 PACIFIC COAST HWY	TORRANCE 90505
15543	124201			GEMCO	11051 VICTORY BOULEVARD	N HOLLYWOOD 91606
15574	275600	I	A	L GEMCO	5750 MESSMER AVENUE	CULVER CITY 90230
15575	543604	I	A	L GEMCO	651 WEST SEPULVEDA BLVD	CARSON 93520
15576	503601			GEMCO	12300 LA MIRADA BLVD	LA MIRADA 90638
16001	207700	B	I	A BROADWAY TRAVEL	BROADWAY PLAZA	LOS ANGELES 90017
16006	120101			BROADWAY	8333 VAN NUYS BOULEVARD	PANORAMA CITY 91402
16032	703001	B		BROADWAY	6200 WEST SLAUSON	FOX HILLS 90230
16034	602102		A	BROADWAY	12200 HAWTHORNE BOULEVARD	HAWTHORNE 90250
18001	190700		A	L COMMUNITY CHECK CASHING	1640 N WILCOX	HOLLYWOOD 90028
18013	191901		A	L CALIFORNIA CHECK CASHING	6753 SANTA MONICA BL	LOS ANGELES 90038
18014	532400	I		L CALIFORNIA CHECK CASHING	3436 EAST SLAUSON	MAYWOOD 90058
18016	402402	I		L CALIFORNIA CHECK CASHING	1622 MISSION	POMONA 91766
18017	218700	B		CASH IT HERE	4040 W WASHINGTON BLVD	LOS ANGELES 90018
18018	217200	B	A	CASH IT HERE	4711 VENICE BOULEVARD	LOS ANGELES 90019
18019	236100	B	A	CASH IT HERE	4050 VICTORIA AVENUE	LOS ANGELES 90043
18020	221300	B	A	CASH IT HERE	1726 S. WESTERN	LOS ANGELES 90006
18021	535500			L THE CHECK EXCHANGE	8112 SEVILLE AVE	SOUTHGATE 90280
18025	199200		A	L NORTHEAST FOOD STAMP	2409 DALY	LOS ANGELES 90031
18026	239800	B		JET FOOD STAMP CTR	311 W MANCHESTER	LOS ANGELES 90005
18027	432700	I		L NORTHEAST FOOD STAMPS	10900 VALLEY MALL	EL MONTE 91731
18028	535300	B		L NIX CHECK CASHING SVC	1969 E FIRESTONE BL	LOS ANGELES 90001
18029	241300	B		L NIX CHECK CASHING SVC	11401 S FIGUEROA	LOS ANGELES 90061
18030	407600	I		L WEST COAST FOOD STAMP	15426 E. FAIRGROVE	LA PUENTE 91744
18031	209800	I		L ADMIRAL CHECK CASHING	2123 W PICO	LOS ANGELES 90006
18033	206500		A	L A B C CHECK CASHING	1938 E SEVENTH	LOS ANGELES 90021
18034	535000	B		L JET FOOD STAMP CTR	1542 E FLORENCE	LOS ANGELES 90001
18035	104500	I		L LA HUB CHECK CASHING	13612 VAN NUYS BOULEVARD	PACOIMA 91331
18039	542000	B		CASH IT HERE	1800 ROSECRANS	COMPTON 90221
18041	224600			L CASH IT HERE	3326 S. MAIN	LOS ANGELES 90011
18042	532601	I		L CAL CURRENCY	6426 PACIFIC AVE	HUNTINGTON PARK 90255
18043	238400	B		B&K CHECK CASHING	1961 W MANCHESTER	LOS ANGELES 90047
18044	236202	B	A	CASH IT HERE	5786 RODEO	LOS ANGELES 90016
18046	542500	B	A	JET FOOD STAMP CTR	442 WEST COMPTON	COMPTON 90220
18048	542500	B	A	NIX CHECK CASHING SVC	740 WEST COMPTON	COMPTON 90220
18051	207700	B	I	A ADMIRAL CHECK CASHING	411 EAST EIGHTH	LOS ANGELES 90014
18052	207800	B	I	CASH IT HERE	213 W. 7TH ST.	LOS ANGELES 90017
18053	224100	I		L CAL. CURRENCY	123 W. 14TH ST.	LOS ANGELES 90014
18254	601000	B		J & E CHECK CASHING	660 E. MANCHESTER	INGLEWOOD 90301
18255	601201	B		CALIFORNIA CURRENCY EXCH	214 S. LA BREA	INGLEWOOD 90301
18256	601000	B		PUBLIC CHECK CASHERS	248 N. MARKET ST.	INGLEWOOD 90301
18257	603701	I	A	PUBLIC CHECK CASHERS	3928 W. ROSECRANS	HAWTHORNE 90250
18258	601301	B		PENNY CHECK CASHERS	1101 N. LA BREA	INGLEWOOD 90302
18259	270200	B	I	A PENNY CHECK CASHERS	8511 W. VENICE BLVD.	LOS ANGELES 90034
18260	203600			L TROY'S MONEY MART	2000 MARENGO ST.	LOS ANGELES 90033
18261	535102	B		CENTRL CITY CHECK CASHING	8740 S. CENTRAL	LOS ANGELES 90044
18262	208900		A	L GRD CHECK CASHING	1622 WEST 6TH ST.	LOS ANGELES 90017
18263	221800	B	I	A MID-CITY CHECK CASHING	2713 1/2 S. VERMONT	LOS ANGELES 90007
18264	603500	I	A	MAGEE'S CHECK CASHING	2304 W. ROSECRANS	GARDENA 90249
18265	237300	B		MAGEE'S CHECK CASHING	6309 S. WESTERN AVE.	LOS ANGELES 90047
18266	242300	B		DELLS CHECK CASHING	9631 COMPTON AVE.	LOS ANGELES 90002

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APPENDIX D

II SCRTD. TICKET OFFICES

OUTLET NO	CENSUS TRACT	MINORITY STATUS		ADDRESS			
18267	701802	B	I	L	GRD CHECK CASHING	1705 PICO BLVD.	SANTA MONICA 90405
18268	197500			A	L	ADMIRAL CHECK CASHING	LOS ANGELES 90026
18269	199700			A	L	U-SAVE CHECK CASHING	LOS ANGELES 90012
18270	221401	B		A	L	U-SAVE CHECK CASHING	LOS ANGELES 90021
18271	207800	B	I		L	PUBLIC CHECK CASHERS	LOS ANGELES 90014
18272	543702		I	A	L	MAR'S CHECK CASHING	CARSON 90745
18273	543200	B			L	HUGO'S CHECK CASHING SRV	COMPTON 90220
18274	204501		I	A	L	ALISO CHECK CASHING	LOS ANGELES 90033
18275	500402				L	TOWER CHECK CASHING	PICO RIVERA 90060
18276	183800		I	A	L	TOWER CHECK CASHING	LOS ANGELES
18277	543303	B		A	L	MAR'S CHECK CASHING	CARSON 90745

APPENDIX D (CONTINUED)

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
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	1620 6th St., Santa Monica
Torrance Transit System	3031 Torrance Blvd., Torrance

APPENDIX E

APPENDIX E

I. MAJOR RETAIL CENTERS

<u>CODE NUMBER</u>	<u>CENSUS TRACT</u>	<u>RETAIL CENTER</u>	<u>ADDRESS</u>	
10001	137501	WOODLAND HILLS STRIP	2080 VENTURA	WOODLAND HILLS
10002	137502	WOODLAND HILLS STRIP	2080 VENTURA	WOODLAND HILLS
10003	135201	FALLBROOK SQUARE	6350 FALLBROOK AV	CANOGA PARK
10004	135102	FALLBROOK SQUARE	6350 FALLBROOK AV	CANOGA PARK
10005	135101	PROMENADE-TOPANGA PLZ	6000 TOPANGA CYN.	CANOGA PARK
10006	113301	NORTHRIDGE FASHION CEN	8900 TAMPA AVE.	NORTHRIDGE
10007	115301	NORTHRIDGE FASHION CEN	8900 TAMPA AVE.	NORTHRIDGE
10008	111202	GRANADA HILLS STRIP	17700 CHATSWORTH ST.	GRANADA HILL
10009	111301	GRANADA HILLS STRIP	17700 CHATSWORTH ST.	GRANADA HILL
10010	111102	BALBOA MISSION HILLS	16800 S.F. MISSION	GRANADA HILL
10011	111201	BALBOA MISSION HILLS	16800 S.F. MISSION	GRANADA HILL
10012	111202	BALBOA MISSION HILLS	16800 S.F. MISSION	GRANADA HILL
10013	120101	PANORAMA CITY SHOPPING	8300 VAN NUYS BLVD.	PANORAMA CITY
10014	128702	SHERMAN OAKS FASHION	13700 RIVERSIDE DR.	SHERMAN OAKS
10015	121500	SHERMAN WAY STRIP	12700 SHERMAN WAY	N. HOLLYWOOD
10016	123302	SHERMAN WAY STRIP	12700 SHERMAN WAY	N. HOLLYWOOD
10017	123900	VALLEY, LAUREL PLAZA	6400 LAUREL CANYON	N. HOLLYWOOD
10018	123800	VALLEY, LAUREL PLAZA	6400 LAUREL CANYON	N. HOLLYWOOD
10019	123301	VALLEY, LAUREL PLAZA	6400 LAUREL CANYON	N. HOLLYWOOD
10020	320300	SAN FERNANDO CBD		SAN FERNANDO
10021	310700	GOLDEN MALL		BURBANK
10022	301800	GLENDALE CBD		GLENDALE
10023	302000	GLENDALE CBD		GLENDALE
10024	302200	GLENDALE CBD		GLENDALE
10025	302300	GLENDALE CBD		GLENDALE
10026	181300	EAGLE ROCK PLAZA	2600 W COLORADO	EAGLE ROCK
10027	701900	SANTA MONICA MALL		SANTA MONICA
10028	265500	WESTWOOD VILLAGE	900 WESTWOOD PZ.	WESTWOOD
10029	265301	WESTWOOD VILLAGE	900 WESTWOOD PZ.	WESTWOOD
10030	700800	BEVERLY HILLS	WILSHIRE BLVD.	BEVERLY HILLS
10031	700902	BEVERLY HILLS	WILSHIRE BLVD.	BEVERLY HILLS
10032	701000	BEVERLY HILLS	WILSHIRE BLVD.	BEVERLY HILLS
10033	267100	CENTURY SQUARE	10200 SANTA MONICA BL	CENTURY CITY
10034	267800	WESTLAND	11062 PICO BLVD.	W. LOS ANGELES
10035	267900	WESTLAND	11062 PICO BLVD.	W. LOS ANGELES
10036	269300	WESTLAND	11062 PICO BLVD.	W. LOS ANGELES
10037	702600	FOX HILLS - CULVER CITY	5600 SEPULVEDA BLVD.	CULVER CITY
10038	703000	FOX HILLS - CULVER CITY	5600 SEPULVEDA BLVD.	CULVER CITY
10039	269600	WARD PLAZA	1800 LA CIENEGA BLVD.	LOS ANGELES

APPENDIX E

I. MAJOR RETAIL CENTERS (CONTINUED)

<u>CODE</u> <u>NUMBER</u>	<u>CENSUS</u> <u>TRACT</u>	<u>RETAIL CENTER</u>	<u>ADDRESS</u>	
10040	212800	MIDTOWN CENTER	4501 PICO BLVD.	LOS ANGELES
10041	217200	MIDTOWN CENTER	4501 PICO BLVD.	LOS ANGELES
10042	234200	CRENSHAW DISTRICT	4000 CRENSHAW BLVD.	LOS ANGELES
10043	234300	CRENSHAW DISTRICT	4000 CRENSHAW BLVD.	LOS ANGELES
10044	236100	CRENSHAW DISTRICT	4000 CRENSHAW BLVD.	LOS ANGELES
10045	214700	WEST MIRACLE MILE	6000 WILSHIRE BLVD.	LOS ANGELES
10046	215100	WEST MIRACLE MILE	6000 WILSHIRE BLVD.	LOS ANGELES
10047	216300	WEST MIRACLE MILE	6000 WILSHIRE BLVD.	LOS ANGELES
10048	215100	EAST MIRACLE MILE	5350 WILSHIRE BLVD.	LOS ANGELES
10049	216200	EAST MIRACLE MILE	5350 WILSHIRE BLVD.	LOS ANGELES
10050	216300	EAST MIRACLE MILE	5350 WILSHIRE BLVD.	LOS ANGELES
10051	211100	MID WILSHIRE AREA	3460 WILSHIRE BLVD.	LOS ANGELES
10052	211800	MID WILSHIRE AREA	3460 WILSHIRE BLVD.	LOS ANGELES
10053	212100	MID WILSHIRE AREA	3460 WILSHIRE BLVD.	LOS ANGELES
10054	212300	MID WILSHIRE AREA	3460 WILSHIRE BLVD.	LOS ANGELES
10055	212400	MID WILSHIRE AREA	3460 WILSHIRE BLVD.	LOS ANGELES
10056	207300	LOS ANGELES CBD		LOS ANGELES
10057	207600	LOS ANGELES CBD		LOS ANGELES
10058	207700	LOS ANGELES CBD		LOS ANGELES
10059	207800	LOS ANGELES CBD		LOS ANGELES
10060	190100	HOLLYWOOD AND VINE	6500 HOLLYWOOD BLVD.	LOS ANGELES
10061	190200	HOLLYWOOD AND VINE	6500 HOLLYWOOD BLVD.	LOS ANGELES
10062	190302	HOLLYWOOD AND VINE	6500 HOLLYWOOD BLVD.	LOS ANGELES
10063	190600	HOLLYWOOD AND VINE	6500 HOLLYWOOD BLVD.	LOS ANGELES
10064	190700	HOLLYWOOD AND VINE	6500 HOLLYWOOD BLVD.	LOS ANGELES
10065	190301	HOLLYWOOD / WESTERN	5401 HOLLYWOOD BLVD.	LOS ANGELES
10066	190400	HOLLYWOOD / WESTERN	5401 HOLLYWOOD BLVD.	LOS ANGELES
10067	190500	HOLLYWOOD / WESTERN	5401 HOLLYWOOD BLVD.	LOS ANGELES
10068	190900	HOLLYWOOD / WESTERN	5401 HOLLYWOOD BLVD.	LOS ANGELES
10069	191100	HOLLYWOOD / WESTERN	5401 HOLLYWOOD BLVD.	LOS ANGELES
10070	276700	WESTCHESTER CENTER	8600 SEPULVEDA BLVD.	LOS ANGELES
10071	277300	WESTCHESTER CENTER	8600 SEPULVEDA BLVD.	LOS ANGELES
10072	601201	INGLEWOOD CBD	100 MARKET ST.	INGLEWOOD
10073	601000	INGLEWOOD CBD	100 MARKET ST.	INGLEWOOD
10074	602102	HAWTHORNE PLAZA	12000 HAWTHORNE BLVD.	HAWTHORNE
10075	620601	SOUTH BAY CENTER	17401 HAWTHORNE BLVD.	REDONDO BEACH
10076	650400	OLD TOWNE MALL	19000 HAWTHORNE BLVD.	TORRANCE
10077	650701	DEL AMO FASHION SQUARE	21300 HAWTHORNE BLVD.	TORRANCE
10078	650701	DEL AMO SHOPPING CENTER	22000 HAWTHORNE BLVD.	TORRANCE

APPENDIX E

I. MAJOR RETAIL CENTERS (CONTINUED)

<u>CODE</u> <u>NUMBER</u>	<u>CENSUS</u> <u>TRACT</u>	<u>RETAIL CENTER</u>	<u>ADDRESS</u>	
10079	463102	COLORADO BLVD. STRIP	3111 COLORADO BLVD.	PASADENA
10080	462900	COLORADO BLVD. STRIP	3111 COLORADO BLVD.	PASADENA
10081	463000	HASTINGS RANCH SHOPPING	3700 FOOTHILL BLVD.	PASADENA
10082	461800	PASADENA CBD		PASADENA
10083	461900	PASADENA CBD		PASADENA
10084	462200	PASADENA CBD		PASADENA
10085	462300	PASADENA CBD		PASADENA
10086	463500	PASADENA CBD		PASADENA
10087	463600	PASADENA CBD		PASADENA
10088	480300	ALHAMBRA CBD		ALHAMBRA
10089	531601	EAST LOS ANGELES CBD		E. LOS ANGELES
10090	531602	EAST LOS ANGELES CBD		E. LOS ANGELES
10091	531701	EAST LOS ANGELES CBD		E. LOS ANGELES
10092	531702	EAST LOS ANGELES CBD		E. LOS ANGELES
10093	431700	SANTA ANITA FASHION PARK	200 BALDWIN AVE.	ARCADIA
10094	430702	SANTA ANITA FASHION PARK	200 BALDWIN AVE.	ARCADIA
10095	431800	SANTA ANITA FASHION PARK	200 BALDWIN AVE.	ARCADIA
10096	481300	SAN GABRIEL - ROSEMEAD	1100 E. VALLEY BLVD.	SAN GABRIEL
10097	481400	SAN GABRIEL - ROSEMEAD	1100 E. VALLEY BLVD.	SAN GABRIEL
10098	432200	SAN GABRIEL - ROSEMEAD	1100 E. VALLEY BLVD.	SAN GABRIEL
10099	432900	ROSEMEAD SQUARE	3600 ROSEMEAD BLVD.	ROSEMEAD
10100	433200	EL MONTE SHOPPING CENTER	3400 PECK RD.	EL MONTE
10101	433300	EL MONTE SHOPPING CENTER	3400 PECK RD.	EL MONTE
10103	405800	COVINA AREA	1400 AZUSA AVE.	COVINA
10102	405700	COVINA AREA	1400 AZUSA AVE.	COVINA
10104	406700	WEST COVINA FASHION AREA	200 S. CALIFORNIA AVE	W. COVINA
10105	406102	EASTLAND CENTER	100 ROWLAND AVE.	W. COVINA
10106	406200	EASTLAND CENTER	100 ROWLAND AVE.	W. COVINA
10107	407500	SOUTH HILLS SHOPPING CENTER	1600 N. GLENDORA BLVD.	LA PUENTA
10108	408201	PUENTA HILLS MALL	1600 AZUSA AVE.	INDUSTRY
10109	408800	POMONA MALL	100 E. 2ND ST.	POMONA
10110	402702	INDIAN HILL VILLAGE	1300 E. HOLT AVE.	POMONA
10111	541601	COMPTON CENTER	1700 N. LONG BEACH BL	COMPTON
10112	540500	COMPTON CENTER	1700 N. LONG BEACH BL	COMPTON
10113	541700	COMPTON CENTER	1700 N. LONG BEACH BL	COMPTON
10114	543303	CARSON MALL	20600 S. AVALON BLVD.	CARSON
10115	570701	LAKEWOOD CENTER	5100 N. LAKEWOOD BLVD	LAKEWOOD
10116	570800	LAKEWOOD CENTER	5100 N. LAKEWOOD BLVD	LAKEWOOD
10117	575900	LONG BEACH CBD		LONG BEACH



APPENDIX E

I. MAJOR RETAIL CENTERS (CONTINUED)

<u>CODE NUMBER</u>	<u>CENSUS TRACT</u>	<u>RETAIL CENTER</u>	<u>ADDRESS</u>	
10119	576100	LONG BEACH CBD		LONG BEACH
10118	576000	LONG BEACH CBD		LONG BEACH
10120	576200	LONG BEACH CBD		LONG BEACH
10121	576300	LONG BEACH CBD		LONG BEACH
10122	570302	NORTH LONG BEACH STRIP	5000 N. LONG BEACH BL	N. LONG BEACH
10123	571700	NORTH LONG BEACH STRIP	5000 N. LONG BEACH BL	N. LONG BEACH
10124	574201	LOS ALTOS CENTER	1800 BELLFLOWER BLVD.	LONG BEACH
10125	574300	LOS ALTOS CENTER	1800 BELLFLOWER BLVD.	LONG BEACH
10126	574901	LOS ALTOS CENTER	1800 BELLFLOWER BLVD.	LONG BEACH
10127	551000	STONEWOOD CENTER	9001 E. FIRESTONE BLVD	DOWNEY
10128	552600	ALONDRA SQUARE	15900 S. PIONEER BLVD.	NORWALK
10129	554600	ALONDRA SQUARE	15900 S. PIONEER BLVD.	NORWALK
10130	554700	ALONDRA SQUARE	15900 S. PIONEER BLVD.	NORWALK
10131	552900	ALONDRA STRIP	11000 ALONDRA BLVD.	NORWALK
10132	553000	ALONDRA STRIP	11000 ALONDRA BLVD.	NORWALK
10133	554502	ALONDRA STRIP	11000 ALONDRA BLVD.	CERRITOS
10134	552100	NORWALK SQUARE	11600 E. ROSECRANS AVE	NORWALK
10135	552200	NORWALK SQUARE	11600 E. ROSECRANS AVE	NORWALK
10136	552700	NORWALK SQUARE	11600 E. ROSECRANS AVE	NORWALK
10137	552800	NORWALK SQUARE	11600 E. ROSECRANS AVE	NORWALK
10138	554502	LOS CERRITOS CENTER	11400 E. SOUTH ST.	CERRITOS
10139	501500	WHITTIER CBD	6500 HADLEY ST.	WHITTIER
10140	501800	WHITTIER QUAD	13500 WHITTIER BLVD.	WHITTIER
10141	501900	WHITTIER QUAD	13500 WHITTIER BLVD.	WHITTIER
10142	503402	WHITTWOOD CENTER	15300 E. WHITTIER BLVD	WHITTIER
10143	500202	WHITTWOOD CENTER	15300 E. WHITTIER BLVD	WHITTIER
10144	503802	LA MIRADA MALL	15200 LA MIRADA BLVD.	LA MIRADA
10144	567040	PENINSULA CTR	655 DEEP VALLEY DR	ROLLING HILLS
10146	500700	PICO RIVERA PLAZA	8600 WHITTIER BLVD	PICO RIVERA
10147	141302	SHERMAN OAKS GALLERIA	15225 VENTURA BLVD.	SHERMAN OAKS
10148	214900	BEVERLY CENTER	8500 BEVERLY BLVD.	LOS ANGELES
10149	670402	THE COURTYARD	27401 SILVER SPRINGS	ROLLING HILLS
10150	620400	MANHATTAN VILLAGE	2500 SEPULVEDA BLVD	MANHATTAN BCH

APPENDIX E

II. LOS ANGELES COUNTY COMMUNITY COLLEGES

<u>CODE</u>	<u>CENSUS</u>	<u>1982</u>			
<u>#</u>	<u>TRACT</u>	<u>ENROL.</u>	<u>COLLEGE</u>	<u>ADDRESS</u>	
70001	554521	19983	CERRITOS COLLEGE	11110 E. ALONDRA BLVD.	NORWALK
70003	400800	10000	CITRUS COLLEGE	18824 E. FOOTHILL BLVD	AZUSA
70004	542402	4492	COMPTON COLLEGE	1111 E. ARTESIA BLVD	COMPTON
70005	603702	26588	EL COMINO COLLEGE	16007 CRENSHAW BLVD	L.A. COUNTY
70006	300800	18494	GLENDALE COLLEGE	223 N. JACKSON RD.	GLENDALE
70007	571200	15000	LONG BEACH CITY COLL.	4901 E. CARSON ST.	LONG BEACH
70008	294600	7000	LB PACIFIC COAST CAM.	1305 E. PAC COAST HWY	LONG BEACH
70009	530400	17037	EAST MONTEREY PK COLL.	1301 BROOKLYN AVE.	LOS ANGELES
70010	191500	19588	LOS ANGELES CITY COLL.	855 N. VERMONT AVE.	LOS ANGELES
70011	294400	11766	LOS ANGELES HARBOR COL	111 FIGUERA PL.	WILMINGTON
70012	320300	4305	LOS ANGELES MISSION CO	1101 SAN FERNANDO RD.	SAN FERNANDO
70013	134902	23117	LOS ANGELES PIERCE COL	6201 WINNETKA AVE.	WOODLAND
70014	602800	6892	LOS ANGELES SOUTHWEST	1600 W. IMPERIAL HWY.	LOS ANGELES
70015	224500	16224	LOS ANGELES TRADE-TECH	400 W. WASHINGTON BLVD	LOS ANGELES
70016	123601	21836	LOS ANGELES VALLEY COL	5800 FULTON AVE.	VAN NUYS
70017	703001	10773	WEST LOS ANGELES COLL.	4800 FRESHMAN DR.	CULVER CITY
70018	403400	23000	MT. SAN ANTONIO COM. C	1100 N. GRAND AVE.	WALNUT
70019	463400	43500	PASADENA CITY COLLEGE	1570 E. COLORADO BLVD.	PASADENA
70020	408402	12547	RIO HONDO COMMUNITY CO	3600 WORKMAN MILL RD.	WHITTIER
70021	920323	3261	COLLEGE OF THE CANYONS	26455 N ROCKWELL CYN.	VALENCIA
70022	702201	22650	SANTA MONICA COLLEGE	1900 PICO BLVD.	SANTA MONICA
70023	901000	7050	ANTELOPE VALLEY C COLL	3041 W AVE K	LANCASTER

APPENDIX E

III. LOS ANGELES COUNTY ADULT SCHOOLS

<u>CODE</u> <u>#</u>	<u>CENSUS</u> <u>TRACT</u>	<u>1982</u> <u>ENROL.</u>	<u>SCHOOL</u>	<u>ADDRESS</u>	
60001	554501	00362	TRACY EDUCATION CENTER	12222 CUESTA DR	CERRITOS
50001	554501	15000	ADULT SCH	12254 CUESTA DR	CERRITOS
50002	481000	06000	ALHAMBRA ADULT SCH	101 S SECOND ST	ALHAMBRA
50003	481500	04513	KEPPEL ADULT SCH	501 E HELLMAN	ALHAMBRA
50004	481500	03240	SAN GABRIEL ADULT SCH	801 RAMONA ST	SAN GABRIEL
60002	430801	00060	CONTINUATION HS	20 S THIRD AVE	ARCADIA
50005	404800	04100	BALDWIN PARK ADULT SCH	3600 FRAZIER ST	BALDWIN PARK
60003	405100	00262	NORTH PARK CONTINUATION	4600 BOGART AVE	BALDWIN PARK
60004	407101	0133N	NUEVA VISTA CONT SCH	904 N WILLOW	LA PUENTE
50006	407101	05000	BASSETT ADULT SCH	904 N. WILLOW AVE	LA PUENTE
50007	553100	03580	BELLFLOWER ADULT SCH	15332 S EUCALYPTUS	BELLFLOWER
60005	554200	00250	SOMERSET CONTINUATION HS	9242 E LAUREL ST	BELLFLOWER
50008	701000	26500	BEVERLY HILLS ADULT HS	255 LASKY DR	BEVERLY HILLS
60006	603800	00300	LLOYDE CONTINUATION HS	14512 LARCH AVE	LAWNDALE
50009	603900	04182	CENTINELA VALLEY ADULT	14609 GREVILLEA AVE	LAWNDALE
50010	406102	00612	TRI-COMMUNITY ADULT SCH	324 S FOURTH	COVINA
50011	401902	01850	CLAREMONT ADULT SCH	255 W 8TH ST	CLAREMONT
50012	541602	0870C	COMPTON ADULT SCH	515 E COMPTON BL	COMPTON
60007	405900	00200	CENTRAL HS CONTINUATION	231 E STEPHANIE DR	COVINA
50013	406102	17712	TRI-COMMUNITY ADULT SCH	342 S FOURTH	COVINA
50014	702700	04300	CULVER CITY ADULT SCH	4401 ELENDA ST	CULVER CITY
60008	551100	00195	COLUMBUS CONTINUATION HS	12330 WOODRUFF	DOWNEY
50015	550900	02220	DOWNEY ADULT SCH	11040 BROOKSHIRE	DOWNEY
50016	433200	1600E	EL MONTE ADULT SCH	10807 RAMONA BL	EL MONTE
60009	433800	00263	VALLE LINDO CONT HS	1051 N DURFEE AVE	EL MONTE
50017	500800	01838	EL RANCHO ADULT SCH	6501 S PASSONS BL	PICO RIVERA
60010	403901	0150W	HITCOMB CONTINUATION HS	350 W MAUNA LOA	GLENDDORA
50018	401002	00393	GLENDDORA ADULT SCH	352 N WABASH	GLENDDORA
50019	408202	05124	LA PUENTE VLY ADULT SCH	320 N WILLOW	LA PUENTE
50020	601201	00850	INGLEWOOD ADULT SCH	235 S GREVILLEA AVE	INGLEWOOD
60012	460600	00025	CONTINUATION HS	140 FOOTHILL BLVD	LA CANADA
60013	800301	00075	INDIAN HILLS CONT SCH	4345 N LAS VIRGENES	CALABAS
50021	577000	03200	LONG BEACH EVENING HS	845 PARK AVE	LONG BEACH
50022	294100	02660	BANNING-CARSON ADULT SCH	1527 LAKME AVE	WILMINGTON
50023	208300	06243	BELMONT ADULT SCH	1575 W 2ND ST	LOS ANGELES
50025	224100	03379	FREIDMAN OCCUP CTR	1646 S OLIVE	LOS ANGELES
50027	203300	02020	EAST LA OCCUPATIONAL CTR	2100 MARENGO ST	LOS ANGELES
50026	234500	03256	CRENSHAW-DORSEY ADULT SC	5010 11TH AVE	LOS ANGELES
50028	482002	00183	EAST LA SKILLS CENTER	1260 S MONTEREY PASS	MONTEREY

## APPENDIX E

## III. LOS ANGELES COUNTY ADULT SCHOOLS (CONTINUED)

<u>CODE</u> <u>#</u>	<u>CENSUS</u> <u>TRACT</u>	<u>1982</u> <u>ENROL.</u>	<u>SCHOOL</u>	<u>ADDRESS</u>	
50029	137303	02539	EL CAMINO REAL ADULT SCH	5440 VALLEY CIR. BL	WOODLAND
50030	209300	00742	EVANS ADULT SCH	717 N FIGUEROA	LOS ANGELES
50031	192200	03714	FAIRFAX ADULT SCH	7850 MELROSE AVE	LOS ANGELES
50032	183500	03121	FRANKLIN ADULT SCH	820 N AVE 54	LOS ANGELES
50033	239500	02045	FREMONT ADULT SCH	7676 S SAN PEDRO	LOS ANGELES
50034	291300	03910	GARDENA ADULT SCH	18120 S NORMANDIE	GARDENA
50035	530300	03034	GARFIELD ADULT SCH	5101 E 6TH ST	LOS ANGELES
50036	296200	02510	HARBOR OCCUPATIONAL CTR	740 N PACIFIC AVE	SAN PEDRO
50037	190100	04612	HOLLYWOOD ADULT SCH	1521 N HIGHLAND	HOLLYWOOD
50038	532500	03753	HUNTINGTON PARK ADULT SC	6020 MILES AVE	HUNTINGTON
50039	228200	03800	JEFFERSON ADULT SCH	1319 E 41ST ST	LOS ANGELES
50040	242100	01108	JORDAN-LOCKE ADULT SCH	2265 E 103RD ST	LOS ANGELES
50041	109200	02745	KENNEDY-SN FRNANDO ADULT	11254 GOTHIC AVE	GRANADA HILLS
50042	212800	04280	LOS ANGELES ADULT SCH	4650 W OLYMPIC	LOS ANGELES
50043	231600	04765	MANUAL ARTS ADULT SCH	4131 S VERMONT	LOS ANGELES
50044	125100	03464	NORTH HOLLYWOOD ADULT SC	5231 COLFAX AVE	N. HOLLYWOOD
50045	109100	02775	N VALLEY OCCUP CTR	11450 SHARP AVE	MISSION HILLS
50046	104400	00071	PACOIMA SKILLS CENTER	13323 LOURVE ST	PACOIMA
50047	207200	02927	REGIONAL OCCUP PROGRAM	450 N GRAND	LOS ANGELES
50048	132700	04273	RESEDA ADULT SCH	18230 KITTRIDGE	RESEDA
50049	204300	03923	ROOSEVELT BI-L ADULT SCH	456 S MATHEWS ST	LOS ANGELES
50050	296900	02099	SAN PEDRO ADULT SCH	1001 W 15TH ST	SAN PEDRO
50051	297500	00058	SAN PEDRO-WILMINGTON SC	920 W 36TH, #950	SAN PEDRO
50052	535700	03220	SOUTH GATE ADULT SCH	3351 FIRESTONE BL	SOUTH GATE
50053	267401	03903	UNIV-PALISADES ADULT SCH	11800 TEXAS AVE	LOS ANGELES
50054	127802	03007	VAN NUYS ADULT SCH	6535 CEDROS AVE	VAN NUYS
50055	273800	02736	VENICE ADULT SCH	13000 VENICE BL	LOS ANGELES
50056	273300	00090	VENICE SKILLS CTR	611 FIFTH AVE	VENICE
50058	240900	00144	WATTS SKILLS CTR	840 E 111TH PL	LOS ANGELES
50059	276602	03027	WCHESTER-WSHGTN ADULT SC	7400 W MANCHESTER AV	LOS ANGELES
50060	137101	02975	W VALLEY OCCUP CTR	6200 WINNETKA AVE	WOODLAND HILLS
50061	201402	03872	WILSON-LINCOLN ADULT SCH	4500 MULTNOMAH ST	LOS ANGELES
60014	131600	00121	ALISO CONTINUATION HS	8035 WILBUR AVE	RESEDA
60016	294200	00069	AVALON CONTINUATION HS	1425 N AVALON	WILMINGTON
60017	207200	00480	CENTRAL CONTINUATION HS	450 N GRAND	LOS ANGELES
60018	269700	00043	CHEVIOTT HILLS CONT HS	9200 CATTARAUGUS AV	LOS ANGELES
60019	234500	00021	YOUNG CONTINUATION HS	3051 W 52ND ST	LOS ANGELES
60020	276602	00056	DEL REY CONTINUATION HS	8701 PARK HILL DR	LOS ANGELES
60021	219700	00061	VIEW PK CONTINUATION HS	4701 RODEO RD	LOS ANGELES

## APPENDIX E

## III. LOS ANGELES COUNTY ADULT SCHOOLS (CONTINUED)

<u>CODE</u> <u>#</u>	<u>CENSUS</u> <u>TRACT</u>	<u>1982</u> <u>ENROL.</u>	<u>SCHOOL</u>	<u>ADDRESS</u>	
60022	125100	00101	EARHART CONTINUATION HS	5355 COLFAX AVE	N. HOLLYWOOD
60023	117202	00054	EINSTEIN CONTINUATION HS	15938 TUPPER ST	SEPULVEDA
60024	600302	00064	ELLINGTON CONT HS	1541 W 110TH ST	LOS ANGELES
60015	296900	00064	ANGELS GATE CONT HS	981 W 14TH ST	SAN PEDRO
60025	132700	00062	GREY CONTINUATION HS	6510 ETIWANDA AVE	RESEDA
60026	183500	00075	HIGHLAND PARK CONT HS	928 NORTH AVENUE 53	LOS ANGELES
60027	239500	00045	HOPE CONTINUATION HS	7840 TOWNE AVE	LOS ANGELES
60028	132800	00074	INDEPENDENCE CONT HS	6501 BALBOA BL	VAN NUYS
60029	242100	00046	RODIA CONTINUATION HS	2315 E 103RD ST	LOS ANGELES
60030	137303	00079	LEONIS CONTINUATION HS	5445 MANTON AVE	WOODLAND
60031	121300	00074	LEWIS CONTINUATION HS	12508 WICKS ST	SUN VALLEY
60032	123601	00055	LONDON CONTINUATION HS	12924 OXNARD ST	VAN NUYS
60033	206500	00153	METROPOLITAN CONT HS	727 S WILSON	LOS ANGELES
60034	109500	00122	MISSION CONTINUATION HS	11015 O'MELVENY AV	SAN FERNA
60035	291300	00058	MONETA CONTINUATION HS	1230 W 177TH ST	GARDENA
60036	530300	00090	MONTEREY CONTINUATION HS	483 S CLELA ST	LOS ANGELES
60037	101100	00069	MT LUKENS CONT HS	7705 SUMMITROSE ST	TUJUNGA
60038	208300	00092	NEWMARK CONTINUATION HS	134 WITMER ST	LOS ANGELES
60039	535700	00057	ODYSSEY CONTINUATION HS	8691 ELIZABETH AVE	SOUTH GATE
60040	134500	00036	OWENSMOUTH CONT HS	6921 JORDAN AVE	CANOGA PARK
60041	293300	00063	PATTON CONTINUATION HS	24514 WESTERN AVE	HARBOR CITY
60042	273800	00106	PHOENIX CONTINUATION HS	12971 ZANJA ST	LOS ANGELES
60043	199200	00062	PUEBLO DE LOS ANGELES HS	2506 ALTA ST	LOS ANGELES
60044	127802	00069	ROGERS CONTINUATION HS	14711 GILMORE ST	VAN NUYS
60045	532500	00092	SAN ANTONIO CONT HS	2861 N RANDOLPH	HUNTINGTON
60046	113302	00072	STONE POINT CONT HS	10010 DE SOTO AVE	CHATSWORTH
60047	240900	00044	TRUTH CONTINUATION HS	11015 AVALON BL	LOS ANGELES
60048	267401	00071	INDIAN SPRINGS CONT HS	1441 BARRINGTON	LOS ANGELES
60049	540200	00194	VISTA CONT HS	3328 SANBORN	LYNWOOD
50062	541700	00640	LYNWOOD ADULT SCH	12124 BULLIS RD	LYNWOOD
50063	431000	03500	MONROVIA ADULT SCH	845 W COLORADO BL	MONROVIA
60050	431100	00104	CANYON CONT HS	1000 S CANYON	MONROVIA
50064	533900	08425	BELL GARDENS ADULT SCH	6119 AGRA ST	BELL GARDENS
50065	530102	08150	MONTEBELLO ADULT SCH	2100 W CLEVELAND AV	MONTEBELL
50066	552800	05362	NORWALK-LA MIRADA ADULT	14800 S JERSEY	NORWALK
50067	408800	11000	POMONA ADULT SCH	605 N GAREY	POMONA
60052	408201	00243	SANTANA CONT HS	1006 OTTERBEIN	ROWLAND HILLS

## APPENDIX E

## III. LOS ANGELES COUNTY ADULT SCHOOLS (CONTINUED)

<u>CODE</u> <u>#</u>	<u>CENSUS</u> <u>TRACT</u>	<u>1982</u> <u>ENROL.</u>	<u>SCHOOL</u>	<u>ADDRESS</u>	
50068	408701	01282	ROWLAND ADULT SCH	1830 NOGALES ST	ROWLAND HILLS
60053	701802	00209	OLYMPIC CONT HS	1651 16TH ST	SANTA MONICA
50069	620800	06000	SOUTH BAY ADULT SCH	701 S PECK AVE	MANHATTAN BEACH
60054	620800	00250	PACIFIC SHORES CONT HS	325 S PECK AVE	MANHATTAN BEACH
60055	650902	00155	SHERY CONTINUATION HS	2600 VINE ST	TORRANCE
50070	650101	03000	HAMILTON ADULT SCH CTR	2606 182ND ST	TORRANCE
50071	651222	03500	MEADOW PARK ADULT SCH	3860 W 230TH ST	TORRANCE
60056	403400	00133	DEL PASO CONT HS	20720 CARREY RD	WALNUT
60057	406602	00129	CORONADO CONT HS	614 E VINE AVE	WEST COVINA
50073	501800	08000	WHITTIER ADULT SCH	9401 S PAINTER	WHITTER
60058	111301	00065	WEST GRANADA CONT HS	10500 LINDLEY AVE	NORTHRIDGE
60059	192200	00138	WHITMAN CONTINUATION HS	7795 ROSEWOOD AVE	LOS ANGELES
50074	900600	01300	ANTELOPE VLY ADULT SCH	45024 N 3RD ST E	LANCASTER
50075	403901	01800	AZUSA ADULT EDU CTR	5834 N BARRANCA	GLENDDORA
60060	900600	00220	DESERT WINDS CONT HS	45030 N 3RD ST E	LANCASTER
60061	401301	00180	CHAPPARAL CONT HS	121 W ALLEN AVE	SAN DIMAS
50076	310800	04400	BURBANK ADULT SCH	330 N BUENA VISTA	BURBANK
50077	542800	00623	CHESTER ADULT CTR	1104 E 148TH ST	COMPTON
60062	542500	00291	TUBMAN II CONT HS	704 S TAMARIND AVE	COMPTON
50079	481400	04792	ROSEMEAD ADULT HS	860 E VALLEY BLVD	SAN GABRIEL
60063	500800	00200	SALAZAR CONT HS	9515 HANEY	PICO RIVERA
50080	620100	00088	EL SEGUNDO ADULT SCH	640 MAIN ST	EL SEGUNDO
60064	302000	00290	DAILY CONT HS	220 N KENWOOD	GLENDALE
60065	408202	00265	VALLEY HS CONT	14162 E LOMITAS ST	CITY INDUSTRY
60066	576300	00310	REID CONT HS	235 E 8TH ST	LONG BEACH
50082	221100	00096	METROPOLITAN SKILLS CTR	1430 W VENICE	LOS ANGELES
60067	109200	00068	ADAMS CONT HS	16341 DONMETZ ST	GRANADA HILLS
60068	543701	00053	EAGLE TREE CONT HS	22628 S MAIN ST	CARSON
60069	106400	00075	EVERGREEN CONT HS	13101 DRONFIELD AVE	SYLMAR
60070	262701	00062	TEMESCAL CYN CONT HS	777 TEMESCAL CYN RD	PACIFIC PALISADES
60071	137501	00054	THOREAU CONT HS	5429 QUAKERTOWN AVE	WOODLAND
60072	532200	00641	VAIL CONT HS	1230 S VAIL AVE	MONTEBELLO
60073	503801	00404	EL CAMINO CONT HS	14645 MERCADO AVE	LA MIRADA
60074	553600	00215	GROVE CONT HS	7351 GROVE ST	PARAMOUNT
60075	462900	00302	FOOTHILL CONT HS	3081 E FOOTHILL BL	PASADENA
60076	480701	00025	SO PASADENA CONT HS	1401 FREMONT AVE	SPASADENA
60077	431900	00080	SOUTH CONT HS	9528 E LONGDEN AVE	TEMPLE CITY
50083	431800	00330	TEMPLE CITY ADULT EDU	9501 E LEMON AVE	TEMPLE CITY
50084	920301	02000	GOLDEN OAKS EVENING HS	24823 N WALNUT ST	NEWHALL

APPENDIX E

III. LOS ANGELES COUNTY ADULT SCHOOLS (CONTINUED)

<u>CODE</u> <u>#</u>	<u>CENSUS</u> <u>TRACT</u>	<u>1982</u> <u>ENROL.</u>	<u>SCHOOL</u>	<u>ADDRESS</u>	
60078	920002	00220	BOWMAN CONT HS	27915 WHITES CYN RD	CYN COUNT
60079	540800	00081	TUBMAN HIGH I CONT	12501 N WILMINGTON AV	LOS ANGELES
60080	702600	00085	SUNRISE CONT SCHOOL	11450 PORT ROAD	LOS ANGELES
50085	551100	00021	S E TRAINING CENTER	9501 WASHBURN	DOWNEY
50086	209300	00050	MID-CITY EDUC CENTER	1510 CAMBRIA	LOS ANGELES
50087	113401	00064	WEST VALLEY SKILLS CTR	19408 LONDELIUS ST	NORTHRIDGE
50088	650603	03000	WRIGHT ADULT ED CENTER	3915 SPENCER ST	TORRANCE
60081	502902	00535	FRONTIER HIGH	9401 S PAINTER	WHITTIER
60082	403302	01097	DIAMOND BAR HS	21400 E PATHFINDER RD	DIAMOND BAR

## APPENDIX E

## IV. MEDICAL CENTER

<u>CODE</u> <u>#</u>	<u>CENSUS</u> <u>TRACT</u>	<u>HOSPITAL</u>	<u>ADDRESS</u>	
20001	139400	203 MED. CTR. OF TARZANA	18321 CLARK ST.	TARZANA
20004	203500	289 WHITE MEM'L MED.CTR	1720 BROOKLYN AVE	LOS ANGELES
20005	265301	692 UCLA HOSPITAL	10833 LE CONTE AVE.	LOS ANGELES
20006	265301	161 NEURO-PSYCH INST. UCLA	760 WESTWOOD PLAZA	LOS ANGELES
20008	480900	125 ALHAMBRA COMM. HOSP.	100 S. RAYMOND AVE	ALHAMBRA
20009	554402	126 BELLFLOWER CITY. HOSP.	9542 E. ARTESIA BLVD	BELLFLOWER
20010	554000	296 KAISER FOUNDATION HOSP	9400 E. ROSECRANS AVE	BELLFLOWER
20011	310700	103 BURBANK COMM. HOSPITAL	466 E. OLIVE AVE.	BURBANK
20012	311600	405 ST. JOSEPH MEDICAL CTR	BUENA VISTA & ALAMEDA	BURBANK
20013	135102	112 PARKWOOD COMM. HOSP.	7011 SHOUP AVE.	CANOGA PARK
20015	113203	139 WEST PARK HOSPITAL	22141 ROSCOE BLVD.	CANOGA PARK
20016	554521	100 COLLEGE HOSPITAL	10802 COLLEGE PLACE	CERRITOS
20018	543301	228 DOMINGUEZ VALLEY HOSP.	3100 S. SUSANA RD.	COMPTON
20019	406101	274 INTER COMMUNITY HOSP.	303 N.3RD AVE	COVINA
20020	702400	425 BROTMAN MED CTR	3828 DALMAS TERRACE	CULVER CITY
20021	551300	151 DOWNEY COMMUNITY HOSP.	11500 BROOKSHIRE AVE	DOWNEY
20022	551600	454 RANCHO LOS AMIGOS HOSP	7601 E. IMPERIAL HWY	DOWNEY
20023	550600	146 RIO HONDO MEM'L HOSP.	8300 TELEGRAPH RD.	DOWNEY
20025	430102	212 CITY OF HOPE-NAT. CNTR	1500 E. DUARTE RD.	DUARTE
20026	430101	263 SANTA TERESITA HOSP.	1210 ROYAL OAKS DRIVE	DUARTE
20027	139701	189 ENCINO HOSPITAL	16237 VENTURA BLVD	ENCINO
20029	603002	200 MEM'L HOSP. OF GARDENA	1145 W. REDONDO BCH	GARDENA
20030	301000	452 GLENDALE ADVNTST MED C	1509 WILSON TERRACE	GLENDALE
20031	302102	152 GLENDALE COMM. HOSP.	800 S. ADAMS ST.	GLENDALE
20032	302400	310 MEM'L HOSP. OF GENDAL1	420 S. CENTRAL AVE.	GLENDALE
20033	300800	150 VERDUGO HILLS HOSPITAL	1812 VERDUGO BLVD.	GLENDALE
20034	401102	132 FOOTHILL PRESBY. HOSP.	250 S. GRAND AVE.	GLENDORA
20035	401102	143 GLENDORA COMM. HOSP.	638 S. SANTE FE AVE.	GLENDORA
20036	111301	201 GRANADA HILLS COMM. HO	10445 BALBOA BLVD.	GRANADA HILLS
20037	293300	150 BAY HARBOR HOSP.	1437 W. LOMITA BLVD.	HARBOR CITY
20038	294400	213 KAISER FOUNDATION HOSP	1100 W. PCH	HARBOR CITY
20039	555102	150 CHARTER COMM HOSP.	21530 SO. PIONEER BL	HAWAIN GARDEN
20040	602101	244 HAWTHORNE COMM. HOSP.	11711 GREVILLEA AVE.	HAWTHORNE
20041	533200	127 MISSION HOSPITAL	3111 E. FLORENCE	HUNTING PARK
20042	601100	403 CENTINELA MED CTR	555 E. HARDY ST.	INGLEWOOD
20043	600802	403 D. FREEMAN MEM'L HOSP.	333 N. PRAIRIE AV BOX1	INGLEWOOD



## APPENDIX E

## IV. MEDICAL CENTER (CONTINUED)

<u>CODE</u> <u>#</u>	<u>CENSUS</u> <u>TRACT</u>	<u>HOSPITAL</u>	<u>ADDRESS</u>	
20045	504001	111 LA MIRADA COMM. HOSP.	14900 E. IMPERIAL HWY.	LA MIRADA
20046	104101	182 PACOIMA MEM'L LUTH. HO	11600 ELDRIDGE AVE.	LAKEVIEW TER
20047	570701	162 DRS. HOSP. OF LAKEWOOD	3700 SOUTH ST.	LAKEWOOD
20048	576300	410 ST.MARY MED CTR	1050 LINDEN AVE.	LONG BEACH
20049	575002	256 LONG BEACH COMM. HOSP.	1720 TERMINO AVE.	LONG BEACH
20050	573400	195 L.A. CTY.L.B.GEN HOSP.	2597 REDONDO AVE.	LONG BEACH
20051	572202	848 MEM'L HOSP MED CTR LB	2801 ATLANTIC AVE.	LONG BEACH
20052	572202	174 PAC HOSP LONG BEACH	2776 PACIFIC AVE.	LONG BEACH
20053	570100	187 CHARTER BAYWOOD HOSP.	6060 PARAMOUNT BLVD.	LONG BEACH
20054	224100	302 CALIF. HOSP. MED. CTR.	1414 S. HOPE ST.	LOS ANGELES
20055	214900	935 CEDARS SINAI MED. CTR.	8700 BEVERLY BLVD.	LOS ANGELES
20056	267100	195 CENTURY CITY HOSPITAL	2070 CENTURY PARK EAST	LOS ANGELES
20057	191300	309 CHILDRENS HOSP. OF LA	4650 SUNSET BLVD.	LOS ANGELES
20058	531300	144 COMMUNITY HOSP. OF LA	4081 E. OLYMPIC BLVD	LOS ANGELES
20059	531300	128 E.L.A. DOCTORS HOSP.	4060 WHITTIER BLVD.	LOS ANGELES
20060	207100	125 FRENCH HOSPITAL	531 WEST COLLEGE ST.	LOS ANGELES
20061	191300	310 HOLLYWOOD PRESB. HOSP.	1300 N. VERMONT AVE.	LOS ANGELES
20062	209100	411 HOSP. OF THE GOOD SAM.	616 SO.WITMER ST.	LOS ANGELES
20064	191201	491 KAISER FOUNDATION HOSP	4867 SUNSET BLVD.	LOS ANGELES
20065	270300	202 KAISER FOUNDATION HOSP	6401 CADILLAC AVE.	LOS ANGELES
20066	203300	1569 LA COUNTY USC MED. CTR	1200 N. STATE ST.	LOS ANGELES
20067	540700	310 M.L.KING JR.GEN.HOSP	12021 WILMINGTON AVE	LOS ANGELES
20069	238400	124 MORNINGSIDE HOSPITAL	8711 S. HARVARD BLVD	LOS ANGELES
20071	224500	162 ORTHOPAEDIC HOSPITAL	2400 S. FLOWER ST.	LOS ANGELES
20072	195700	248 QUEEN OF ANGELES HOSP.	2301 BELLEVUE AVE.	LOS ANGELES
20073	204600	150 SANTA FE MEM'L HOSP.	610 S. ST. LOUIS ST.	LOS ANGELES
20074	531000	110 SANTA MARTA HOS & CLIN	319 N. HUMPHREYS AVE	LOS ANGELES
20075	208500	320 ST. VINCENTS HOSPITAL	2131 W. THIRD ST.	LOS ANGELES
20076	211100	147 TEMPLE COMMUNITY HOSP.	235 N. HOOVER ST.	LOS ANGELES
20077	236202	104 CARE UNIT HOSP OF LA.	5035 COLISEUM ST.	LOS ANGELES
20078	221402	190 WESTERN PARK HOSP.	2231 S. WESTERN AVE.	LOS ANGELES
20079	540200	404 ST. FRANCIS MED. CTR.	3630 IMPERIAL HIGHWAY	LYNWOOD
20080	275302	203 MARINA MERCY HOSPITAL	4650 LINCOLN BLVD.	MARINA DEL REY
20081	530101	212 BEVERLY HOSPITAL	309 W. BEVERLY BLVD.	MONTEBELL
20082	481702	229 GARFIELD MED. CTR.	150 HAMPTON AVE.	MONTEREY
20083	124700	182 MED CTR OF N.HLLYWD	12629 RIVERSIDE DRIVE	N. HOLLYWOOD
20084	131400	326 NORTHRIDGE HOSP. FOUND	18300 ROSCOE BLVD.	NORTHRIDGE
20131	550000	1030 METROPOLITAN ST. HOSP	11400 NORWALK BLVD.	NORWALK
20085	552000	126 STUDEBAKER COMM. HOSP.	13100 S. STUDEBAKER	NORWALK

## APPENDIX E

## IV. MEDICAL CENTER (CONTINUED)

<u>CODE</u> <u>#</u>	<u>CENSUS</u> <u>TRACT</u>	<u>HOSPITAL</u>	<u>ADDRESS</u>	
20086	120400	321 KAISER FOUNDATION HOSP	13652 CANTARA ST.	PANORAMA CITY
20087	553800	184 PARAMOUNT GEN. HOSP.	16453 S. COLORADO AVE	PARAMOUNT
20088	463900	517 HUNTINGTON MEM'L HOSP.	100 CONGRESS ST.	PASADENA
20089	462500	167 ST. LUKE HOSPITAL	2632 E. WASHINGTON BL	PASADENA
20090	402101	389 POMONA VALLEY COMM HOS	1798 N. GAREY AVE.	POMONA
20091	621200	203 SOUTH BAY HOSPITAL	514 N. PROSPECT AVE.	REDONDO BEACH
20092	481100	184 COMM. HOSP. SAN GABRIE	218 S. SANTA ANITA ST	SAN GABRIEL
20093	609900	258 SAN PEDRO PENINSULA	1300 WEST SEVENTH ST	SAN PEDRO
20094	701502	351 SANTA MONICA HOSP MED	1225 15TH ST.	SANTA MONICA
20095	701602	551 ST. JOHN'S HOSP & HLTH	1323 22ND ST	SANTA MONICA
20096	128900	156 SHERMAN OAKS COMM HOSP	4929 VAN NUYS BLVD.	SHERMAN OAKS
20097	433700	115 GREATER EL MONTE COMM.	1701 SANTA ANITA AVE	S. EL MONTE
20098	121100	200 SERRA MEM'L HOSPITAL	9449 SAN FERNANDO RD	SUN VALLEY
20099	651101	259 TORRANCE MEM.MED.CTR.	3330 W. LOMITA BLVD.	TORRANCE
20100	543503	497 LA CTY.HARBOR MED.CTR.	1000 WEST CARSON ST.	TORRANCE
20101	650602	258 LITTLE CO. OF MARY HOS	4101 TORRANCE BLVD.	TORRANCE
20132	651101	166 DEL AMO HOSP	23700 CAMINO SOL	TORRANCE
20133	920323	119 HENRY MAYO NEWHALL MEM	23845 W. MCBEAN PKWY	VALENCIA
20102	127200	120 LA COUNTY OLIVE VIEW	7533 VAN NUYS BLVD.	VAN NUYS
20103	127801	319 VALLEY PRESBYT HOSP	15107 VAN OWEN ST.	VAN NUYS
20104	406700	259 QUEEN OF THE VALLEY HO	1115 S. SUNSET	WEST COVINA
20105	800302	126 WESTLAKE COMM. HOSP.	4415 LAKEVIEW CYN. RD	WESTLAKE
20106	502100	351 PRESB. INTERCOMM. HOSP	12401 E. WASHINGTON	WHITTIER
20107	500202	179 WHITTIER HOSPITAL	15151 JANINE DRIVE	WHITTIER
20108	137402	176 MOTION PICTURE & TV HO	23450 CALABASAS ROAD	WOODLAND
20111	275102	206 HOLY CROSS HOSP	15031 RINALDI ST.	MISSION HILLS
20114	269100	150 BEV HILLS MED CTR	1177 S. BEVERLY DR.	LOS ANGELES
20115	117201	578 SEPULVEDA ADMIN.MED.CTR	16111 PLUMMER ST.	SEPULVEDA
20116	127801	178 VALLEY HOSP.MED.CTR.	14500 SHERMAN CIR	VAN NUYS
20118	463200	129 LAS ENCINAS HOSP	2900 E DELMAR BL	PASADENA
20119	430721	240 METHODIST HOSP.SO.CA.	300 W. HUNTINGTON DR	ARCADIA
20120	800200	117 WOODVIEW-CALABASAS	25100 CALABASAS RD.	CALABASAS
20121	900500	184 ANTELOPE VALLEY MEDCTR	1600 W. AVE.	LANCASTER
20122	901000	122 MIRA LOMA HOSPITAL	44900 N.60TH ST. W	LANCASTER
20123	573900	122 NAVAL REGIONAL MED CTR	7500 CARSON ST.	LONG BEACH
20124	574700	1118 VET.ADMINISTR.CTR	5901 E. SEVENTH ST.	LONG BEACH
20125	206100	46 L.A.CTY CENT.JAIL HOSP	441 BAUCHET ST.	LOS ANGELES

APPENDIX E

IV. MEDICAL CENTER (CONTINUED)

<u>CODE</u> <u>#</u>	<u>CENSUS</u> <u>TRACT</u>	<u>HOSPITAL</u>	<u>ADDRESS</u>	
20126	264302	1160 V. A. MED. CTR. W. LA	11301 WILSHIRE BLVD.	LOS ANGELES
20128	910500	123P ALMDALE GENERAL HOSP.	212 E. AVE. S	PALMDALE
20129	403200	1260 LANTERMAN STATE HOSP.	3530 W. POMONA BLVD.	POMONA
20130	482302	129 INGLESIDE HOSP.	7500 E. HELLMAN AVE.	ROSEMEAD

APPENDIX E

V. SOCIAL SERVICE CENTERS

<u>CODE</u> <u>#</u>	<u>CENSUS</u> <u>TRACTS</u>	<u>CASELOAD</u> <u>STATISTICS</u>	<u>ADDRESS</u>	
914	204501	6347 6674	813 EAST FOURTH PLACE	LOS ANGELES
905	531701	98962635314015490	1278539515 5445 WHITTIER BLVD.	LOS ANGELES
926	541001	846223257 5212191	870925594 211 E. ALONDRA BLVD.	COMPTON
956	403800	492113286 4682041	422914231 19720 E. ARROW HWY	COVINA
906	534300	701118516 9363744	870925594 8130 S. ATLANTIC BLVD.	CUDAHY
911	120200	655316610 6792542	770020801 14545 LANARK STREET	PANORAMA
910	208600	4474 7213	2711 BEVERLY BLVD.	LOS ANGELES
904	432102	492313651 6682786	671421128 9519 E. VALLEY BLVD.	EL MONTE
912	2312001	255132045 4621820	932127333 3965 S. VERMONT AVE.	LOS ANGELES
917	532700	892024272 5022029	1055829539 1740 EAST GAGE AVE.	LOS ANGELES
902	302200	546613903 8983859	792722425 225 E. BROADWAY	GLENDALE
990	575500	66614916410 5032022	549017269 1700 W. SANTA FE AVE	LONG BEACH
934	900600	2369 6427 4191727	3323 9904 45110 N. 3RD. ST., E.	LANCASTER
966	199700	387410447 5322240	496815779 1910 N. MAIN ST.	LOS ANGELES
931	573000	73362008213126187	901330379 1917 LONG BEACH BLVD.	LONG BEACH
907	573000	2771 6230	1945 LONG BEACH BLVD.	LONG BEACH
913	2246001	207329890 9293149	1139932106 2707 S. GRAND AVE.	LOS ANGELES
915	205100	73231853912274987	965226549 2855 E. OLYMPIC BLVD.	LOS ANGELES
970	224600	742811702	2707 S. GRAND AVE.	LOS ANGELES
938	208600	92002017723529408	1308136740 2910 BEVERLY BLVD.	LOS ANGELES
940	552200	64271770666292677	583118193 12727 NORWALK BLVD.	NORWALK
961	553600	3640 9693 3141318	385511710 7844 E. ROSECRANS AVE	PARAMOUNT
903	461400	559114964 3981534	841422843 1615 HOWARD STREET	PASADENA
936	408800	500313871 5332352	583518018 435 W. MISSION BLVD.	POMONA
960	267800	2771 4710	10961 W. PICO BLVD.	LOS ANGELES
920	432102	63911731921359999	1018735740 9521 E. VALLEY BLVD.	EL MONTE
927	242500	888426506 3271624	882627716 10728 S. CENTRAL AVE.	LOS ANGELES
983	6028001	407037994 8583622	1256838633 1326 W. IMPERIAL HWY	LOS ANGELES
909	267700	742318365 4851844	666618709 11390 W. OLYMPIC BLVD	LOS ANGELES
982	113203	3644 9173 3631451	439412445 9035 CANOGA AVE.	CANOGA PARK
980	480900		1801 W. VALLEY BLVD	ALHAMBRA
989	531701		5427 WHITTIER BLVD	LOS ANGELES
991	302400		700 S. CENTRAL	GLENDALE
992	207200		524 N. SPRING STREET	LOS ANGELES
993	555101		12213 E. CARSON ST.	HAWAIIAN
994	575400		1401 CHESTNUT AVE.	LONG BEACH
995	191500		5026 SANTA MONICA	LOS ANGELES
997	552500		8142 E. ROSECRANS AVE	PARAMOUNT
996	552200		14104 S. SAN ANTONIO DR	NORWALK

APPENDIX E

V. SOCIAL SERVICE CENTERS (CONTINUED)

<u>CODE</u> <u>#</u>	<u>CENSUS</u> <u>TRACTS</u>	<u>CASELOAD</u> <u>STATISTICS</u>	<u>ADDRESS</u>	
998	462300		1250 E. COLORADO	PASADENA
999	402302		196 W. HOLT AVE.	POMONA
981	433300		3410 LA MADERA AVE.	EL MONTE
984	920024		27233 CAMP PLENTY RD.	CANYON CO.
985	273100		318 S. LINCOLN BLVD.	VENICE

## APPENDIX E

## VI. LAW ENFORCEMENT OFFICES

<u>CODE</u>	<u>CENSUS</u>	<u>OFFICE</u>	<u>ADDRESS</u>	
<u>#</u>	<u>TRACTS</u>			
40001	206300	L.A. P.D. CENTRAL AREA	251 E. 6TH ST.	LOS ANGELES
40002	111203	L.A. P.D. DEVONSHIRE AREA	10250 ETIWANDA AVE.	NORTHRIDGE
40003	104800	L.A. P.D. FOOTHILL AREA	12760 OSBORNE ST.	PACOIMA
40004	295100	L.A. P.D. HARBOR AREA	2175 J.S. GIBSON BLVD	S. PEDRO
40005	204400	L.A. P.D. HOLLENBECK AREA	2111 E. 1ST ST.	LOS ANGELES
40006	190800	L.A. P.D. HOLLYWOOD AREA	1358 N. WILCOX AVE.	HOLLYWOOD
40007	226100	L.A. P.D. NEWTON AREA	1354 NEWTON ST.	LOS ANGELES
40008	124102	L.A. P.D. NO. HOLLYWOOD	11480 TIARA ST.	N. HOLLYWOOD
40009	183200	L.A. P.D. NORTHEAST AREA	6045 YORK BLVD.	LOS ANGELES
40010	208600	L.A. P.D. RAMPART AREA	2710 W. TEMPLE ST.	LOS ANGELES
40011	239600	L.A. P.D. 77TH ST. AREA	235 W. 77TH ST.	LOS ANGELES
40012	231500	L.A. P.D. SOUTHWEST AREA	1546 W. M.L. KING BL	LOS ANGELES
40013	128200	L.A. P.D. VAN NUYS AREA	6240 SYLMAR AVE.	VAN NUYS
40014	275500	L.A. P.D. VENICE AREA	12312 CULVER BLVD.	LOS ANGELES
40015	267300	L.A. P.D. W. LOS ANGELES	1663 BUTLER AVE.	LOS ANGELES
40016	132500	L.A. P.D. W. VALLEY AREA	19020 VANOWEN ST.	RESEDA
40017	218100	L.A. P.D. WILSHIRE AREA	4861 W. VENICE BLVD.	LOS ANGELES
40018	241100	L.A. P.D. SOUTHEAST AREA	145 W. 108TH ST.	LOS ANGELES
40019	460200	L.A.S.O. ALTADENA	780 E. ALTADENA DR.	ALTADENA
40020	543900	L.A.S.O. CARSON	21356 S. AVALON BLVD.	CARSON
40021	207200	L.A.S.O. DETECTIVE DIV	211 W. TEMPLE ST.	LOS ANGELES
40022	300200	L.A.S.O. CRESENTA VAL.	4554 N. BRIGGS AVE.	LA CRESENTA
40023	530400	L.A.S.O. E.L.A.	5019 E. 3RD ST.	E. LOS ANGELES
40024	535101	L.A.S.O. FIRESTONE	7901 S. COMPTON AVE.	LOS ANGELES
40025	408202	L.A.S.O. INDUSTRY	150 N. HUDSON AVE	INDSTRY
40026	700500	L.A.S.O. LAKEWOOD	5130 N. CLARK ST.	LAKWOOD
40027	601800	L.A.S.O. LENNOX	4331 LENNOX BLVD.	INGLEWOOD
40090	670100	L.A.S.O. LOMITA	26123 S NARBONNE	LOMITA
40028	540102	L.A.S.O. LYNWOOD	11330 BULLIS RD.	LYNWOOD
40029	800500	L.A.S.O. MALIBU	23555 W.CIVIC CTR. WY	MALIBU
40030	552000	L.A.S.O. NORWALK	12335 LEFFINGWELL RD.	NORWALK
40031	500800	L.A.S.O. PICO RIVERA	6631 S. PASSONS BLVD.	PICO RIVERA
40032	400300	L.A.S.O. SAN DIMAS	122 N. SAN DIMAS AVE.	SAN DIMAS
40037	400600	AZUSA P.D.	725 N. ALAMEDA AVE.	AZUSA
40038	405200	BALDWIN PARK P.D.	14403 E. PACIFIC AVE.	BALDWIN PARK
40039	533600	BELL P.D.	6326 PINE AVE.	BELL
40040	700800	BEVERLY HILLS P.D.	450 N. CRESENT DR.	BEVERLY HILLS
40041	310700	BURBANK P.D.	272 E. OLIVE AVE.	BURBANK
40042	542500	COMPTON P.D.	301 S. WILLOWBROOK	COMPTON
40043	406101	COVINA P.D.	444 N. CITRUS AVE.	COVINA

## APPENDIX E

## VI. LAW ENFORCEMENT OFFICES (CONTINUED)

<u>CODE</u>	<u>CENSUS</u>	<u>OFFICE</u>	<u>ADDRESS</u>	
<u>#</u>	<u>TRACTS</u>			
40033	431900	L.A.S.O. TEMPLE	8838 E. LAS TUNAS DR.	TEMPLE CITY
40034	700400	L.A.S.O. W. HOLLYWOOD	720 N. SAN VINCENTE BL	LOS ANGELES
40035	480300	ALHAMBRA P.D.	220 W. WOODWARD AVE.	ALHAMBRA
40036	430702	ARCADIA P.D.	250 W. HUNTINGTON DR.	ARCADIA
40044	702400	CULVER CITY P.D.	4040 DUQUESNE AVE.	CULVER CITY
40045	550900	DOWNEY P.D.	8425 E. 2ND ST.	DOWNEY
40046	433200	EL MONTE P.D.	11323 VALLEY BLVD.	EL MONTE
40047	620100	EL SEGUNDO	348 MAIN ST.	EL SEGUNDO
40048	603300	GARDENA P.D.	1718 W. 162ND ST.	GARDENA
40049	302000	GLENDALE P.D.	140 N. ISABEL ST.	GLENDALE
40050	401102	GLENDORA P.D.	150 S. GLENDORA AVE.	GLENDORA
40051	602102	HAWTHORNE P.D.	4440 W. 126TH ST.	HAWTHORNE
40052	621100	HERMOSA BEACH P.D.	540 PIER AVE.	HERMOSA BEACH
40053	533101	HUNTINGTON PARK P.D.	6542 MILES AVE.	HUNTINGTON
40054	601201	INGLEWOOD P.D.	ONE MANCHESTER BLVD.	INGLEWOOD
40055	576000	LONG BEACH P.D.	400 W. BROADWAY	LONG BEACH
40056	620302	MANHATTAN BEACH P.D.	415 - 15TH ST.	MANHATTAN
40057	533400	MAYWOOD P.D.	4319 E. SLAUSON AVE.	MAYWOOD
40058	431000	MONROVIA P.D.	140 E. LIME AVE.	MONROVIA
40059	530102	MONTEBELLO P.D.	1600 W. BEVERLY BLVD.	MONTEBELLO
40060	482200	MONTEREY PARK P.D.	300 W. NEWMARK AVE.	MONTEREY PARK
40061	670301	PALOS VERDES P.D.	340 PALOS VERDES DR.W.	PALOS VERDES
40062	461900	PASADENA P.D.	142 N. ARROYO PARKWAY	PASADENA
40063	621200	REDONDO BEACH P.D.	401 DIAMOND ST.	REDONDO BEACH
40064	320200	SAN FERNANDO P.D.	120 MACNEIL ST.	SAN FERNANDO
40065	481100	SAN GABRIEL P.D.	625 S. DEL MAR AVE.	SAN GABRIEL
40066	464200	SAN MARINO P.D.	2200 HUNTINGRON DR	SAN MARINA
40067	701900	SANTA MONICA P.D.	1685 MAIN ST.	SANTA MONICA
40068	430502	SIERRA MADRE P.D.	55 W. SIERRA MADRE BL	SIERRA MADRE
40069	573400	SIGNAL HILL P.D.	1800 E. HILL ST.	SIGNAL HILL
40070	535700	SOUTH GATE P.D.	8620 CALIFORNIA AVE.	SOUTH GAT
40071	480600	SOUTH PASADENA P.D.	1422 MISSION ST.	SOUTH PAS
40072	650400	TORRANCE P.D.	3131 TORRANCE BL	TORRANCE
40073	532400	VERNON P.D.	4305 SANTA FE AVE	VERNON
40074	406700	WEST COVINA P.D.	1444 W. GARVEY AV	W.COVINA
40075	501800	WHITTIER P.D.	7315 PAINTER AVE	WHITTIER
40076	534000	BELL GARDENS P.D.	7100 S. GARFIELD	BELL GARDENS
40077	404600	IRWINDALE P.D.	5050 N. IRWINDALE	IRWINDALE
40080	192600	CALIF. HIGHWAY PATROL	437 N. VERMONT	LOS ANGELES

## APPENDIX E

## VI. LAW ENFORCEMENT OFFICES (CONTINUED)

CODE #	CENSUS TRACTS	OFFICE	ADDRESS	
40081	404800	BALDWIN PARK C.H.P.	14039 FRANCISQUITO AVE	BALDWIN PARK
40082	224200	CENTRAL L.A. C.H.P.	777 W. WASHINGTON BLVD	LOS ANGELES
40083	530201	EAST L.A. C.H.P.	2201 W. VIA CAMPO	MONTEBELLO
40084	301600	GLENDALE C.H.P.	6801 SAN FERNANDO RD.	GLENDALE
40085	800500	MALIBU C.H.P.	23730 N. MALIBU RD.	MALIBU
40086	502800	STA FE SPRINGS C.H.P.	10051 S. ORR & DAY RD.	STA FE SPRINGS
40087	543501	SOUTH L.A. C.H.P.	19700 HAMILTON AVE.	TORRANCE
40088	702700	WEST L.A. C.H.P.	4520 S. SEPULVEDA	CULVER CITY
40089	137102	WEST VALLEY C.H.P.	5825 DE SOTO AVE.	WOODLAND
40090	920313	NEWHALL C.H.P.	25111 CHIQUELLA LANE	NEWHALL
40091	701100	FEDERAL BUREAU OF INV.	11000 WILSHIRE BLVD.	LOS ANGELES
40092	206200	FEDERAL BUILDING	300 N. LOS ANGELES ST.	LOS ANGELES



APPENDIX F



John A. Dyer  
General Manager

March 21, 1983

TO: Board of Directors

FROM: John A. Dyer

SUBJECT: CONSIDER REPORT ON FINDINGS OF MARCH 17, 1983 PUBLIC HEARING INCLUDING APPROVAL OF FINAL STAFF RECOMMENDATIONS ON SERVICE CHANGES TO BE EFFECTED ON JUNE 26, 1983 OR LATER

RECOMMENDATION

The Board is requested to approve staff's revised proposals to modify bus service on selected lines effective in June of this year or later. These service modifications are necessary to improve the efficiency and effectiveness of our operation and can be implemented at little increase in our operating costs. The proposals under consideration include:

- I. The implementation of Phase VI of the District's 1980 Sector Improvement Program including these recommended revisions to the original proposal:

Additions to Proposal (See Attached Maps)

- Extend Line S-81 (Figueroa Street) to Eagle Rock Plaza during weekday peak periods;
- Establish Line S-146 (San Pedro-Long Beach);
- Establish Line L-358 (Los Angeles-Lynwood Limited) weekday peak period service.

Deletions from Proposal

- Do not operate new service on Slauson Avenue east of Telegraph Road as originally proposed for Line S-108 (Slauson Avenue); and
- Do not operate new Line L-381 (North Figueroa Street Limited).

Modifications to the Proposal (See Attached Maps)

- Establish southern terminals at Marineland for Lines S-225-226 (Aviation Boulevard-Palos

Verdes Drive North-Marineland-Aviation  
Boulevard-Palos Verdes Drive  
South-Marineland);

- Alter route of Line S-225 (Aviation Boulevard-Palos Verdes Drive North-Marineland) between 25th Street and First Street to operate on Western Avenue, 9th Street, Weymouth Avenue, and Western Avenue.

II. The revision of Line 755, East Long Beach express service, in order to serve a new park-ride facility.

#### BACKGROUND

On March 17, 1983, a public hearing was held by the Board to receive public comment regarding the proposed service modifications mentioned above. The hearing was held in accordance with federal public hearing requirements as prescribed in Section 5(i)(3) of the Urban Mass Transportation Act of 1964, as amended. As such, a notice describing the proposed changes was published in several major community and special interest newspapers throughout the Los Angeles area, approximately 30 days prior to the public hearing date. In addition, rider bulletins were also prepared and distributed on-board District buses and several news releases were made announcing the public hearing. The notice of public hearing is included as Exhibit I.

#### Written Correspondence

The notice of public hearing gave interested citizens an opportunity to present written testimony through March 18. During the public hearing, President Lewis extended the deadline for written testimony through Monday March 21. In all, 51 pieces of correspondence were received including 17 petitions. All comments or concerns regarding the proposals have been summarized in Exhibit II, which also includes staff's response.

#### Oral Testimony

At the hearing a total of 22 persons presented testimony to the Board Members concerning the proposed service modifications as well as other issues. The majority of the speakers were private citizens representing themselves. The public's comments, along with staff's responses have been summarized and included in Exhibit II.

#### MODIFICATIONS TO THE PROPOSALS

##### I. Phase VI of the 1980 Sector Improvement Program

Oral and written testimony indicated public concern regarding the following Phase VI issues:

1. Direct service between Los Angeles and Lynwood currently provided by Line 34;
2. Direct service between San Pedro and Long Beach currently provided by Line 841;
3. Direct service to Avenue 66 and Meridian Street in Highland Park via existing Line 25; and
4. Proposed changes associated with Line 826.

Upon further analysis, staff believes that revisions to the Phase VI proposal should be incorporated that would (1) retain service between Los Angeles and Lynwood during peak hours, and (2) retain all-day service between San Pedro and Long Beach. However, based upon a re-examination of data and an analysis of alternatives, staff does not believe direct service to Avenue 66 and Meridian Street is warranted to be retained. Finally, staff is of the opinion that the concern expressed regarding Line 826 was based largely on inadequate information and that the changes associated with this route should remain as proposed.

In order to offset the costs associated with the proposed modifications outlined above, staff suggests the following additional revisions:

5. Delete Line L-381 from the proposal;
6. Modify Line S-81 to provide peak-hour service to the Eagle Rock Plaza;
7. Delete proposed Line S-108 service on Slauson Avenue east of Telegraph Road;
8. Modify the routes of Lines S-225 and S-226; and
9. Reduce the frequency of proposed Line L-360 service.

These proposed changes are summarized on Exhibit VI.

#### Discussion

- Line 34 - Peak period trips are presently operating at capacity due to the fare reduction program. Deleting this service altogether would result in an excessive increase in travel time and multiple transfers for commuters.
- Line 841 - Ridership between San Pedro and Long

Beach has steadily increased in response to the fare reduction program. A relatively small number of riders would be required to transfer an excessive number of times if service between San Pedro and Long Beach were eliminated.

- Line 826 - Based on the oral and written testimony received, as well as follow-up discussions with individuals, staff is of the opinion that most of the concern regarding the proposed changes is attributable to a misunderstanding due to a lack of information. Staff suggests that community meetings be conducted to relay details of the proposed changes. Most of the existing travel patterns are retained by the proposed changes in addition to providing significantly improved regional transportation. Improvements include: (1) direct service between LAX and Whittier; (2) service linking Bell Gardens and the Fox Hills Mall, and (3) new north-south service between Alhambra and South Gate.
- Line 25 - Data shows that a total of 23 riders board at the stop located at Avenue 66 and Meridian St. Modifications to the routes of Line 256 and proposed Lines 81 and 83 were studied as a possible means of continuing service to this location. Staff believes modifying Line 256 would add excessive travel time (five minutes) to the trips of the approximately 700 riders traveling through this area. Establishing a shortline terminal at Avenue 66 for either proposed Line S-81 or S-83 would reduce through service by 50% to the far terminals. Finally, parallel service is available less than .2 miles away along Avenue 64. Consequently, staff does not believe that the proposal should be modified to include service to Avenue 66 and Meridian Street.

Additional revisions to offset costs—As indicated on Exhibit VII, additional cost would be incurred by providing peak-hour service between Lynwood and Los Angeles and between Long Beach and San Pedro. In order to offset these costs staff suggests the following:

- Delete Line L-381 and modify Line S-81: Line S-81 is proposed to be modified to provide peak hour service to the Eagle Rock Plaza. In effect, this would replace the more costly expedited service originally proposed to be provided by Line L-381. This change

is basically non-controversial since limited stop service is not presently operated in the area.

- Reduce the extension of the Line S-108 route: The route of Line S-108 is proposed to be terminated in the vicinity of Telegraph Road rather than continue further east to the City of Whittier. This change is non-controversial since only the amount of new route mileage along a portion of east Slauson Avenue presently without service would be involved. No specific comments were received supporting the extension.
- Modify the routes of Lines S-225 and S-226: Staff suggests that the terminal for these routes be located at Marineland as opposed to San Pedro. Line S-225 is proposed to be further modified to provide a connection to the San Pedro services at Seventh Street and Weymouth Avenue. These proposed modifications would also coincide with requests presented by Peninsula representatives at the public hearing to retain direct service between the Portuguese Bend area and Palos Verdes Drive North.
- Reduce Line L-360 service frequency: Service is proposed to be operated less frequently since the peak hour service proposed between Los Angeles and Lynwood would reduce demand.

As indicated in Exhibit VII, other alternatives have been examined. However, the above-mentioned modifications respond to major community concerns while adding little additional cost.

## II. Revision of East Long Beach Express Service

Oral and written testimony received relative to the proposed splitting of Line 755 into two separate routes expressed concern that the number of trips originating at or destined to Belmont Shores would be reduced in order to serve the Long Beach Municipal Airport park/ride facility. Respondents contend that: (1) overloading on present Line 755 service is not unusual; and (2) any further reduction in service would exacerbate overloading problems and could escalate into regular occurrences of pass-ups.

In response to these concerns, staff suggests that the original proposal be modified to maintain present levels of service to/from Belmont Shore via Line X-457. Further, it is suggested that Line X-457 operate through the Long Beach Municipal Airport on an interim basis until ridership generated by the new park/ride facility reaches a level sufficient to operate direct service as proposed by Line X-458.

The proposed modification to the route of Line X-457 to serve the Airport park/ride facility would add seven to ten minutes in travel time for passengers originating at or destined to points in Belmont Shore. However, staff believes this measure is an equitable compromise that preserves adequate levels of service for existing Belmont Shore patrons while providing service to a new park/ride facility with new patronage potential.

#### SOCIAL, ECONOMIC, ENVIRONMENTAL, AND ENERGY CONCERNS

The Board is required by federal regulations to consider the impacts of the proposed service modifications. According to passenger data, these proposals impact approximately 150,000 daily boardings throughout North Central Los Angeles, South Central Los Angeles, and the South Bay areas. Of this total, approximately 11,000 or 7% of these riders would incur some negative impacts. For about 95% of this group (10,250), a transfer would be required where they may not now need to do so. For the remaining 5% (750), a short walk to a nearby service would be required. In both cases these riders may need to plan their trips more carefully than they are now accustomed to.

On the positive side, the proposed service modifications will benefit the vast majority of our riders by providing more direct bus routes whenever possible. The improved routings will increase schedule dependability, reduce travel times for many riders, improve access to major traffic generators, and eliminate the need for many riders to transfer where they now must do so. These modifications will further the development of the grid system of bus routes that is in place in much of our service area. The enhancement of the grid system will enable many bus riders to travel with relative speed and dependability throughout our service area. Ultimately this will create new incentives for the general public to travel by bus rather than by private automobile. Exhibit III addresses the perceived impacts by category.

#### Proposed Service Levels

The proposed service levels on lines affected by Phase VI of the 1980 Sector Improvement Plan are based upon current ridership data and comply with present District loading standards. These levels may need to be adjusted prior to implementation in June to reflect variations in seasonal transit patterns. Any necessary service adjustments would be based upon guidelines established under Proposition "A".

The proposed East Long Beach express route modification will maintain existing service levels and will be monitored after implementation to assure compliance with District standards.

#### Number Modifications

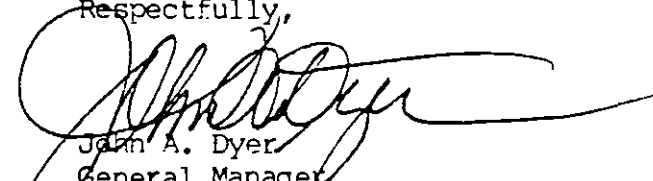
As part of the Board-adopted 1980 Line Numbering System, one line is proposed to undergo a line number change in June. Present Line 834

(Century Blvd.) is proposed to be renumbered 117. The 1980 Line Number System, like the Plan itself received widespread public support. The new line number proposed for adoption in June is shown in Exhibit IV and is necessary to conform to the spirit of the 1980 Plan.


IMPLEMENTATION SCHEDULE

With Board approval, schedule and route changes for Phase VI and the East Long Beach express service will be implemented on June 26, 1983 or later. Exhibit V depicts the Official Route Certificates to be approved with these requested service modifications.

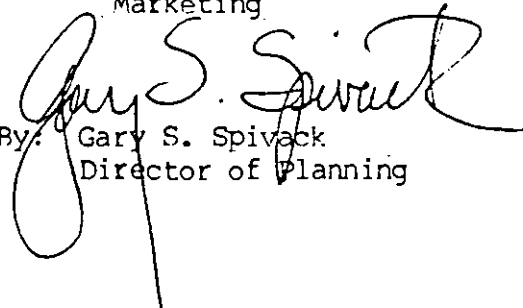
Respectfully,



John A. Dyer  
General Manager



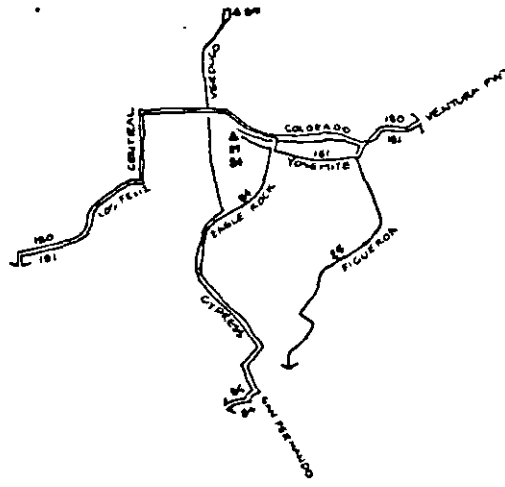
By: J. T. Stubbs  
Acting Manager of Planning &  
Marketing



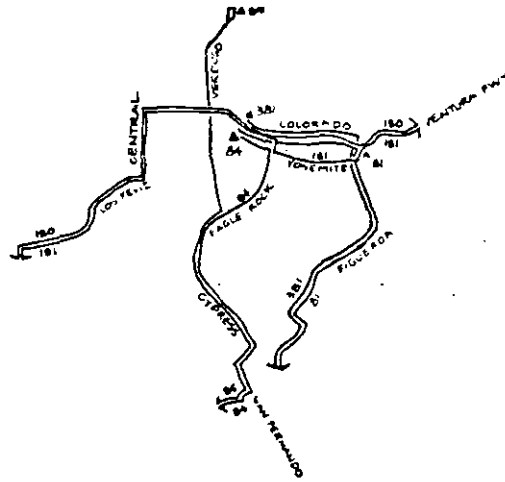
By: Gary S. Spivack  
Director of Planning

Attachments

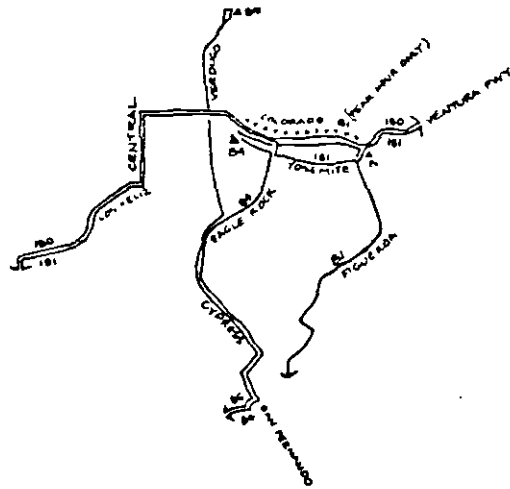




EXISTING SERVICE



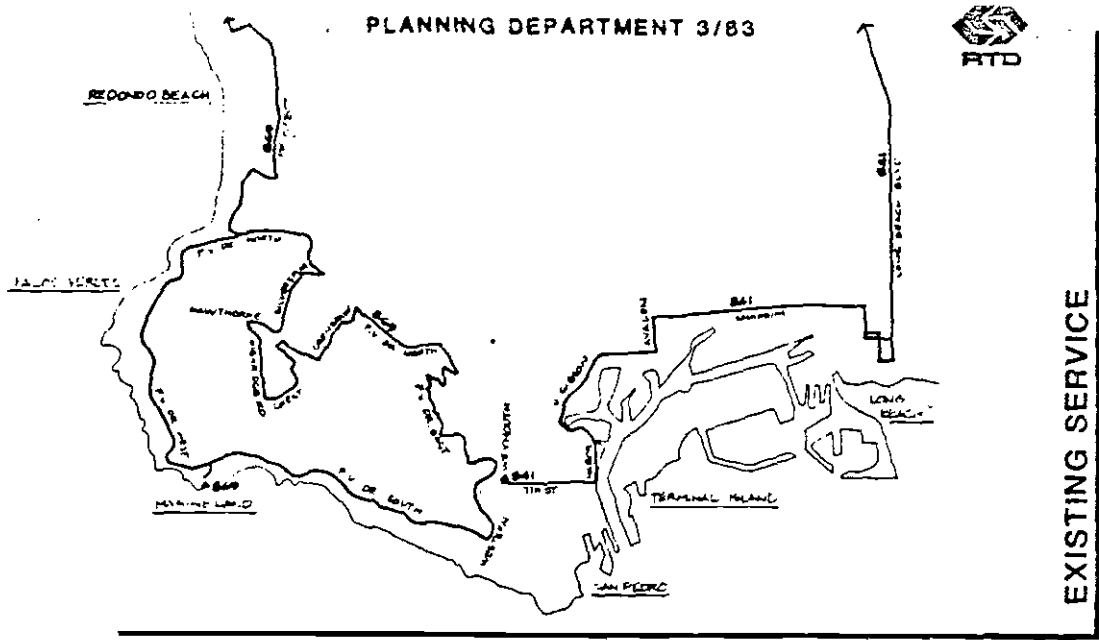
ORIGINAL PROPOSAL



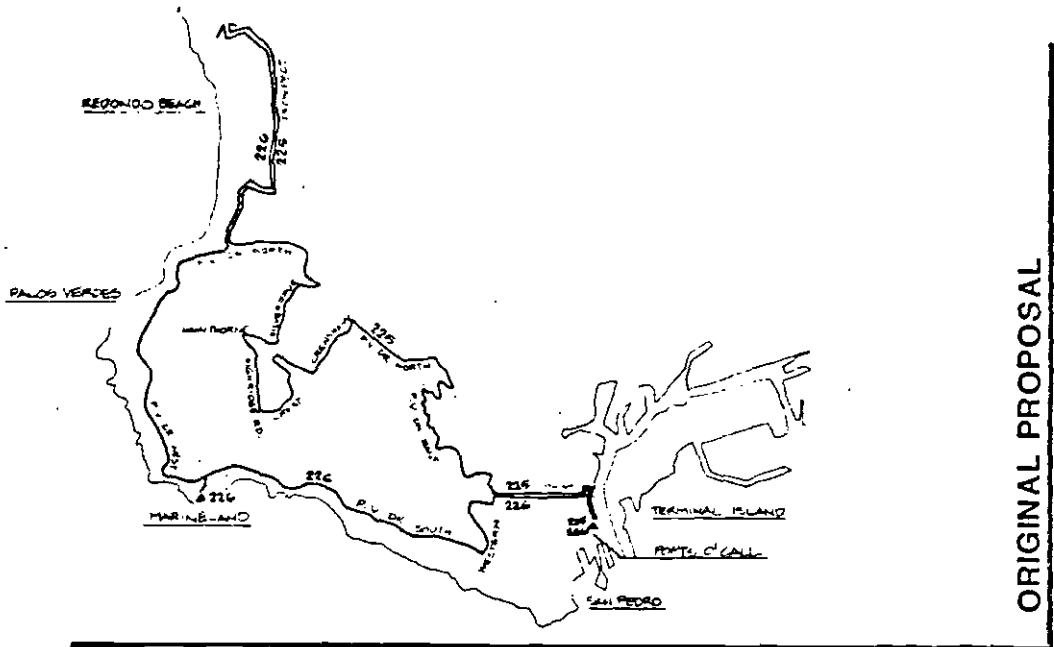
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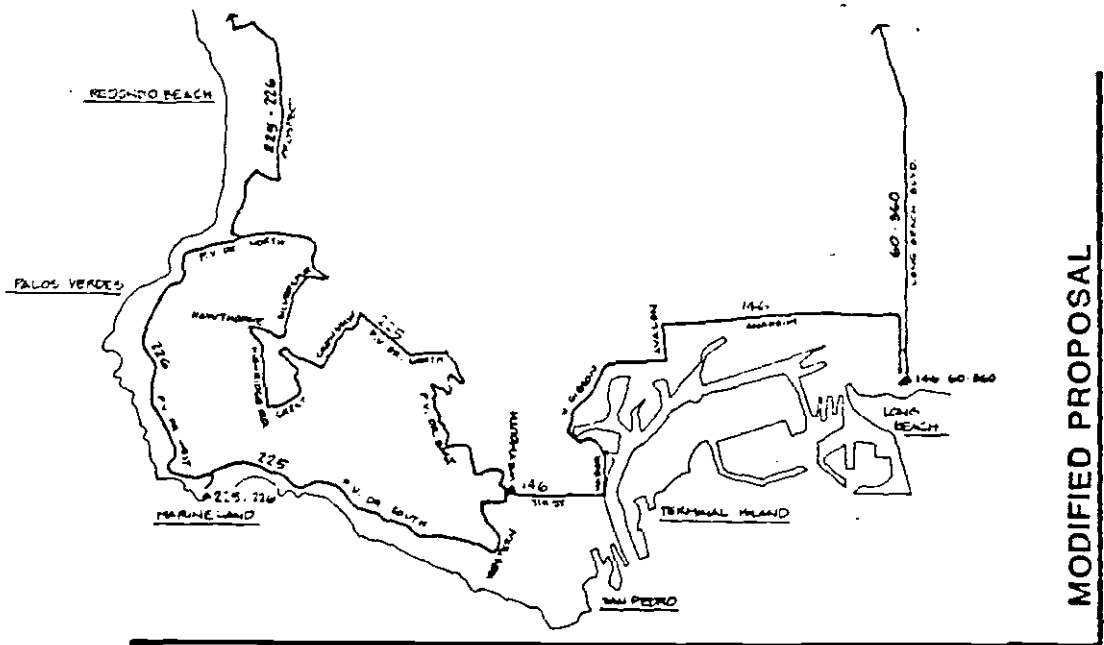
**GLENDALE / EAGLE ROCK / HIGHLAND PARK**  
**PHASE VI SERVICE CHANGES**



EXISTING SERVICE



ORIGINAL PROPOSAL



MODIFIED PROPOSAL

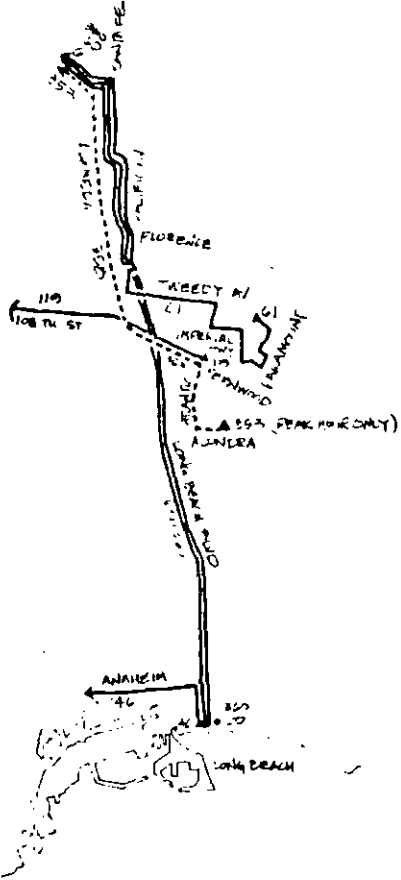


PALOS VERDES PENINSULA PHASE VI SERVICE CHANGES

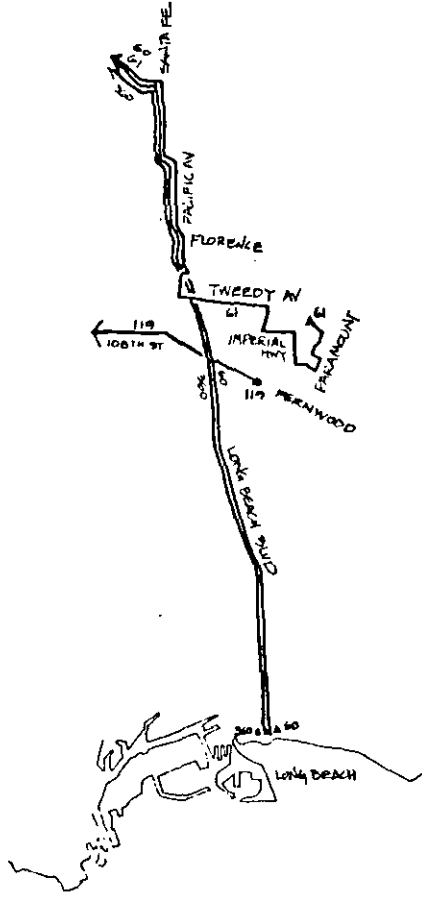


MID CITIES / LONG BEACH PHASE VI SERVICE CHANGES

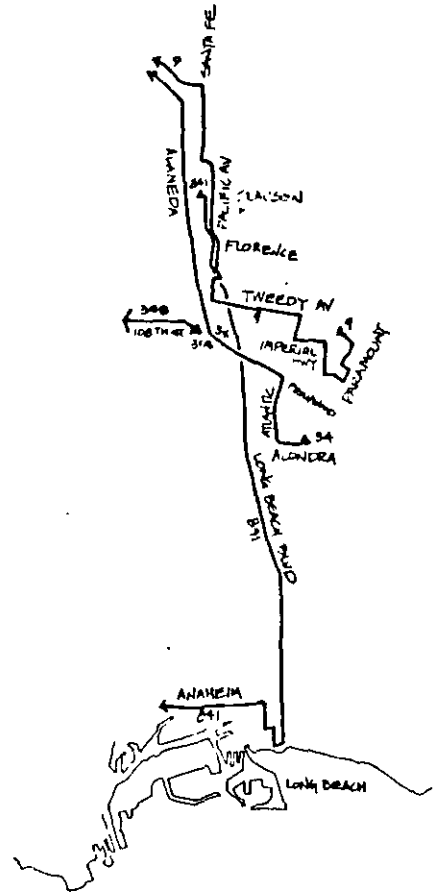
F-10



MODIFIED PROPOSAL



ORIGINAL PROPOSAL

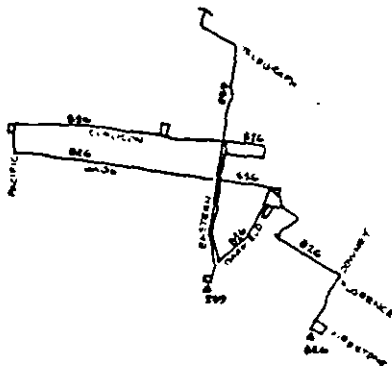


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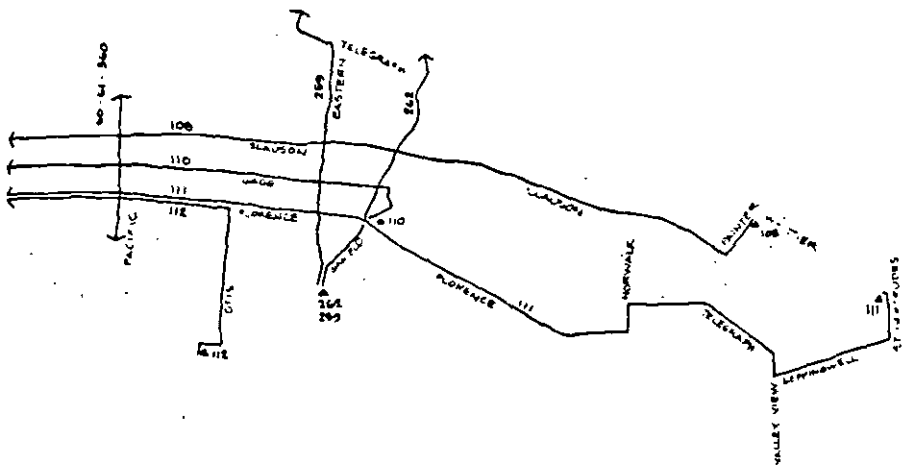




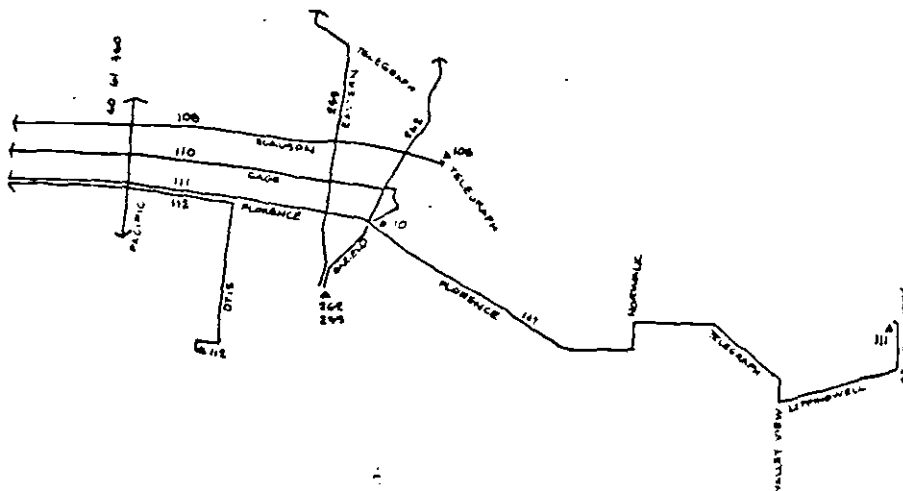
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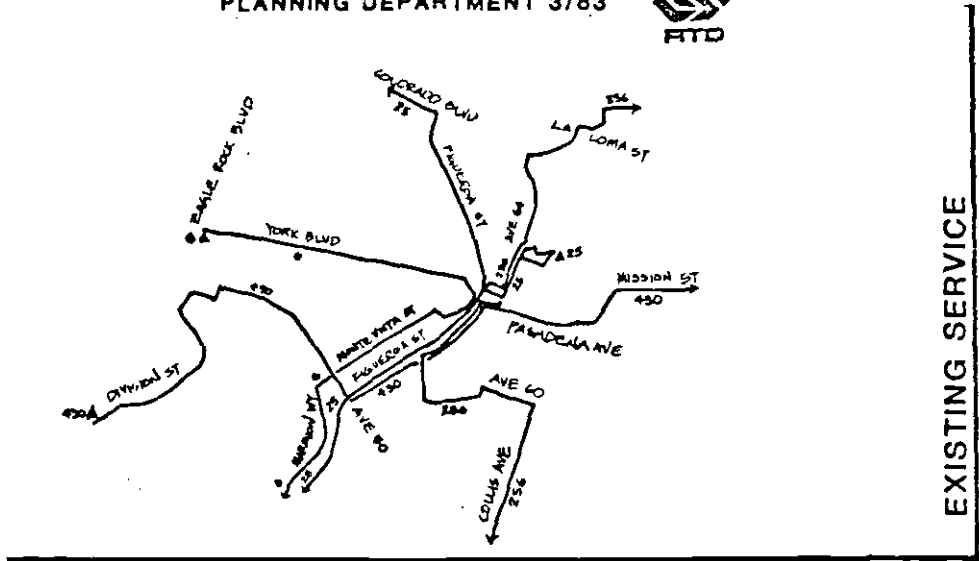
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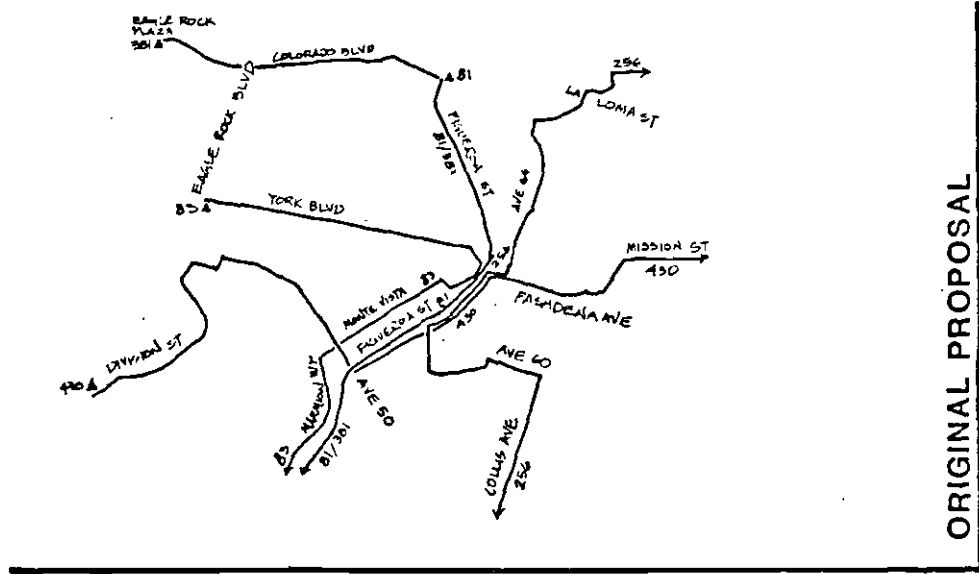
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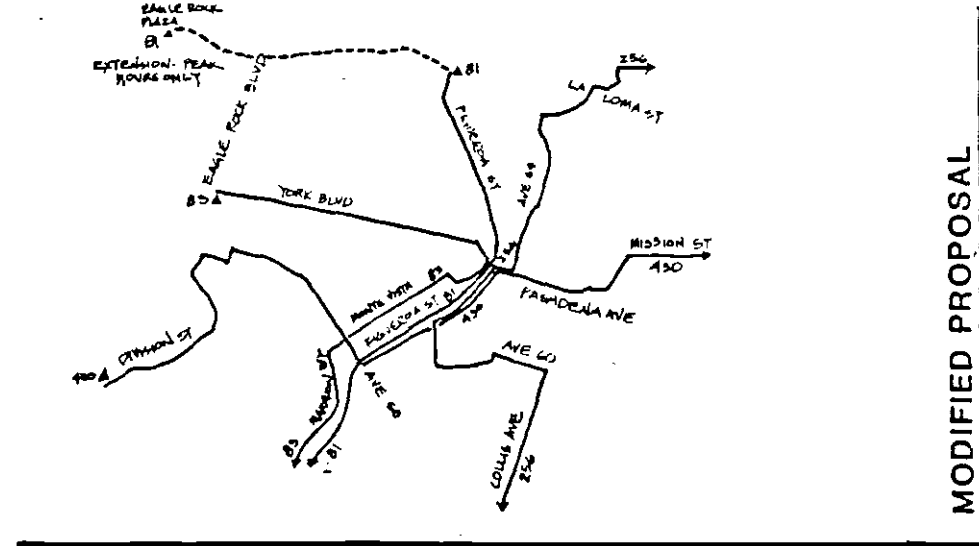
HUNTINGTON PARK / BELLFLOWER  
PHASE VI SERVICE CHANGES



EXISTING SERVICE



ORIGINAL PROPOSAL



MODIFIED PROPOSAL

HIGHLAND PARK PHASE VI SERVICE CHANGES



SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

NOTICE OF PUBLIC HEARING

Notice is hereby given that a Public Hearing will be held by the Board of Directors of the Southern California Rapid Transit District (SCRTD) at the SCRTD Administration Building, 425 South Main Street, Los Angeles, California on Thursday, March 17, 1983 at 10:00 a.m.

The purpose of the hearing is to receive public comment on proposed service improvements to the bus system, including the implementation of Phase VI of the District's 1980 Sector Improvement Plan (SIP). The 1980 SIP proposals meet federal public hearing requirements as prescribed in Section 5 (1)(3) of the Urban Mass Transportation Act of 1964, as amended.

Concerned citizens are invited to attend and present oral or written testimony to the Board of Directors concerning the social, economic, and environmental impacts the proposed service changes may generate.

At a date subsequent to the hearing, the Board of Directors may approve all or a portion of the proposals under consideration, including any alternatives developed from public comments. Approved changes will be implemented on June 19, 1983 or later.

Specific proposals to be considered at the public hearing have been grouped as follows:

I. PHASE VI - 1980 SECTOR IMPROVEMENT PROGRAM

The District's 1980 Sector Improvement Program is designed to upgrade the bus route network throughout the Greater Los Angeles area, and was previously adopted by the Board of Directors following public hearings. The proposals contained in this Notice represent the sixth phase of this ongoing program. The implementation of these changes will necessitate the modification or replacement of the following existing bus lines:

<u>LINE</u>	<u>LINE NAME</u>
6:	Los Angeles - Highland Park
9:	West Jefferson Blvd. - Huntington Park - South Gate - Hollydale
25:	Los Angeles - North Figueroa St.
34:	Los Angeles - Lynwood - Paramount
49:	San Pedro Street - South Figueroa Street
68:	Washington Boulevard - Brooklyn Avenue - Garfield Avenue
107:	54th Street
110:	Gage Avenue - Centinela Avenue - Fox Hills Mall
115:	Manchester Avenue - Firestone Boulevard - Pioneer Boulevard
116:	Manchester Ave. - Firestone Blvd. - Imperial Hwy. - Branch of Line 115

251: Florence Avenue - Soto Street - Avenue 26  
 252: Florence Avenue - Soto Street - Branch of Line 251  
 255: Rowan Avenue - County Hospital  
 359: 108th Street  
 826: Huntington Park - Bell Gardens - Downey  
 828: Marina del Rey - Huntington Park - Whittier  
 841: Huntington Park - Long Beach - San Pedro  
 859: Palos Verdes Peninsula - Redondo Beach - Aviation Blvd.-  
 Inglewood

The following is a description of the proposed new services and corresponding line numbers to be established under Phase VI of the adopted 1980 SIP. New Limited stop peak period services are denoted by an asterisk. (Letter prefixes designating new line numbers are for study purposes only and will be dropped once the changes have been approved, i.e. Line S-38 will become Line 38).

- Line S-38: WEST JEFFERSON BOULEVARD - From Apple St. and Fairfax Ave., via Apple St., Washington Blvd., Fairfax Ave., La Cienega Blvd., Jefferson Blvd., Grand Ave., Seventh St., San Pedro St., Temple St., Alameda St., and Macy St. to Vignes St.
- Line S-48: MAPLE AVENUE - SOUTH SAN PEDRO STREET - From Manchester Ave. and San Pedro St., via Manchester Ave., San Pedro St., Gage Ave., Main St., Santa Barbara Ave., Woodlawn Ave., Maple Ave., Fifth - Sixth Sts., and Figueroa St. to Temple St.
- Line S-60:  
& L-360\* LONG BEACH BOULEVARD - SANTA FE AVENUE - From First St. and Long Beach Blvd., via First St., Pine Ave., Sixth St., Long Beach Blvd., Pacific Blvd., Santa Fe Ave., Seventh St., Flower St., First St., and Fremont Ave., to Temple St.
- Peak period limited stop service may be provided over all or a portion of this route by Line L-360.
- Line S-61: TWEEDY BOULEVARD - SANTA FE AVENUE - From Rancho Los Amigos Hospital, via Leeds St., Rives Ave., Golondrinas St., Dahlia Ave., Consuelo St., Paramount Blvd., Main St., Garfield Ave., Garfield Place, Imperial Hwy., Atlantic Ave., Tweedy Blvd., Truba Ave., Firestone Blvd., Long Beach Blvd., Pacific Blvd., and then via the route of Line S-60 to Downtown Los Angeles.
- Line S-68: WEST WASHINGTON BOULEVARD - BROOKLYN AVENUE - From Apple St. and Fairfax Ave., via Apple St., Washington Blvd., Broadway, Sunset Blvd., Macy St., Brooklyn Ave., Riffin St., Garfield Ave., Via Campo and Wilcox Ave. to Pomona Blvd.
- Line S-81: NORTH FIGUEROA STREET - SOUTH FIGUEROA STREET - From Figueroa St. and Rosecrans Ave., via Figueroa St., Fifth-Sixth Sts., Hill St., Pasadena Fwy., Figueroa St., La Loma Rd. and Colorado Blvd., to Figueroa St.
- Line S-83: PASADENA AVENUE - YORK BOULEVARD - From south terminal near Venice Blvd., via 18th St., Broadway, Pasadena Ave., Marmion Way, Monte Vista St., Ave. 61, Piedmont Ave., Figueroa St., and York Blvd. to Eagle Rock Blvd.

- Line S-107: 54TH STREET - FAIRVIEW BOULEVARD - SANTA ANA STREET - From Prairie Ave. and Grace Ave., via Grace Ave., Locust St., Manchester Blvd., La Brea Ave., Regent St., Eucalyptus Ave., Beach Ave., Beach St., Fairview Blvd., Buckler Ave., Angeles Vista Blvd., Valley Ridge Ave., 54th St., Central Ave., 55th St., Pacific Blvd., Florence Ave., Seville Ave., Santa Ana St., Wilcox Ave. and Cecilia St. to Atlantic Ave.
- Line S-108: SLAUSON AVENUE - From Washington St. and Palawan Way, via Washington St., Pacific Ave., Via Marina, Admiralty Way, Fiji Way, Lincoln Blvd., Mindanao Way, Short Ave., Centinela Ave., Jefferson Blvd., Slauson Ave., Sepulveda Blvd., Fox Hills Mall Roadway, Green Valley Circle, Buckingham Pkwy., Rannum Ave., Buckingham Pkwy., Slauson Ave., Painter Ave., Whittier Blvd., and Central Ave. to Cullen St.
- Line S-110: CENTINELA AVENUE - GAGE AVENUE - From Alla Rd. and Jefferson Blvd., via Alla Rd., Coral Tree Pl., Beethoven St., Jefferson Blvd., Slauson Ave., Sepulveda Blvd., Fox Hills Mall Rdwys., Green Valley Circle, Centinela Ave., Hyde Park Pl., Hyde Park Blvd., Fourth Ave., Southwest Dr., 62nd St., Western Ave., Gage Ave., Emil Ave., Foster Bridge Blvd., Scout Ave., and Florence Place to Garfield Ave.
- Line S-111: LAX-FLORENCE AVENUE - LEFFINGWELL ROAD - From Vicksburg Ave. and 96th St., via 96th St., Airport Blvd., Arbor Vitae St., La Brea Ave., Florence Ave., Norwalk Blvd., Telegraph Rd., Valley View Ave., Leffingwell Rd., and Whitwood Center Rdwys.
- Line S-112: LAX-FLORENCE AVENUE - OTIS STREET - From Vicksburg Ave. and 96th St., via 96th St., Airport Blvd., Arbor Vitae St., La Brea Ave., Florence Ave., Otis St., and Abbott Rd. to Century Blvd. and Imperial Hwy.
- Line S-115: MANCHESTER AVENUE - FIRESTONE BOULEVARD - From Sandpiper St. and Pershing Dr., via Sandpiper St., Vista Del Mar, Pacific Ave., Culver Blvd., Pershing Dr., Manchester Ave., Loyola Blvd., 80th St., Emerson Ave., Manchester Ave.-Manchester Blvd.- Manchester Ave.-Firestone Blvd., and Pioneer Blvd., to Rosecrans Ave.
- Line S-119: 108TH STREET - FERNWOOD AVENUE - From Hawthorne Blvd. and Broadway, via Hawthorne Blvd., Lennox Blvd., Prairie Ave., 108th-110th Sts., Crenshaw Blvd., 108th St., Normandie Ave., 110th St., Vermont Ave., 108th St., Central Ave., 108th St., Santa Ana Blvd., Alameda St., Imperial Hwy. - Fernwood Ave., and Fernwood Ave. to Atlantic Ave.
- Line S-225: AVIATION BOULEVARD - PALOS VERDES DRIVE NORTH - SAN PEDRO - From Ports O'Call via Sampson Way, 6th St., Harbor Blvd., 7th St., Weymouth Ave., Western Ave., 1st St., Miraleste Dr., Palos Verdes Dr. East, Palos Verdes Dr. North, Crenshaw Blvd., Silverspur Rd., Crossfield Dr., Indian Peak Rd., Crenshaw Blvd., Crest Rd.,



- Line S-225: Highridge Rd., Hawthorne Blvd., Silverspur Rd., Palos Verdes Dr. North, Palos Verdes Dr. West, Palos Verdes Blvd., Pacific Coast Hwy., Prospect Ave., Anita St., Pacific Coast Hwy., Aviation Blvd., Alaska Ave., Douglas St., Imperial Hwy., Sepulveda Blvd. and 96th St. to Vicksburg Ave. (LAX Terminal).
- Line S-226: AVIATION BOULEVARD - PALOS VERDES DRIVE SOUTH - SAN PEDRO - From Ports O' Call via, Sampson Way, 6th St., Harbor Blvd., 7th St., Weymouth Ave., 9th St., Western Ave., 25th St., Palos Verdes Drive South, Marineland Rdwys., Palos Verdes Dr. South-Palos Verdes Drive West, Palos Verdes Blvd., Pacific Coast Hwy., Prospect Ave., Anita St., Pacific Coast Hwy., Aviation Blvd., Alaska Ave., Douglas St., Imperial Hwy., Sepulveda Blvd. and 96th St. to Vicksburg Ave. (LAX Terminal).
- Line S-251: SOTO STREET - DALY STREET - CALIFORNIA AVENUE - From Pepper Ave., and San Fernando Road, via Pepper Ave., Ave. 28, Figueroa St., Ave. 26, Daly St., Main St., Griffin Ave., Zonal Ave., State St., Marengo St., Soto St., Slauson Ave., Pacific Blvd., Florence Ave., State St., Firestone Blvd., California Ave., and Century Blvd. to Imperial Hwy.
- Line S-252: SOTO STREET - CALIFORNIA AVENUE - From Monterey Road and Huntington Drive, via Huntington Dr., Soto St., and then same route as Line S-251 to Imperial Hwy. and Century Blvd.
- Line S-255: GRIFFIN AVENUE - ROWAN AVENUE - From Figueroa St. and Ave. 43, via Ave. 43, Griffin Ave., Zonal Ave., State St., Marengo St., Britannia St., Hospital Pl., Cummings St., Marengo St., Soto St., Wabash Ave., Evergreen Ave., Blanchard St., Gage Ave., Hammel St., and Rowan Ave. to Whittier Blvd.
- Line S-262: GARFIELD AVENUE - From Almansor St. and Huntington Dr., via Huntington Dr., Atlantic Blvd., and Garfield Ave. to Firestone Blvd.
- Line L-381\*: NORTH FIGUEROA STREET - COLORADO BOULEVARD - LIMITED - From Broadway and Colorado Blvd. via Colorado Blvd., La Loma Road, N. Figueroa St., Pasadena Fwy., Hill St. and Fifth - Sixth Sts. to Figueroa St.

The proposed new routings will establish new bus service on some streets and withdraw existing service from others as indicated below:

<u>NEW SERVICE ON:</u>	<u>BETWEEN:</u>	<u>AND:</u>
Arbor Vitae Street	La Brea Avenue	Oak Street
Emil Avenue	Gage Avenue	Foster Bridge Boulevard
Florence Place	Scout Avenue	Garfield Avenue
Garfield Avenue	Olympic Boulevard	Gage Avenue
Garfield Avenue	Riggin Street	Pomona Freeway
Otis Street	Firestone Boulevard	Abbott Road
Otis Street	Florence Avenue	Santa Ana Street
San Pedro Street	First Street	Fifth Street

Short-Centinela Avenues  
Slauson Avenue  
Gage Avenue  
#Santa Ana Street  
#Foster Bridge Boulevard

Marina Freeway  
Boxford Avenue  
Perry Road  
California Avenue  
Suva Avenue

Mindanao Way  
Painter Avenue  
Emil Avenue  
Salt Lake Avenue  
Scout Avenue

SERVICE WITHDRAWN FROM:

Alameda Street  
Alla Road  
California Avenue  
Downey Avenue  
Foster Bridge Boulevard  
Front Street  
Liberty Boulevard  
Meridian Street  
Oak Street  
Peachtree Street  
Scout Avenue  
Southern-Alexandria Avenues  
Suva-Loveland Streets  
Western Avenue  
Santa Fe Avenue

BETWEEN:

Olympic Boulevard  
Marina Freeway  
Santa Ana Street  
Florence Avenue  
Gage Avenue  
Pacific Avenue  
Seville Avenue  
Avenue 64  
Manchester Boulevard  
Eastern Avenue  
Florence Avenue  
Firestone Boulevard  
Scout Avenue  
Weymouth Avenue  
55th Street

AND:

Fernwood Avenue  
Short Avenue  
Florence Avenue  
Davis Street  
Suva Street  
SR-47  
Otis Street  
Avenue 66  
Arbor Vitae Street  
Boxford Avenue  
Florence Place  
Abbott Road  
Perry Road  
Ninth Street  
Gage Avenue

#Denotes Revision

Remaining services may be augmented on those street segments where service duplication is proposed to be eliminated. Augmented service may be provided on Line 232 (Long Beach - Los Angeles International Airport) between Long Beach and Wilmington, and on Line 260 (Altadena-Pasadena-Long Beach) between Slauson Avenue and Artesia Boulevard.

II. REVISION OF RTD EAST LONG BEACH EXPRESS SERVICE

In order to expand access to Park-Ride service for patrons traveling between East Long Beach and the Los Angeles CBD, the District proposes to serve a new Park-Ride facility to be established at the Long Beach Municipal Airport. To accomplish this, the District proposes to replace Line 755 (South Coast Park-Ride Express) with two new peak hour services. The proposed new lines are:

Line X-457: LOS ANGELES-BELMONT SHORE-FREEWAY EXPRESS - From San Pedro St. and Temple St., via Temple St., Hope St., Flower St., 5th-6th Sts., Whittier Blvd., Boyle Ave., Soto St., 8th St., Santa Ana Fwy., Long Beach Fwy., San Diego Fwy., Lakewood Blvd., Los Alamitos Traffic Circle, Pacific Coast Hwy., Ximeno Ave., Second St., Pacific Coast Hwy., and Studebaker Rd. to Marina Dr.

Line X-458: LOS ANGELES - LONG BEACH AIRPORT PARK-RIDE - From San Pedro St. and Temple St., via the same route as Line X-457 to the San Diego Fwy. and Lakewood Blvd., and then via Lakewood Blvd., and Donald Douglas Dr. to the Airport Park-Ride facility.

If you are unable to attend the public hearing, written testimony will be accepted through March 18, 1983, the close of the public record. Address correspondence to:

Office of the Secretary  
Southern California Rapid Transit District  
425 So. Main Street  
Los Angeles, California 90013

Attention: June Service Modifications

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

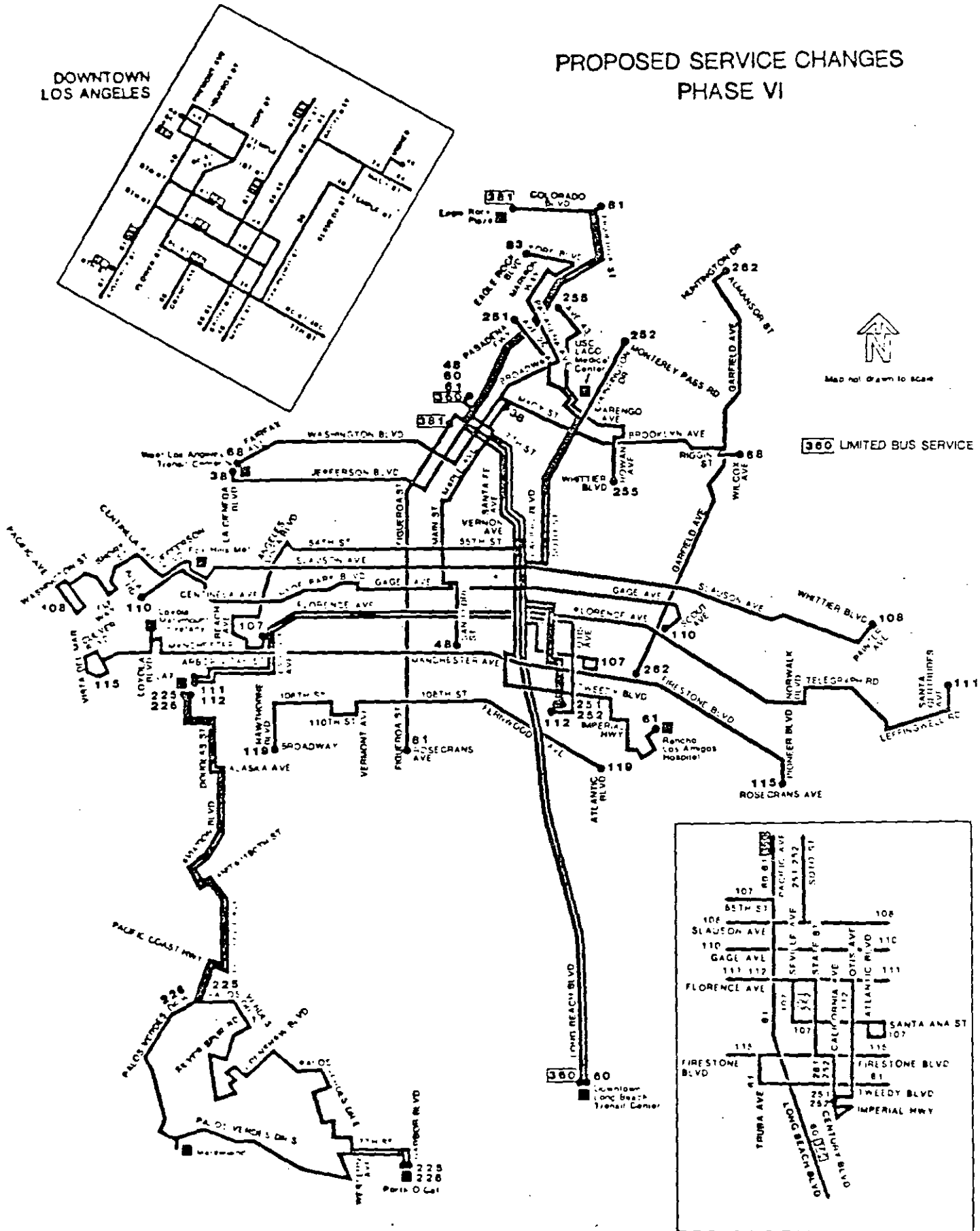
*Michael W. Lewis*  
By: Michael Lewis  
President

Dated: February 11, 1983

Revised: March 15, 1983

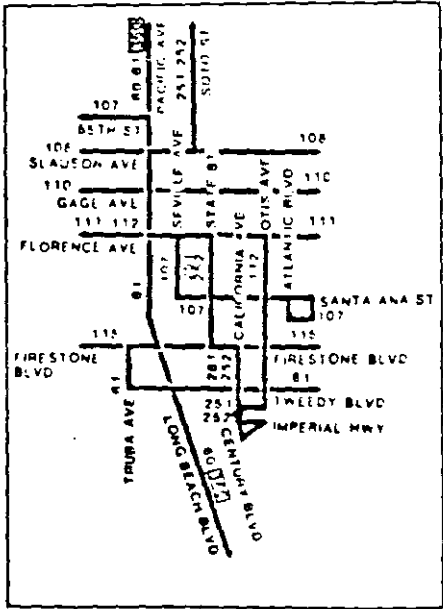
DOWNTOWN  
LOS ANGELES

# PROPOSED SERVICE CHANGES PHASE VI



Map not drawn to scale



360 LIMITED BUS SERVICE



HUNTINGTON PARK

# EAST LONG BEACH EXPRESS SERVICE

## LEGEND

-  Proposed Line 457 - Los Angeles-Belmont Shore-Seal Beach Freeway Express
-  Proposed Line 458 - Los Angeles-Long Beach Airport-Ride

SEE  
LA CBD  
INSET

## LA CBD INSET MAP

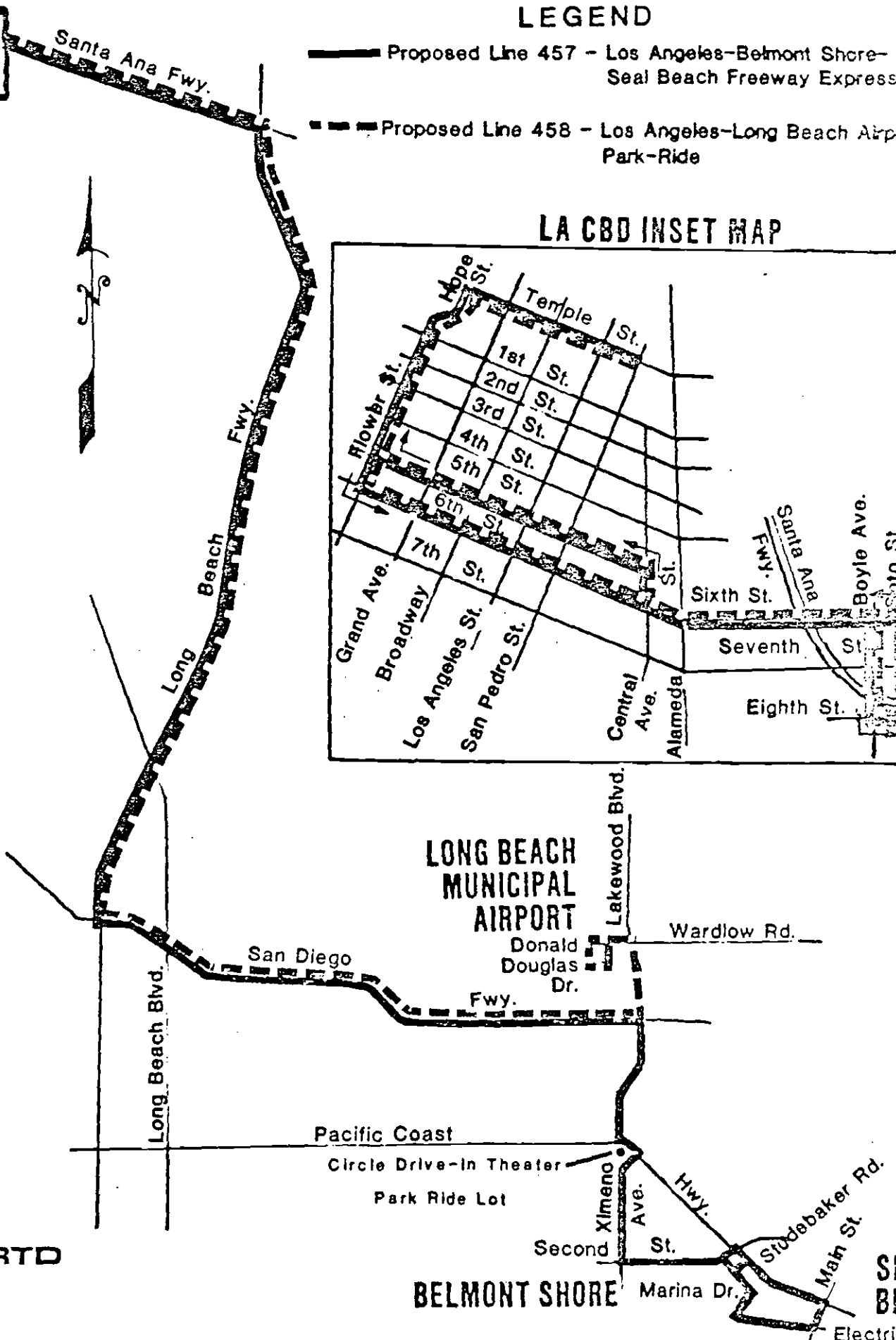
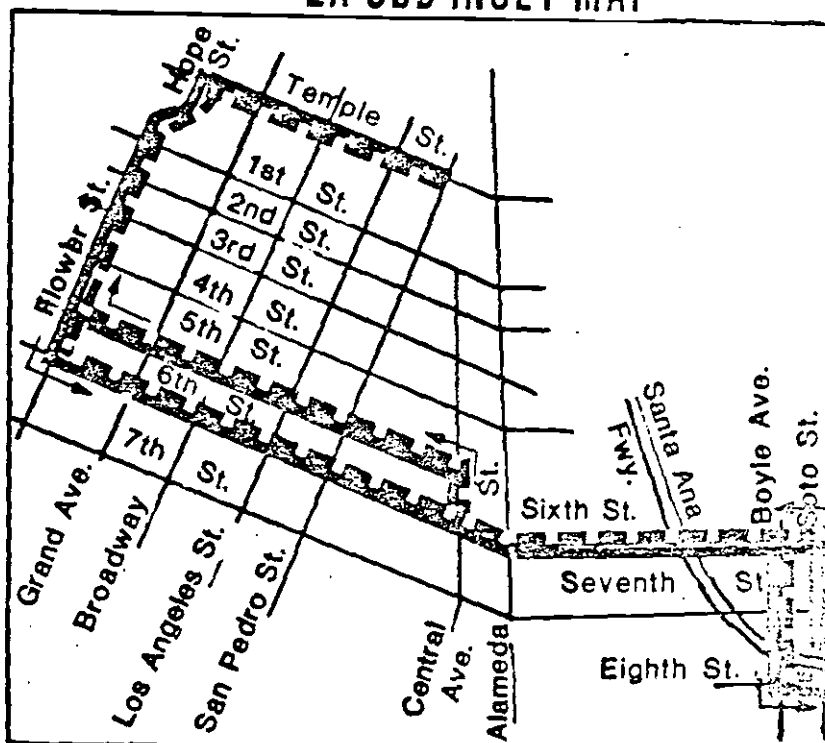


EXHIBIT II

WRITTEN AND ORAL TESTIMONY PRESENTED AT THE JULY 29 PUBLIC HEARING

<u>Subject</u>	<u>Respondent</u>	<u>Public Comment</u>	<u>Staff Response</u>
6	A. Carrasco E. Kustoff C. Nesquez	Opposes the elimination of this line or reductions in weekday/weekend service levels.	It is necessary to implement grid service along Figueroa St. to conform to the District's Board-adopted 1980 Master Plan for improved bus routes. All stops currently served by Line 6 will continue to be served by new Line S-81. Service levels will be approximately the same as operated today.
	P. Moser	Alleges travel time on new Line S-83 will be greater than present Line 6 because of railroad crossing along the proposed route.	Service delays are anticipated to be minimal as a result of this change. The railroad crossing at Figueroa St. and Pasadena Ave. is expected to have virtually no impact upon travel time.
	P. Moser	Suggests Line S-83 be extended to Eagle Rock Plaza	Line 84 currently provides this service. The requested change would require additional cost.
9	W. Wright	Supports Line S-38. Suggests route be extended to serve W. Los Angeles Transit Center and to operate late evening service, at least to La Brea Ave.	The proposed change will establish direct service to the W. Los Angeles Transit Center. Night service levels will be comparable to Line 9 which currently operates on W. Jefferson Blvd. Later trips west of 10th Ave. and W. Jefferson Blvd. will be reviewed.
	R. Tanner	Supports implementation of new Line S-60.	Included in Recommendation.
	R. Tanner	Supports implementation of new Line S-61.	Included in Recommendation.
	E. Kustoff	Opposes the elimination of Line 9.	The proposed division of the present Line 9 into two new lines is designed to increase schedule reliability and assure balanced passenger loading.

WRITTEN AND ORAL TESTIMONY PRESENTED AT THE JULY 29 PUBLIC HEARING

EXHIBIT II

<u>Subject</u>	<u>Respondent</u>	<u>Public Comment</u>	<u>Staff Response</u>
25	A. Carrasco E. Kustoff C. Nesquez	Opposes elimination of route or reductions in weekday/weekend service levels.	It is necessary to implement grid service along Figueroa St. to conform to the District's Board-adopted 1980 Master Plan for improved bus routes. All but one stop will continue to be served by Line S-81. Many portions of the route will experience increased service, daily and on weekends.
	P. Moser V. Williams	Supports the provision of new Line S-81 along Figueroa St.	Included in Recommendation.
	P. Moser	Requests 2n-minute weekday/weekend service on Line S-81; Owl Service seven days a week.	Proposed service levels will be comparable to those currently operated on Line 25 and will be adjusted according to demand. Owl service will be provided by Line S-83 only and is not warranted on proposed Line S-81.
	P. Moser A. Weeks	Extend Line S-81 service along Colorado Boulevard to Eagle Rock Plaza during the base period or all day.	Staff recommends that S-81 be extended to serve Eagle Rock Plaza during the weekday peaks and that proposed limited Line 381 be withdrawn in order to better allocate limited available funds.
	P. Moser	Supports Line S-381. Recommends high level of service and extension to Eagle Rock Plaza.	Staff recommends that S-81 be extended to serve Eagle Rock Plaza during the weekday peaks and that proposed limited Line 381 be withdrawn in order to better allocate limited available funds.
	M. Minnery S. Misner	Retain service on Ave. 66 and Meridian St.; Recommend Line S-256 be modified	Staff recommends against this request because approximately 700 riders on Line 256 would

F-22

EXHIBIT II

WRITTEN AND ORAL TESTIMONY PRESENTED AT THE JULY 29 PUBLIC HEARING

<u>Subject</u>	<u>Respondent</u>	<u>Public Comment</u>	<u>Staff Response</u>
	(Field Deputy for Councilman Snyder) P. Trotta	to operate over Ave. 66 and Meridian Street.	be forced to travel along a route segment where records indicate only 23 riders board/ alight all day. The 23 displaced riders will continue to have access to nearby services located about .2 miles away.
34	R. Allen S. Corbin M. Custer D. Dove D. Ham A. Jackson E. Kustoff J. York 11 Petitions (317 signatures)	Opposes elimination of present route of line especially the removal of service along Alameda St. Alleges the proposed change will create additional travel time and the need to transfer.	Staff recommends that service along the route of present Line L-34 be retained during the weekday peak periods only. Additionally Line L-34 will be renumbered to limited Line L-358.
	S. Corbin J. York (Councilman, City of Lynwood)	Suggest peak hour service be retained along Alameda St. to downtown Los Angeles.	See above response.
.49	S. Elizabeth (Stella Maris Senior Center)	Supports implementation of new Line S-81 along North/South Figueroa Street.	Included in Staff Recommendation.
	W. Wright	Suggests Line S-81 operate along Figueroa Street in the CBD rather than along 5th and 6th Streets.	The proposed route along Hill, 5th and 6th Sts. is necessary to accommodate large numbers of riders on present Lines 6, 25, 49 who are destined to this area within the CBD.

F-23



EXHIBIT II

WRITTEN AND ORAL TESTIMONY PRESENTED AT THE JULY 29 PUBLIC HEARING

<u>Subject</u>	<u>Respondent</u>	<u>Public Comment</u>	<u>Staff Response</u>
	E. Kustoff	Opposes the elimination of this service.	It is necessary to implement grid service along Figueroa St. to conform to the District's 1980 Master Plan for improved bus routes. All stops now served by Line 49 will continue to be served.
68	R. Tanner	Opposes new Line S-262 as proposed. Suggests the line be extended to Rancho Los Amigos Hospital on the south, and to the Pasadena CBD on the north.	The proposed extension, would result in service duplication and additional costs. However, service to Rancho Los Amigos Hospital will be provided by proposed Line S-61 and service to the Pasadena CBD is presently provided by Line 485.
	E. Kustoff	Opposes the modification of Line 68.	It is necessary to implement grid service along Garfield Ave. to conform to the District's 1980 Master Plan for improved bus routes. All stops now served by Line 68 will continue to be served. The new grid service will improve inter-regional access to the eastern outer area from the San Gabriel Valley.
107	W. Wright	Supports proposed revision to Line 107.	Included in Staff Recommendation.
	W. Wright	Suggests route in N. Inglewood area be modified to operate along Overhill Dr. rather than over Buckler Avenue.	The Buckler Ave. route allows for better spacing of transit routes in the area. Service along this street is paralleled by service operated along La Brea Ave. and Crenshaw Blvd. Overhill Dr. is over 1/4 mile closer to La Brea Ave.

F-24

EXHIBIT II

WRITTEN AND ORAL TESTIMONY PRESENTED AT THE JULY 29 PUBLIC HEARING

<u>Subject</u>	<u>Respondent</u>	<u>Public Comment</u>	<u>Staff Response</u>
	E. Kustoff E. West	Opposes the proposed modification to this line.	The modification to Line 107, as proposed by staff, will improve rider access from South Central Los Angeles through Huntington Park to South Gate and Cudahy. Present Line 107 will be extended eastward to provide new service along Santa Ana St. between California Avenue and Atlantic Ave.
110	E. Peters	Supports proposal to modify existing Line 110.	Included in Staff Recommendation.
	M. Panitz	Extend Line 110 to serve Playa del Rey.	The proposed request would result in additional costs and duplicate service currently provided by Line 220 in the Playa del Rey area.
	E. Kustoff	Opposes the modification to this line.	Staff's proposal to modify Line 110 will create new grid service on Garfield Ave. - Centinela Ave. extending service from Fox Hills Mall to Garfield Ave.
115	M. Panitz	Extend line southward to serve the LAX Transit Center.	Service on Sepulveda Blvd., now provided by Line 108, would be duplicated and result in additional costs.
	L. Valentine	Requests additional peak hour service on Manchester Blvd between Inglewood Avenue and Sepulveda Blvd.	Service levels will be monitored and adjustments made in accordance with passenger demands.
	E. Kustoff	Opposes the modification to this line.	Staff's proposal will maintain key travel patterns for riders traveling along Manchester Ave. Service levels along

F-25

EXHIBIT II

WRITTEN AND ORAL TESTIMONY PRESENTED AT THE JULY 29 PUBLIC HEARING

<u>Subject</u>	<u>Respondent</u>	<u>Public Comment</u>	<u>Staff Response</u>
			Manchester-Firestone Blvds. will be retained and adjusted as required to meet passenger demand.
116	R. Tanner	Supports the proposed modification to Line 115.	Included in staff recommendation.
	P. Moser	Maintain existing north terminal located at Ave 26 and Figueroa Street.	Included in staff recommendation. The proposed modification to this line will not affect the present terminal at Ave. 26 and Figueroa Street.
	E. Kustoff	Opposes the modification to this line.	The proposed modification to Line 251 will create through service along Florence Ave. and enable direct travel between LAX and the Mid-Cities area. The proposed changes will also enable inter-regional travel to South Gate, Lynwood and East Los Angeles.
252	R. Tanner	Supports proposed change.	Included in staff recommendation.
	E. Kustoff	Opposes the modification to this line.	See Line 251 response.
255	P. Moser	Extend proposed Line S-255 north along Figueroa St. to York Blvd.	This suggestion would duplicate Line 81 service operating along Figueroa St. and result in additional operating costs.
	E. Kustoff	Opposes the modification to this line.	The proposed modification to Line S-255 will establish direct bus service from North Los Angeles to East Los Angeles including service to USC County Medical Hospital. All existing stops will continue to be served. Service frequencies will be improved.

F-26

EXHIBIT II

WRITTEN AND ORAL TESTIMONY PRESENTED AT THE JULY 29 PUBLIC HEARING

<u>Subject</u>	<u>Respondent</u>	<u>Public Comment</u>	<u>Staff Response</u>
359	F. Augustus	Opposes the elimination of this line.	Staff recommends that Line 359 be renumbered to S-119 and extended eastward along Fernwood Ave. as originally proposed. Service to current patrons would not be denigrated.
755	D. Badley S. Seiqal	Supports provision of new Lines 457 and 458.	Staff recommends that the proposal to modify Line 755 be altered to reflect public input. Specifically, Staff recommends that Line 457 provide service to Belmont Shores and to the Long Reach Airport Terminal. All stops now served by Line 755 will continue to be served by Line 457. Similarly, current service frequencies now provided on Line 755 will be retained on Line 457.
	P. Flowback 1 Petition (4 signatures)	Suggests the proposed route of Lines 457 and 458 be modified to operate along 7th St. in downtown Los Angeles.	Bus service along 7th Street is delayed by heavy congestion now and the addition of any new routes would exacerbate this condition causing additional travel time for all riders traveling along this corridor.
826	S. Barcus C. Crafton E. Peters R. Tanner	Endorses implementation of new Line S-108.	Included in Staff Recommendation.
	R. Lair R. Reves	Request earlier service in the Bell Gardens -Maywood area than presently provided.	Early morning trips on Line 826 will be monitored to see if additional trips are warranted. Replacement service will retain appropriate service levels.
	E. Kustoff R. Lair F. Reves	Opposes elimination/modification of present Line 826.	The proposed modification to Line 826 will provide enhanced travel opportunities along Garfield, Gage, Slauson and Florence Aves. All but 13 bus stops

EXHIBIT II

WRITTEN AND ORAL TESTIMONY PRESENTED AT THE JULY 29 PUBLIC HEARING

<u>Subject</u>	<u>Respondent</u>	<u>Public Comment</u>	<u>Staff Response</u>
	F. Stern 9 Petitions (688 signatures)		currently served by Line 826 will continue to be served. At those locations where stops are removed, the average walking distance to a nearby service is about .1 mile. Replacement services will, in most cases, maintain current frequencies and hours of operation.
828	R. Tanner	Supports implementation of New Line S-108.	Included in staff recommendation.
	M. Panitz	Extend Line S-108 northward to serve the Central Venice area (Pacific Ave./ Windward St.); suggests 30-minute service to Marina del Rey.	It would incur additional costs to extend Line S-108. Also this extension would duplicate service currently provided by Culver City Municipal Bus Line.  Service frequencies on Line S-108 will be based upon passenger demand and adjusted regularly to ensure appropriate service levels.
	B. Carter	Requests additional service on Line S-108 along Slauson Ave. at or near Overhill Ave.	Service levels on Line S-108 will be based upon passenger demand and adjusted regularly to ensure appropriate service levels.
	R. Tanner	Supports new Line S-111.	Included in staff recommendation.
	E. Kustoff	Opposes the elimination of Line 828.	The proposed change to Line 828 is necessary to implement the grid system in the South Central portion of Los Angeles. New Line S-108 will establish direct bus service from Marina del Rey to the City of Commerce via Slauson Ave. In addition, new Lines S-111 and S-112 will establish direct service to LAX from Huntington Park, Lynwood and Whittier along Florence Ave.

F-28

EXHIBIT II

WRITTEN AND ORAL TESTIMONY PRESENTED AT THE JULY 29 PUBLIC HEARING

<u>Subject</u>	<u>Respondent</u>	<u>Public Comment</u>	<u>Staff Response</u>
841	S. Barcus R. Tanner	Supports implementation of new Lines S-60 and S-61.	Included in staff recommendation.
	K. Landrum	Eliminate bus stop at Long Beach Blvd. and 61st St. for new Lines S-60 and S-61. Alleges this stop is in a high crime area and reports incidents of vandals harassing passengers/drivers.	Bus stops along Long Beach Blvd may be monitored and analyzed as part of a systemwide study of passenger utilization. It is possible this study may include recommendations to delete some existing bus stops due to lack of use.
	W. Wright	Maintain link from Long Beach to San Pedro.	Staff recommends the proposed service changes be modified to include a new Line (S-146) which will operate between Long Beach and San Pedro.
	S. Ferguson A. Jackson E. Kustoff 1 - petition (86 signatures)	Opposes the elimination of Line 841.	Staff recommends the proposed service changes be modified to include a new Line (S-146) which will operate between San Pedro and Long Beach. Service between Long Beach and Huntington Park is proposed to be provided by Line S-60. Line L-360 will also operate at peak hours providing expedited limited stop service.
869	P. Montgomery L. Valentine	Opposes removal of service north of LAX.	Service will be maintained between LAX and Inglewood by proposed Lines S-111/S-112. These new lines will provide direct access to LAX from the Mid-Cities area. All airport services will be routed into the LAX Transit Center to facilitate transfer connections between services.
	M. Hauge	Alleges the elimination of this line will leave the Palos Verdes area without bus service.	All Palos Verdes Peninsula bus stops served by Line 869 will continue to be served.

F-29

EXHIBIT II

WRITTEN AND ORAL TESTIMONY PRESENTED AT THE JULY 29 PUBLIC HEARING

<u>Subject</u>	<u>Respondent</u>	<u>Public Comment</u>	<u>Staff Response</u>
	L. Burnquiss J. Evanisovich E. Kustoff P. Johanson L. Pearson J. Simon C. Weingartten 2 petitions (84 signatures)	Opposes the elimination/modification of existing service. Concerned for the welfare of school children who will need to transfer if the change is approved as proposed.	Staff recommends revising the proposed changes to S-225, S-226 by (1) reinstating the terminal at Marineland, (2) through-routing all trips all trips on the northern side of the Peninsula and (3) providing a transfer point at 9th St. and Weymouth Ave. between proposed Lines S-225 and San Pedro Line S-146.
	R. Tanner	Supports change.	See above recommendation.

EXHIBIT II

MISCELLANEOUS COMMENTS RECEIVED ON ISSUES OUTSIDE THE PURVIEW OF THE MARCH 17 PUBLIC MEETING

<u>Subject</u>	<u>Respondent</u>	<u>Public Comment</u>	<u>Staff Response</u>
Headsigns	S. Elizabeth	Suggests larger numbers and letters for bus line identification.	The present headsign system is balanced between character size and the amount of information displayed. The present system is accepted by most District patrons.
Access to service	D. Dove	Walking distance to replacement service is one mile in some cases.	As proposed, average walking distance to replacement services is under .2 miles. The maximum walking distance is approximately .3 miles.
Grid service	D. Dove	Questions effectiveness of grid system of bus routes.	Matching resources with rider demand is improved with a grid route structure. Greater area coverage is also possible since duplicated route mileage is held to a minimum.
Better service	M. Cluster	Improve north/south service between L.A. and San Pedro.	At present, direct service between San Pedro and L.A. is provided by Line 737 Park-Ride and Line 810 Express. Rider demand determines the levels of service operated. Additional service is provided in response to increases in demand addressed by LACTC Proposition A guidelines.
Line numbers	S. Barcus	The San Gabriel Valley services should be renumbered according to the 1980 SIP.	The San Gabriel Valley services will eventually be renumbered in conformance with the plan adopted by the Board of Directors.
Bus Stop Shelters	D. Dove	Need shelters along Imperial Hwy. at Central Ave. and Studebaker Rd.	Bus stop shelters are established under programs administered by the individual cities within the District's service area. The locations given are under the purview of the City of Los Angeles and City of Norwalk.

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EXHIBIT II

MISCELLANEOUS COMMENTS RECEIVED ON ISSUES OUTSIDE THE PURVIEW OF THE MARCH 17 PUBLIC MEETING

<u>Subject</u>	<u>Respondent</u>	<u>Public Comment</u>	<u>Staff Response</u>
8	J. Ransom E. West	Reinstate the route of former Line 8.	The routes of Lines 45, 107, 110, and 211 established in January, 1983 retain the key travel patterns for most riders of former Lines 8 and 41. Reinstating these services would result in needless route duplication and, therefore, is not recommended.
41	E. Hughes D. Marshall	Reinstate the route of former Line 41 in the north Inglewood area.	
44	Anonymous	Eliminate Line 44 service on Adams Blvd.; combine the Beverly Blvd. route portion with Lines 70-71.	Eliminating service on Adams Blvd is not desirable due to heavy patronage. Line 44 suffers from poor on-time performance due to heavy patronage and poor traffic conditions on both the Adams and Beverly portions of the route. Assuming the availability of funding to do so, Line 44 is proposed to be severed in downtown Los Angeles to rectify the problems mentioned. Combining the Beverly Blvd service with Lines 70-71 is not recommended since line performance would continue to be poor for the same reasons.
53	D. Dove	Requests more weekday service between Willowbrook and Carson (Cal-State Dominguez Hills).	Service between these points was enhanced in Phase V of the SIP by Line S-56.
76	A. Carrasco	Requests additional service between Lincoln Heights and El Monte.	Four weekday buses and 1 bus each on Saturday and Sunday have been added to Line 76 in recent months. More buses will be added if necessary to alleviate chronic passenger overloads.
120	D. Dove	Requests more weekday service between Lynwood and Willowbrook.	Proposed Line S-119 will increase weekday service in this corridor.

F-32

EXHIBIT II

MISCELLANEOUS COMMENTS RECEIVED ON ISSUES OUTSIDE THE PURVIEW OF THE MARCH 17 PUBLIC MEETING

<u>Subject</u>	<u>Respondent</u>	<u>Public Comment</u>	<u>Staff Response</u>
127	D. Dove	Requests for weekday service between Compton and Carson (Cal-State Dominguez Hills).	Service between these points was enhanced in Phase V of the SIP by Line S-127.
232	J. Efanisovitch	Sever line at Pacific Coast Hwy and Hawthorne; operate alternate express route to LAX.	Existing patronage levels on Line 232 preclude covering the service as suggested. Alternate express service to LAX would require funding beyond present resource levels.
260	D. Dove	Requests more weekday service between Lynwood and Compton.	See Line 127 response.
448	J. Efanisovitch	Operate service all day.	Additional service will be provided as rider demand warrants.
872	J. Efanisovitch	Extend to Marineland.	This route provides local circulation service within San Pedro and connects with service to Marineland provided by proposed Line S-225. An extension would duplicate service and require funding beyond present resource levels.

F-33

EXHIBIT III

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT  
POSSIBLE IMPACTS OF PROPOSED SERVICE CHANGES FOR JUNE 26, 1983 OR LATER

NORTH CENTRAL LOS ANGELES-SOUTH CENTRAL LOS ANGELES-SOUTH BAY AREA

SOCIAL

ECONOMIC

ENVIRONMENTAL

ENERGY CONSERVATION

- Reduction in travel times by providing more direct routings and expanding limited services.
- System simplification for users based on the grid concept.

The social benefits described may have a negative impact on some of our present riders:

- Line number changes may initially cause some confusion, however, past information programs employed during the implementation of Phases I through V have proved extremely successful in minimizing confusion and complaints.
- Service will be removed on some streets requiring a small number of patrons to walk a short distance to board a bus. The average walking distance, however, is well within District standards of 1/4 mile access in most instances.
- The realignment of some existing routes may require some riders to use new combinations of routes while a small number of riders may require an additional transfer to complete their trip. The majority of our present and future riders, however, will benefit from the service changes proposed.

EXHIBIT III

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT  
POSSIBLE IMPACTS OF PROPOSED SERVICE CHANGES FOR JUNE 26, 1983 OR LATER

NORTH CENTRAL LOS ANGELES-SOUTH CENTRAL LOS ANGELES-SOUTH BAY AREA

SOCIAL

The service changes proposed for implementation in June 1983 include Phase VI of the Districts 1980 Sector Improvement Plan. The 1980 Plan was adopted by the Board in December 1979 after undergoing extensive public review and receiving widespread support from the citizens of this area. Phase VI routing changes are concentrated primarily in North Central Los Angeles, South Central Los Angeles, and the South Bay Area and are designed to address a long-standing need for service improvements in these areas. Major social benefits to be realized from the implementation of Phase VI as well as the East Long Beach Express service revision include:

- Improvement in our ability to attract additional ridership as well as reduce crowding along heavy travel corridors through increased passenger capacity on weekdays and weekends.
- Expanded public access to transit services in local areas and crosstown corridors.
- Expanded travel opportunities through extension and realignment of services.
- Improved on-time performance by reducing the number of "U" or "L" shaped lines.

ECONOMIC

A small number of riders may have to purchase transfers to complete their trip, however, pass riders will not be affected. Offsetting this, some passengers presently transferring will have direct trip opportunities or experience a reduction in the number of transfers required to complete their trip.

ENVIRONMENTAL

The proposed changes may cause a reduction in private auto usage as new ridership is generated in response to the improved system of direct bus routes. A reduction in automobile usage may result in a slight improvement in the air quality in the region, as well as a reduction in the amount of traffic congestion.

ENERGY CONSERVATION

A reduction in private auto fuel consumption will have a positive impact on local energy conservation goals.

PHASE VI LINE NUMBER CHANGES  
EFFECTIVE JUNE 26, 1983 OR LATER

<u>PROPOSED NEW AND MODIFIED LINES</u>	<u>LINE NAMES</u>
38	West Jefferson Boulevard
48	Maple Avenue-South San Pedro Street
60	Long Beach Boulevard-Santa Fe Avenue
61	Tweedy Boulevard-Santa Fe Avenue
68	West Washington Boulevard-Brooklyn Avenue
81	Figueroa Street
83	Pasadena Avenue-York Boulevard
107	Fairview Boulevard-54th Street-Santa Ana Street
108	Slauson Avenue
110	Centinela Avenue-Gage Avenue
111	LAX-Florence Avenue-Leffingwell Road
112	LAX-Florence Avenue-Otis Street
115	Manchester Avenue-Firestone Boulevard
117	Century Boulevard
119	108th Street-Fernwood Avenue
146	San Pedro-Long Beach
225	Aviation Boulevard-Palos Verdes Drive North-Marineland
226	Aviation Boulevard-Palos Verdes Drive South-Marineland
251	Daly Street-Soto Street-California Avenue
252	Soto Street-California Avenue
255	Griffin Avenue-Rowan Avenue
262	Garfield Avenue
358	Los Angeles-Lynwood-Limited
360	Long Beach Boulevard-Limited

Existing Lines to Be Cancelled

6	Los Angeles-Highland Park
9	West Jefferson Boulevard-Huntington Park-South Gate-Hollydale
25	Los Angeles-North Figueroa Street
34	Los Angeles-Lynwood-Paramount
49	San Pedro Street-South Figueroa Street
116	Manchester Avenue-Firestone Boulevard-Imperial Highway-Branch of Line 115
359	108th Street
826	Huntington Park-Bell Gardens-Downey
828	Marina del Rey-Huntington Park-Whittier
834	Century Boulevard
841	Huntington Park-Long Beach-San Pedro
869	Palos Verdes Peninsula-Redondo Beach-Aviation Boulevard-Inglewood

LONG BEACH EXPRESS REVISIONS  
EFFECTIVE JUNE 26, 1983 OR LATER

NEW LINE #

NAME

457

Los Angeles-Long Beach Airport-Belmont  
Shore Park/Ride

OLD LINE#

755

South Coast Park-n-Ride Express

ROUTE CERTIFICATES TO BE AUTHORIZED  
PHASE VI IMPROVEMENT PROGRAM

<u>LINE</u>	<u>NEW PAGE</u>
38	Original
48	Original
60	Original
61	Original
68	First Revised
81	Original
83	Original
107	First Revised
108	Original
110	First Revised
111	Original
112	Original
115	First Revised
117	Original
119	Original
146	Original
225	Original
226	Original
251	First Revised
252	First Revised
255	First Revised
262	Original
358	Original
360	Original

Route Certificates to be Cancelled

6	Fourth Revised
9	Sixth Revised
25	Fifth Revised
34	Eleventh Revised
49	Original
116	Second Revised
359	Second Revised
826	Second Revised
828	Fourth Revised
834	Eighth Revised
841	Fourth Revised
869	Sixth Revised

ROUTE CERTIFICATES TO BE AUTHORIZED  
PHASE VI IMPROVEMENT PROGRAM

EAST LONG BEACH REVISION

Route Certificates to be Authorized

<u>LINE</u>	<u>NEW PAGE</u>
457	Original

Route Certificates to be Cancelled

755	Third Revised
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EXHIBIT VI

SUMMARY OF RECOMMENDED MODIFICATIONS

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>Annual Cost/ (Savings)</u>
1	Establish new Line L-358 to provide peak period only service between Los Angeles and Lynwood.	+\$500,000
2	Establish new Line S-146 to provide direct service between Long Beach and San Pedro	+\$480,000
5	Extend peak period only service on Line S-81 to Eagle Rock Plaza	+\$100,000
6	Do not implement proposed Line L-381	(-\$500,000)
7	Establish eastern terminal of Line S-108 at Slauson Ave. and Telegraph Rd.	(-\$470,000)
8	Modify route of proposed Lines S-225/226 to retain loop service on the Peninsula	included in Item 2
9	Reduce service levels on Line L-360 to compensate for reduced patronage with establishment of Item 1.	(-\$100,000)
	Total Annual Cost of Modifications	<u>\$+10,000</u>

ANALYSIS OF SIGNIFICANT PROPOSED  
MODIFICATIONS TO PHASE VI

<u>Item</u>	<u>Current Line Number</u>	<u>Option Number</u>	<u>Description</u>	<u>Annual Cost/ (Savings)</u>	<u>Daily Boardings</u>	<u>Cost Per Boarding</u>
1	34		<u>Lynwood-Los Angeles Service</u>			
		1	-Retain current Line 34 operation -Implement proposed extension of current Line 359 on Fernwood Ave. -Implement proposed frequency improve- ments to Line 260 Atlantic Ave.	+\$1,000,000	1,350	\$2.
		2	-Retain current Line 34 operation -Do not improve Lines 260 or 359	+\$180,000	1,350	.
		* 3	-Provide peak period only service over the route of Line 34 via new Line L-358. -Implement proposed improvements to Lines 260 and 359.	+\$500,000	820	2.
		4	-Implement proposed improvements to Lines 260 and 359 -Extend modified Line 359 along Atlantic Ave. to Alondra Blvd.	+\$280,000	1,100	.80
		5	-Implement original proposal			
2	841		<u>Long Beach-San Pedro Service</u>			
		1	-Implement new Line S-146 -Implement proposed Lines S-225 and S-226 service on 7th St. in San Pedro	+\$1,000,000	1,800	1.80
		* 2	-Implement new Line S-146 -Do not implement proposed Lines S-225 and S-226 service on 7th St.	+\$480,000	1,800	.90
		3	-Implement original proposal	-	-	-
3	25		<u>Avenue 66 and Meridian Service</u>			
		1	-Modify route of Line 256: 700 passengers on current Line 256 at affected location.	+\$20,000	23	2.
		2	-Establish branch route of Line S-81.	+\$10,000	23	1.
		* 3	-Implement original proposal	-	-	

ANALYSIS OF SIGNIFICANT PROPOSED  
MODIFICATIONS TO PHASE VI

Item	Current Line Number	Option Number	Description	Annual Cost/ (Savings)	Daily Boardings	Cost Per Boardings
4	826		<u>Line 826 Service</u>			
		1	-Retain current Line 826 service -Implement proposed service on Lines S-108, S-110, S-111/112 & S-262	+\$2,160,000	6,000	1.10
		2	-Retain current Line 826 service -Do not implement proposed service on Lines S-68, S-108, S-110, S-111/112, S-225/226, S-251/252 -Retain current service on Lines 68, 110, 251/252, 828 and 869	+\$250,000	6,000	.10
	*	3	-Implement original proposal	-	-	-
6	25		<u>Colorado Blvd. Service</u>			
		1	-Extend all day service on Line S-81 to Eagle Rock Plaza -Implement proposed Line L-381	+\$290,000	400	2.50
		2	-Extend all day service on Line S-81 to Eagle Rock Plaza -Do not implement proposed Line L-381	(-\$210,000)	400	1.70
	*	3	-Extend peak period only service on Line S-81 to Eagle Rock Plaza -Do not implement proposed Line L-381	(-\$400,000)	400	-3.20
		4	-Implement original proposal			
7	None		<u>East Slauson Ave. Service</u>			
	*	1	-Establish eastern terminal of Line S-108 at Slauson Ave. and Telegraph Rd.	(-\$470,000)	300	4.80
		2	-Implement original proposal: Slauson Ave.-Marina del Rey to Whittier			
8	869		<u>Palos Verdes Peninsula Service</u>			
	*	1	-Modify route of Lines S-225/226 by establishing southern terminal at Marineland	(see 2.2)		

ANALYSIS OF SIGNIFICANT PROPOSED  
MODIFICATIONS TO PHASE VI

<u>Item</u>	<u>Current Line Number</u>	<u>Option Number</u>	<u>Description</u>	<u>Annual Cost/ (Savings)</u>	<u>Daily Boardings</u>	<u>Cost Per Boardings</u>
			-Modify route of Line 226 by through routing service on the east side of the Peninsula			
			-Service on 7th St. to be provided by Line S-146			
		2	-Implement original proposal	(see 2.1)		
9	None		<u>Long Beach to Los Angeles Limited Service Levels</u>			
		*	1 -Reduce frequency of L-360 by one trip per hour	(-\$100,000)	500	
		2	-Implement proposed Line L-360 frequency levels	-	-	-
10			<u>Garfield Ave. Service-Extension to Rancho Los Amigos Hospital</u>			
		1	-Extend every other trip on Line S-262 from Firestone Blvd. to Rancho Los Amigos Hospital	+\$190,000	300	2.50
		2	-Implement original proposal			

\*Indicates staff recommendation



John A. Dyer  
General Manager

June 24, 1983

TO: Board of Directors  
FROM: John A. Dyer  
SUBJECT: LINE RENUMBERING PROGRAM

RECOMMENDATION

It is recommended that your Board concur in staff's proposal to complete the Systemwide Line Renumbering Program, adopted in concept by the Board in December 1979. Lines remaining to be renumbered are described in Exhibits 1 through 3.

BACKGROUND

The 1980 Sector Improvement Program (SIP) which included the renumbering of lines throughout the District, was adopted by the Board of Directors in December 1979. The plan was initially proposed to be implemented in September 1980. However, due to financial constraints, staff recommended implementing the SIP in separate phases. The first four phases were implemented between June 1980 and September 1981. Phase V was implemented on January 30, 1983, approved changes involving express service were instituted on February 28, 1983. The final phase of the program, Phase VI, will become effective June 26, 1983. In addition to the phased implementation of modified routes, lines requiring schedule changes at quarterly intervals have been renumbered in conformance with the original renumbering plans.

Implementation of the renumbering program has, in some minor instances, varied somewhat from the original plan, due in large measure to the District's inability to implement the 1980 SIP in

one phase as originally proposed. Completion of the systemwide line renumbering program involves a limited number of lines in the Central Business District, a number of 400 and 800 series lines in the San Gabriel, Mid-Cities and South Bay Sectors, 100 series lines in the San Fernando Valley Sector, a minimum number of Limited type service and changes in Express and Special Services lines. Specifics relative to proposed changes are shown on Exhibits 1 and 2 of this report.

It is staff's intent to have all necessary preparations completed in order that all new line number changes can be incorporated in the new Bus Stop Signage Program to begin in October 1983. By incorporating new line numbers in the Signage Program, all new numbers will be in place for the 1984 Olympic Games.

#### IMPACT ON PATRONAGE

Staff does not anticipate any adverse effect on existing and/or potential patrons. Continued distribution of service change material will assist in informing the public of pending changes.

#### IMPACT ON COSTS

The proposed line number changes will have no affect on present equipment and schedule requirements. However, some costs will be incurred in production of public notice material, public timetables and schedule material.

#### THREE-TO-FIVE-YEAR IMPACT

Completion of the Systemwide Renumbering Program will provide improved identification of District services for present and potential users of the system. Additionally, by identifying type or direction of service by a specific series of numbers, comprehension of our system will be greatly improved for information, operating and supervisory personnel.

#### IMPACT ON EQUIPMENT

No impact is anticipated. Telecommunications and Maintenance staff are prepared to make the necessary adjustments and alterations prior to the date of implementation.

Board of Directors  
June 24, 1983  
Page 3

IMPLEMENTATION

With Board approval, programmed Line Number Changes will become effective on October 2, 1983. Exhibit III depicts Official Route Certificates requiring approval for cancellation and approval by your Board, copies of which have been filed with the Secretary.

Respectfully,

John A. Dyer  
General Manager

By: Jack Stubbs  
Acting Manager of Planning  
and Marketing

By: Gary S. Spivack  
Director of Planning

Attachments

## EXHIBIT I

SYSTEM WIDE LINE RENUMBERING PROGRAM  
PROPOSED AND PRESENT

<u>PROPOSED LINE NO.</u>	<u>PRESENT LINE NO.</u>	<u>LINE NAME</u>
1	1	Hollywood Blvd.
2	2	Sunset Blvd.
3	3	Sunset Blvd-Beverly Dr.
4	4	Santa Monica Blvd.
10	10	Melrose Ave.
11	11	Temple St.-City College
14	(44)	Beverly Blvd.
16	16	West Third St.
18	18	W. Sixth St.-Whittier Blvd.
20	20	Wilshire Blvd.
21	21	Wilshire Blvd.-UCLA
22	22	Wilshire Blvd.-Century City-Brentwood
26	26	Seventh St.-Virgil Ave.-Franklin Ave.
27	27	W. Olympic Blvd.-Burton Way
28	28	W. Olympic Blvd.
30	30	W. Pico Blvd.-E. First St.-Floral Dr.
31	31	W. Pico Blvd.-E. First St.
33	75	Venice Blvd.-Echo Park Ave.
37	44	West Adams Blvd.
*38	9	L.A.-West Jefferson Blvd.
40	5	L.A.-Inglewood-Hawthorne Blvd.
42	871	L.A.-Westchester-Redondo Beach
45	45	Broadway-Mercury Ave.
*48	49	Maple Ave.-So. Main St.
51	51	Compton Blvd.-Avalon Blvd-San Pedro St.-West Seventh St.
53	53	Central Avenue
55	55	Wilmington-L.A.- via Compton Ave.
56	56	Carson-L.A.-via Wilmington Ave.
*60-61	9	L.A.-Long Beach Blvd.
65	32	Washington Blvd.-Indiana St.-Gage Ave.
66	47	E. Olympic Blvd.-W. Eighth St.
67	47	Branch of Line 66
68	68	W. Washington Blvd.-Brooklyn Ave.
70	70	L.A.-El Monte-via Garvey Ave.
71	71	City Terrace-Sybil Brand
76	76	L.A.-El Monte-via Main St.-Valley Blvd.



PROPOSED LINE NO.	PRESENT LINE NO.	LINE NAME
78	78	L.A.-So. Arcadia-via Los Tunas Dr.
79	79	L.A.-Arcadia-vvia Huntington Dr.
*81	25	Figueroa St.
*83	6	L.A.-Pasadena Ave.-York Blvd.
84	84	L.A.-Eagle Rock-via Cypress Ave.- Eagle Rock Blvd.
85	85	Verdugo Rd.-Glendale College
90	90	L.A.-Sunland-via Pennsylvania Ave.
91	91	L.A.-Sunland-via La Crescenta Ave.
92-93	39	L.A.-Glendale-Burbank-San Fernando
94	24	San Fernando Rd.
96	86	L.A.-Burbank-No. Hollywood-Van Nuys
97	97	L.A.-Riverside Dr.-Sherman Oaks
102	102	E. Jefferson Blvd.-Coliseum St.
103	103	Martin Luther King Jr. Blvd.
104	822	E. L.A.-La Mirada-via E. Washington Blvd.
105	105	Vernon Ave.-La Cienega Blvd.
107	107	54th St.
*108	828	Slauson Ave.
109	826	Huntington Park-Bell Gardens-Downey
110	110	Gage Ave.
*111-112	828	Florence Ave.
115	115	Manchester Ave.-Firestone Blvd.-Pioneer Blvd.
*117	834	Century Blvd.
*119	359	108th St.
120	120	Imperial Highway
124	124	El Segundo Blvd.-Santa Fe Ave.
125	125	Rosecrans Ave.
126	861	Yukon Ave.-Manhattan Beach Blvd.
127	127	Compton Blvd.-Bellflower Blvd.
128	844	Alondra Blvd.
130	130	Artesia Blvd.
*146	841	Long Beach-San Pedro
147	872	San Pedro-Prk Western Plaza-Barton Hill
149	149	Long Beach-Disneyland-Riverside
150	150	Ventura Blvd.
152	152	Fallbrook-Roscoe-Vineland
154	154	Tampa Ave.-Ventura Blvd.-Burbank Blvd.-Oxnard St.
158	158	Devonshire St.-Woodman Ave.
161	161	Westlake-Canoga Park
163	163	Sherman Way
164	164	Victory Blvd.
165	165	Vanowen St.
166	166	Nordhoff St.-Osborne St.
168	168	Lassen St.-Paxton St.
169	169	Saticoy St.-Sunland Blvd.
170	424	Hellman Ave.-El Monte.-via So. El Monte

<u>PROPOSED LINE NO.</u>	<u>PRESENT LINE NO.</u>	<u>LINE NAME</u>
175	175	Fountain Ave.-Talmadge St.-Hyperion Ave.
176	430	Glassell Pk.-Highland Pk.-Alhambra-El Monte
177	177	Glendale-La Canada-Pasadena-Monrovia-Duarte
178	446	El Monte-Baldwin Pk.-W. Covina-Walnut-Azusa Ave.
180	180	Hollywood-Glendale-Pasadena-via Colorado Blvd.
181	181	Hollywood-Glendale-Pasadena-via Yosemite Dr.
183	183	Magnolia Blvd.-Kenneth Rd.-E. Colorado St.
185	445	Hacienda Blvd.-Irwindale-Arrow Hwy.
187	440	Pasadena-Glendora-Pomona-via Foothill Blvd.
188	438	No. Fair Oaks-Colorado Blvd.-Duarte Rd.
192	452	Arroyo Ave.-No. White-San Bernardino Ave.
194	454	No. Ninth St.-So. Towne-Arrow Hwy.
200	200	Alvarado St.
201	201	Silverlake Blvd.
204	204	Vermont Ave.
205	849	E. Torrance-Harbor City-San Pedro
206	206	Normandie Ave.
207	207	Western Ave.
209	209	Van Ness-Arlington Ave.
210	210	Vine St.-Crenshaw Blvd.
211	211	Prairie Ave.
212	212	Hollywood Way-La Brea Ave.
215	867	Inglewood Ave.
217	217	Fairfax Ave.-Hollywoodland
220	220	Robertson Blvd.-Culver City-LAX
*225	869	Aviation Blvd.-Palos Verdes Dr.-North Marineland
*226	869	Aviation Blvd.-Palos Verdes Dr.-West Marineland
228	159	Coldwater Cyn.-Sheldon St.-Lankershim Blvd.
230	160	Laurel Cyn. Blvd.
232	232	Long Beach-LAX
234	157	Sepulveda Blvd.-Brand Blvd.-Sayre St.
236	156	Balboa Blvd.-Ventura Blvd.-Woodley Ave.
239	155	White Oak Ave.-Zelzah Ave.-Rinaldi St.
243	153	De Sota Ave.-Ventura Blvd.-Winnetka Ave.
245	151	Topanga Cyn. Blvd.-Mulholland Dr.-Valley Circle Blvd.

<u>PROPOSED LINE NO.</u>	<u>PRESENT LINE NO.</u>	<u>LINE NAME</u>
250	250	Boyle Ave.
251	251	Soto St.-Daly St.-Ave. 26
252	252	Soto St.-Mission Rd.
253	253	Euclid Ave.-Evergreen Ave.
254	142	120th St.-Huntington Park-Lorena St.
255	255	Rowan Ave.-County Hospital
256	256	Eastern Ave.-Ave. 64-North Hill Ave.
258	258	Arizona Ave.-Alhambra
259	259	Eastern Ave.-Arizona Ave.-Emery Pk.
260	260	Long Beach-Pasadena-Altadena-via Atlantic Blvd.
*262	68	Garfield Ave.
264	431	San Gabriel Blvd.-Altadena Dr.
265	831	Paramount Blvd.-Pico Rivera-Whittier
266	266	Lakewood Blvd.-Rosemead Blvd.
267	433	Temple City Blvd.-Del Mar Blvd.- Lincoln Ave.
268	435	Baldwin Ave.-Washington Blvd.
270	270	El Monte-Cerritos
271	825	Hawaiian Garden-Norwalk-Whittier-via Pioneer Blvd.
274	441	Puente Ave.-Citrus Ave.
275	821	Pico Rivera-Whittier-Cerritos
276	443	Sunset Ave-Covina Blvd.-San Dimas Ave.
280	447	Azusa Ave.
291	451	Garey Ave.-Foothill Blvd.
293	453	Indian Hill Blvd.-Reservoir St.
304	-	Santa Monica Blvd.-Limited
320	308	Wilshire Blvd.-Limited
322	309	Wilshire Blvd.-Century City-via Brentwood-Limited
328	311	Olympic Blvd.-Limited
333	313	Venice Blvd.-Limited
345	317	South Broadway-Limited
351	320	Avalon Blvd.-Limited
*358	34	L.A.-Lynwood-Limited
*360	360	Long Beach Blvd.-Limited
378	338	Huntington Dr.-So. Arcadia-Limited
379	339	Huntington Dr.-Arcadia-Limited
401	401	L.A.-Pasadena-North Allen Express
402	402	L.A.-Pasadena-Park 'N' Ride
406	406	L.A.-Sunland Express-via Pennsylvania Ave.
407	407	L.A.-Sunland Express-Via La Crescenta Ave.
410	410	L.A.-Glenoaks Blvd. Express
412	412	N. Hollywood-Van Nuys Express
413	413	L.A.-Burbank-N. Hollywood-Van Nuys Express

<u>PROPOSED LINE NO.</u>	<u>PRESENT LINE NO.</u>	<u>LINE NAME</u>
418	721	L.A.-Van Nuys-Reseda-Northridge Express
419	419	L.A.-Mission Hills-Granada Hills-Chatsworth Express
420	93	L.A.-Van Nuys-Northridge Express
421	93	L.A.-Van Nuys-Northridge-via Universal City Express
422	93	L.A.-Van Nuys-via Sherman Oaks Express
423	423	L.A.-Woodland Hills-Westlake Express
424	35	L.A.-Ventura Blvd. Express
425	425	L.A.-Ventura Blvd.-Express-Limited Stop Service
426	426	San Fernando Valley-Wilshire Blvd.-L.A. Express
427	427	L.A.-Tarzana-Woodland Hills-Canoga Park Express
429	429	L.A.-Sunset Blvd. Express
430	601	L.A.-Sunset Blvd. Express
431	602	L.A.-Westwood Express
434	434	L.A.-Santa Monica-Malibu-Trancas Express
436	604	L.A.-Venice Blvd. Express
437	605	L.A.-Marina del Rey Express
438	606	L.A.-Culver Blvd.-Manhattan Beach Express
439	607	L.A.-LAX-Redondo Beach Express
442	442	L.A.-Hawthorne-Union Station Express
443	814	L.A.-Torrance-Redondo Beach-Palos Verdes Express
444	813	L.A.-West Torrance-Rolling Hills-Marineland Express
445	737	San Pedro Drive-In-Park 'N' Ride Express
446	810	L.A.-Carson-Wilmington-San Pedro Express
448	448	L.A.-Palos Verdes Peninsula Express
455	455	L.A.-Paramount-Bellflower Express
456	456	L.A.-Long Beach Express
*457	755	East Long Beach-Park 'N' Ride Express
459	756	Los Alamitos-Los Angeles-Park 'N' Ride Express
460	460	L.A.-Norwalk-Santa Ana via Disneyland
462	462	L.A.-Norwalk-via Santa Fe Springs
464	757	Santa Ana-Fullerton-Los Angeles-Park 'N' Ride Express
466	758	La Mirada-Los Angeles-Park 'N' Ride Express
470	470	Los Angeles-Whittier-La Habra

<u>PROPOSED LINE NO.</u>	<u>PRESENT LINE NO.</u>	<u>LINE NAME</u>
471	471	Los Angeles-Whittier-Puente Hills Mall
480	480	Los Angeles-El Monte-West Covina- Pomona
481	481	Wilshire-El Monte-W. Covina
482	482	L.A.-El Monte-Hacienda Heights-Pomona
483	483	L.A.-Altadena via Fair Oaks Ave.
484	484	L.A.-El Monte-La Puente-Pomona- Ontario Airport
485	485	L.A.-Altadena via Lake Avenue
486	486	L.A.-El Monte-Puente Hills Mall via Amar Rd.
487	487	L.A.-San Gabriel-Sierra Madre
488	488	L.A.-El Monte-West Covina-Eastland- Glendora
489	489	L.A.-Rosemead Blvd.-Hastings Ranch
490	490	L.A.-El Monte-Covina-Diamond Bar-Brea Mall
491	491	L.A.-Sierra Madre via Santa Anita Ave.
492	492	L.A.-El Monte-So. Arcadia-San Dimas
493	493	L.A.-El Monte-Monrovia
494	494	L.A.-El Monte-Monrovia-Glendora
495	762	L.A.-Rowland Heights-Diamond Bar- Park 'N' Ride
495	495	L.A.-Pomona-Riverside-San Bernardino
497	764	L.A.-Pomona-Montclair-Park 'N' Ride
498	750	Glendora-West Covina-L.A.-Park 'N' Ride Express
560	88	LAX-San Diego Freeway-Van Nuys Blvd. Express
575	176	So. L.A.-Pacific Palisades-Express
600	40	Special Event Service
602	202	Chinatown-Olvera St.-Transamerica Ctr.
603	600	Union Station-L.A.-Central City
605	205	Westwood Village-Minibus Loop
608	608	Airport Shuttle
609	609	L.A.-Los Alamitos Racetrack Express
610	610	L.A.-Hollywood Park Racetrack Express
611	611	Hollywood-Hollywood Park Racetrack
612	612	W. L.A.-Culver City-Hollywood Park Racetrack
613	613	South Gate-Hollywood Park Racetrack
614	614	L.A.-Santa Anita Racetrack Express
615	615	Hollywood-Santa Anita Racetrack
630	630	Lawry's California Center Express
635	635	Dodger Stadium
651	551	Sherman Oaks-Hollywood Bowl-Park 'N' Ride

<u>PROPOSED LINE NO.</u>	<u>PRESENT LINE NO.</u>	<u>LINE NAME</u>
652	552	Westwood-Hollywood Bowl-Park 'N' Ride
653	553	Northridge-Hollywood Bowl-Park 'N' Ride
654	554	Westchester-Hollywood Bowl-Park 'N' Ride
655	555	Pasadena-Hollywood Bowl-Park 'N' Ride
656	556	El Monte-Hollywood Bowl-Park 'N' Ride
657	557	Torrance-Hollywood Bowl-Park 'N' Ride
658	558	Santa Monica-Hollywood Bowl-Park 'N' Ride
659	559	Rolling Hills Estates-Hollywood Bowl-Park 'N' Ride
660	561	Downey-Hollywood Bowl-Park 'N' Ride
661	563	Arcadia-Hollywood Bowl-Park 'N' Ride
662	567	Long Beach-Hollywood Bowl Express
663	564	West Hollywood-Hollywood Bowl
670	571	San Fernando Valley-Greek Theater- Park 'N' Ride
671	572	W. L.A.-Greek Theater-Park 'N' Ride
672	573	Fullerton-Greek Theater-Park 'N' Ride
680	512	Alpine Village-El Segundo Employ. Ctr.
681	521	Carson-Gardena-S. L.A.-Imperial Hwy-El Segundo Emp. Ctr.
682	522	Carson-Torrance-Hawthorne-El Segundo Emp. Ctr.
683	524	Washington Blvd.-Inglewood-El Segundo Emp. Ctr.
684	526	BEEP Service-Wilmington-El Segundo Emp. Ctr.
685	531	Palos Verdes-Rolling Hills-Torrance-Hawthorne-El Segundo Emp. Ctr.
686	532	San Pedro-Lomita-Torrance-Redondo Beach-Hermosa Beach-Manhattan Beach- El Segundo Emp. Ctr.
687	536	Torrance-Garden-Hawthorne-Lawndale- El Segundo Emp. Ctr.
688	541	Palos Verdes-Torrance-El Segundo Emp. Ctr.
689	542	San Pedro-Torrance-El Segundo Emp. Ctr.
690	545	Palos Verdes-Redondo Beach-Manhattan Beach-El Segundo Emp. Ctr.
694	194	Pomona-Chino
697	499	Special Event Service-L.A.-Pomona Fairgrounds
598	98	Auditing
699	699	Traffic Loaders

SYSTEM WIDE LINE RENUMBERING PROGRAM  
Present to Proposed

PRESENT LINE NO.	PROPOSED LINE NO.	LINE NAME
1	1	Hollywood Blvd.
2	2	Sunset Blvd.
3	3	Sunset Blvd.-Beverly Dr.-Branch of Line 2
4	4	Santa Monica Blvd.
5	40	L.A.-Inglewood-Hawthorne
6	*83	L.A.-Pasadena Ave.-York Blvd.
9	*60	Long Beach Blvd.
	*61	Branch of Line 60
	*38	West Jefferson Blvd.
10	10	Melrose Ave.
11	11	Temple St.-City College-Branch of Line 10
16	16	West Third St.
18	18	W. Sixth St.-Whittier Blvd.
20	20	Wilshire Blvd.
21	21	Wilshire Blvd.-U.C.L.A.-Branch of Line 20
22	22	Wilshire Blvd.-Century City-Brentwood- Branch of Line 20.
24	94	Los Angeles-San Fernando Rd.
25	*81	Figueroa St.
26	26	Seventh St.-Virgil Ave.-Franklin Ave.
27	27	W. Olympic Blvd.-Burton Way-Branch of Line 28
28	28	W. Olympic Blvd.
30	30	W. Pico Blvd.-E. First St.-Floral Dr.
31	31	W. Pico Blvd.-E. First St.-Branch of Line 30
32	65	Washington Blvd.-Indiana St.-Gage Ave.
34	*358	Los Angeles-Lynwood-Limited
35	424	Los Angeles-Ventura Blvd. Express
39	92	Los Angeles-Glendale-Burbank-San Fernando
	93	Branch of Line 92
40	600	Special Event Service
44	14	Beverly Blvd.
	37	West Adams Blvd.
45	45	Broadway-Mercury Ave.
47	66	East Olympic Blvd.-West Eighth St.
47	67	Branch of Line 66
49	*48	Maple Ave.-S. Main St.
51	51	Compton Blvd.-Avalon Blvd.-San Pedro St.-West Seventh St.
53	53	Central Ave.
55	55	Wilmington-Los Angeles via Compton Ave.
56	56	Carson-Los Angeles via Wilmington Ave.
68	*262	Garfield Ave.
70	70	Los Angeles-El Monte-via Garvey Ave.
71	71	City Terrace-Sybil Brand Branch of Line 70
75	33	Venice Blvd.-Echo Park Ave.
76	76	Los Angeles-El Monte via Main St.-Valley Blvd.

PRESENT LINE NO.	PROPOSED LINE NO.	LINE NAME
78	78	Los Angeles-So. Arcadia via Las Tunas Dr.
79	79	Los Angeles-Alhambra-South Arcadia via Las Tunas Dr.-Branch of Line 78
84	84	Los Angeles-Eagle Rock via Cypress Ave.-Eagle Rock Blvd.
85	85	Verdugo Rd.-Glendale College-Branch of Line 84
86	96	Los Angeles-Burbank-N. Hollywood-Van Nuys
88	560	Los Angeles International Airport-San Diego Freeway-Van Nuys Blvd. Express
90	90	Los Angeles-Sunland via Pennsylvania Ave.
91	91	L.A.-Sunland via La Crescenta Ave.-Branch of Line 90
93	420	Los Angeles-Van Nuys-Northridge
	421	Los Angeles-Van Nuys-Northridge-via Universal City-Express
	422	Los Angeles-Van Nuys-via Sherman Oaks-Express
97	97	Los Angeles-Riverside Drive-Sherman Oaks
98	698	Auditing
102	102	E. Jefferson Blvd.-Coliseum St.
103	103	Martin Luther King Jr. Blvd.
105	105	Vernon Ave.-La Cienega Blvd.
107	107	Fifty Fourth St.
110	110	Gage Ave.-Centinela Ave.-Fox Hills Mall
115	115	Manchester Ave.-Firestone Blvd.-Pioneer Blvd.
120	120	Imperial Highway
124	124	El Segundo Blvd.-Santa Fe Ave.
125	125	Rosecrans Ave.
127	127	Compton Blvd.-Bellflower Blvd.
130	130	Artesia Blvd.
142	254	120th St.-Huntington Park-Lorena St.
149	149	Long Beach-Disneyland-Riverside
150	150	Ventura Blvd.
151	245	Topanga Canyon Blvd.-Mulholland Dr.-Valley Circle Blvd.
152	152	Fallbrook-Roscoe-Vineland
153	243	De Soto Ave.-Ventura Blvd.-Winnetka Ave.
154	154	Tampa Ave.-Ventura Blvd.-Burbank Blvd.-Oxnard St.
155	239	White Oak Ave.-Zelzah Ave.-Rinaldi St.-Branch of Line 160
156	236	Balboa Blvd.-Ventura Blvd.-Woodley Ave.
157	234	Sepulveda Blvd.-Brand Blvd.-Sayre St.



PRESENT LINE NO.	PROPOSED LINE NO.	LINE NAME
158	158	Devonshire St.-Woodman Ave.
159	228	Coldwater Canyon-Sheldon St.-Lankershim Blvd.- Tujunga Ave.
160	230	Laurel Canyon Blvd.
161	161	Westlake-Canoga Park
163	163	Sherman Way
164	164	Victory Blvd.-Branch of Line 165
165	165	Vanowen St.
166	166	Nordhoff St.-Osborne St.-Branch of Line 168
168	168	Lassen St.-Paxton St.
169	169	Saticoy St.-Sunland Blvd.
175	175	Fountain Ave.-Talmadge St.-Hyperion Ave.
176	576	South Los Angeles-Pacific Palisades-Express
177	177	Glendale-La Canada-Pasadena-Monrovia-Duarte
180	180	Hollywood-Glendale-Pasadena via Colorado Blvd.
181	181	Hollywood-Glendale-Pasadena via Yosemite Dr.- Branch of Line 180
183	183	Magnolia Blvd.-Kenneth Rd.-E. Colorado St.
194	694	Pomona-Chino
200	200	Alvarado St.
201	201	Silverlake Blvd.
202	602	Chinatown-Olvera St.-Transamerica Ctr.
204	204	Vermont Ave.
205	605	Westwood Village-Minibus Loop
205	206	Normandie Ave.
207	207	Western Ave.
209	209	Van Ness-Arlington Ave.
210	210	Vine St.-Crenshaw Blvd.
211	211	Prairie Ave.
212	212	Hollywood Way-La Brea Ave.
217	217	Fairfax Ave.-Hollywoodland
220	220	Robertson Blvd.-Culver Blvd.-LAX
232	232	Long Beach-LAX
250	250	Boyle Avenue
251	251	Soto St.-Daly St.-Ave. 26
252	252	Soto St.-Mission Rd.-Branch of Line 251
253	253	Euclid Ave.-Evergreen Ave.-Branch of Line 250
255	255	Rowan Ave.-County Hospital
256	256	Eastern Ave.-Ave. 64-North Hill Ave.
258	258	Arizona Ave.-Alhambra-Branch of Line 259
259	259	Eastern Ave.-Arizona Ave.-Emery Park
260	260	Long Beach-Pasadena-Altadena via Atlantic Blvd.
266	266	Lakewood Blvd.-Rosemead Blvd.
270	270	El Monte-Cerritos
304	304	Santa Monica Blvd.-Limited
308	320	Wilshire Blvd.-Limited
309	322	Wilshire Blvd.-Century City-Brentwood-Limited

PRESENT LINE NO.	PROPOSED LINE NO.	LINE NAME
456	456	Los Angeles-Long Beach Freeway Express
460	460	Los Angeles-Norwalk-Santa Ana via Disneyland
462	462	Los Angeles-Norwalk-via Santa Fe Springs
470	470	Los Angeles-Whittier-La Habra
471	471	Los Angeles-Whittier-Puente Hills Mall-Branch of Line 470
480	480	Los Angeles-El Monte-West Covina-Pomona
481	481	Wilshire-El Monte-W. Covina-Branch of Line 480
482	482	Los Angeles-El Monte-Hacienda Heights-Pomona
483	483	Los Angeles-Altadena via Fair Oaks Ave.
484	484	Los Angeles-El Monte-La Puente-Pomona-Ontario Airport
485	485	Los Angeles-Altadena via Lake Ave.-Branch of Line 483
486	486	Los Angeles-El Monte-Puente Hills Mall via Amar Rd.
487	487	L.A.-San Gabriel-Sierra Madre
488	488	Los Angeles-El Monte-West Covina-Eastland- Glendora
489	489	Los Angeles-Rosemead Blvd.-Hastings Ranch- Branch of Line 487
490	490	Los Angeles-El Monte-Covina-Diamond Bar-Brea Mall
491	491	Los Angeles-Sierra Madre via Santa Anita Ave.-Branch of Line 487
492	492	Los Angeles-El Monte-So. Arcadia-San Dimas
493	493	Los Angeles-El Monte-Monrovia
494	494	Los Angeles-El Monte-Monrovia-Glendora
496	496	Los Angeles-Pomona-Riverside-San Bernardino
499	697	Special Event Service, Los Angeles-Pomona Fairgrounds
512	680	Alpine Village-El Segundo Employ. Ctr.
521	681	Carson-Gardena-S. L.A.-Imperial Hwy-El Segundo Employment Center
522	682	Carson-Torrance-Hawthorne-El Segundo Employment Center
524	683	Washington Blvd.-Inglewood-El Segundo Employment Center
526	684	BEEP Service-Wilmington-El Segundo Employment Center
531	685	Palos Verdes-Rolling Hills-Torrance-Hawthorne El Segundo Employment Center
532	686	San Pedro-Lomita-Torrance-Redondo Beach- Hermosa Beach-Manhattan Beach-El Segundo Employment Center
536	687	Torrance-Gardena-Hawthorne-Lawndale-El Segundo Employment Center

PRESENT LINE NO.	PROPOSED LINE NO.	LINE NAME
541	688	Palos Verdes-Torrance-El Segundo Employment Center
542	689	San Pedro-Torrance-El Segundo Employment Center
545	690	Palos Verdes-Redondo Beach-Manhattan Beach-El Segundo Employment Center
546	691	BEEP-Wilmington-El Segundo Employment Center
551@	651	Sherman Oaks-Hollywood Bowl-Park-N-Ride
552@	652	Westwood-Hollywood Bowl-Park-N-Ride
553@	653	Northridge-Hollywood Bowl-Park-N-Ride
554@	654	Westchester-Hollywood Bowl-Park-N-Ride
555@	655	Pasadena-Hollywood Bowl-Park-N-Ride
556@	656	El Monte-Hollywood Bowl-Park-N-Ride
557@	657	Torrance-Hollywood Bowl-Park-N-Ride
558@	658	Santa Monica-Hollywood Bowl-Park-N-Ride
559@	659	Rolling Hills Estates-Hollywood Bowl-Park-N-Ride
561@	660	Downey-Hollywood Bowl-Park-N-Ride
563@	661	Arcadia-Hollywood Bowl-Park-N-Ride
564	663	West Hollywood-Hollywood Bowl
567@	662	Long Beach-Hollywood Bowl Express
571\$	670	San Fernando Valley-Greek Theater-Park-N-Ride
572\$	671	West Los Angeles-Greek Theater-Park-N-Ride
573\$	672	Fullerton-Greek Theatre-Park-N-Ride
600	603	Union Station-L.A. Central City
601	430	L.A.-Sunset Blvd.-Express
602	431	L.A.-Westwood Express
604	436	L.A.-Venice Blvd.-Freeway Express
605	437	L.A.-Marina del Rey Express
606	438	L.A.-Culver Blvd.-Manhattan Beach Express
607	439	Los Angeles-LAX-Redondo Beach Express
608	608	Airport Shuttle
609	609	Los Angeles-Los Alamitos Racetrack Express
610	610	Los Angeles-Hollywood Park Racetrack Express
611	611	Hollywood-Hollywood Park Racetrack
612	612	West Los Angeles-Culver City-Hollywood Prk
613	613	South Gate-Hollywood Park Racetrack
614	614	Los Angeles-Santa Anita Racetrack Express
615	615	Hollywood-Santa Anita Racetrack
630	630	Lawry's California Center Express
635	635	Dodger Stadium
699	699	Traffic Loaders
721%	418	Northridge-Reseda-Van Nuys-Los Angeles-Park-N-Ride Express
737%	445	San Pedro Drive-In-Park-N-Ride Express
755%	*457	East Long Beach-Park-N-Ride Express
756%	459	Los Alamitos-Los Angeles-Park-N-Ride
757%	464	Santa Ana-Fullerton-Los Angeles-Park-N-Ride
758%	466	La Mirada-Los Angeles-Park-N-Ride Express
760%	498	Glendora-West Covina-Los Angeles-Park-N-Ride Express
762%	495	L.A.-Rowland Heights-Diamond Bar-Park-N-Ride

PRESENT LINE NO.	PROPOSED LINE NO.	LINE NAME
764 <del>8</del>	497	L.A.-Pomona-Montclair-Park-N-Ride Express
810	446	Los Angeles-Carson-Wilmington-San Pedro Express
813	444	Los Angeles-West Torrance-Rolling Hills- Marineland Express
814	443	Los Angeles-Torrance-Redondo Beach-Palos Verdes Express
821	275	Pico Rivera-Whittier-Cerritos
822	104	Los Angeles-La Mirada via E. Washington Blvd.
825	271	Hawaiian Gardens-Norwalk-Whittier via Pioneer Blvd.
826	109	Huntington Park-Bell Gardens-Downey
828	*108	Slauson Ave.
828	*111-112	Florence Ave.
831	265	Paramount Blvd.-Pico Rivera-Whittier
834	*117	Century Blvd.
841	*146	Long Beach-San Pedro
844	128	Alondra Blvd.
849	205	East Torrance-Harbor City-San Pedro
861	126	Yukon Ave.-Manhattan Beach Blvd.
867	215	Inglewood Ave.
869	*225	Aviation Blvd.-Palos Verdes Dr. North-Marineland
	*226	Palos Verdes Dr. South-Marineland
871	42	Los Angeles-Westchester-Redondo Beach
872	147	San Pedro-Park Western Plaza-Barton Hill

@-Hollywood Bowl Service

⌘-Park-N-Ride Service

\$-Greek Theater Service

\*-Phase 6

## EXHIBIT III

## ROUTE CERTIFICATE PAGES TO BE CANCELLED

<u>LINE</u>	<u>PAGE</u>	<u>LINE</u>	<u>PAGE</u>
5	Eleventh Revised	433	Original Page
24	Sixteenth Revised	435	First Revised
32	Sixth Revised	438	First Revised
35	Fifth Revised	440	Second Revised
39	Sixth Revised	441	Second Revised
		443	First Revised
44	Fourth Revised	445	Fourth Revised
47	Fifth Revised	446	Fifth Revised
75	Twelfth Revised	447	Original Page
86	Fifteenth Revised	451	Second Revised
88	Ninth Revised	452	Second Revised
93	Eighth Revised	453	Third Revised
142	Fourth Revised	454	Second Revised
		499	First Revised
151	First Revised	512	Original Page
153	Second Revised	521	Second Revised
155	Fourth Revised	522	Second Revised
156	First Revised	524	Third Revised
157	Third Revised	526	Original Page
159	Second Revised	531	Second Revised
160	Second Revised	532	Original Page
176	Fifth Revised	536	First Revised
202	Fourth Revised	541	Fourth Revised
205	First Revised	542	Second Revised
308	Original Page	545	Second Revised
309	Original Page	551	Second Revised
311	Original Page	552	Second Revised
313	Original Page	553	First Revised
317	Original Page	554	Third Revised
320	Original Page	555	First Revised
338	Original Page	556	First Revised
339	Original Page	557	Fourth Revised
424	Third Revised	558	First Revised
430	Second Revised	559	Original Page
431	First Revised	561	Second Revised

<u>LINE</u>	<u>PAGE</u>
563	Original Page
564	Original Page
567	First Revised
571	Original Page
572	First Revised
573	First Revised
600	Original Page
601	Original Page
602	Second Revised
604	First Revised
605	First Revised
606	Fourth Revised
607	Fifth Revised
721	Second Revised
737	Third Revised
756	Original Page
757	Second Revised
758	Fifth Revised
760	Second Revised
762	Fifth Revised
764	Second Revised
810	Fourth Revised
813	Third Revised
814	Third Revised
821	Fifth Revised
822	Third Revised
825	Second Revised
826	Second Revised
831	Third Revised
844	First Revised
849	Second Revised
861	Fourth Revised
867	Third Revised
871	Sixth Revised
872	Fourth Revised

## EXHIBIT III

## ROUTE CERTIFICATE PAGES TO BE AUTHORIZED

<u>LINE</u>	<u>NEW PAGE</u>	<u>LINE</u>	<u>NEW PAGE</u>
33	Original	245	Original
37	Original	254	Original
40	Original	264	Original
42	Original	265	Original
65	Original	267	Original
66	Original	268	Original
67	Original	271	Original
92	Original	274	Original
93	Original	275	Original
94	Original	276	Original
96	Original	280	Original
104	Original	291	Original
109	Original	293	Original
126	Original	320	Original
128	Original	322	Original
147	Original	328	Original
170	Original	333	Original
176	Original	345	Original
178	Original	351	Original
185	Original	378	Original
187	Original	379	Original
188	Original	418	Original
192	Original	420	Original
194	Original	421	Original
205	Original	422	Original
215	Original	424	Original
228	Original	430	Original
230	Original	431	Original
234	Original	436	Original
236	Original	437	Original
239	Original	438	Original
243	Original	439	Original

<u>LINE</u>	<u>NEW PAGE</u>
443	Original
444	Original
445	Original
446	Original
459	Original
464	Original
466	Original
495	Original
497	Original
498	Original
560	Original
576	Original
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681	Original

<u>LINE</u>	<u>NEW PAGE</u>
682	Original
683	Original
684	Original
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688	Original
689	Original
690	Original
697	Original