COMPREHENSIVE REVIEW AND EVALUATION OF THE METRO MOBILITY PROGRAM

~~DRAFT~~ FINAL REPORT

for

REGIONAL TRANSIT BOARD

in association with

N.K. FRIEDRICHS AND ASSOCIATES, INC.

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The Market Research Report was published separately. Please refer to "Comprehensive Review and Evaluation of the Metro Mobility Program," conducted by N.K. Friedrichs and Associates, Inc.

METRO MOBILITY EXECUTIVE SUMMARY

The Metro Mobility (MM) system compares favorably with other similar systems in quality of service delivery, volume of service delivery, cost, and rider acceptance. As discussed with the Board at a previous meeting, rider satisfaction is considered well above normal. The following table illustrates the success of the Metro Mobility system when compared with similar systems.

Metro Mobility
Service Volume and Cost

System	Cost/Trip			Conditions
	User Fee	Subsidy	Total	Equal % of Fewer Trip Delivered
Metro Mobility 1986	$1.15	$9.69	$10.84	.254
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Milwaukee, Wisconsin	$2.00	$8.20	$10.20	.660
Chicago, Illinois	$ .90	$14.65	$15.55	.809

As the above table indicates the 1987 Metro Mobility system provided service at a 30.45% less cost than the 1986 Metro Mobility system and less than other nearby systems. The last column of the table shows the fewer percentage of trips that the other programs would have delivered per square mile if they operated under the cost parameters of the 1987 Metro Mobility program. From this last column it is clear that when taking into account the size of the Metro Mobility service area, and the per trip cost, none of the other systems compare.

Information obtained by the Consultant through interviews and data collection indicate that notwithstanding the cost comparisons presented above, system effectiveness and integrity notwithstanding improvements are needed.

PROGRAM IMPROVEMENTS

I. Program Management Organization

Issues:

- Concentrate the role of the Regional Transit Board (RTB) in planning and program oversight.
- The MMAC should assume all day-to-day operational and management responsibilities.
- The RTB should have a direct contract with the entity managing the MM program, the Metro Mobility Administrative Center (MMAC).

Recommendations:

- The RTB staff's role should be the short and long term planning; programming; program oversight; and, budgeting of the MM program. The RTB should not be involved in the day-to-day operation and management of the MM service system.
- The RTB should contract directly with the MMAC eliminating any future role by the MTC in the management of the MM program.
- The RTB contract with the MMAC should include the delivery of all MM day-to-day responsibilities.
- The role of the MMAC should be procured like any other professional service. The RTB should solicit proposals from interested and qualified entities and select the best qualified proposal.

II. Communication

Issues:

- The RTB Board and staff must feel comfortable that they have direct and continuous channels to the needs and concerns of the programs' participants. Such channels willensure the accuracy of the Board's policy discussions, and the staff's short and long term planning, programming and budgeting discussions.

- There must be an established procedure and forum for issue presentation to the Board.

- The MMAC, as the central focus for day-to-day operations, must have open communications with the users and providers to ensure program effectiveness and efficiency.

- The providers and users must be given an established channel to voice their opinions to the MMAC and directly to the RTB.

- The advocacy groups and the general public must be given opportunities to express their opinions to the RTB.

Recommendations:

- The contractual relationships between the RTB and the MMAC,and between the MMAC and the providers be adjusted as presented in Section I above.

- The RTB should formalize the existing advisory committee structure as follows:

  1. Metro Mobility Executive Advisory Committee (MMEAC)

  2. Transportation Handicapped Advisory Committee (THAC)

  3. Metro Mobility Providers Advisory Committee (MMPAC)

- An Annual Public Hearing Procedure should be established

III. Service Options

Issues:

- The ridership densities throughout the MM service area are markedly different ranging from rural to urban.

- Ridership densities can be grouped into two basic service areas which respect the existing service design for the urban area and offer an unique service design to respond to the handicapped transportation needs of the rural areas.

- Existing provider resources exist in the urban and rural areas of the Region which should be fully utilized.

- Service delivery for all transportation services, especially those of the handicapped transportation programs, in the MM program area and the Exurban areas need to be coordinated together.

Recommendations:

- To divide the MM service area into two service areas (Area I and Area II) based upon ridership density.

- Ridership density shall be displayed in the number of vehicles needed to provide MM service to the area analyzed.

- AreaI service be provided under the existing methodology with existing providers reduced to approximately 12. These 12 should be split appropriately between taxi and van services.

- Area II service be provided by a designated provider for each sub-part of Area II. The sub-parts would be determined by trip pattern characteristics. The RTB would direct the MMAC to solicit proposals from qualified providers in each designated sub-part of Area II, however, if at all possible use should be made of existing Ex-Urban providers as the providers of the Area II service.

- The origin of the user will determine which provider is assigned to each user. This will permit providers to cross sub-part boundaries and Area boundaries to access destinations and provide the return trips.

- All users certifications would need to be reassessed to determine the users classification in Area I or Area II.

- The Board should instruct the MMAC to began the Area I and Area II service for existing certified users no later than May 1,1988. Service for Phase II users should be offered no later than June 1, 1988.

SYSTEM INTEGRITY

I. Reimbursement Rates

The present reimbursement rates do not reflect true costs associated with delivering handicapped services in the MM service area. This does not mean that reimbursements are too high or too low but that reimbursements need to be more closely tied to services rendered.

Recommendations:

- The rate structure should be built from the base "curb-to-curb" rate for service. This rate should reflect the average cost of delivering service plus a reasonable profit, no extras offered. We believe this base rate is similar to the rate now used. The base rate should be formulated based on the use of vans or buses, and be reduced when cars are used to deliver service.

- The rate structure should reimburse providers for the extra/special services they render. These extra or special services should be valued at the cost to the provider for delivering them. Such services include door-to-door, station-to-station, wheelchair and amigo service.

- The rate structure for Area I and Area II should be identical except for the base rate. The base rates should be different due to the average trip distances expected in Area I versus Area II. Area I's base rate should provide for trip distances up to 10 miles in length while Area II's base rate should provide for trip distances up to 20 miles.

- Reimbursement for guest travel must give the providers payment for all guests above one. This expense should be the responsibility of the rider.

- The providers should be reimbursed for aides or escorts which travel with those users who are certified to need an aide or escort. The MM program should reimburse the providers for such an aide or escort trip in the same way and amount it would for the certified user's trip.

- Due to the unique configuration of amigos, special payment by the user should be required to assist in covering the liability of transporting a piece of equipment for which no restraint system has been designed and tested.

- A special rate for group trips is also recommended which eliminates the potential excess profits possible by concentrating on group trips by some providers.

II. Administrative and Regulatory Changes

Issues:

- Due to the ease of consistently serving the same Type of user and the higher level of reimbursement from the MM program, many providers are concentrating their service on the non-ambulatory user and are not serving the ambulatory user.

- Due to the higher productivity rates possible by concentrating service on group trips, many providers have reduced their potential to serve individual users. The MM reimbursement per vehicle trip, under the present reimbursement structure when twenty users can be transported at one time, is so lucrative that all providers are sure to seek more and more group trips.

- Under the existing operating procedures it is difficult to monitor how many trip requests a provider may refuse or refer and even more difficult to determine why a refusal or referral occurred. Additionally, there is no way to require a provider to schedule long distance trips or to transport clients going to destinations other than that of the provider's address.

- There are no existing rules to control the dumping of riders onto the MM system from existing human service systems. Since this practice has become common place all human service programs whose clients would qualify for transportation under the MM program are surely considering disbanding their transportation systems and receiving transportation services via the MM program. If not considering disbanding their system some are considering becoming a provider under the MM system and merging their clients into the MM program.

Recommendations:

- The RTB Board should determine whether it wishes to allow providers to concentrate on serving the non-ambulatory user. The Consultant sees nothing wrong with this practice under the proposed reimbursement schedule.

- Control must occur over the natural tendency of the free marketplace to increase the volume of the more profitable group trip type of service. The Consultant believes that the new rate schedule will reduce the profitability of group trips while still rewarding the provider's efforts to improve productivity. Regulations are also needed to limit the concentration of providers in the group trip market.

- New operational and management procedures will respond to the possible misuse of the provider's right to refuse or refer service. Procedures are recommended to ensure service to users in Area I, which are denied service from three or more providers. A user denied service would call the MMAC, rotating among all providers in the service area and, would assign the trip to a provider. The 1988 contract would give this authority to the MMAC. The provider would not be allowed to refuse the responsibility of delivering the trip. Area II providers should not be allowed to refuse trips.

- The MM program should seek the financial support of those human service agencies that plan to dump clients on the MM system. The supplanting of financial commitment should not be allowed to continue. The problem, however, is not the responsibility of the RTB alone. The Governor and General Assembly should be advised of this problem and asked to assist the RTB in resolving the problem. For example, when such supplanting can be documented the State could adjust the budget of the involved human service agency equal to the supplanting of the transportation expense.

III. Growth - Should The Growth Be Controlled and If So, How?

Issues:

- The system has grown from 685,000 trips in 1986 to 775,602 trips in 1987, a 13.2% increase.
- This growth represents an increase of more than two million dollars in the MM programs' budget for 1987.
- The MM program has not shown the full impact of adding the Phase I area to the system and still has the Phase II area to add. These two service areas will add additional ridership demands on the system.
- The Consultant believes that the increased ridership has increased the productivity of the providers but no corresponding cost per trip savings have been experienced by the RTB. Reductions in the per trip cost will not be possible until accurate data is collected which identifies the average vehicle hours and miles that are required to transport a MM rider. This information will justify annual rate changes tied to true cost.
- Responding to the legislative mandate to provide handicapped service to the total tax district, the RTB is faced with the certain prospect that use of the system will continue to grow. The Consultant estimates that ridership potential for the entire service area for 1988 should be 1.5 million.

Recommendations:

- The RTB should not view growth as a negative event. Growth is not necessarily a drain on the resources of the MM system if it brings improved productivity, and the corresponding reduced trip costs, and additional revenue sources from agencies serving handicapped clients. Refer to the recommendation above.
- Refer to Chapter 12 to view the variety of possible actions which could be implemented to control cost/growth in the MM program and the impact on the MM program for each action.

INTRODUCTION

This report presents the results of the Comprehensive Evaluation of the Metro Mobility program by the consulting firm of Carter Goble Associates, Inc. and its subcontractor, N.K. Friedrichs & Associates. This study encompasses many aspects associated with the changes implemented in the program since October 1986. The Consultant's study was aimed at studying the extent of success of the changes in meeting the Regional Transit Board's objectives of quality improvement, cost reduction, and expansion of service.

Organization of the Report

While each of the 12 topics in this report represents a different subject matter, there exists relationships between several of the topics. Consequently, findings and recommendations in an early chapter may be supported by findings and observations in subsequent chapters.

Background

The Metro Mobility system compares favorably with other similar systems in quality of service delivery, volume of service delivery, cost, and rider acceptance. Rider satisfaction is considered well above normal. The following table illustrates the success of the Metro Mobility system when compared with similar systems.

Metro Mobility Service Volume and Cost

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As the above table indicates the 1987 Metro Mobility system provided service at a 30.45% less cost than the 1986 Metro Mobility system and less than other nearby systems. The last column of the table shows the fewer percent of trips that the other programs would have delivered per square mile if they operated under the cost parameters of the 1987 Metro Mobility program. From this last column it is clear that when taking into account the size of the Metro Mobility service area, and the per trip cost, none of the other systems compare.

A look at the complaints lodged with the MMAC shows that there has been a drastic drop. Table 1.1 shows that in all points, the drop in the number of complaints is significant, particularly taking into consideration that ridership has increased considerably now compared to the pre-October 1986 system. Information obtained by the Consultant through interviews and data collection indicate that notwithstanding the cost comparisons presented above and the high degree of rider satisfaction, system effectiveness, and integrity improvements are needed.

Table 1.1

Metro Mobility Complaint Count - 1986 and 1987		
	1986	1987
Safety	32	19
Vehicle Condition	15	14
Trip Denial	107	5
Late Pick-Ups	239	84
Trip Length	46	2
Cost Complaints	16	8
Courtesy	61	27
Other	61	32

The Metro Mobility system has been growing at a very fast pace, far exceeding the 1987 budget projections. This growth is due to the trust and satisfaction of the users in the systems performance, the transfer of clients on to the system by local agencies serving the handicapped population, and by the expansion of the service area last January, 1987. All data and survey information verify that the system's exceptional level of user satisfaction accounts for most of the increased use of the Metro Mobility service. The users are becoming more and more comfortable with the system's dependability. It is the long time users of the system that account for most of the trips.

The free market environment under which the system is operated encourages providers to promote their service to expand trip volumes. This promotional activity by the sum of all providers, although informal in nature, has a considerable impact on the growth of the system. The system has grown from 685,000 in 1986 to 775,602 in 1987, a 13.2% increase. The Metro Mobility program has had a dramatic success in the Twin Cities Metropolitan area despite growing pains encountered since the new system came into existence in October 1986. The increased mobility that has been provided to handicapped citizens has now resulted in the Regional Transit Board facing financial problems due to the lack of adequate funding. The fundamental question that now needs to be resolved is whether the agency will continue to provide unlimited rides with full financial backing from the Legislature

or limit ridership due to limited funds.

In retrospect, it can be said that the whole operation of the system would point to an increase in the ridership. This is evidenced by: the competition among the providers to garner business by campaigning to human and health service agencies to transport their clients under the Metro Mobility program; the increasing awareness among riders, both present and future users, that they now have a source of dependable transportation to open work, shopping, and social involvement activities; and, the lack of a means of controlling ridership.

SECTION 2

COMPARATIVE ANALYSIS OF PARATRANSIT SYSTEMS

COMPARATIVE ANALYSIS OF PARATRANSIT SYSTEMS

This section presents a brief overview of paratransit services provision in urban areas and provides a comparative summary of four such systems in operation in Miami, Florida; Milwaukee, Wisconsin; Houston, Texas; and Chicago, Illinois. This overview has been prepared from secondary sources made available to the Consultant pursuant to the work program objectives and is, therefore, intended to be limited in scope. The objective of this analysis is to provide an indication of the range of paratransit strategies employed by various municipalities throughout the United States.

SPECIAL EFFORTS OVERVIEW

A review of the literature documenting the development of special efforts to meet the transit needs of the elderly and handicapped suggest that the major impetus in virtually all cases was the issuance by the U.S. Department of Transportation of regulations to implement Section 504 of the Rehabilitation Act of 1973. The first rule making activity issued in 1979 and more importantly the interim final rule issued in 1981 proved to be the significant factor in the development of either accessible fixed route bus systems or paratransit programs.

There are several major conceptual approaches that have been used to meet the intent of the Section 504 regulations: full fixed route accessibility; direct provision of paratransit service; contracting of paratransit service; and brokerage. Various combinations of these strategies are common so that seven (7) basic alternatives can be defined. Each is discussed below.

Fixed Route Accessibility: This represents the service approach called for in the 1979 regulation wherein local transit authorities provide wheelchair lifts on buses assigned to fixed route service. As provided in the 1987 final rule, UMTA grant recipients must achieve the full service performance levels within a reasonable period of time with specific fixed route accessible services provided

in accordance with the public participation planning process outlined in the regulation.

There are several notable examples of systems that have elected to meet Section 504 obligations through fixed route accessible bus service. The Southern California Rapid Transit District (SCRTD) established in 1974 a policy to move towards fixed route accessibility by purchasing only wheelchair equipped buses. SCRTD is one of the first documented examples of efforts to achieve fixed route accessibility. According to 1986 data, 69 percent of all SCRTD buses are lift equipped allowing accessible service on 73 percent of all scheduled routes. Seattle Metro, however, is regarded as the most successful fixed route accessible service as the system generally achieves higher wheelchair ridership than other such programs. Accessible service began in 1979 along certain high priority routes; by 1986, approximately 51 percent of all routes are considered accessible. The Washington Metropolitan Area Transit Authority (WMATA) is another example in this category. WMATA uses a scheduling procedure for its fixed route service wherein riders call in to the Authority requesting accessible bus service on a specific route. WMATA has reported success with this method in encouraging disabled persons to use fixed route mass transit services.

Fixed Route Accessibility with Paratransit Component: This service concept is a hybrid of the two general special efforts strategies. Generally under this approach, some limited amount of mainline bus service is accessible, augmented with a paratransit program. The scale of the supplemental paratransit service may vary by community; in Denver (RTD) the paratransit program is limited as the fixed route bus service is the primary response to handicapped community needs whereas in Philadelphia (SEPTA), the Authority has abandoned efforts to provide fixed route accessibility in favor of its paratransit program.

Direct Provision of Paratransit Service: A number of transit authorities, particularly in small to medium sized urban properties, directly operate paratransit services having purchased vans and small buses expressly for that purpose. In some respects, this service strategy represents a first generation option, as UMTA privatization guidelines have resulted in an increasing number of properties contracting all or part of previously in-house provided services. Service delivery typically is either one day advance notice or subscription ("Standing orders") in nature. Use of this service approach has fostered service consolidation among local transit authorities and private

nonprofit providers with the authority assuming responsibility for services provision. The Winston-Salem Transit Authority (WSTA) is an excellent example of this situation.

Direct Provision of Paratransit Service with Supplemental Contract Services: Increasingly a number of transit properties have developed a paratransit services mix between both in-house services augmented with services provided under contract by the private sector. The private sector has been used for a variety of reasons, notwithstanding the new UMTA guidelines, including: supplying additional capacity to meet demand; providing on-call services for trips that cannot be advance scheduled; expanding paratransit service area coverage that cannot be met with public resources; expanding paratransit operating hours; and reducing costs. Baltimore represents a good example of this concept; approximately 60 percent of paratransit services are delivered under contract.

Full Contracting of Services: Under this concept, the local transit authority contracts with one or more providers to provide paratransit service on a door-to-door- or curb-to-curb basis. The potential providers may include both private nonprofit and for-profit corporations that enter into a formal contractual relationship with the authority.

User-Side Subsidy: The user-side subsidy (USS) concept involves provision of the transit operating subsidy to the user of the service who, in turn, is free to select the transit provider of their choice. USS programs are generally administered through: a system of advance ticket or scrip purchases by the users that are redeemed by the provider; or under a more formal program of vendor agreements and use of travel vouchers rather than scrip. Subsidy levels under both methods are predetermined either on a percentage (e.g. user pays 50 percent of trip cost) or on a flat rate basis (e.g. user pays $1.00 with subsidy paying the remaining portion of trip cost). A ceiling on subsidy level is typical of either fare/reimbursement structure. Milwaukee is an example of this type of program.

Brokerage: Under the brokerage concept the transit authority or some other intermediate entity serves as a clearinghouse to link riders with available existing services within the community. The broker typically would have a wide range of service providers available to purchase service from on behalf of the patron. This concept requires considerable coordination among the broker and providers.

COMPARATIVE PROGRAM REVIEW

Based on existing documentation, the Consultant reviewed the parameters of several other paratransit programs for purposes of comparison with the Metro Mobility program.

Metro-Dade Transportation Administration-Special Transportation Service (STS)

The Metro-Dade Transportation Administration operates a brokered paratransit service program known as Special Transportation Services (STS). The program's service area encompasses all of Dade County with an approximate service area population of 1.8 million persons. Under Florida law, each county must designate a provider responsible for coordination of service among the elderly, handicapped and other transit disadvantaged persons. STS is the designated entity for Dade County. The STS program was developed in responses to UMTA Section 504 requirements and is coordinated with Florida's State Medicaid Transportation Program.

Reservations for STA, like other Medicaid and social service requests, are made to the MDTA office of Special Transit Service TRIP CENTER, The broker for paratransit service in the community. STS service hours span from 6:00 a.m. to 12:00 midnight, seven days per week, an expansion from the original five days per week concept. Reservations may be place between 8:00 a.m. and 3:00 p.m. five days a week; a one day advance reservation requirement is in effect. Service is brokered to one of six companies participating in the service delivery consortium. Service is curb-to-curb to and from any location in Dade County with the exception of certain institutions that provide their own specialized transit service. Companions or escorts for the passenger must pay the full fare. Ridership eligibility is open to any physician certified individual who, because of their condition, is not able to use fixed route bus service. Cancellations may be made any time during the service day, however, a four hour notice on cancellations is requested. No-shows are handled in a progressive manner. On the first occasion, STS staff will advise the rider that no-shows violate STS policy; the second occasion also warrants staff contact; a third occasion also warrants staff contact; a third occasion within four months results in suspension of STS ridership privileges.

A flat rate is paid for all trips; the current rate is $11.00 for ambulatory persons and $19.75 for wheelchair riders. MDTA

reports the average trip length for ambulatory passengers is 7.6 miles and 8.5 miles for wheelchair passengers. The total annual budget for STS is $1.9 million per year. STS provides about 150,000 rides per year under the special services program.

Milwaukee County User-Side Subsidy Program

The Milwaukee County User-Side Program (USS) is one of the larger fully contracted special services program in the United States. Under the program, handicapped users may call any one of the sixteen certified USS providers for rides in Milwaukee County (241 square miles). The sixteen providers request four taxicab companies and twelve van services. Like Metro-Dade, the hours of service span from 6:00 a.m. to 12:00 midnight, 365 days per year. Trip vouchers are used in the program that document name, address, ID number, origin and destination of the traveler. Both the rider and the driver are required to sign the three-part form. Users, both ambulatory and wheelchair, pay for the first $2.00 of the fare. The program provides a subsidy for the remainder of the fare; a maximum subsidy of $6.00 per trip is allowed for ambulatory passengers and $9.00 for wheelchair passengers. The user would be responsible for payment of all fares in excess of the $8.00 and $11.00 program ceilings.

In FY 1986, the Milwaukee USS program provided 426,006 trips with a certified rider list comprised of 8,483 individuals. The total operating budget is approximately $3.79 million per year. The sixteen certified carriers operated 513 vehicles, the majority of which are taxicabs.

The Milwaukee USS program has recently been the subject of much scrutiny when irregularities were discovered in the program. A subsequent seizure of records and internal audit found abuse in the program in several key areas including: charging the maximum allowable fare regardless of actual fare; obtaining multiple participant signatures in exchange for the $2.00 user charge and later submittal of the vouchers as a real trip; and a submittal of wholly falsified vouchers. Four taxicab companies were the targets of this investigation. The program is presently undergoing change to institute procedures and controls to minimize such occurrences in the future.

Houston Metro: METROLift and Metro Subsidy Program

Houston's METRO operates two special service programs: (1) METROLift, an in-house accessible van service first initialed in 1979; and (2) the METRO Subsidy Program (MSP), an on-call demand response service contracted to two cab companies that was begun in 985. The intent behind MSP was to substantially expand special services area coverage (375 square miles under METROLift compared to 1300 square miles per MSP) and to accommodate trips that could not meet METROLift's advance scheduling requirements.

METROLift ridership eligibility is based on a physician's certification. Once certified, riders may book trips on a first call, first scheduled basis prior to 12:00 noon the day before the desired trip; reservations may be made no more than six days in advance.

Reservations may be placed between the hours of 8:00 a.m. and 5:00 p.m., Monday-Friday. Hours of METROLift service span from 6:00 a.m. - 12:00 midnight, Monday-Friday; 8:00 a.m. -12:00 midnight, Saturday; and 8:00 a.m. - 10:00 p.m., Sunday. There is a $1.00 fare for this curb-to-curb service paid with fare tickets purchased by mail by the user. METROLift permits one attendant to ride free with the certified rider provided notification is given at the time the trip reservation is made. A special telephone line was established for cancellations; repeated no-shows may result in a temporary suspension of METROLift privileges.

METROLift service has grown considerably since its inception. In 1979, 16,135 passenger trips were provided with 11 vehicles covering a service area of 50 square miles. Currently the service area now encompasses 375 miles, there are 63 vehicles, and over 400,000 passenger trips per year are provided.

The MSP program provides 24 hour per day service, 365 days per year. Riders pay the first $1.00 of the fare, with METRO paying a subsidy of up to a maximum of $8.00 on the regular rate. The rider is responsible for any fare in excess of $9.00. Originally began strictly for demand response trips, MSP can now be used for subscription and wheelchair services. METRO pays contractors for the subsidy less a 3 percent discount. With annual expenditures of $4.8 million, METRO's special transit services expenditures are among the highest in the country. The agency reports that the average cost of a trip is $9.67.

Chicago Transit Authority - Special Services

The Chicago Transit Authority (CTA) Special Services program was begun as an in house operation in 1981 in response to Federal Section 504 requirements. Based on a 1983 study, CTA identified that the program had disproportionately high costs per trip based on peer group comparisons. The study further suggested that contracting Special Services represented a feasible option for CTA. By 1984, a decision was reached to privatize the Special Services program.

Based on a detailed review of other programs with particular emphasis on Pittsburgh, Milwaukee, and Philadelphia, CTA adopted a user-side subsidy approach; however, a significant amount of CTA administrative involvement in the program differentiated CTA'S methods from the peer groups. After conducting a competitive procurement, four (4) carriers were selected to provide the service on a city-wide basis. Proposals, rather that bids, were sought as the award was based on both service qualifications and price. Service hours span from 5:00 a.m. to 1:00 a.m., with one of the four designated carriers providing the late evening service from 9:00 p.m. to 1:00 a.m. Privately provided services were implemented on November 10, 1985. The Special Services coverage encompasses 242 square miles; in some suburban areas, service ends at 9:00 p.m. and there is no Sunday service.

Riders pay a $0.90 fare for the service, the same as CTA's regular fare; CTA subsidizes the remainder of the trip cost which has averaged $12.40 per trip. CTA has reported ridership of 527,565 passengers, up from 143,000 passengers when the service was performed by CTA. In FY 1987, CTA has budgeted $10.8 million for Special Services. Present plans call for an expansion to 24 hour per day service in the coming year.

Like Milwaukee, CTA has experienced some problems with the program. CTA imposes penalties for poor on-time performance; it has been discovered that at least one company was falsifying vouchers to avoid the penalty. The provider was subsequently place on probation by CTA in an effort to improve performance.

Table 2.1 provides a comparative overview of the characteristics of all the above referenced programs.

Of the above compared systems, Metro Mobility's cost per trip was 7% better than the average cost of all five systems combined and was less expensive than Houston and Chicago, and more costly than Miami and Milwaukee. When service areas size is considered, Metro Mobility was less expensive than all but Houston.

TABLE 2.1 Special Services Characteristics

Program	Service Type	No. Providers	Service Days	Service Span	Annual Trips	Average User Charge		Average Subsidy		Service Area (Sq.Mi.)	Operating Budget (000s)
						Amb.	WC	Amb.	WC		
Special Transportation Services (STS) Miami, Florida	• Contract D/R	2	M-F	6:00am-12:00Midnight	411,837	1.77	1.77	11.56	20.46	250	2,100
User-Side Subsidy Program Milwaukee, Wisconsin	• User-side subsidy	13	7 days	6:00am-12:00Midnight	462,002	2.00	2.00	6.00	9.00	241	3,786
METROLift/MSP Houston, Texas	• Direct provision • Taxi subcontracts	1 2	7 days 7 days	Varies by day 24 hours	411,837	1.00	1.00	4.95	9.91	375 1350	4,800
Special Services, CTA Chicago, Illinois	• User-side subsidy	4	7 days	5am-1:00am	737,300	.90	.90	12.19	14.09	242	10,800
Metro Mobility Minneapolis/St. Paul, MN	• User side subsidy	19	7 days	6:00am-11:00pm(M-F) 8:00am-11:00pm(Sa-Su)	685,000	1.15	1.15	5.50	11.50	633	6,635

Source: Regional Transit Board, Minneapolis/St. Paul; Houston METRO, and University of Wisconsin-Milwaukee (unpublished paper by Cyra, David J., Mary J. Mulroy, and Robert Jans)

The following discussions, data, issues and recommendations were generated from discussions with one of the following groups.

RTB Board

RTB Staff

MMAC Staff

MM Providers

County (Ex-Urban) Providers

THAC Members

Users

Advocates

Support Agencies

SECTION 3

ORGANIZATIONAL & POLICY STRUCTURE

ORGANIZATIONAL POLICY STRUCTURE

The organizational structure of the Regional Transit Board, with particular emphasis on the Board, and the Metro Mobility Administrative Center, was closely looked at by the consultant. Two major issues facing the program -- reimbursement rates and increasing ridership -- were also analyzed.

Organizational Structure

A clearer definition of responsibilities among the actors of the Metro Mobility Program is needed. There needs to be clear responsibility of all management functions related to the Metro Mobility program. The responsibilities and decision powers of the RTB Project Administrator and MMAC Manager are ambiguous, and there always seems to be the need to refer back to senior staff, and finally the Board, on nearly every issue. There is a lack of clearly defined lines of authority in the operation of the Metro Mobility program.

The duties, as now being carried out by the Project Administrator, which includes dealing with senior staff, MMAC, providers, THAC, and the Board, far outweigh the capabilities of one person, resulting in inadequate time available for detailed study of arising issues. By placing more authority and responsibility with the MMAC Manager, the RTB's Metro Mobility Project Administrator would be able to devote more time to the task at hand, oversite and policy. The MMAC Manager also faces a problem of shifting priorities (having to deal with routine and policy issues arising out of daily operations).

Regular biweekly meetings with all staff members dealing with the Metro Mobility program should be held to resolve problems and provide guidance on any undefined area. This will help in dealing with any new issues which may arise, so that decisions or adequate action can be taken quickly and affirmatively. Such meetings can resolve the communication issue which is an important obstacle to the smooth operation of the Metro Mobility program. This problem has been observed with the MMAC dealings with the providers and the users, and the RTB with the MMAC,

providers, county providers, THAC, and advocacy groups. We have seen that the situation in this regard is improving, and it has been found that there is a feeling that the RTB is listening. When the decision making process is not clearly defined, decisions are postponed or no action is taken. With regular meetings, and an established decision hierarchy and process,there will be a turnaround period for every issue, a decision being made, and action taken, or a referral to the Board for a decision.

The greater role of the MMAC will provide an opportunity for the Project Administrator to thoroughly investigate all issues so that thoroughly investigated recommendations on courses of action are available to the staff for decision making. This investigation entails the collecting of views of all parties concerned so that the exercise in communication can be fostered. The structured staff meetings will help in the smooth implementation of Metro Mobility, so that priority can be given to programs and planning in a manner that fits the situation.

All problem issues presented to the RTB should be handled within 30 days. This would give ample time for the MMAC, Metro Mobility Project Staff, and the RTB Board to make a decision and initiate action.

POLICY/BOARD STRUCTURE

Meetings with RTB board members highlighted the diversity and different contributions that each member makes to the operation of the Metro Mobility program. Eight major issues were derived from these interviews, and in some instances they prove to be contradictory. This, we feel, is not anything out of the ordinary, as each member represents a different set of interest groups. The issues, as seen by the Board, are:

- Service should not be expanded to new areas until adequate funds are certain to be available, and until the Board is certain that the operating system is as sound and as efficient as possible.

- Administration of the Metro Mobility system may be situated more logically than its current position with such a close tie to the Metropolitan Transit Commission.

- Public relations for Metro Mobility with the handicapped community is relatively poor.

- Union representation relationships with RTB staff need to be improved.

- A standing committee to provide oversight and direction for Metro Mobility should be created by the RTB Board.

- The eligibility criteria now being utilized by Metro Mobility should be reexamined for possible modification.

- Consideration should be given to the designation of selected operators which would be awarded operating contracts/designations for certain subareas. This may need to involve a competitive bidding process and the evaluation of the use of public or non-profit operators.

- There appears to be no sound mechanism for verifying rides and fares provided by the operators.

- Should the programs growth be controlled and it so, how?

SECTION 4

METRO MOBILITY ADMINISTRATIVE CENTER

METRO MOBILITY ADMINISTRATIVE CENTER

The Metro Mobility Administrative Center (MMAC) plays a vital role in the smooth implementation of the Metro Mobility program. The center is now operated by the Metropolitan Transit Commission (MTC) under contract to the Regional Transit Board (RTB). An evaluation was conducted of the operations and management of the MMAC.

Interviews were held with the MMAC manager and account clerks, and the supervisor of the MMAC. The staff working environment and work procedures were also observed. The following concerns and issues were apparent to the Consultant from: the MMAC and MTC interviews ;interviews with the RTB Board and staff, providers, users and advocacy groups; and, data analysis.

Presently, the contractual procurement for Metro Mobility administration services is not direct. The contractual relationship for Metro Mobility administration services is between the RTB and the MTC, however, the communication flow required to actively administer the program occurs between the RTB and the MMAC. We find this contractual arrangement not necessary and is not justified by the type of assistance the MMAC receives from the MTC staff. Such assistance includes: purchasing; office space and utilities; office equipment; personnel; and top management supervision. The RTB in purchasing these services pays a premium price. They can be procured at such less cost. The contractual relationship between the RTB and the entity that administers the Metro Mobility program must be direct to ensure that the administration of RTB policies is correct and timely.

The MTC was a convenient location for housing the administration of the Metro Mobility programs transition but little long term justification can be seen for continuing this arrangement. The location of the MMAC in the MTC creates barriers to direct contractual arrangements between the MMAC and the providers, union contractual requirements alone provide a barrier sufficient to restrict such a direct contractual arrangement. Union Contract language of most concern are provisions that limit subcontracting to transportation services. Evidence exist across the country that unions are looking seriously at contract provisions that allow services to be purchased from non-union

employees. Due to the anticipated concern over MTC union contract provisions and in light of the Consultant's recommendation for direct contracts between the administrative agency and the providers, it is most likely that the MMAC will need to separate from the MTC corporate structure. . If this need arises a "Request for Proposals" should be issued for a revised MMAC scope of services to include: all existing responsibilities; the management of all budgeted program funds and provider contracts; and program regulations. Existing and future providers should not be allowed to provide these Metro Mobility administrative services.

All administration, operation, supervisory, regulatory and contractual responsibilities necessary to deliver Metro Mobility services should be the responsibility of the MMAC. The MMAC must be the signatory and manager of contractual commitments between the Metro Mobility program and the providers. All regulations, guidelines and procedures should be issued by the administrative center. The right to review and approval all such items should remain with the RTB, however, this review and approval authority should be restricted to matters dealing with policy and long term program goals. Only the administrative center will understand the day-to-day needs of the system and they should be allowed to deal with these needs without the prior approval of the RTB. Of course the RTB would always have the right to review any activity of MMAC.

The MMAC does not enjoy a direct contractual relationship with the providers. Therefore, the MMAC cannot rely on contract language to support their supervisory relationship with the providers. Providers stated that the existing contractual arrangement produces an unclear origin for program literature, procedures and administration. The users and providers are not always sure whether program regulations and guidelines are products of the RTB or MMAC and who they should turn to for guidance. Little doubt would remain if the MMAC was the total focus for the day-to-day operation of the Metro Mobility program including all administration, contractual, procedural and regulatory matters. However, such authority requires strong leadership on behalf of the MMAC and the MMAC does not now exhibit such leadership. This lack of leadership may be due to the MMAC's limited authority. When the burden for leadership can be passed to the MTB or the RTB, the MMAC does not have to accept it.

Existing regulations and guidelines often create a paradox for the MMAC. On the one hand a regulation is reasonable for carrying out standard operational procedures but on the other hand it does not support the operational philosophy under which the Metro Mobility program is premised. Example, the program is based upon a free market environment and yet the providers are instructed not to market their product. Under the present

delivery system and reimbursement structure productivity is the key to financial security. For productivity reasons, providers are compelled to solicit passengers. Is such solicitation not marketing? This example points out the dilemma faced by the MMAC in the strict enforcement of program guidelines and regulations. Yet without strict enforcement, equity among providers is questionable. The non-enforcement of certain regulations places the whole program in jeopardy.

We also see the need for the Administrative Center to strictly enforce the program regulations and procedures. It is recognized that many existing regulations and procedures will need to be adjusted to allow this strict enforcement. This adjustment exercise should take into account the most recent policy positions of the RTB Board. The Standing Order issue is an example of a regulation that needs to be reevaluated to determine its ability to respond to the repetitive trip needs of the users. Standing orders should be redefined to include the request for repetitive tries even if the request for service is only once a week. Procedures should not be allowed to administer an alternative reservation program. Further discussion of this issue continues later in this section.

The MMAC staff is technically well trained to accomplish their jobs but are not well oriented to the mission of the Metro Mobility Program. The Consultant perceived that the providers were much more concerned about the success of the program than was the MMAC staff (except for the MMAC manager). The tact and communication style of some of the MMAC staff is not advantageous to the Metro Mobility program. Each existing and prospective user and provider should be treated with respect. The MMAC must represent the program in the best possible light no matter who they are dealing with. The Administrative Center manager should hold a series of indoctrination sessions with the MM Administrative Center staff to fully apprise them of the importance of their role in carrying out the program and the RTB Board's philosophical approach for delivering services to the handicapped via Metro Mobility "free-market-private-sector" program. The Administrative Center manager should also monitor the correspondence between the Center's staff, and users and providers to insure that communication confrontations are eliminated. If confrontation continues the staff member(s) should be reassigned or dismissed.

The users, providers, advocacy groups and the RTB have voiced concern about the timeliness of responses from the MMAC. The providers expressed this concern most often due to their immediate contact with the user. Many times the providers see first hand examples of users who need Metro Mobility services but are delayed from receiving services for several weeks due to delayed responses from the MMAC. The Consultant perceives these delays to be the product of two main factors: the volume of work

required of the MMAC staff, due in part by the absence of a computer information system; and, the lack of understanding of the mission of the program by certain members of the MMAC staff.

The MMAC needs to monitor its quality assurance techniques to insure they produce the safe and efficient system desired. Many of the users surveyed expressed concern about the condition of vehicles and the special safety services required for wheelchair users.

The Administrative Center manager should institute a system to log in all requests for assistance or questions and establish an internal policy of responding to all inquires within five days. The manager should monitor this system to ensure compliance. The Administration Center monitoring staff should initiate a performance evaluation monitoring system which identifies weaknesses in the system's service delivery and schedule, and focus MMAC resources on those weaknesses to correct them.

The monitoring of operational and financial information of the Metro Mobility program requires an extensive management and financial information system. The absence of such a system has caused a drain on the staff resources of the MMAC and the inability of the MMAC and RTB to properly monitor the service delivery characteristics of the providers. This information void has also made statistical evaluation of many of the MMAC activities by the Consultant impossible. It is anticipated that the new computer system and its software will resolve this problem in the future. The lack of such a computer system has created a disruptive element in operation of the service and every effort should be made to get it operational as soon as possible. This operational status of course includes the acceptance and use of the system by the providers. The providers have expressed concern about the compatibility of the new system with their own systems. The lack of a information system in the Spring of 1987 forced many providers to purchase or develop their own software systems. This new system may not be compatible with the providers' existing systems, therefore, creating a duplication of effort. The providers would prefer the new system to be accessible to them to serve total company operational and financial needs rather than the restricted Metro Mobility part of their operation. Such a restricted system creates duplication of computer hardware and software for the providers. The Computer information system must be installed as soon as possible. The concerns of the providers should be documented and the system adjusted, where possible, to respond to their needs.

The Metro Mobility program provides a method whereby users can be placed on a list and automatically receive transportation services each day service is desired. This list is known as a Standing Order reservation list. A user pays $10.00 to be placed

on this list and pays an additional $5.00 each time a change is made to their standing order reservation. The providers call this MMAC administered list a "System Standing Order" and offer a standing order system of their own which they call a "Provider Standing Order." The providers charge nothing for the Provider Standing Order, therefore, many users choose this method of scheduling repetitive trips. The MMAC and the RTB are aware of this practice and the resulting loss in funds but have not taken actions to stop the practice. This practice is another example of the paradox discussed earlier. The provider uses their standing order system to market their services.

Advocacy groups representing handicapped citizens in the Twin Cities Area would like to assist existing and prospective users in accessing the Metro Mobility system. The MMAC restricts such involvement by advocacy groups and will only deal with users directly. Such involvement by advocacy groups and also providers would surely increase the number of certified users and many times result in a quicker response to user problems. Such involvement by advocacy groups and providers responds to the goals of the program but on the other hand may create a further unwanted drain on the financial stability of the program. The Consultant does not agree that the involvement of Advocacy groups and providers in helping the user access the MM program will have any applicable long term effect on the program's financial stability. The Administrative Center procedures should be reviewed to identify ways in which the program could benefit from the involvement of advocacy groups and providers in responding to the certification needs of users.

The MMAC does not have a clear public image and little is done to tell the community about the MMAC's role in the MM program. This situation can be redressed by the Administrative Center working together with the RTB to develop a public relations campaign aimed at enhancing the image of the program among users and non-users.

SECTION 5

PROVIDERS

PROVIDERS

The 19 Metro Mobility providers are an integral part of the Metro Mobility program. As such, an evaluation of the system had to look carefully at the role and operations of the providers. The Consultant held two group meetings with Metro Mobility providers, and also interviewed them individually. The providers also filled out a questionnaire. They voiced a number of concerns, opinions, and suggestions. Interviews with the RTB, agency staff, and the MMAC manager also provided valuable input into this segment of the study.

Optimum Number of Providers

When the Metro Mobility program was revamped in October 1986 and 19 companies joined as providers, it was a belief among the RTB staff and the providers that there would be a shakedown, in the sense that only the profitable ventures would be able to remain and those on the marginal line would drop out. This has not completely been borne out. Suburban Paratransit was bought over by Morley Bus, while Commuter Express will be merging with Kare Kabs. There still remains 19 providers in the program, some of whom are non-profit agencies. This multiplicity of providers comes at a time when consolidation of service has been shown nationwide to be an avenue to increase productivity. Providers are able to route and schedule their rides more efficiently, thereby enabling costs to be reduced. The existing volume of Metro Mobility providers does affect the program's opportunity for productivity. Eleven of the providers have less than 3.5 percent each of the total rides, which prevents consolidation of trips.

Due to the large number of providers, there exists a shadow cost (a cost which is over and above normal operating and administrative costs) in the Metro Mobility program. The first is the extra cost associated with administering and monitoring 19 operations compared to a smaller number of providers, and secondly, productivity inefficiencies accruing to the providers as the rides are spread around. This shadow cost needs to be

reduced to improve the efficiency of the Metro Mobility program, and the answer lies in reducing the number of providers.

The immediate question to the point above is what selection process does the RTB undertake to choose the most efficient and highest service level providers. Table 5.1 is a selection matrix for ranking providers that Carter Goble Associates has utilized in a number of projects which has been proven over time. This process, coupled with the performance thus far of the 20 providers (See Table 5.2), would give the RTB the direction of which providers to choose.

We have provided Tables 5.3 (showing ridership and reimbursement figures after taking into consideration two mergers), and 5.4 and 5.5 (all 20 providers shown individually) to show what the latest situation is in terms of ridership and reimbursement per provider from June to September 1987. Tables 5.6 and 5.7 show the ridership and reimbursement breakdown by provider from October 1986 to September 1987, while Figure 5.1 and 5.2 show a graphical depiction of trips and reimbursement respectively.

Tables 5.8 and 5.9 gives a view of the system from two perspectives -- one for a whole year from October 1986 to September 1987 while the other shows ridership and reimbursement figures from June to September 1987, which is shown graphically in Figure 5.3. Tables 5.12 to 5.51 and Figure 5.4 to 5.23, which are in the appendix, show this picture on a provider-to-provider basis.

We find the distribution of ambulatory and non-ambulatory riders among the providers is markedly different. Some of them have high concentrations of ambulatory (particularly the taxi cab companies) while others concentrate in non-ambulatory rides.

Under the present contractual arrangements, the RTB has a right not to continue utilizing the services of any provider. There will definitely be pressure on the board not to undertake this move, but there is a need to go-ahead. In line with this move, the agency also needs to stipulate that all operations of a merged organization be run together, in that, there are no separate billing or separate listing in the rider's guide. This would help in reducing the monitoring and administrative costs. From our observations, we feel that the RTB should consider limiting the non-taxi company providers to a maximum of six, and a maximum of four taxi companies. This would give theoretically each provider about 77,500 rides based on the ridership figures from October 1986 to September 1987. The principle of riders having a choice of a provider and a "free-market place" will still be part and parcel of the program.

TABLE 5.1 SELECTION MATRIX FOR PROVIDERS

WEIGHTED VARIABLES	OPTIONS							
	PROVIDER #1		PROVIDER #2		PROVIDER #3		PROVIDER #4	
	RANK	WEIGHTED	RANK	WEIGHTED	RANK	WEIGHTED	RANK	WEIGHTED
Implementation Support								
Incentive To Serve Handicapped (2)								
Ease Of Implementation (3)								
Marketability (1)								
Flexibility (2)								
Reliability (2)								
Effectiveness/Efficiency								
Transit Experience Available (3)								
Coordination Potential (3)								
Down Fleet Time/Vehicle Use Maximization (3)								
Areawide Service Potential (2)								
Safety/Liability (2)								
Finance								
Capital Availability (3)								
Start-Up Cost (2)								
TOTALS								

Explanation: Weights assigned to the variables in the left-hand column were: 1 = low; 2 = moderate; and 3 = high. The rankings were given for each option on a comparative basis for each option's likely achievement under each variable. The rankings used were: 1 = very poor; 2 = poor; 3 = mediocre; 4 = favorable; and 5 = highly favorable. Weighted scores were obtained by multiplying each rank by the respective weights.

TABLE 5.2 Random Sample of Average Trip Length and Number of Guests

	7/6/87 Monday			7/7/87 Tuesday			7/8/87 Wednesday			7/9/87 Thursday			7/10/87 Friday			7/11/87 Saturday			7/12/87 Sunday			Weekday Average			Weekend Average		
	No. Sampled	Avg. trip length	Guests	No. Sampled	Avg. Trip Length	Guests	No. Sampled	Avg. Trip Length	Guests	No. Sampled	Avg. Trip Length	Guests	No. Sampled	Avg. Trip Length	Guests	No. Sampled	Avg. trip length	Guests	No. Sampled	Avg. Trip Length	Guests	No. Sampled	Avg. trip length	Guests	No. Sampled	Avg. Trip Length	Guests
Active Ride	--			1	8.5		2	15		1	16.5		1	5.5		--			1	7.5		5	12.5	0	1	7.5	0
*Blue & White	4	4.6		7	1.9		5	4.8		4	3.1		5	3.3		1	2	3	1	6.5		25	3.4	0	2	4.8	1.5
Care Bus	9	7.5	1	12	5.0		11	4.6		8	8.2		9	12.7		5	10.4	2	6	7.7		49	7.3	0.2	11	8.9	1
*City Wide	15	4.5		15	6.4		21	4.9		25	5.0	1	19	4.8		8	4.0		7	4.4	1	95	5.1	0.2	15	4.2	0.5
Commuter Ex.	16	5.3		17	6.7		20	6.0		21	6.3		21	7.4		--			1	9.5		95	6.4	0	1	9.5	0
DARTS	6	5.5		8	3.4		8	5.9		12	4.8		8	2.4		2	2.8		1	2.0		42	4.4	0	3	2.5	0
*Diamond	8	7.4		9	5.6	2	9	4.4	1	8	4.4		8	3.1		2	2.8		4	3.3	2	42	5.0	0.6	6	3.1	1
Ebenezer	6	5.9		10	4.2		11	9.9		12	5.3		11	3.7		5	7.0		6	6.5		50	5.8	0	11	6.7	0
Handicabs	62	7.0		66	7.3		60	7.0		69	6.8		57	5.1	2	2	7.8	1	--			314	8.1	0	2	7.8	0.5
H.T.S.	8	7.6		12	7.2		10	6.3		10	5.9		8	6.6		2	4.3		3	8.0		48	6.7	0	5	6.5	0
Kare Kabs	14	8.7		15	6.8		15	8.6	3	16	9.1	1	13	9.0		5	9.6	1	5	7.7		73	8.4	0.8	10	8.7	0.5
Med Kab	17	8.6		22	4.8		22	5.9		23	5.1		19	10.3		8	4.5		8	9.6		103	6.8	0	16	7.1	0
Metro Ride	13	13.9		50	7.8		13	5.8		12	7.9		25	5.6		4	12.5		4	6.3		113	7.8	0	8	9.4	0
Morley	84	5.5		76	6.1	7	74	7.7		52	5.9	4	71	6.2	16	8	8.0	2	5	5.0		357	6.3	5.4	13	6.8	1
North Med.	3	5.3		2	6.8		3	3.2		2	10.0		3	3.3		1	5		2	3.0	2	13	5.3	0	3	3.7	1
Suburban	15	6.6		17	5.4		16	3.6		19	5.5		16	5.3	2	3	7.2		5	3.2		83	5.3	0.4	8	4.7	0
*Trans. Mgmt.	7	4.6		9	6.5		8	12.6		9	6.1	2	11	5.4		2	3.8		1	5.5		44	7.0	0.2	3	4.4	0
T.C. Mobility	3	3.5		4	3.0		--			5	4.0	1	4	6.0	4	1	3.5		3	2.5		16	4.2	1.0	4	2.8	0
Wilder	7	4.3	1	11	3.7		11	4.0		8	4.3		9	3.3		1	5.0		1	4.5		46	3.9	0.2	2	4.8	0
*Yellow	29	5.6		16	5.9	2	23	5.5		14	5.7	1	39	5.2	2	12	8.6		12	6.3		121	5.5	1.0	24	7.5	0
TOTAL	326	6.5	2	379	6.2	11	342	6.6	4	330	6.1	10	357	5.9	26	72	6.9	9	76	6.0	5	1,734	6.25		148	6.5	

* Taxi Provider.

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Table 5.3

Breakdown of Trips and Reimbursement by Provider (June 1987 - September 1987) With Morley/Suburban and Kare Kabs/Commuter Express Mergers				
	Rides	Reimbursements	% Rides	% Reimbursements
Morley Bus/Suburban	79801	$ 574,320	23.4%	23.9%
Handicabs	52877	$ 336,046	15.5%	14.0%
Yellow Cab	38753	$ 232,270	11.4%	9.7%
Metro Ride	31372	$ 213,328	9.2%	8.9%
Kare Kabs/Commuter	25616	$ 189,602	7.5%	7.9%
Med Kab	19657	$ 181,248	5.8%	7.6%
City Wide	16800	$ 77,176	4.9%	3.2%
Ebenezer	11530	$ 106,981	3.4%	4.5%
Trans. Mgmt.	10517	$ 60,640	3.1%	2.5%
Care Bus	10263	$ 108,419	3.0%	4.5%
Hand Transportation	9263	$ 75,193	2.7%	3.1%
Diamond Cabs	8282	$ 49,631	2.4%	2.1%
Wilder Tran.	7825	$ 55,440	2.3%	2.3%
Darts	6709	$ 46,367	2.0%	1.9%
Blue & White	4844	$ 28,670	1.4%	1.2%
T. C. Mobility	3217	$ 28,878	0.9%	1.2%
North Medical	2194	$ 22,687	0.6%	0.9%
Active Ride	1080	$ 12,024	0.3%	0.5%
Systemic Total	340600	$2,398,916	100%	100%

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar

Table 5.4

Breakdown of Trips and Reimbursement by Provider (June 1987 - September 1987)				
	Rides	Reimbursements	% Rides	% Reimbursements
Morley Bus	63422	$ 428,958	18.6%	17.9%
Handicabs	52877	$ 336,046	15.5%	14.0%
Yellow Cab	38753	$ 232,270	11.4%	9.7%
Metro Ride	31372	$ 213,328	9.2%	8.9%
Med Kab	19657	$ 181,248	5.8%	7.6%
City Wide	16800	$ 77,176	4.9%	3.2%
Suburban	16379	$ 145,363	4.8%	6.1%
Kare Kabs	12973	$ 108,708	3.8%	4.5%
Commuter Ex.	12643	$ 80,895	3.7%	3.4%
Ebenezer	11530	$ 106,981	3.4%	4.5%
Trans. Mgmt.	10517	$ 60,640	3.1%	2.5%
Care Bus	10263	$ 108,419	3.0%	4.5%
Hand Transportation	9263	$ 75,193	2.7%	3.1%
Diamond Cabs	8282	$ 49,631	2.4%	2.1%
Wilder Tran.	7825	$ 55,440	2.3%	2.3%
Darts	6708	$ 46,367	2.0%	1.9%
Blue & White	4844	$ 28,878	1.4%	1.2%
T. C. Mobility	3217	$ 28,678	0.9%	1.2%
North Medical	2194	$ 22,687	0.6%	0.9%
Active Ride	1080	$ 12,024	0.3%	0.5%
Systemic Total	340600	$2,398,916	100.0%	100.0%

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar

Table 5.5

Breakdown of Trips and Reimbursement by Provider (June 1987 - September 1987)				
	Rides	Reimbursements	% Rides	% Reimbursements
Active Ride	1080	$ 12,024	0.3%	0.5%
Blue & White	4844	$ 28,670	1.4%	1.2%
Care Bus	10263	$ 108,419	3.0%	4.5%
City Wide	16800	$ 77,176	4.9%	3.2%
Commuter Ex.	12643	$ 80,895	3.7%	3.4%
Darts	6709	$ 46,367	2.0%	1.9%
Diamond Cabs	8282	$ 49,631	2.4%	2.1%
Ebenezer	11530	$ 106,981	3.4%	4.5%
Hand Transportation	9263	$ 75,193	2.7%	3.1%
Handicaps	52877	$ 336,906	15.5%	14.0%
Kare Kabs	12973	$ 108,708	3.8%	4.5%
Med Kab	19657	$ 181,248	5.8%	7.6%
Metro Ride	31372	$ 213,328	9.2%	8.9%
Morley Bus	63422	$ 428,958	18.6%	17.9%
North Medical	2194	$ 22,687	0.6%	0.9%
Suburban	16379	$ 145,363	4.8%	6.1%
Trans. Mgmt.	10517	$ 60,640	3.1%	2.5%
T. C. Mobility	3217	$ 28,878	0.9%	1.2%
Wilder Tran.	7825	$ 55,440	2.3%	2.3%
Yellow Cab	38753	$ 232,270	11.4%	9.7%
Systemic Total	340600	$2,398,916	100%	100%

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar

Table 5.6

Breakdown of Trips and Reimbursement by Provider (Oct. 1986 - Sept. 1987)				
	Rides	Reimbursements	% Rides	% Reimbursements
Morley Bus	147666	$1,016,187.00	19.04%	17.92%
Yellow Cab	103800	$ 616,668.00	13.38%	10.88%
Handicabs	80462	$ 538,236.50	10.37%	9.49%
Med Kab	53567	$ 498,528.50	6.91%	8.79%
Suburban	48764	$ 431,798.00	6.29%	7.62%
Metro Ride	53215	$ 396,842.50	6.86%	7.00%
Care Bus	28231	$ 303,902.50	3.64%	5.36%
Kare Kabs	33715	$ 290,684.50	4.35%	5.13%
City Wide	50653	$ 268,275.50	6.53%	4.73%
Ebenezer	27471	$ 252,858.50	3.54%	4.46%
Hand Transport	25085	$ 211,077.50	3.23%	3.72%
Commuter Ex.	22546	$ 158,626.00	2.91%	2.80%
Diamond Cab	22876	$ 138,088.00	2.95%	2.44%
Trans. Mgt.	18762	$ 106,629.00	2.42%	1.88%
Blue & White	16336	$ 95,752.00	2.11%	1.69%
Twin City	10575	$ 95,728.50	1.35%	1.69%
DARTS	13509	$ 94,476.50	1.74%	1.67%
Wilder	9212	$ 65,570.00	1.19%	1.16%
North Medical	5602	$ 58,570.00	0.72%	1.03%
Active Ride	3555	$ 30,994.00	0.45%	0.55%
TOTAL	775602	$5,669,316.00	100.01%	100.00%

Table 5.7

Breakdown of Trips and Reimbursement by Provider (Oct 1986 - Sept. 1987)				
	Rides	Reimbursements	% Rides	% Reimbursements
Active Ride	3555	$ 30,994.00	0.46%	0.55%
Blue & White	16336	$ 95,752.00	2.11%	1.69%
Care Bus	28231	$ 303,902.50	3.64%	5.36%
City Wide	50653	$ 268,275.50	6.53%	4.73%
Commuter Ex.	22546	$ 158,626.00	2.91%	2.80%
DARTS	13509	$ 94,476.50	1.74%	1.67%
Diamond Cab	22876	$ 138,088.00	2.95%	2.44%
Ebenezer	27471	$ 252,858.50	3.54%	4.46%
Hand Transport	25085	$ 211,077.50	3.23%	3.72%
Handicabs	80462	$ 538,236.50	10.37%	9.49%
Kare Kab	33715	$ 290,684.50	4.35%	5.13%
Med Kab	53567	$ 498,528.50	6.91%	8.79%
Metro Ride	53215	$ 396,842.50	6.86%	7.00%
Morley Bus	147666	$1.016,187.00	19.04%	17.92%
North Medical	5602	$ 58,393.00	0.72%	1.03%
Suburban	48764	$ 431,798.00	6.29%	7.62%
Trans Mgt.	18762	$ 106,629.00	2.42%	1.88%
Twin City	10575	$ 95,728.50	1.36%	1.69%
Wilder	9212	$ 65,570.00	1.19%	1.16%
Yellow Cab	103800	$ 615,668.00	13.38%	10.88%
TOTAL	775602	$5,669,316.00	100.01%	100.00%

Table 5.9

Metro Mobility Ridership/Reimbursement/Subsidy
Per Billing Period
June - September 1987

Systemic Total	06/87	07/87	08/87	09/87 / Average		AVG % Increase
Ambulatory Trips						
Number	58821	63643	64339	62860	62416	2.3%
Reimbursements	$ 303,516	$350,031	$353,865	$345,730		$338,285
Avg. Subsidy	$5.16	$5.50	$5.50	$5.50		$5.41
Total Trips for Period:				249663		
Total Reimbursements for Period:				$1,353,141		
Non-Ambulatory Trips						
Number	22270	21101	24133	23433	22734	2.1%
Reimbursements	$256,105	$242,662	$277,530	$269,479	$261,444	
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	
Total Trips for Period:				90937		
Total Reimbursements for Period:				$1,045,775		
Total Num. of Trips	81091	84744	88472	86293	85150	2.1%
Total Reimbursements	$559,620	$592,693	$631,394	$615,209	$599,729	
Average Subsidy	$6.90	$6.99	$7.14	$7.13	$7.04	
Total Trips for Period:				340600		
Total Reimbursements For Period:				$2,398,916		

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

FIGURE 5.1 Trips per Month

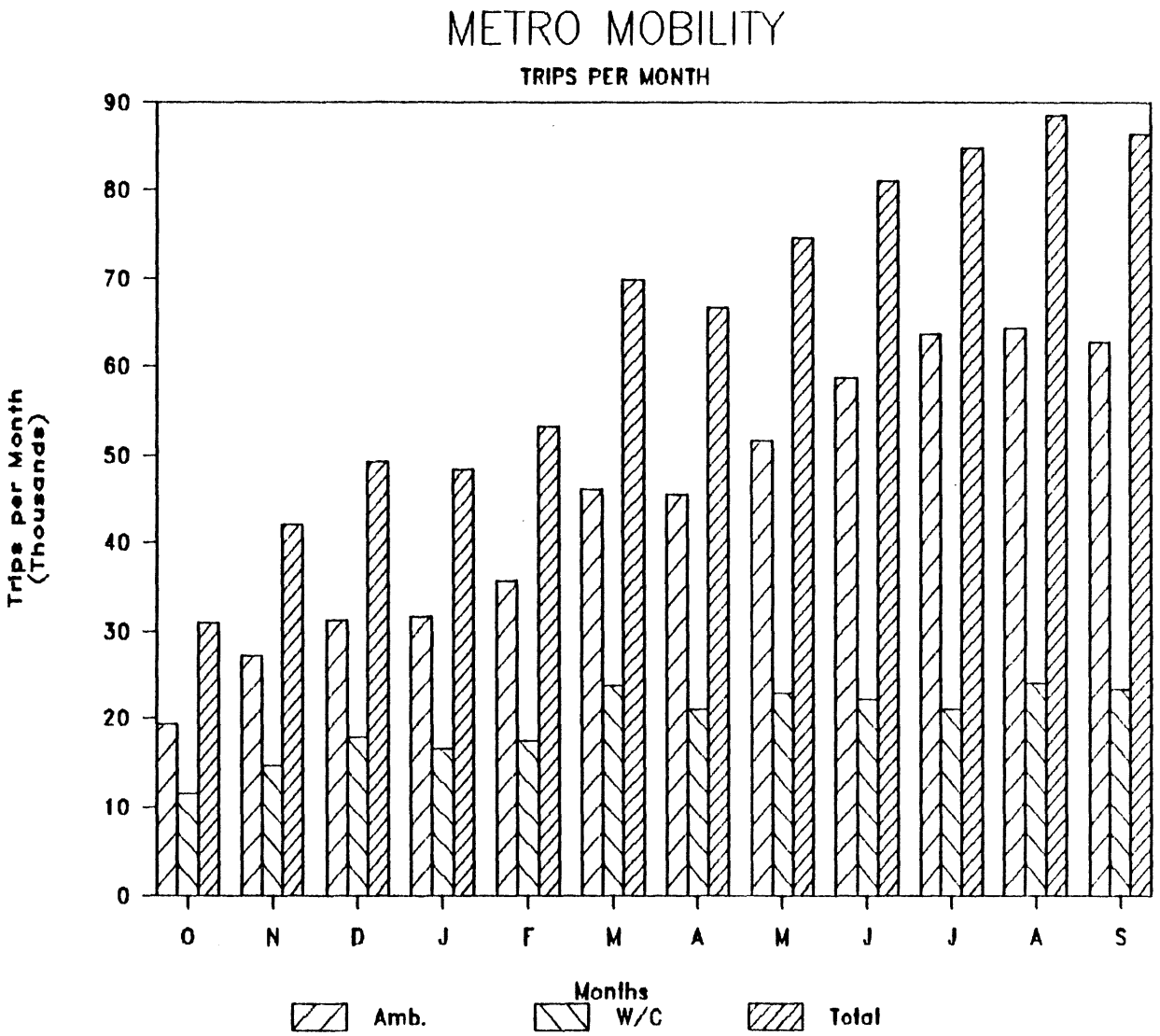

FIGURE 5.2 Reimbursements per Month

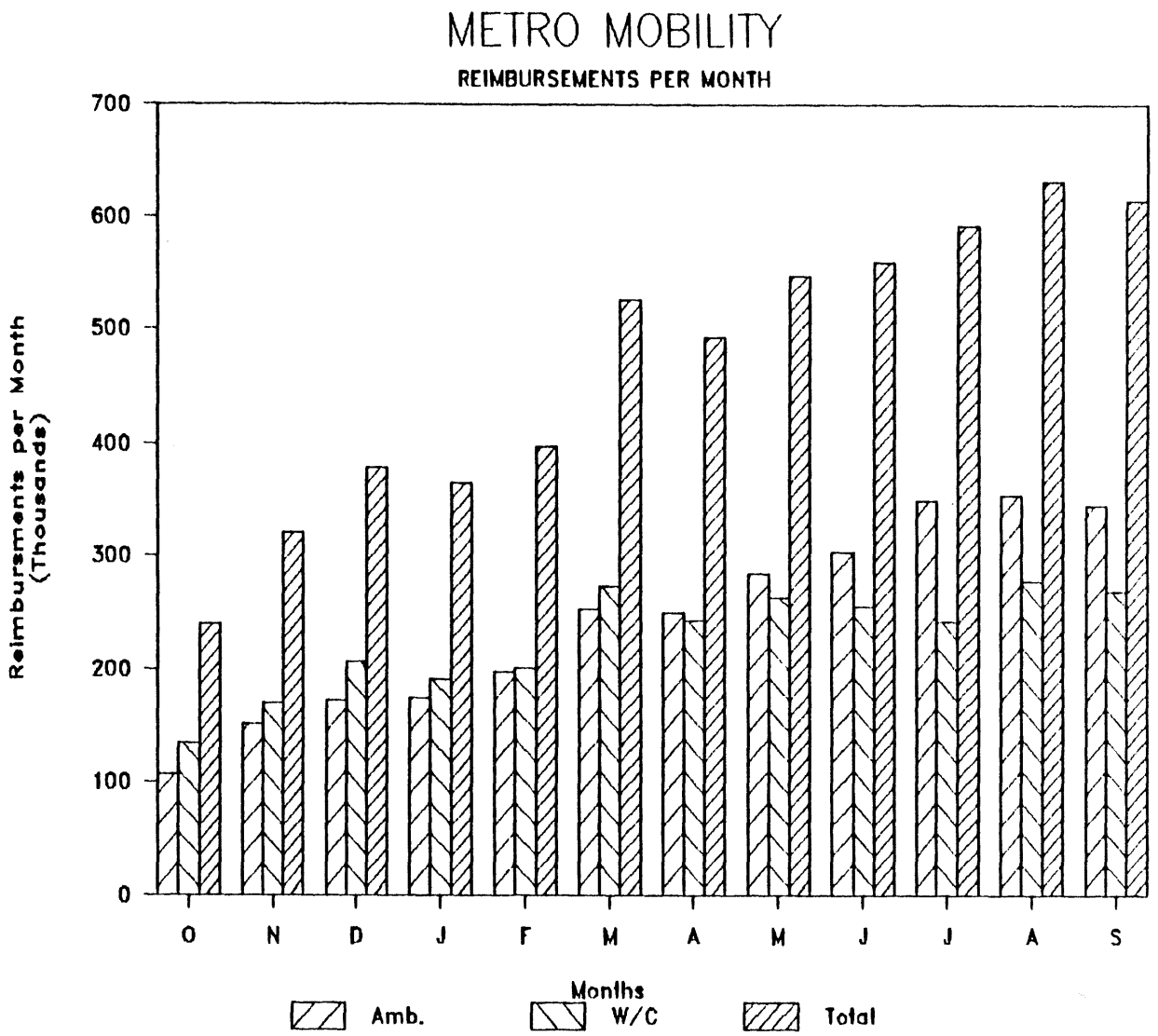

FIGURE 5.3 No-shows and Cancellations per Month

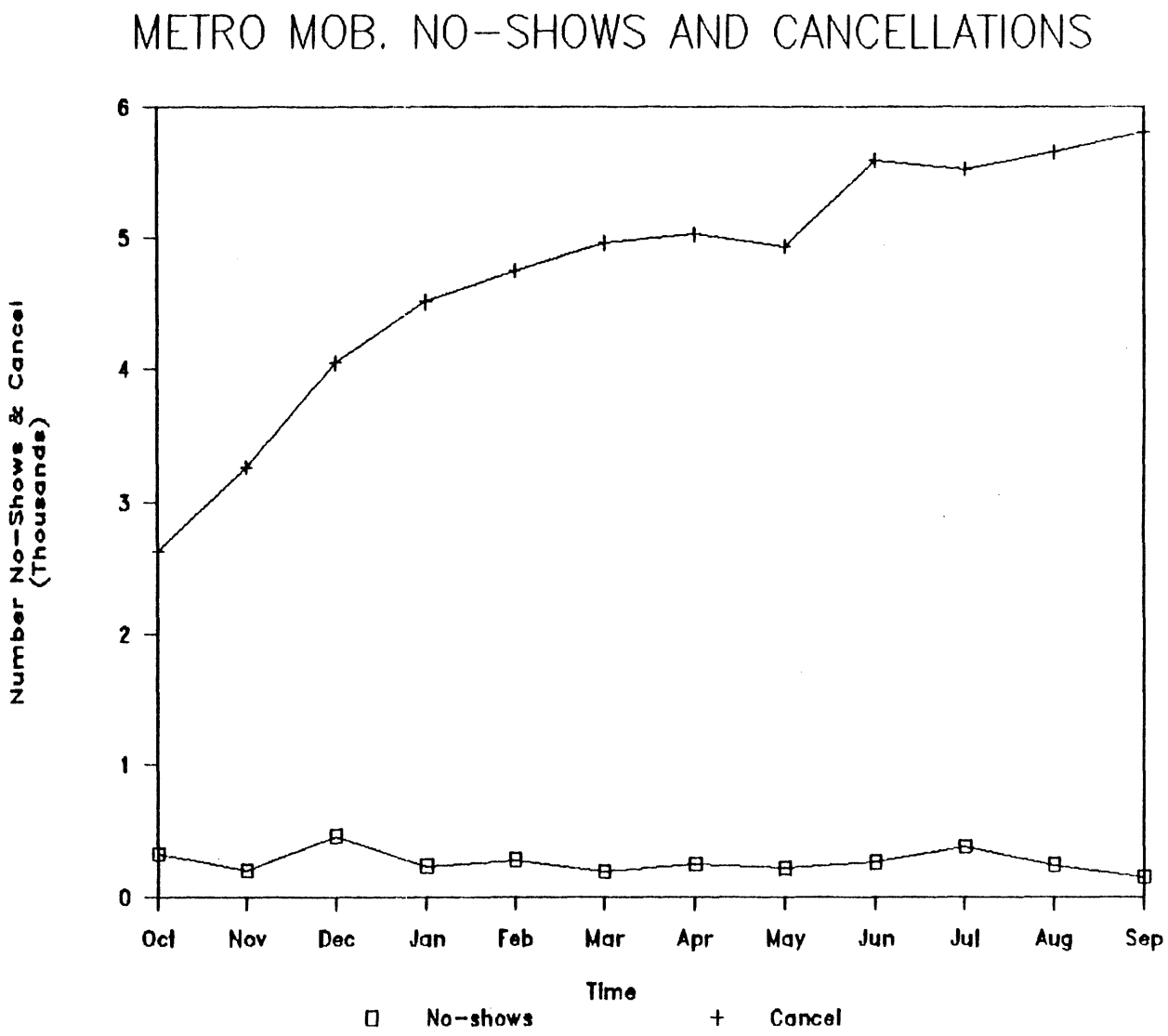

Table 5.8

Summary of Metro Mobility Ridership/Reimbursement/Subsidy
Per Billing Period
1986 - 1987

	10/86	11/86	12/86	01/87	02/87	03/87	04/87	05/87	06/87	07/87	08/87	09/87	Average
Ambulatory Trips													
Number	19394	27303	31312	31708	35822	46074	45504	51719	58821	63643	64339	62860	45786.6
Reimbursements	106667	150719	172216	174378	197021	253407	250272	284455	303516	350031	353865	345730	250204
Avg. Subsidy	$5.50	$5.52	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.16	$5.50	$5.50	$5.50	$5.46
Monthly % Growth		40.8%	14.7%	1.3%	13.0%	28.6%	-1.2%	13.7%	13.7%	8.2%	1.1%	-2.3%	12.0%
Non-Ambulatory Trips													
Number	11603	14768	17894	16615	17485	23761	21132	22908	22270	21101	24133	23433	20052.1
Reimbursements	133434	169832	206141	191072	201078	273252	243018	263442	256105	242662	277530	269479	230629
Avg. Subsidy	$11.50	$11.50	$11.52	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50
Monthly % Growth		27.3%	21.2%	-7.1%	5.2%	35.9%	-11.1%	8.4%	-2.8%	-5.2%	14.4%	2.9%	7.6%
Total Num. of Trips	30997	42071	49206	48323	53307	69835	66636	74627	81091	84744	88472	86293	65838.7
Total Reimbursements	240101	320551	378357	365450	398098	526659	493290	547897	559620	592693	631394	615209	480833
Average Subsidy	$7.75	$7.62	$7.69	$7.56	$7.47	$7.54	$7.40	$7.34	$6.90	$6.99	$7.14	$7.13	$7.30
Monthly % Growth		35.7%	17.0%	-1.8%	10.3%	31.0%	-4.6%	12.0%	8.7%	4.5%	4.4%	-2.5%	10.4%1

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

Reimbursement Rate

The reimbursement rates were a major point of issue. The providers were very much interested in becoming part of the program when it was revamped based on the rates of $6.50 for an ambulatory trip and $12.50 for a non-ambulatory trip. Being private profit and non-profit organizations, under all circumstances, they should have made their decision to participate knowing that these rates were sufficient to enable profitable operations to be undertaken. There is without doubt that certain providers participate in the program to utilize their vehicles during down-time, therefore any revenue is much better than allowing the vehicle to sit idle, as long as variable expenses are covered. Due to this, the expected shake-out did not occur. By reducing the number of providers, the RTB would be rewarding those providers who made a strong commitment to the program. Increased ridership for the selected providers would mean better routing and scheduling, thereby resulting in reduced costs and higher revenue.

The ambulatory and non-ambulatory rates need to be increased. A sample was conducted by the MMAC to determine the average length of a trip. The sample survey shows an average trip length 6.5 miles (see Table 5.2), but the average trip length for the taxi companies is about 4.5 miles. At the average subsidy of $7.30 and the $1 fare, the providers are receiving $1.28 a mile, which can be considered average compared to other urban paratransit systems.

Table 10.1 and 10.2 (See tables Chapter 10) show the rates that we propose. The reason for the different rider's fare on the cab companies for the ambulatory and non-ambulatory ride is to provide an inducement for riders who are able to travel in a cab to do so, since the RTB would be paying lower rates to taxi companies. The cost of operations is lower for taxi companies in comparison to the non-taxi companies, which would justify lower rates for the taxi companies. The different fare structure does give a slight competitive edge to the taxi companies, but the overall philosophy of RTB is to obtain the most rides for its money, and since it would be paying less to the taxi companies for handling a ride, the fare difference would enable the agency to obtain some savings. In regard to the distance above 8 miles, all providers can charge $1.25 extra in total. The providers can charge $1 per mile now up to a maximum $3.75 a trip, but a number of them do not put on the surcharge due to "discounts" by other providers. The providers who do charge the extra $1 are mainly the taxi companies.

Another instance of providers not taking advantage of all available revenue was the non-collection of the required $1 fare per rider. The market research indicated that ten percent of

users said they were not paying the $1 fare. The question that comes to mind here is whether operations are profitable sufficiently now for the providers to be able to operate successfully without these revenues. There is no provider in the program now whose business is solely dependent on Metro Mobility. This point needs to be kept in mind when discussing the profitability issue. There are providers in the program who participate so as to be able to cover their variable costs. These providers are not making profits but have sufficient returns to make it economically feasible to remain in the program. For the others who have a strong interest in the program, it can be ascertained that their returns are sufficient to also cover their variable costs. It is uncertain whether the fixed costs are being covered, but the aggressive nature of these providers to obtain clients indicates that they have long-term strategies of becoming major Metro Mobility providers, which would allow their operations to reap financial gains.

Amigo Issue

A major issue that has arisen is regarding users who ride on three-wheeled scooters or "Amigos." Presently, there are no devices which can safely tie down these machines. Providers who transport these users, either have to help them into a wheelchair and transport both the user's machine and the wheelchair up the ramp, or take on the extra liability by transporting the users in their three-wheeled machines. Carter Goble Associates contacts with the Urban Mass Transportation Administration (UMTA) indicated that the RTB has to transport people who use these three-wheeled machines, or it would be in violation of Section 504 regulations. However, Mr. Robert Ashby, the deputy assistant general counsel for UMTA, who was involved in the drafting of the 504 regulations, said putting on a surcharge may be okay since a greater or more expenditure is involved in providing this service to the users. The "comparable" fare must be affordable. The different rate for a taxi company and a non-taxi company that we are proposing is because the level of service provided by a taxi company to a Amigo user would be less than the service provided by a non-taxi company.

Group Rides

Providers unanimously have stated that their group rides were the "money-making" operations. However, we feel that it is unjustifiable in the future for the program to have to pay full rates for a group of people who ride from one point of origin to one destination. As such, we propose that group rates be implemented, in that if two or more people ride from one point to

another point, the subsidy should be reduced (see Tables 10.1 and 10.2). Providers have voiced their agreement to a group rate on the condition that there be a comprehensive change in the present reimbursement structure.

Guest and Aide Reimbursement

The providers also feel that the guest and aide reimbursement regulation is unfair. The payment of $1 for each guest or aide trip is a burden on the program. They appreciate the need for both, guests and aides, but feel that adequate compensation should be paid to them for transporting the guests and aides. Providers feel that the use of aides/escorts is abused by many certified users who are essentially able to provide free transportation for friends or relatives, even though they are not needed as a companion to assist in the individual's travel. Regulations regarding guests and aides should be reevaluated. Guests travelling at the $1 rate should be limited to one and the charge should increase to $2 a trip. Additional guests would be allowed to travel at an unsubsidized rate, to be paid by the riders or their guests. Research shows that 80 percent of users feel that their guests should not have to pay more than the certified riders ($1). A change in the guest payment policy may not be looked upon favorably by users but this issue needs to be addressed.

Providers Opinions

A major complaint of providers is that the RTB and MMAC do not attempt to solicit opinions or input from them. The Consultant feels that this situation has arisen due to a lack of communication and understanding among both parties. The RTB and MMAC have a genuine desire to listen to the views of providers, but due to the lack of delineation of responsibilities and decision-making authority, there seems to be no action being taken to resolve problems that the providers are voicing, which are normally points on day-to-day operations rather than policy issues. The providers do now appreciate this situation, and it can be expected that future meetings would be more productive.

Providers generally felt that the RTB does not need to implement the Metro Mobility expansion by January 1, 1988. The operators also would like the operation and management of the system to be proven sound before any expansion is undertaken as this would help in creating more problems. The providers feel that the RTB needs bring better technical knowledge and approaches to bear in dealing with Metro Mobility, its planning and development, compared to past approaches. Here, the Consultant believes that

the providers were talking about the lack of the computer system to give the MMAC and RTB staffers sound data on the operations of the program. Operators felt that the MMAC needs to be more logically situated than its current physical location to the MTC, a situation which is dealt with by the Consultant in the MMAC section.

The administrative center staff, according to the providers, are not delegated sufficient authority to totally manage the system. The lines of authority, MMAC versus RTB, relative to the communication with the providers between the administrative center and RTB is unclear. Certain administrative center staff may also not be appropriate for the specific positions and responsibilities expected of them. This criticism may be due to the frustrations faced by the providers when dealing with the MMAC. Control center employees tend to have negative attitudes and create adversary conditions with providers from time to time. No data is made available to the providers to analyze their services or how the total system is performing. Operators feel they are not allowed to do any public relations or marketing on behalf of the system. According to the RTB, a provider can propose marketing activities and conduct them with approval as the MMAC would like to ensure that accurate, consistent information is given about the system. The providers also said that virtually no substantial promotion of the new Metro Mobility system has been undertaken, which is want they desire since more riders would enroll in the program. The Consultant feels that there is no necessity to publicize the program, but there is a strong need to promote positive reporting about Metro Mobility, which can be done by undertaking public relations activities with the media and the advocacy groups.

The providers agree that they face a problem of not having suitable drivers in their quest for a safe and high quality operation. They said that they could not afford to pay higher wages due to the reimbursement structure. It was found that wages of drivers varied among the providers, and it was more a question of operating strategies that decided wages of drivers rather than the reimbursement rate since none of the providers depended solely on the Metro Mobility program. They expressed great concern about the inability of the system to verify rides, service denials, and fares, which they blamed on the lack of a computerized management information system.

Another point they brought up were the provider guidelines issued by the RTB. These guidelines are direct and to the point, but there is a need to clarify certain issues, such as what is meant by daily supervision and the computer system. The contracts were suitable at the time when the providers were signed on to provide service, but due to the new issues raised, the contracts need be revamped. The RTB is undertaking this process and appreciates the problems that have been raised to the contractual agreements.

Complaints

Only one ride in every 2,030 riders (382 of 775,602 riders) resulted in a complaint with the MMAC during the period October 1986 to September 1987. Market research indicates that only 54 percent of users turn to the MMAC when they have a complaint. This means that there could be about 700 complaints or one ride in every 1108 riders (1/10th of one percent of the total riders). This rate of complaint averages two complaints a day. This complaint ratio is below the average of other paratransit systems. Table 5.10 shows the complaint breakdown by provider from October 1986 to September 1987.

Cancellations

Cancellations have been rising dramatically, but when compared to the increase in ridership, these figures only showed moderate increases. On the other hand, no-shows as a percentage of total ridership have gone down. It can seen from Table 5.11 that no-shows have reduced while cancellations have gone up, a point which is depicted graphically in Figure 5.3.

Safety

A survey of providers showed that they were in compliance with the Special Transportation Services Agreement. Drivers receive first aid training, passenger assistance techniques, and defensive driving course. The taxi companies also require strict compliance with Metro Mobility Rules for drivers, with penalties such as non-acceptance of vouches, probation, and decertification. Exhibit 5.1 are specifications for van conversions to accommodate mobility impaired individuals which have been found by the Consultant to be in line with the agreement.

Recommendations

The new contracts with the providers should attempt to include all issues that have been raised in the past year. Disciplinary measures should be clearly outlined in the contracts so that there can be no point for disagreement when enforcement is needed.

A provider's advisory committee should be formalized to address provider issues. Such a committee could provide the necessary communication between providers, and between the providers and the MMAC and the RTB. This committee would be parallel to the existing THAC.

Providers contracts should be with the MMAC. MMAC should administer all regulations. A monthly system summary of operational characteristics comparing each provider with the system should be developed. Providers would only see details on their operation as compared to the total system.

There is a need for an arrangement to be made with the Minnesota Department of Transportation for officers to inform the RTB of any Metro Mobility provider found in violation of departmental regulations.

As to penalties for non-compliance, it is difficult to impose fixed penalties due to the probability of human error. Every case of wrongdoing by the providers in safety policies and procedures and service quality standards should be judged on a case-by-case basis. The MMAC manager and the RTB project administrator would investigate the cases and come up with a penalty recommendation to the Metro Mobility staff meetings, which should discuss it and forward a motion to the board. While this method may be drawn out, it needs to be appreciated that a fixed penalty system could be detrimental to the program. However, we do feel that repeated non-compliance should require drastic action. Our proposal is that providers, who commit two similar safety violations within six months, should be suspended for 30-days pending a complete audit of the operation, whereby they would be given an opportunity to improve their safety system. Should a further violation occur within a six-month period after the probationary period, the provider should be dismissed from the Metro Mobility program.

As for service quality, the present average complaint ratio to total number of rides for the whole system is half a percent. This should be made the industry standard for the program. Every month a check should be made of complaints as a percent of rides, and should a provider be over this ratio, the operation should be audited. Presently seven providers are above this ratio. Three incidents of being over the half per cent ratio should be penalized with a 30-day probation. Should the ratio be over the percentage figure within a six-month period after the date of end of probation, the provider should be dismissed from the program.

Table 5.10

Metro Mobility Complaint Summary															
	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MAY.	JUN.	JUL.	AUG.	SEPT.	TOTAL	TOTAL TRIPS	% CO
Active Ride					4			1				5	5	3555	0.14%
Blue & White	5	5	9	5	7	2	5	31	10	7	3	3	92	16336	0.56%
Care Bus		1				3	5	2	3	7	1	2	24	28231	0.09%
City Wide	2				4		3	3	2	1	2		17	50653	0.03%
Commuter Ex.			1		1			1		1	1		5	22546	0.02%
DARTS		1											1	13509	0.01%
Diamond Cab					1			2		1		1	5	22876	0.02%
Ebenezer							2		3	2	1	1	9	27471	0.03%
Handicabs	1					2					1		4	25085	0.02%
Hand. Trans.						2	1	2		1	3		9	80462	0.01%
Kare Kabs	9				2	2	6	12	6	6	3	2	48	33715	0.14%
Metro Ride	1	1	1			3	1	7	1	2		1	18	53567	0.03%
Mid-West	1					1			2		2	1	7	53215	0.01%
Morley Bus					1		1		2		3	1	8	147666	0.01%
North Medical	2					1							3	5602	0.05%
Suburban	2					3	2	4	5		2	3	21	48764	0.04%
Trans. Mgt.					2		2	3	6	2	7	1	23	18762	0.12%
Twin City									1			1	2	10575	0.02%
Wilder							1	1					2	9212	0.02%
Yellow Cab	1		1		2	3	9	17	19	4	9	14	79	103800	0.08%
TOTAL	24	8	12	5	20	26	38	86	60	34	38	31	382	775602	0.05%

Table 5.11

No-Show and Cancellations in Metro Mobility Oct. 1986 - Sept. 1987)		
	No-Shows	**Cancellations**
October	319	2620
November	200	3266
December	457	4049
January	230	4516
February	275	4748
March	188	4960
April	244	5026
May	215	4936
June	261	5583
July	378	5517
August	240	5651
September	150	5801
Total	3157	56673
Average	263	4723

SECTION 6

COUNTY PROVIDERS

COUNTY PROVIDERS

The advent of the Metro Mobility program has had an impact on the transportation services provided by health and human service agencies in the initial and Phase 1 area. One result of this has been the transfer of clients to the Metro Mobility program, which has been a factor in the rapid growth of ridership. The specialized transportation networks existing in the area have continued to provide services to clients who are ineligible for the program via this complementary service. A goal of this study was to study the impact of the program on these transit systems, and recommend ways that the existing specialized transportation systems could continue to complement the program.

Interviews were conducted with staff of the seven county providers composed of Anoka County Community Health and Social Service Department, Carver County Rural Transportation Program, DARTS, Washington County Human Services, Scott County Human Services, West Metro Coordinated Transportation, and St. Paul Red Cross. Contact was also made with county governments in the seven-county area of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

An initial finding in this segment of the study was again the communication problem. The county providers feel that there is essentially no local input into the planning and decision making regarding the Metro Mobility system. The county providers feel that their calls for coordination and local input on deciding what should be done with the Metro Mobility vis-a-vis other ongoing elderly and handicapped transportation services in the counties have not been fully appreciated by the RTB. On the other hand, it was found that the RTB's planning department monitors closely the activities of the county programs, and are readily available for assistance. The county programs administrator also holds regular meetings with the county providers to help them set up a sound record-keeping and reporting procedure. This finding shows that there is a need for close communication between the RTB and the county providers for each to appreciate the other's efforts and concerns.

There is a potential for client transfers from the county programs, and from health and human service agencies in the Phase II area, a point which the RTB should not want to see happen.

The loss or reduction in ridership of the county programs would have a detrimental effect on local financial and volunteer support. The productivity of both, the county systems and Metro Mobility will improve in terms of productivity and cost-efficiency. The importance of community and county participation in providing specialized transportation is important in the Twin Cities Metropolitan Area. This will help prevent any shift of private and public dollars now being used for social service transportation as has occurred in the initial and Phase I area. There may also be opportunity for financial participation from county government in providing paratransit services as was voiced by a county representative during the study. RTB recognizes that demand for transportation also exist from senior citizens who are not eligible to become Metro Mobility riders, as well as social service clients. The existing county systems would continue to take care of these riders, as is happening in Anoka, Dakota, Hennepin, and Ramsey counties.

In Hennepin and Ramsey county, it was found that the specialized transportation systems's client base had not eroded with the implementation and expansion of the Metro Mobility program. This was due to the existence of the coordinated transportation system in each area, being West Metro and the Red Cross, and the continued local and RTB support. However, Metro Mobility service in the Phase 1 expansion area in the western portion of Hennepin County has been ineffective as the providers are unwilling to serve the area due to the time and distance problem, according to providers and the MMAC manager. The Anoka system has also not been affected, partly due to the reluctance of Metro Mobility providers to provide extensive service to the area. The coordinated program in the county has managed to hold together a cluster of local and RTB-supported programs. Providers in Dakota County have also continued to play an important role in providing transportation for health and human service agencies clients. DARTS entry into the Metro Mobility program and the resulting effects on its service need to be closely studied to obtain a clear understanding of the agency's funding sources. It is also unclear on whether the agency's service to the non-urban area in the county and its non-Metro Mobility clients have been affected by it being a Metro Mobility provider. The effect could be determined by interviewing all group homes and agencies that DARTS serves, and also undertaking a market research of the agency's clients. HSI in Washington County is in the same situation as DARTS, in that, it wants to be a Metro Mobility provider once the program is expanded into the area. A clearer picture of DARTS and its impact would provide a good indicator on whether allowing HSI to be a Metro Mobility provider would be the right move.

As for Carver and Scott counties, the programs there are providing an essential and much-needed service. RTB has indicated that they will continue to support, both financially

and technically, efforts of the county programs in these two

areas. There is a need, however, for an improved record-keeping system in Scott County, which would help in providing important data in applications for operating and capital funds.

An RTB-County Providers Project Committee should be set up to delve into the various issues pertaining to the Metro Mobility service area and the Phase II expansion region. It is also preferred that a coordination of service be achieved rather than simply superimposing Metro Mobility on top of the counties' existing transportation network. Every effort should be made to keep the transportation provider system and volunteer services now in place.

We feel the RTB has five choices when dealing with the provision of Metro Mobility service into parts of the Phase I area and the Phase II area:

1. County Transportation Office as a Broker
2. County Transportation Office as an Operator
3. Existing Non-profit Operator as an Operator/Coordinator
4. New Non-Profit Operator/Coordinator
5. Private Provider

To assist in the decision-process and provide an objective analysis of the organizational structures, we utilized an Organizational and Management Options Ranking Matrix. It should be clearly understood that the matrix presented herein present's the Consultant's opinion, based upon observations during the study process and consideration of each variable in relation to coordinated and consolidated programs implemented elsewhere in the county. The RTB can assess personally the process to decide on the action that needs to be taken in each area.

In Anoka, Carver, and Scott Counties, we believe the best avenue to implement the Metro Mobility program is to utilize the services of the counties' specialized transportation coordinators as brokers (as shown in Tables 6.1, 6.2, and 6.3). In Anoka, the county transportation's office would engage the services of a provider, whether part of a human agency system, private non-profit or profit, to deliver services. In Carver and Scott counties, which have their own transit networks, the RTB should continue to support the systems there to expand its operations to provide specialized transit services. For Scott county, the RTB needs to work with the county coordinator to improve the reporting system.

For Dakota and Washington counties, the decision should be to appoint DARTS and HSI in each county respectively (see Table 6.4 and 6.5) as non-profit operators and coordinators. This short-

TABLE 6.1

ORGANIZATIONAL AND MANAGEMENT OPTIONS RANKING
ANOKA COUNTY

VARIABLES AND WEIGHTINGS	COUNTY TRANSPORTATION OFFICE AS BROKER		COUNTY TRANSPORTATION OFFICE AS OPERATOR		EXISTING NON-PROFIT OPERATOR/COORDINATOR		NEW NON-PROFIT OPERATOR/COORDINATOR		PRIVATE PROVIDER	
	RAW	WEIGHTED	RAW	WEIGHTED	RAW	WEIGHTED	RAW	WEIGHTED	RAW	WEIGHTED
Public Service Incentives (3)	3	9	1	3	N/A	N/A	5	15	2	6
Ease Of Implementation (1)	2	2	2	2			1	1	5	5
Government Cost (3)	1	3	1	3			1	3	3	9
Marketability (3)	5	15	5	15			5	15	2	6
Transit Related Experience (3)	3	9	1	3			2	6	5	15
Vehicle Availability (1)	1	1	1	1			1	1	5	5
Service Type Flexibility (2)	5	10	5	10			5	10	3	6
Regulatory Impacts (1)	4	4	2	2			4	4	5	5
Agency Coordination Potential (3)	5	15	5	15			2	6	1	3
RAW TOTALS	**29**		**23**				**26**		31	
WEIGHTED TOTALS		**69**		**54**				**61**		**60**

Source: Carter Goble Associates, November 1987.

Key: Weightings - 1 = low importance; 2 = average importance; 3 = high importance
Raw Scores - 5 = very favorable; 4 = favorable; 3 = mediocre or questionable; 2 = unfavorable; 1 = very unfavorable

TABLE 6.2

ORGANIZATIONAL AND MANAGEMENT OPTIONS RANKING
CARVER COUNTY

VARIABLES AND WEIGHTINGS	COUNTY TRANSPORTATION OFFICE AS BROKER		COUNTY TRANSPORTATION OFFICE AS OPERATOR		EXISTING NON-PROFIT OPERATOR/COORDINATOR		NEW NON-PROFIT OPERATOR/COORDINATOR		PRIVATE PROVIDER	
	RAW	WEIGHTED	RAW	WEIGHTED	RAW	WEIGHTED	RAW	WEIGHTED	RAW	WEIGHTED
Public Service Incentives (3)	5	15	2	6	N/A	N/A	4	12	2	6
Ease Of Implementation (1)	4	4	1	1			2	2	5	5
Government Cost (3)	4	12	1	3			1	3	4	12
Marketability (3)	5	15	5	15			2	6	2	6
Transit Related Experience (3)	4	12	4	12			2	6	5	15
Vehicle Availability (1)	2	2	2	2			1	1	5	5
Service Type Flexibility (2)	5	10	5	10			5	10	3	6
Regulatory Impacts (1)	1	1	1	1			2	2	5	5
Agency Coordination Potential (3)	5	15	5	15			2	6	1	3
RAW TOTALS	**35**		**26**				**21**		**32**	
WEIGHTED TOTALS		**86**		**65**				**48**		**63**

Source: Carter Goble Associates, November 1987.

Key: Weightings - 1 = low importance; 2 = average importance; 3 = high importance
Raw Scores - 5 = very favorable; 4 = favorable; 3 = mediocre or questionable; 2 = unfavorable; 1 = very unfavorable

TABLE 6.3

ORGANIZATIONAL AND MANAGEMENT OPTIONS RANKING
SCOTT COUNTY

VARIABLES AND WEIGHTINGS	COUNTY TRANSPORTATION OFFICE AS BROKER		COUNTY TRANSPORTATION OFFICE AS OPERATOR		EXISTING NON-PROFIT OPERATOR/COORDINATOR		NEW NON-PROFIT OPERATOR/COORDINATOR		PRIVATE PROVIDER	
	RAW	WEIGHTED	RAW	WEIGHTED	RAW	WEIGHTED	RAW	WEIGHTED	RAW	WEIGHTED
Public Service Incentives (3)	5	15	5	15	N/A	N/A	4	12	2	6
Ease Of Implementation (1)	4	4	2	2			2	2	5	5
Government Cost (3)	4	12	2	6			2	2	2	6
Marketability (3)	5	15	5	15			2	6	1	3
Transit Related Experience (3)	3	9	3	9			1	3	5	15
Vehicle Availability (1)	3	3	3	3			1	1	5	5
Service Type Flexibility (2)	4	8	3	6			4	8	4	8
Regulatory Impacts (1)	4	4	2	2			3	3	5	5
Agency Coordination Potential (3)	5	15	4	12			2	6	2	6
RAW TOTALS	**37**		**28**				**21**		**31**	
WEIGHTED TOTALS		**85**		**70**				**47**		**59**

Source: Carter Goble Associates, November 1987.

Key: Weightings - 1 = low importance; 2 = average importance; 3 = high importance
Raw Scores - 5 = very favorable; 4 = favorable; 3 = mediocre or questionable; 2 = unfavorable; 1 = very unfavorable

TABLE 6.4

ORGANIZATIONAL AND MANAGEMENT OPTIONS RANKING
DAKOTA COUNTY

VARIABLES AND WEIGHTINGS	COUNTY TRANSPORTATION OFFICE AS BROKER		COUNTY TRANSPORTATION OFFICE AS OPERATOR		EXISTING NON-PROFIT OPERATOR/COORDINATOR		NEW NON-PROFIT OPERATOR/COORDINATOR		PRIVATE PROVIDER	
	RAW	WEIGHTED	RAW	WEIGHTED	RAW	WEIGHTED	RAW	WEIGHTED	RAW	WEIGHTED
Public Service Incentives (3)					5	15	5	15	2	6
Ease Of Implementation (1)					4	4	1	1	5	5
Government Cost (3)					4	12	1	3	5	15
Marketability (3)					5	15	1	3	1	3
Transit Related Experience (3)					5	15	1	3	5	15
Vehicle Availability (1)					5	5	1	1	5	5
Service Type Flexibility (2)					4	8	4	8	3	6
Regulatory Impacts (1)					4	4	2	2	5	5
Agency Coordination Potential (3)					5	15	2	6	2	6
RAW TOTALS					**41**		**18**		**33**	
WEIGHTED TOTALS						**93**		**42**		**66**

Source: Carter Goble Associates, November 1987.

Key: Weightings - 1 = low importance; 2 = average importance; 3 = high importance
Raw Scores - 5 = very favorable; 4 = favorable; 3 = mediocre or questionable; 2 = unfavorable; 1 = very unfavorable

TABLE 6.5

ORGANIZATIONAL AND MANAGEMENT OPTIONS RANKING
WASHINGTON COUNTY

VARIABLES AND WEIGHTINGS	COUNTY TRANSPORTATION OFFICE AS BROKER		COUNTY TRANSPORTATION OFFICE AS OPERATOR		EXISTING NON-PROFIT OPERATOR/COORDINATOR		NEW NON-PROFIT OPERATOR/COORDINATOR		PRIVATE PROVIDER	
	RAW	WEIGHTED	RAW	WEIGHTED	RAW	WEIGHTED	RAW	WEIGHTED	RAW	WEIGHTED
Public Service Incentives (3)					5	15	5	15	3	9
Ease Of Implementation (1)					4	4	2	2	4	4
Government Cost (3)					3	9	1	3	4	12
Marketability (3)					5	15	1	3	3	9
Transit Related Experience (3)					5	15	1	3	5	15
Vehicle Availability (1)					4	4	1	1	5	5
Service Type Flexibility (2)					4	8	4	8	3	6
Regulatory Impacts (1)					4	4	3	3	5	5
Agency Coordination Potential (3)					5	15	1	3	1	3
RAW TOTALS					**39**		**19**		**33**	
WEIGHTED TOTALS						**85**		**41**		**68**

Source: Carter Goble Associates, November 1987.

Key: Weightings - 1 = low importance; 2 = average importance; 3 = high importance
Raw Scores - 5 = very favorable; 4 = favorable; 3 = mediocre or questionable; 2 = unfavorable; 1 = very unfavorable

term move should be reevaluated after a period of three months, for by then it could be seen whether these two agencies have been able to successfully fulfill their roles.

The Phase I expansion area of Hennepin County has not been given a sufficient level of service due to the time and distance problem. To improve the service level, the area should be designated differently from the initial Metro Mobility area, and West Metro should be appointed as a coordinator (Table 6.6). Being a coordinator, West Metro would continue to build upon its present role. It would be able to identify clients, and arrange for their transportation by one of the agencies operating under the West Metro umbrella.

Table 10.2 (See Section 10) gives our recommended reimbursement rates for these areas. We recommended that the rates be increased by $1 over the rates paid in the initial area to compensate the providers for distances which may be over 8 miles. This rate structure would allow the providers to benefit from short trips and be reimbursed for the long trips.

A full-scale study that looks into detail at the cost structures of each county system should be undertaken to ascertain the cost effectiveness of the county projects. This study would also need to investigate the ridership effects of the county programs from the Phase II expansion, and impact on the programs in Anoka, Dakota, Hennepin, and Ramsey counties due to the Metro Mobility program. The study would also help in implementing the decisions made on the type of organizational and management option for each of the six areas.

TABLE 6.6

ORGANIZATIONAL AND MANAGEMENT OPTIONS RANKING
HENNEPIN COUNTY

VARIABLES AND WEIGHTINGS	COUNTY TRANSPORTATION OFFICE AS BROKER		COUNTY TRANSPORTATION OFFICE AS OPERATOR		EXISTING NON-PROFIT OPERATOR/COORDINATOR		NEW NON-PROFIT OPERATOR/COORDINATOR		PRIVATE PROVIDER	
	RAW	WEIGHTED	RAW	WEIGHTED	RAW	WEIGHTED	RAW	WEIGHTED	RAW	WEIGHTED
Public Service Incentives (3)					5	15	4	12	2	6
Ease Of Implementation (1)					4	4	1	1	5	15
Government Cost (3)					4	12	1	3	3	9
Marketability (3)					4	12	1	3	4	12
Transit Related Experience (3)					5	15	1	3	5	15
Vehicle Availability (1)					3	3	1	1	5	5
Service Type Flexibility (2)					4	8	4	8	2	4
Regulatory Impacts (1)					4	4	2	2	5	5
Agency Coordination Potential (3)					5	15	2	6	1	3
RAW TOTALS					**38**		**17**		**32**	
WEIGHTED TOTALS						**88**		**39**		**64**

Source: Carter Goble Associates, November 1987.

Key: Weightings - 1 = low importance; 2 = average importance; 3 = high importance
Raw Scores - 5 = very favorable; 4 = favorable; 3 = mediocre or questionable; 2 = unfavorable; 1 = very unfavorable

SECTION 7

TRANSPORTATION HANDICAPPED ADVISORY COMMITTEE, USERS, ADVOCATES, AND METRO MOBILITY'S PUBLIC IMAGE

THAC, USERS, ADVOCATES, AND METRO MOBILITY'S PUBLIC IMAGE

This chapter deals with the membership, content, and impact of the Transportation Handicapped Advisory Committee (THAC), the views of users and advocates on the Regional Transit Board and the Metro Mobility program, and the public image of the agency and the paratransit system.

A meeting was held with THAC to obtain their views on the board and the program. Interviews were held with several advocacy group representatives. The rider representative at the Metro Mobility Administrative Center was also interviewed, and an analysis made of promotional and informational materials, newspaper articles, and other published material. The issue of public image was also discussed with RTB staff, and a separate meeting held with the agency's information staff. The market research findings also provided important input for the analysis of rider perceptions about the program.

The primary observation was that the Metro Mobility had become a "political football" between two well-intentioned parties: the policy-makers and the advocacy groups. In the areas of basic public relations and communications, some avoidable errors were made which served to escalate some initially resolvable differences into a seemingly immovable impasse.

Riders and Advocates Issues

The majority of Metro Mobility riders responded favorably to the Metro Mobility program. Seventy percent of those interviewed indicated that Metro Mobility provided a top quality service for handicapped individuals, and the staff were helpful in answering questions.

Advocacy groups stated that a major problem for users in dealing with the MMAC is that the complaint form and instructions are inadequate and discouraging to those who may not be able to hear, see, or write. They also feel there is inadequate communications on how to use the system, insufficient safety oversight, and inadequate standards for driver training. The Consultant

findings in these areas show that the standards for driver training are in line with nationally recognized programs. Random checks are made of providers by MMAC and RTB staff to ensure that vehicles are kept in proper condition, and all complaints, particularly of safety violations, are checked. Materials on using the Metro Mobility program are sent to every user and the Rider Representative is available, both in person and on the telephone, to explain any aspect of the Metro Mobility program.

The market research shows that only 28 percent of Metro Mobility users ever made a complaint. The majority of consumers, about 71 percent, who had lodged a complaint, were satisfied or somewhat satisfied with the way the complaint was handled. Riders' opinions on the issue of insufficient information is that they have no problem in using the Metro Mobility system. A large majority, 86 percent, gave themselves a rating of "10" based on their understanding of how to use the system.

Advocacy groups believe that the Phase II expansion plans should be delayed until the present system is working soundly.

The RTB is aware that several advocacy groups feel they were not sufficiently involved in the planning process before the revamp of the program in October, 1986. However, it needs to be pointed out that the following list of Policy Committee meetings, presented by subject type, were held between February 2, 1985 and September 30, 1986, which provides evidence of extensive public involvement:

Evaluation	-	2
Presentations by Interested Parties	-	3
Public Comment Opportunities	-	3
RTB's Board Discussion	-	5
Status Discussion	-	1
Eligibility Criteria Meetings	-	4
Presentations	-	2
Position Papers	-	1
Rule Adoptions	-	1
Staff Recommendations	-	3
Updates	-	13
THAC Updates	-	5
Provider Meetings	-	5
Proposed Plans	-	2
Workshops	-	2
THAC By-Laws Adoption	-	1
Certification	-	1
Policy Discussion	-	6
Implementation Plan	-	7
Contract Meetings	-	4
Provider Meetings	-	6
Provider Fair	-	1
Consumer Outreach	-	Aug-Oct, 1986

Numerous advocacy groups, such as the United Handicapped Federation and the State Council for the Handicapped, were found to have been involved throughout the system development process which began in 1985. Many of those who function as advocates or representatives of the handicapped presently were not available to participate during the early period of Committee meetings.

It was observed that riders have faced problems in the application certification process, which is the users' first contact with the Metro Mobility system. Great care should be taken to ensure that this first impression be "hassle-free," with user friendly letters and materials, and expeditious handling.

It was also seen that there are delays in the processing of new applications and mailing of the Metro Mobility card to the user. The MMAC should require this to be done in no more than a 15-day waiting period. A two-month delay is unreasonable.

The Riders' Guide needs to be updated regularly and the language in it needs to be up-beat and informative, not bureaucratic. The newsletter is read and looked forward to by users, as was found from the focus group sessions. It is also seen that a non-glossy textured stock should be used to print the newsletter, instead of the vision-impairing glossy paper. The name, Metro Memo, should be changed to one that has a direct connotation with the Metro Mobility program, such as Mobility Memo. The publication also needs to be written in a warm and newsy style. A human interest column should become a regular feature of the newsletter. Certain regular items such as provider updates, ideas under consideration, improvements to the system, and follow-up action taken to correct complaints or problems, should appear in the newsletter.

The market research indicates that the riders are concerned about availability of service, safety, and cost. They looked upon favorably on the cost of riding the system, service to desired locations, feeling safe on the ride, courteous order takers, secured wheelchairs, and ease of placing a trip order, but felt that factors such as being picked up on time, vehicle in good condition, and well-designed ramps and lifts, could be improved.

Our investigations found that while it was true that the RTB formally solicited presentations and public comment in the evaluation and development phase of the restructured Metro Mobility system, the opportunities occurred in the Spring of 1985 and in November/December 1985 -- a full year prior to the finalization of the actual implementation plan. The fact is that, as deadlines for the October 1986 implementation action approached, formal opportunities for public comment were not made available. Since the RTB was exempted from the provisions of the Administrative Procedures Act, the formal rules hearing and

comment process has been consistently and legitimately waived. We believe that some advocacy groups have not "played fair" by withholding documented complaints against the RTB and Metro Mobility, and waiting for more media expedient opportunities to present their case directly to the State Legislature and the Lieutenant Governor. However, the RTB, as a public board accountable to such a strong constituency group, should have given due credence and respect to the positions and views of those advocacy groups who have a credible track record. Rather than working together towards these goals, the RTB became unnecessarily an adversary or defensive opponent in the political process.

The breach of trust between the advocates and the RTB runs so deep at this point that any actions may seem superficial; however, it needs to be realized that the losers would only be the handicapped community. Close cooperation must be a goal for both the advocacy groups and the RTB.

Media Analysis

Metro Mobility has been the subject of negative press articles. Typically, printed news article and television segments have focused on problems and controversy. Primarily, the disagreements between the RTB Board and advocacy groups have focused on training and safety issues. These issues have received frequent and sharp attention as a result of accidents and other service complaints. The media presentations about Metro Mobility have escalated over the last year into a major public communications problem, which if not resolved soon, has the potential of seriously damaging the general public's perception of the system. This media attention, which has largely been negative, has significantly overshadowed all the successes and positive contributions of the Metro Mobility program.

Without a doubt, the Metro Mobility system needs some good news. There is little evidence that such good news is cultivated regularly, either by the RTB or the MMAC. The Metro Mobility Fact Sheet, was a good file reference piece, but it did not tell a story.

It is recommended that not only should all media receive the revised "Metro Memo" but that efforts be made during those months or weeks when it is not disseminated, to develop and place some newsworthy feature stories and television footage regarding some Metro Mobility success stories. The RTB has not developed a supportive relationship with the press, and to improve on this, there should be ongoing cultivation of newspaper and television reporters who can assist in putting together some focus pieces on Metro Mobility.

We found there is little evidence of specific Metro Mobility public relations activities having been initiated by the RTB with any sector, other than human service agencies, in order to cultivate goodwill and positive feelings towards the system. The public information staff is not kept abreast of Metro Mobility developments, while the Metropolitan Transit Commission is not providing adequate support to the MMAC in the preparation of the newsletter and other promotional materials. All the preparation of promotional and informational material should be left to the MMAC staff, who should be able to obtain assistance from RTB information staff, as and when needed. An information staff member should also be given the internal memorandums on the Metro Mobility program and also sit in on internal and public meetings which deal with the project. This would allow the input of information staff into issues which directly impact communications.

Metro Mobility has no consistent spokes-person. A lot of different messages by many different groups only serves to clutter and confuse the users and general public, rather than position the system positively in the public's mind and to effectively inform those using it. Having multiple spokes-persons allows details to fall through the cracks, contributes to breakdowns in communications strategy, results in inconsistencies in messages, and impedes positive promotional momentum. A single spokes-person must be selected, preferably the Metro Mobility Project Administrator or the MMAC manager. Assistance in preparing public statements could be given by the RTB information staff and the MMAC rider representative.

The RTB is unsure on what promotional program to implemented for fear of further increasing ridership. Therefore, the RTB has been unable to initiate a well-planned public relations program. We feel, from our discussions with advocates and agencies dealing with the handicapped, that the program is well-known among the handicapped community in the Twin Cities Metropolitan Area, and as such, any informational material prepared for newspaper or the electronic media will not act as an impetus for growth of ridership. The increase in ridership has been a natural growth due to the increased availability and dependability of the system. What we propose is a well-planned program where announcements on the Metro Mobility program are placed in the media a certain number of times over a period, rather than a blitz. This would result in a matter-of-fact appearance of the announcements in the media, which both, the handicapped community and the general public, would come to expect.

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Transportation Handicapped Advisory Committee

The Transportation Handicapped Advisory Committee (THAC) was formed as an advisory group to the RTB. Appointments are made in the following categories: providers; advocacy groups; human service agencies; and At Large. Investigations show that THAC meetings, prior to the implementation of the new system, consisted primarily of discussion regarding by-laws rather than substantive issues related to the change-over. The role of THAC has either not been sufficiently articulated, nor adequately recognized or appreciated, in terms of its potential value to the RTB.

The THAC appointment process should be amended by the RTB to allow appointments upon the recommendation of key handicapped advocacy groups. All at-large appointees should be Metro Mobility system users. A majority of THAC members should be composed of handicapped citizens and the chairperson should be handicapped-certified. We propose that the composition of the committee should be made of ten members representing the users and user advocacy groups, and chaired by a user representatives (eleventh member) selected by the RTB with the approval of the members of the committee. Advocacy groups should be limited to three or less members. Users were found not to be completely abreast of work being undertaken by the committee. To this end, THAC should publish another revised version of Metro Memo, or a separate update letter, periodically to users. This would provide a direct information linkage to the user from a group identified as an advocate for the users' needs in the system.

We also feel that meetings with structured dialogue should be scheduled at least twice a year between THAC and the RTB Board. This opportunity for direct communication would serve to update board members on constituency concerns and recognize the value of THAC input in the Metro Mobility policy process.

SECTION 8

FINANCIAL PARTICIPATION FROM HEALTH AND HUMAN SERVICE AGENCIES

FINANCIAL PARTICIPATION FROM HEALTH AND HUMAN SERVICE AGENCIES

Health and human service agencies in the Twin Cities Metropolitan area have been providing transportation for their clients as part of the effort in ensuring their services are accessible. With the advent of the Metro Mobility program, there started a movement by these agencies of transferring their eligible clients to the specialized transportation system. It is now estimated that 40 percent of all Metro Mobility trips are for the purpose of transportation of clients of service agencies that operate programs for persons with disabilities. This problem of "client dumping" has been around since the program was first established. Agencies have been able to reduce or eliminate altogether their transportation systems, thereby enabling them to utilize these funds for other purposes.

This issue was investigated by the consultant. The first step in this process was a meeting with health and human service agencies from the Metro Mobility service area to discuss the possibility of cost-sharing. The meeting focused on determining the potential for allocating Federal health and human service grant funds available for client paratransit, as well as other State human service funding available to the agencies that could also be utilized for transportation purposes.

The consultant also interviewed State Services for the Blind and Visually Impaired, the Department of Human Resources, Deaf Services Division, the Department of Health, Child, and Maternal Health Program, the Department of Social Services and Aging, and Mental Retardation Departments.

As was expected, the issue of financial participation by the agencies in the Metro Mobility program was met with criticism. The overwhelming position of the participants at the meeting was they did not have funds readily available to pay for client transportation. However, a number of agencies either pay themselves or have clients pay some of their transportation costs, such as the Society for the Blind and Accessibility Incorporated. For example, in the case of Accessibility, a sheltered workshop, about 56 riders a day pay their own transportation costs.

In many cities and states, health and human service agencies are required to pay at least a portion of the cost of the transportation provided to their clients by specialized para-transit systems. While this is not normally the case for fixed route operations, it is our experience, that it tends to be the predominant method for non-fixed route systems that are focused on servicing the elderly and handicapped. While there are many major paratransit systems that enjoy total State and Federal transit operating support such as Metro Mobility, there are many more which are locally, and in some cases, state-operated (such as in Delaware) where the human service agencies are required to pay a portion of the service cost.

It appears that since the RTB has been paying for the total cost of the Metro Mobility system with State funds (at least in the past), most agencies have come to expect this and consequently have been able to utilize their human service funds for highly specialized transportation and other non-transportation purposes. It is important to note, however, that statutory and administrative regulations in most all Federal programs do allow Federal human service funds to be spent on client transportation when needed. In fact, a number of the Federal human service programs that provide funding to Metro Mobility agencies (including the Older Americans Act Title III, Medicaid Title XIX, and the Rehabilitation Act of 1973) require that the administering agencies ensure that transportation is provided to clients and when services such as Metro Mobility are not available, the agencies are compelled to spend their program funds on transportation.

The major Federal Funding Programs usable for paratransit were outlined to the representatives of the agencies attending the meeting, and they are as follows:

Older Americans Act, Title III -- Service coordination, joint planning, funding and working agreements, are major tenants of Title III. Suggested donations are allowed. Transportation must be provided for in the "state plan" whenever Title III funds are used to fund social and nutrition services (three-year state plan required).

Title XIX Medicaid -- Joint planning and funding decision-making among related programs is emphasized. Fee structures are required and user fees may be imposed by the state. Medicaid policy requires states to accept any qualified provider who will comply with program requirements. Written working agreements are encouraged as being essential between the state medicaid agency and other planning or administering agencies (initial state plan required).

Social Services Block Grant (SSBG) -- Regulations require the state plan to describe how services will be coordinated with other funding programs. Matching funds are not federally required. Transportation is not mandated, but allowed. User fees can be required by the state (annual state plan required).

Rehabilitation Act of 1973, Title 1 -- Client transport and costs for escorts or aids, when required, are defined as necessary travel-related expenses and one of 13 defined VR services. Coordination with related services is encouraged in the regulations. Regulations require the state agency to make full use of existing resources before expending VR funds. Fees are not required but a 20 percent non-Federal match is required (three-year plan required).

Head Start -- Transport of low income preschool children to Head Start centers and field trips, and parents to related meetings and functions. Grantees are required to account financially for the joint use of facilities by more than one program. Annual local grant applications are required, but no plans. The program funds up to 80 percent of the program costs and the non-federal share can be cash or in-kind.

Developmental Disability Basic Support -- Transportation is a specified support service and the purchase of vehicles is allowed as is staff and client travel cost. The program pays 75 percent of cost and 90 percent for projects in urban or rural poverty areas. Clients may be charged fees. Coordination with other related services is a major objective of the program (state plan every three years).

Other Federal Funding sources:

* Foster Grandparents
* Retired Senior Volunteer Program
* Comprehensive Public Health Services - Title V
* Preschool Readiness for Education
* Jobs Training Partnership Act
* Job Corps

The agencies were aware of the above funding sources for transportation that would be applicable to them. It has to be accepted that the funds that were allocated to transportation by agencies that have transferred their clients to Metro Mobility are now being utilized for other programs. It is concluded that the precedent set by the State of Minnesota and the RTB in paying for the total cost of the Metro Mobility system will be difficult to overcome. Agencies seem to be extremely reluctant to pay part of the cost out of their funding sources.

Statutorily, the funds are available for transportation, as noted, but socially and politically it would appear to be difficult and unpopular at this time to compel the agencies to share in the cost.

There is also a strong possibility of the situation of clients being transferred to the Metro Mobility program arising in the Phase II expansion area, a situation which has been repeatedly brought up by the county providers.

RECOMMENDATIONS

It is our opinion that any hard line attempt to prevent agencies from transferring clients to the program would be seen as discrimination. However, the situation cannot be allowed to continue for it would mean that the overloaded Metro Mobility program would be faced with more riders than it can handle. Our proposal is for a multi-pronged approach by the RTB.

- The first line of action should be the identification of the agencies that have the potential to transfer clients, both, in the present service area and the Phase II expansion area. Discussions can be initiated to persuade the agencies not to transfer any clients due to the effect that this would have on the overloaded system. As a fallback measure, RTB staff should work with the agencies to ensure that outside funding now available for client transportation is not lost but utilized for the Metro Mobility program. The incentive for the agencies would be that their clients would still be transported, and they could use part of the funds set aside for transportation for other activities. A mechanism for this would be for the RTB to bill the agency a certain percentage of the cost of transporting the clients, which would be in line with the federal and state funding dollars that had been allocated to the agency for client transportation.

- RTB staff should also hold individual meetings with all the agencies that have transferred their clients to the Metro Mobility program. These meetings should have the same objective as the earlier meetings, in that, the amount of outside funding for transportation that has been lost should be determined. From here, the staff and agencies' representatives should work together to implement the payment mechanism that had been outlined earlier in a move to recover the lost Federal and State dollars. This step would only work if the agencies have

not used the Federal and State dollars designated for transportation for other programs.

° The Department of Social Services has indicated an interest in contracting out the management of Medicaid service to the RTB. The RTB has the infrastructure (Metro Mobility Administrative Center) to manage the Medicaid program. A service fee from the Department could be utilized to assist in the cost of running the Metro Mobility program. A meeting should be set up with the Department's Medicaid staff to work out the proposal and determine the contractual arrangements. This matter should be given priority. Such a move would require a number of issues to be tackled, foremost being the reimbursement rate as the service being provided here would be immediate demand response and portal to portal service. Providers have fears that the reimbursement rate would be adversely affected by any move in this direction. Since the service being provided here is different from the door-to-door service under the Metro Mobility program, the reimbursement rate would be higher. The RTB would be able to estimate the amount of staff time required to monitor the Medicaid program from discussions with DSS staff. From here, a cost benefit analysis could be undertaken to see whether it would be beneficial to take responsibility for the program.

On a productivity level, providers would stand to gain as they would be able to utilize the Medicaid trips as part of their overall handicapped service, and as such gain in terms of routing and scheduling. Dispatchers could direct suitable vehicles in the vicinity of the pick-up point to pick up a client. A maximum time period of half-an-hour could be stipulated as the time to pick up a client from the time the call is made.

° Travel training handicapped people has been successfully done in a number of areas around the country. While it is appreciated that riders certified to ride on the Metro Mobility program have been identified as persons who cannot take the fixed route service, it is believed, from observing the focus group interviews, (market research results), and interviews with providers and the MMAC, there are a certain percentage of ambulatory riders who can ride or be trained to ride the fixed route system from one origin to one destination such as a vocational rehabilitation center. Ninety percent of the rides now originate in the Minneapolis/St. Paul area and nearly all of these riders live within four blocks of a fixed route line. We believe this issue should be brought up at the RTB-health and human service agency meetings. The proposal here is that Metro Mobility users will be able to

buy a coupon book with 40 tickets, which can be used, both during peak and non-peak periods, for $8. The riders will be saving in the range of 90 cents to $1.00 per trip should they not take a Metro Mobility ride. For the RTB, the average savings would be about $5.70 (in view of the 25 cents per ride fare on MTC buses during non-peak times and the 75 cents one way ticket during peak time). It is difficult at this time to determine exactly the number of users who would be willing to utilize this service. An estimate is that at least 10 percent of the ambulatory rides could have been taken on the fixed route service. Based on this and the 538,499 ambulatory rides taken from October 1986 to September 1987, the RTB would be able to save about $300,000 annually. The table below explains the savings:

	Taxis	**Non-Taxis**
Metro Mobility Fare	$1.10	$1.20
Bus Fare	.20	.20
Rider's Savings	$ .90	$1.00
Non-Peak Period		
Metro Mobility Reim.	$5.90	$6.05
Bus Fare (25 - 20 cents)	.05	.05
RTB Savings	$5.85	$6.00
Peak Period		
Metro Mobility Reim.	$5.90	$6.05
Bus Fare (75 - 20 cents)	.50	.50
RTB Savings	$5.40	$5.55

RTB's Average Savings (5.85 + 6 + 5.40 + 5.55) / 4
= $ 5.70

10% of 538,499 rides = 53,850
Annual Average Savings = $5.70 x 53,850
= $306,945

This program could get the support of the users should it be promoted well and the acute situation facing the program be explained to them. Health and human service participation is also important for their assistance would be essential in selling this proposal to the users. It needs to be explained to the users that their Metro Mobility certification would not be affected by them agreeing to ride the fixed route service. The RTB could create another category of riders who could use Metro Mobility for all purposes except for their daily routine trips. The knowledge of how to use the fixed route systems provides the user with a freedom of travel not now

used. The travel trainers would be employed by the MMAC. As support is generated for the activity, trainers would be hired, therefore, trainer costs would be in direct ratio to transfer of riders to the fixed route service.

- In order to control the dumping of human service clients on the MM program, the RTB could establish a maximum allowed trips per day to client destinations for which transportation is now or has recently been funded from sources other than the RTB. For example, transportation services to a workshop training site may now be funded by a State developmental disabilities program. If the RTB is now transporting two people per day to the site and knows that other funding sources transport another 30 clients per day, the RTB should restrict an expansion of service beyond two trips per day to the workshop site without verification that the additional request for service is not one of the 30 rider slots funded from other sources. The establishment of quotas for typical destinations of human service clients can end future dumping on the Metro Mobility program. The case of quotas would be easy to administer by the MMAC with the proper monitoring of trips. The Metro Mobility computer system could be programmed to summarize volumes of trips to certain coded destinations per day.

The following discussions, data, issues and recommendations concentrated on issues of major importance and, therefore, were separated from Part I from further presentation.

Subdivision of the Service Area

Reimbursement Rate Structure

Estimate of Service Award

Forecasts of Ridership and Reimbursement

SECTION 9

SUBDIVISION OF THE SERVICE AREA

SUBDIVISION OF METRO MOBILITY SERVICE AREA

The third phase of service under the Regional Transit Board's handicapped service plan requires a stretching of the existing service delivery network to encompass service areas of dissimilar service characteristics to the present service methodology. The Phase I area has some of these same demographic characteristics and should also be re-evaluated in order to appropriately respond to the system design needs of the whole Metro Mobility area. In order to limit the complexity of these delineations the Metro Mobility service area will be divided to only two subdivisions. For purposes of this report, these two subdivisions will be referred to as: Area I or Urban Area; and Area II or Suburban Area. The following map provides trip density demographic delineations to assist in the determination of the two demographically dissimilar areas. Several maps were studied to allow for the proper evaluation of optional definitions of the two subdivision. Once the most appropriate delineation had been chosen a presentation of the unique service characteristics of the less dense area is identified and a service type is selected that best fits. No attempt was made to redesign the service delivery system for Area I, no evidence was identified that justified a service design change for Area I. The bottom line is the design of services that meet the productivity goals of the total Metro Mobility service area.

Dividing Into Two Subareas

After review of the optional trip density maps the above referenced map was selected. The selected map best represented the most workable division of the service area in terms of geographic area, natural boundaries and political boundaries. The division of the area is based upon that density level required to produce the desired productivity. Service Area I has shown other the past year that desired levels of productivity can be produced through the use of free market competition. However, the past year has also shown that service delivery expense greatly increases when distance between riders is a major factor in the delivery of a trip. Data indicates that trips originating at distances greater than 16 miles from the Region's two urban centers creates low productivity and in turn cost inefficiencies for the Metro Mobility providers. When density does not allow the natural sharing of trips on a single route then sharing or coordination must be created in other ways. Productivity must be a requirement of all areas of Metro Mobility coverage. The basis

for the consultants density determination is the projected ridership per square mile for each census tract produced by the CGA Ridership Model. The density data is further analyzed to identify those Census Tracts that require a service design change to produce the desired productivity levels. The desired productivity can be produced by the reduction of designated providers in service Area II. The following formula was utilized to determine the number of providers needed in various parts of Area II.

$$\frac{\text{Selected Tract Projected Ridership Per Mile Per Day}}{\text{Service Hours in an Average Day (10)}} \div \text{The desired productivity of 3 passengers per vehicle hour} = \text{Vehicle Demand Per Square Mile}$$

$$\text{Vehicle Demand Per Square Mile} \times \text{40 (20 square miles x 20 square miles, the average single vehicle hourly coverage)} = \text{Vehicles Per Hour Demand}$$

For each whole number of "vehicle per hour demand" one provider is needed to initiate service, above a demand of two vehicles per hour, an additional provider should be considered.

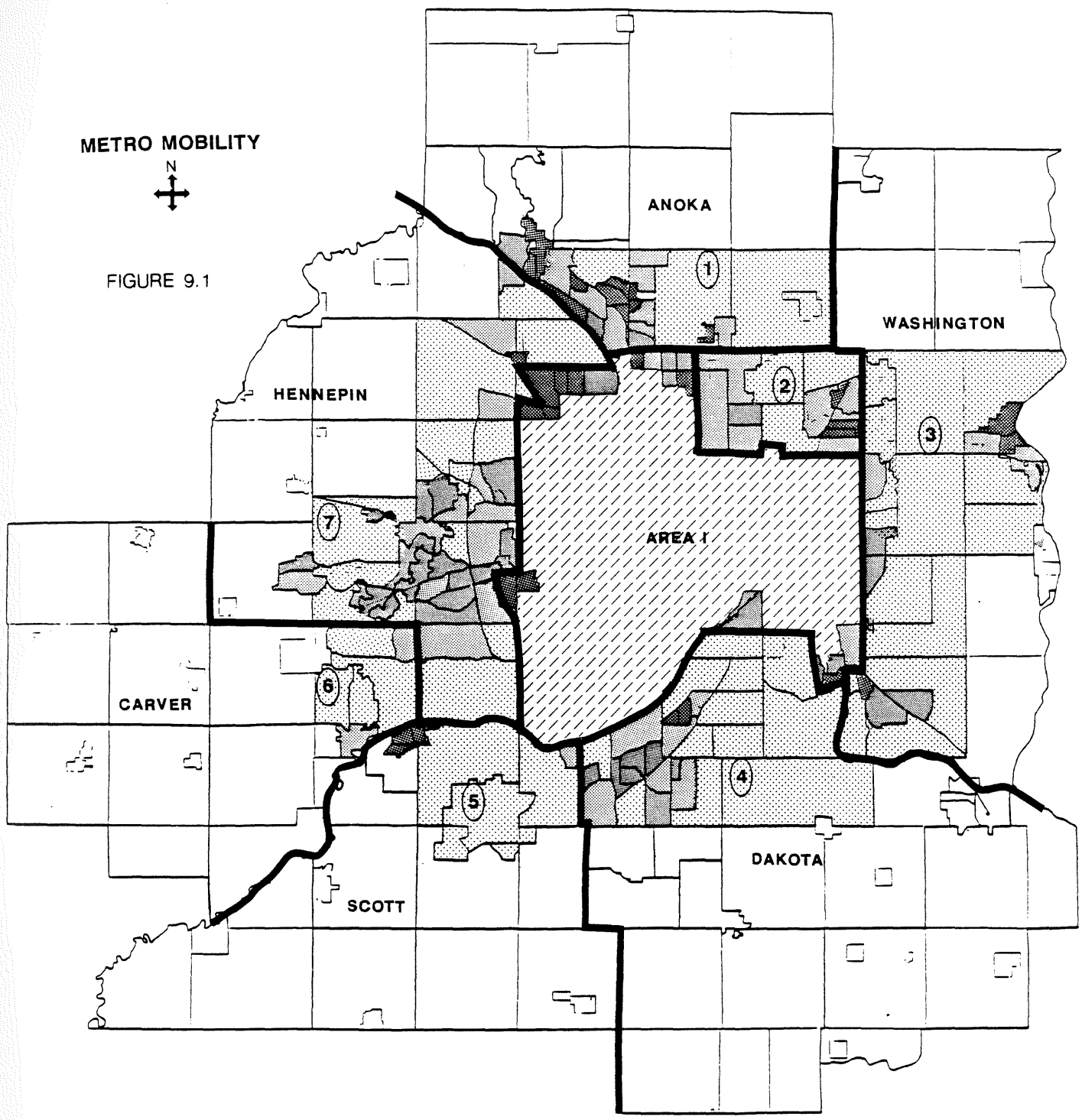
This formula data is then assigned to the Census Tract from which it was taken. Thus identifying the service requirements for each Census Tract. The analysis of each Census Tract in like manner provided the data necessary to identify the correct demographic map for subdividing the Metro Mobility service area.

The practicality of the division boundaries are also important to the real application of the boundary delineations by the Metro Mobility Administration Center staff.

Users when certified would be coded according to the appropriate subdivision, Area I or Area II in which they reside. If they are coded as living in Area II an additional code would be used to specify which provider would provide their transportation service.

METRO MOBILITY

FIGURE 9.1



PHASES I AND II SERVICE DENSITY ANALYSIS AND SERVICE AREA DELINEATIONS

- 0 - 3 TRIPS / 20 SQ. MILE GRID / HOUR
- 3 - 6 TRIPS / 20 SQ. MILE GRID / HOUR
- 6 - 10 TRIPS / 20 SQ. MILE GRID / HOUR
- 10+ TRIPS / 20 SQ. MILE GRID / HOUR
- AREA I
- EX-URBAN AREAS
- (#) AREA II SERVICE PARTS
- SERVICE AREA BOUNDARIES

SOURCE : CGA Demand Model Density Calculations and Analysis, December, 1987

SECTION 10

REIMBURSEMENT RATE STRUCTURE

REIMBURSEMENT RATES

One of the most important issues that we studied in this report was the reimbursement rate. The consultant was given some recommendations by Metro Mobility providers. The following tables provide a presentation of the rate request made by the providers.

PROVIDERS RECOMMENDATIONS
REIMBURSEMENT RATES

	Standard		Group Loads *		Wheelchair		Amigos	
Charges for a 0-10 mile trip	Van	Cab	Van	Cab	Van	Cab	Van	Cab
Curb-to-Curb	$ 6.50	$ 5.50	$ 5.50	n/a	$ 6.00	$ 4.50	$11.50	n/a
Additional Charges								
Door-to-Door	$ 4.00	$ 2.50	$ 4.00	n/a	$ 6.00	$ 8.00	$11.50	n/a
Station-to-Station	--	--	--	--	--	--	--	--

Notes:

1. Night and weekend service provided on a 20 percent surcharge above weekday trip cost.

2. Trip length charges:Above 10 to 20 miles add 50% surcharge to above 0 to 10 mile trip.

   Above 20 to 30 miles add 100% surcharge to above 0 to 10 mile trip.

3. No shows are a $5.00 charge.

4. One guest is allowed all over, one must pay full cost.

5. *A Group Load is a trip with 10 or more passengers from same origination to same destination.

No recognition is given for Area I and Area II designations.

The rate analysis provided below takes the providers recommended rates and adjusts them for Area I and Area II rate divisions. In comparing the two tables, assumptions must be made about the rate's of curb-to-curb versus door-to-door trips.

RATES ANALYSIS
ADDITIONAL CHARGES

Charge for an Area I trip of 0 to 10 mile or an Area II trip of any distance	Standard			Group Loads *			Wheelchair **			Amigos		
	Area I Van	Area I Cab	Area II	Area I Van	Area I Cab	Area II	Area I Van	Area I Cab	Area II	Area I Van	Area I Cab	Area II
Base Rate												
Curb-to-Curb	$6.50	$5.50	$7.00	($4.90)	n/a	($4.90)	$5.00	$3.00	$5.00	$2.50	$2.00	$2.50
Additional Charges							Additional Charges					
Door-to-Door	$4.00	$2.50	$4.00	$4.00	n/a	$4.00	$2.50	$2.50	$2.50	$2.50	$2.50	$2.50
Station-to-Station	$8.00	$5.00	$8.00	$8.00	n/a	$8.00	$5.00	$5.00	$5.00	$5.00	$5.00	$5.00

Notes:

1. No Surcharge is paid for weekend or night service.

2. Trip length charge: Trips above 8 and less than 15 miles add 20% surcharge to base Curb-to-Curb rate.

   Trips above 15 and less than 20 miles Group Trips) add 50% surcharge to base curb-to-curb rate. Trips 20 miles and longer add 100% surcharge to base curb-to-curb rate.

3. (Not valid for Group Trips)

4. No payment is made for "No Shows". MMAC will require providers to maintain user specific records or a $5.00 charge on "No Shows" and excessive "No Shows" by a user will result in suspension of certification.

5. One guest is allowed to travel with certified user at the user's required payment rate. All other guests must pay full unsubsidized rate.

6. Certified Aides or escorts riding with an user who is certified to need an aide will ride at the same rate as a curb-to-curb rider.

7. *A Group Load is a trip with 3 or more passengers from originations within a 1/4 mile of and going to destinations within 1/4 mile.

8. **Curb-to-Curb wheelchair riders are presumed to be capable of moving from wheelchair to call without assistance of driver door-to-door wheelchair riders are presumed to need driver's assistance moving from wheelchair to cab.

Table 10.1 gives Carter Goble Associates recommended reimbursement rates while Table 10.2 gives the reimbursement rates in the areas of Anoka, Carver, Scott, Washington, and Western Hennepin. Table 10.1 is explained in the Section 5 dealing with Providers, while Table 10.2 is outlined in Section 6 which is devoted to County Providers.

Table 10.1

CGA Recommendation For Area I Reimbursement Rates		
	TAXIS	**NON-TAXIS**
Ambulatory Reimbursement Rate:	$ 7.00	$ 7.25
Source Breakdown:		
RTB's Portion	$ 5.90	$ 6.05
Rider's Portion	$ 1.10	$ 1.20
Non-Ambulatory Reimbursement Rate:	$ 10.00	$ 13.75
Source Breakdown:		
RTB's Portion	$ 8.90	$ 12.45
Rider's Portion	$ 1.10	$ 1.30
Amigo Surcharge *	$ 0.90	$ 1.20
Amigo Riders Fare	$ 2.00	$ 2.50
Group Rates:		
First two riders:	Full Rates	
All the next riders:	RTB pays 25% of the scheduled rates Riders pay the same fare	
Trips over 8 miles:	Riders pay $1.25 to provider	
*Note: Surcharge goes to the provider		

Table 10.2

CGA Recommendation For Area II Reimbursement Rates

	TAXIS	NON-TAXIS
Ambulatory Reimbursement Rate:	$ 8.00	$ 8.25
Source Breakdown:		
RTB's Portion	$ 6.90	$ 7.05
Rider's Portion	$ 1.10	$ 1.20
Non-Ambulatory Reimbursement Rate:	$ 11.00	$ 14.75
Source Breakdown:		
RTB's Portion	$ 9.90	$ 13.45
Rider's Portion	$ 1.10	$ 1.30
Amigo Surcharge *	$ 0.90	$ 1.20
Amigo Riders Fare	$ 2.00	$ 2.50

Group Rates:

First two riders:	Full Rates
All the next riders:	RTB pays 25% of the scheduled rates Riders pay the same fare
Trips over 8 miles:	Riders pay $1.25 to provider

*Note: Surcharge goes to the provider

SECTION 11

DEMAND ESTIMATES

NEEDS ANALYSIS

This section of the study is intended to present an empirical estimate of the likely need for transportation services of the Minneapolis/St. Paul metropolitan area at the census tract level. The series of tables and maps throughout this section present the results of the analysis both in tabular and graphic form. It is intended that this analysis be used as an indication of the degree and location of needs throughout the metropolitan area and as a basis for comparison to existing services.

The Model

The empirical model used to assess needs in the Minneapolis/St. Paul seven county area was originally developed by Carter Goble Associates in 1977 in a joint research project for UMTA and HEW. This model has been continually refined since that time and has proven to yield accurate indicators of the range of potential ridership of specific subpopulations from subareas within a given service area. The model has been used successfully by the Consultant in evaluating and planning for transportation services on the state, county and local levels throughout the country.

The demand estimates are derived from a ridership analog methodology which assumes that the travel behavior in one area will be similar to the behavior in areas with similar geographic and demographic characteristics. The CGA technique employs different sets of utilization rates for each geographic area. The rate used is determined by the urban or rural characteristics found in each geographic area. These rates are the result of extensive research on 109 transit systems throughout the United States in each type of geographic area and type of transportation service. For the Minneapolis/St. Paul metropolitan area, the Consultant has utilized three different rates - urban high, urban moderate and urban low.

BASE DATA

Table 11.1, 11.2, 11.3, and 11.4 present the base data used to produce the potential demand estimates. All tables are presented in the appendix. The census tract data for the Minneapolis/St. Paul metropolitan area has been divided into four areas - the Original Service Area, the Phase I area, the Phase II area, and the county areas not served by the Metro Mobility service. The data for each area is presented in Tables 11.10, 11.11, 11.12, and 11.13 respectively.

Each column in the tables correspond to the heading above the column. Column one lists the census tracts in the area. Columns two through eight show census tract data compiled and provided by the Bureau of Census. Each of these columns represent the following demographic groupings: the total population for the census tract (column 2 - 1980 Pop), the population below the age of sixty and below the recognized poverty level (column 3- <60Pop <Pop), the population sixty years and above under the poverty level (column 4 - 60+ Pop), the total population sixty and above (column 5 - 60+POP), the total under five years (column 7 - Under 5), lists the population between the ages of five and eighteen (column 8 - 5-18); the population between nineteen and sixty-four years old (column 9 - 19-64), the total population sixty-five years and above (column 10 - 65 Plus).

The last four columns are estimates of total handicapped persons (column 10 - 1980 HC Persons), total handicapped persons sixty years and above (column 11 - 1980 HC 60+), total handicapped persons below sixty years (column 12 - 1980 HC <60), and the total low income handicapped persons (column 13 - HC&LI). These estimates were produced from National Health Survey (NHS) prevalency ratios for transportation handicapped persons.

Tables 11.14, 11.15, and 11.16 present the same information as Tables 10-13 except in percentage form for each demographic category.

CONCENTRATION OF HANDICAPPED PERSONS

The Metro Mobility program is specifically designed to provide transportation services for the handicapped. Consequently, the location of higher concentration of the handicapped persons has been mapped for the original area of the Metro Mobility service area out in Figure 11.4. Figure 11.5 and 11.6 show the census tracts where the estimated concentration of handicapped persons are high in the Phase I and Phase II area.

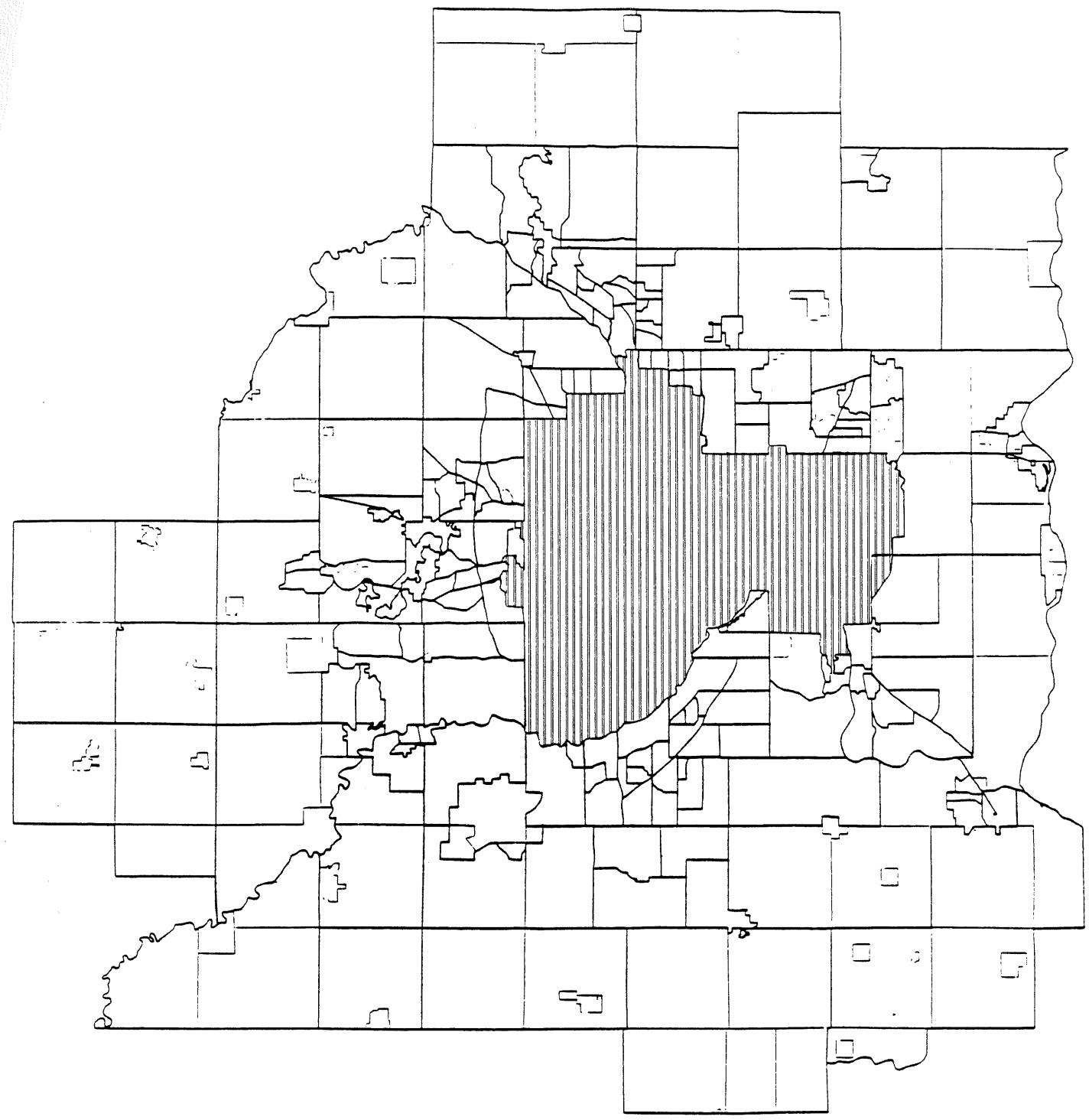
DEMAND ESTIMATES

Table 11.17 in the Appendix summarizes the results of all demand estimates in the Minneapolis/St. Paul area calculated by the CGA Demand Estimate Model. By comparing actual ridership with demand estimates, the most useful demand estimates are the low demand estimates; however, for future reference, the high and moderate demand estimates are also included in the report. Tables 11.18, 11.19, 11.20, and 11.21 present high urban demand estimates for the original area, Phase I area, Phase II area and the remaining census tracts respectively of the seven county area. All tables for this section are presented in the Appendix. Figure 11.7 presents the high demand estimates for the Original Area graphically according to the boardings per day for handicapped persons.

Tables 11.22, 11.23, 11.24 and 11.25, in the Appendix, are the moderate urban demand estimates for all areas in the seven counties. Figure 11.8 depicts the estimates of the original area in a graphic form. The low urban demand estimates are presented as Tables 11.26, 11.27, 11.28 and 11.29 for the seven county area. The Original Area has been mapped out according to boardings per day.

For the Metro Mobility program, the relevant demand estimates are those listed in column 2 titled Handi'p of the Transit Demand Estimates print-outs (Tables 11.17 - 29). The print-outs list the number of passenger trip boardings per day the Metro Mobility program could potentially have. Table 11.17 of Appendix A summarizes the potential ridership for the all census tracts in the Minneapolis/St. Paul area. Although the Metro Mobility program has been experiencing tremendous growth in the past year, the current level is considered to be at a low level when comparing it to other metropolitan areas. The forecasts in Section 12 also indicated with a high degree of confidence that ridership will continue to grow at a high rate. A low level of ridership is considered to be around 32,088 boardings per week for the original, Phase I and Phase II areas combined, calculated by multiplying the daily boardings per day of the demand estimates by seven. A moderate level would be around 98,000 per week, while a high level would be about 137,000 boardings per week.

The low demand estimates are graphically depicted on maps on Figures 11.9, 11.10 and 11.11 for the original area, the Phase I area and the Phase II area.



1980 CENSUS TRACTS – ORIGINAL AREA

FIGURE 11.1

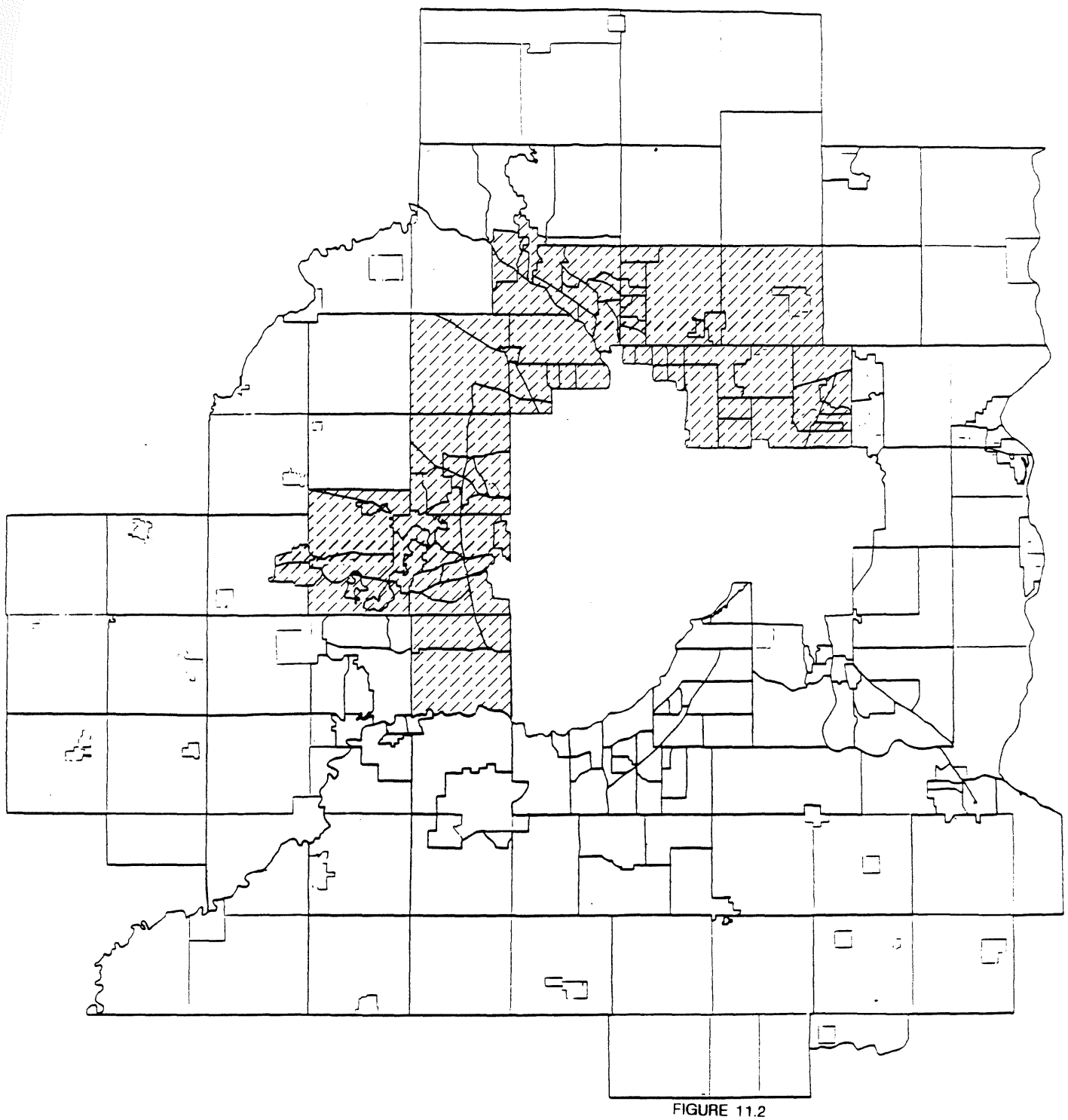


FIGURE 11.2

1980 CENSUS TRACTS - PHASE I AREA

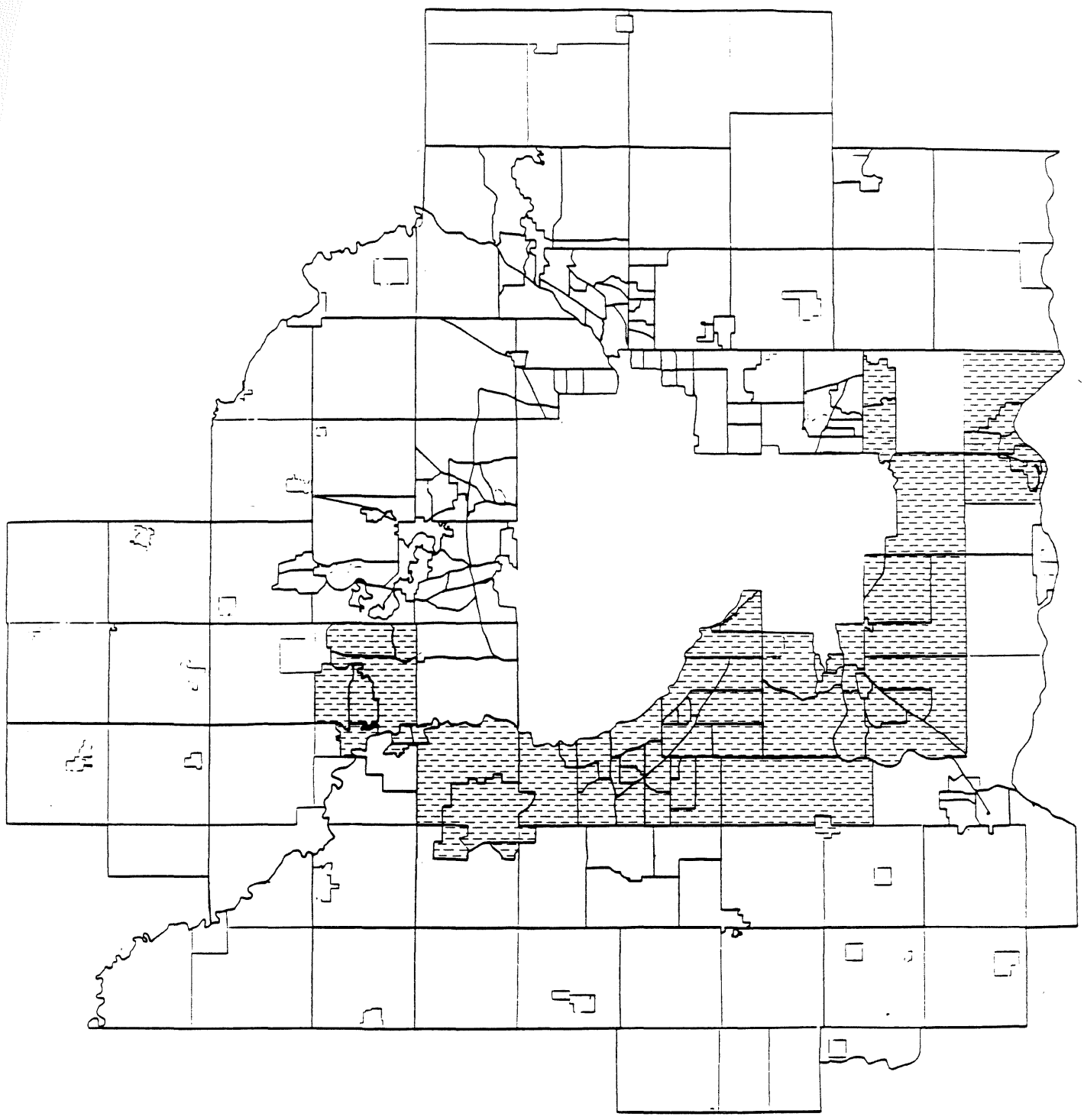


FIGURE 11.3

1980 CENSUS TRACTS - PHASE II AREA

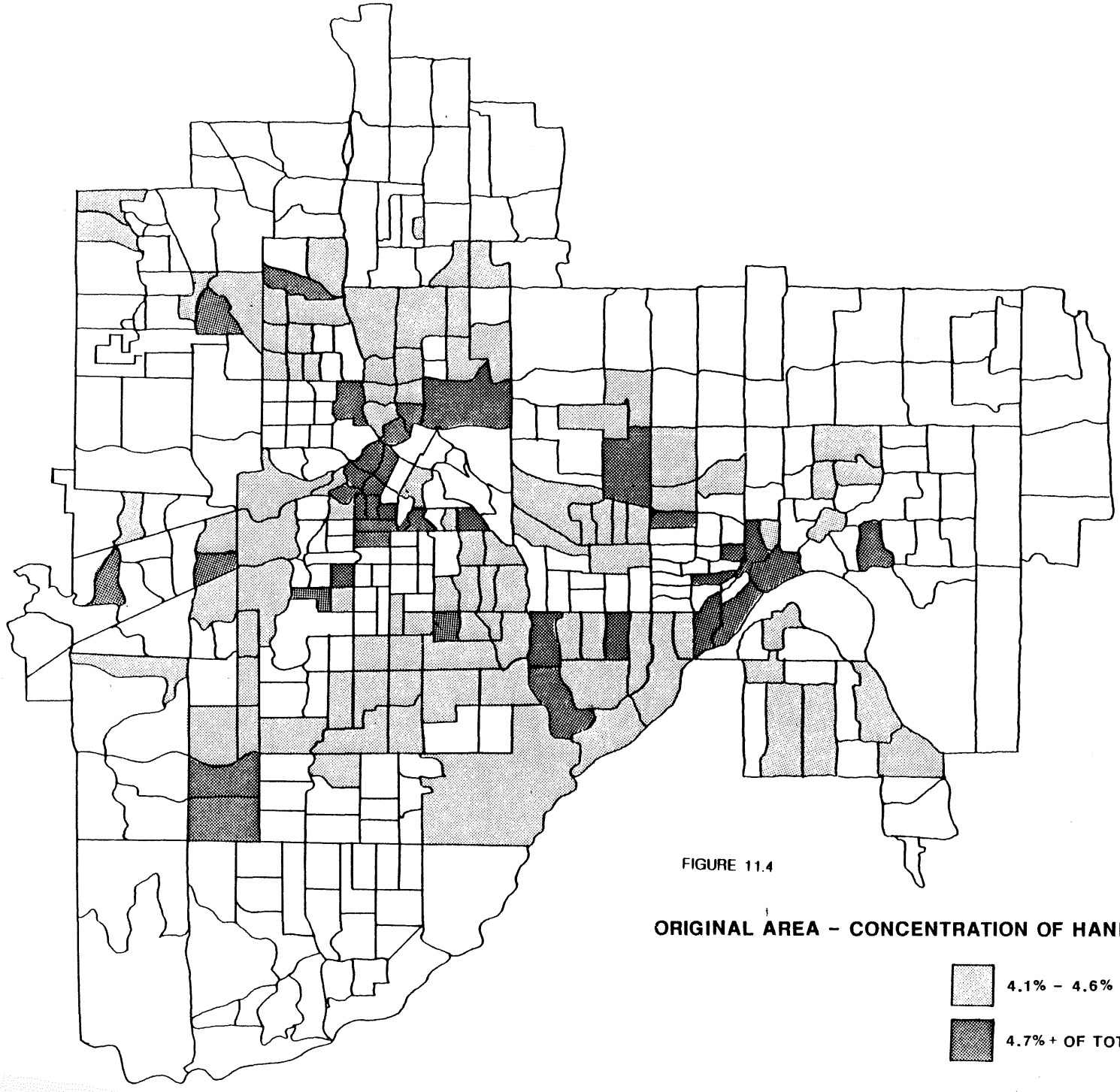


FIGURE 11.4

ORIGINAL AREA - CONCENTRATION OF HANDICAPPED PERSONS

4.1% - 4.6% OF TOTAL POPULATION

4.7% + OF TOTAL POPULATION

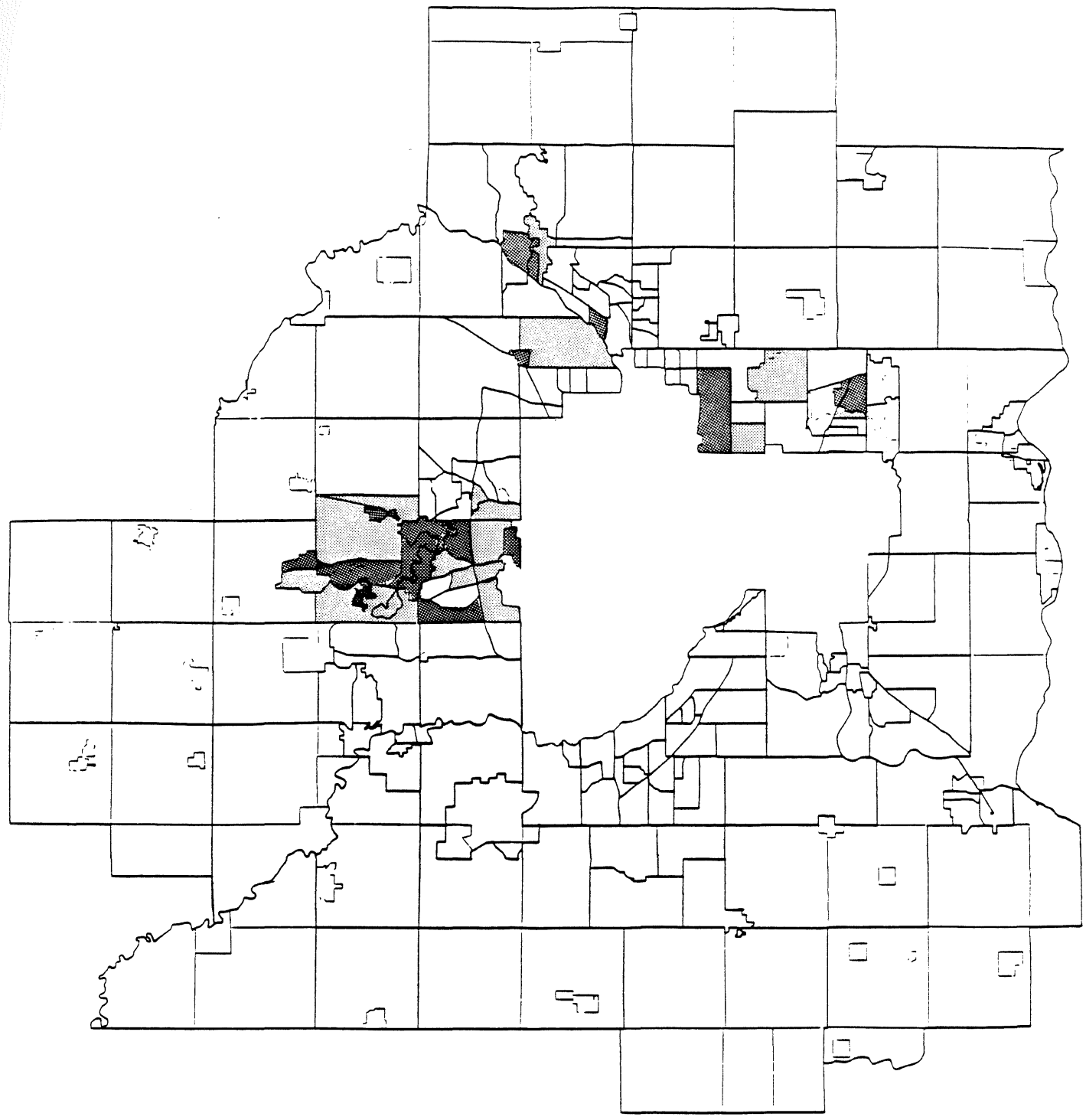


FIGURE 11.5

PHASE I AREA - CONCENTRATION OF HANDICAPPED PERSONS

3.2% - 3.4% OF TOTAL POPULATION

3.5%+ OF TOTAL POPULATION

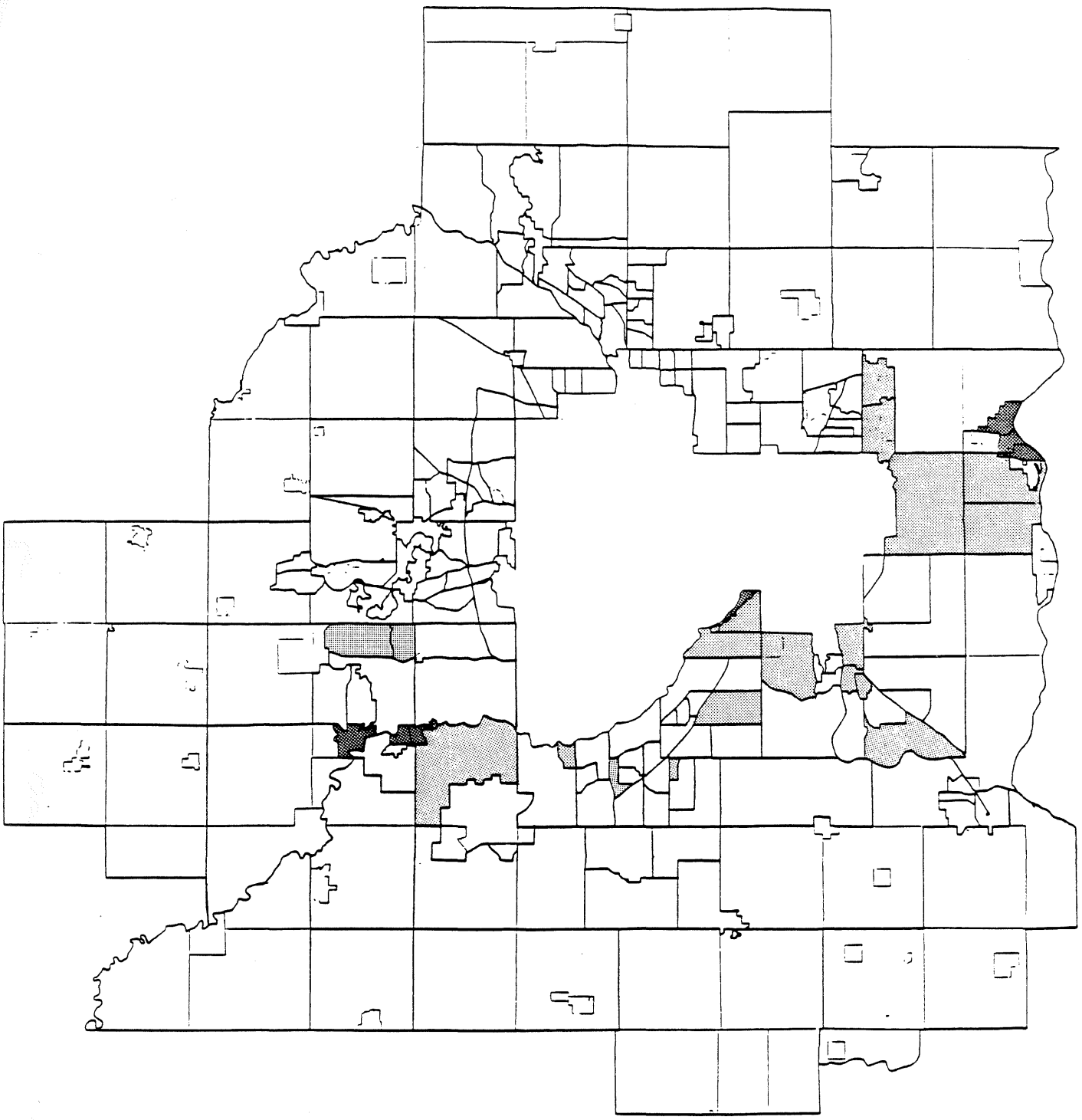


FIGURE 11.6

PHASE II AREA - CONCENTRATION OF HANDICAPPED PERSONS

3.2% - 3.4% OF TOTAL POPULATION

3.5%+ OF TOTAL POPULATION

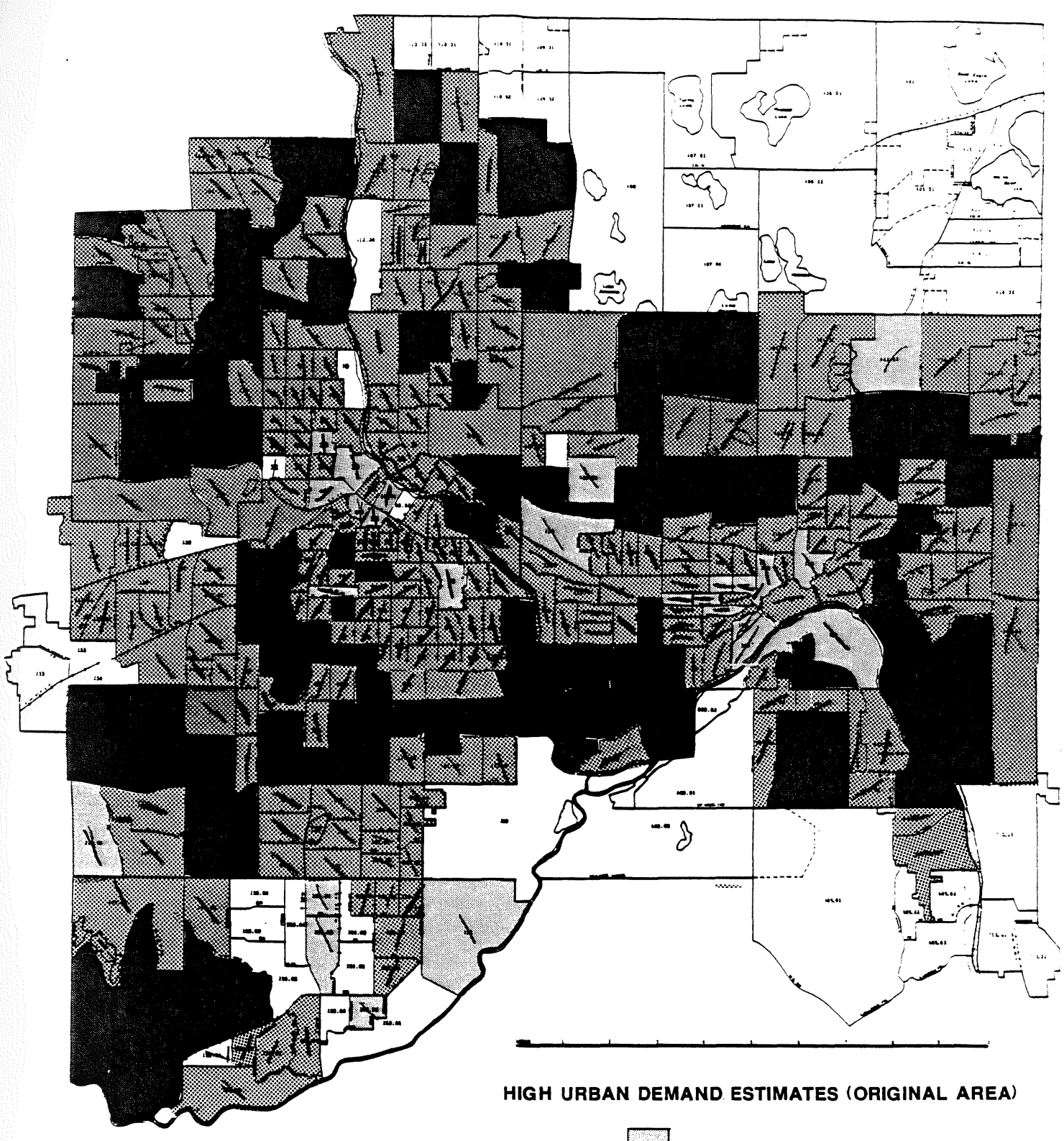

HIGH URBAN DEMAND ESTIMATES (ORIGINAL AREA)
10 - 20 BOARDINGS PER DAY
21 - 49 BOARDINGS PER DAY
≥ 50 BOARDINGS PER DAY

FIGURE 11.7

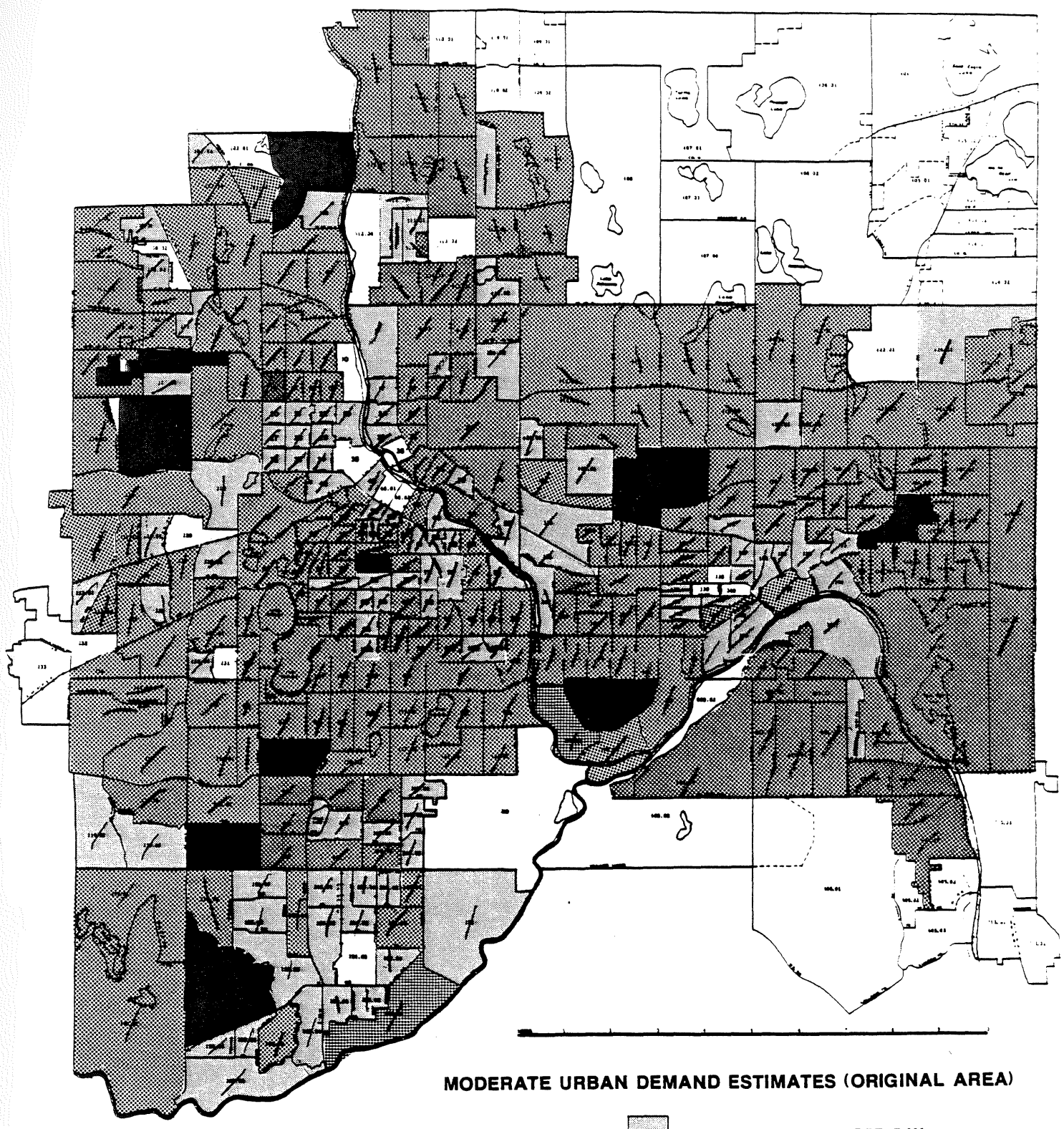

MODERATE URBAN DEMAND ESTIMATES (ORIGINAL AREA)
10 - 20 BOARDNGS PER DAY
21 - 49 BOARDINGS PER DAY
≥ 50 BOARDINGS PER DAY

FIGURE 11.8

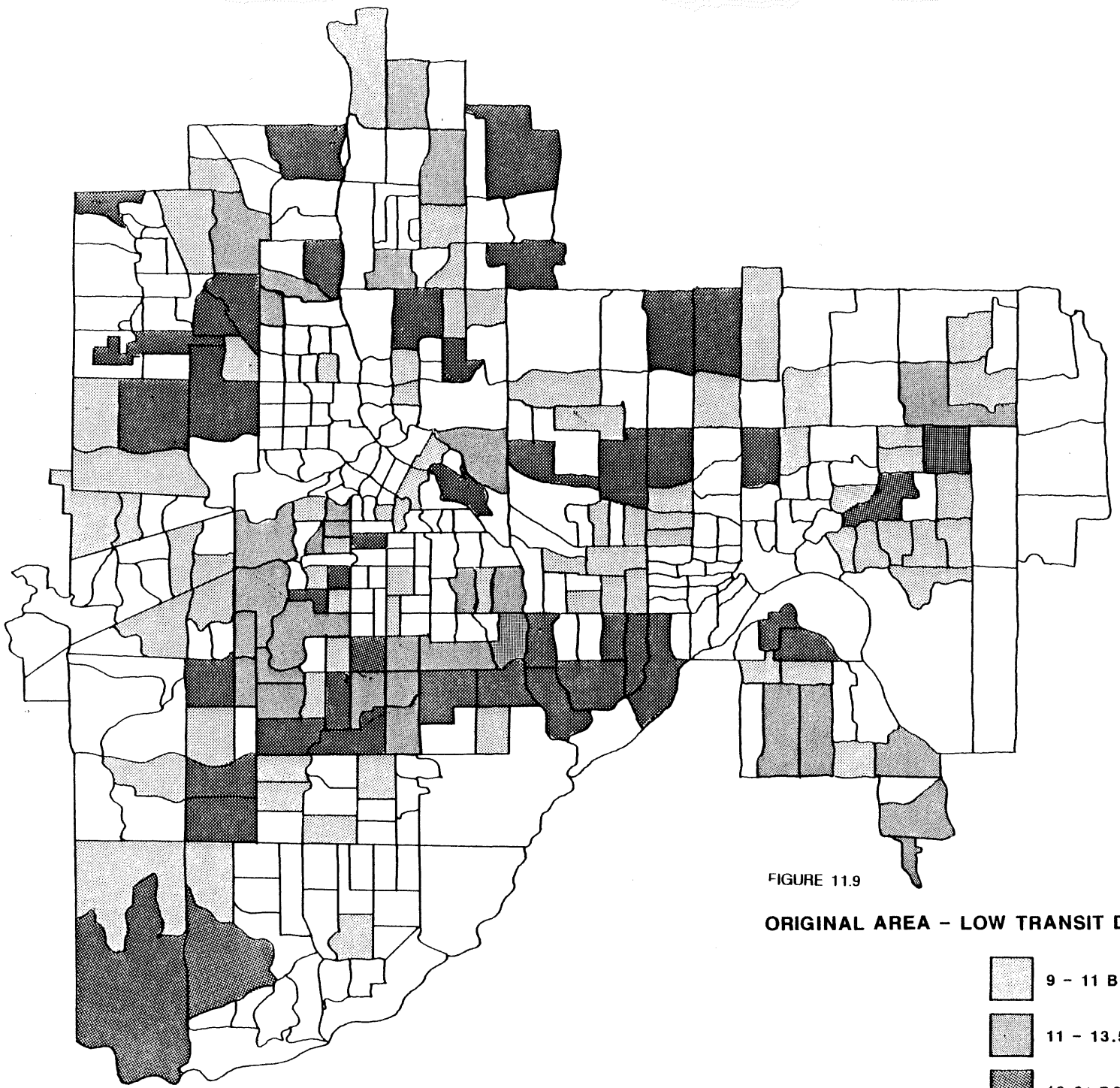


FIGURE 11.9

ORIGINAL AREA – LOW TRANSIT DEMAND ESTIMATES

9 – 11 BOARDINGS PER DAY

11 – 13.5 BOARDINGS PER DAY

13.6+ BOARDINGS PER DAY

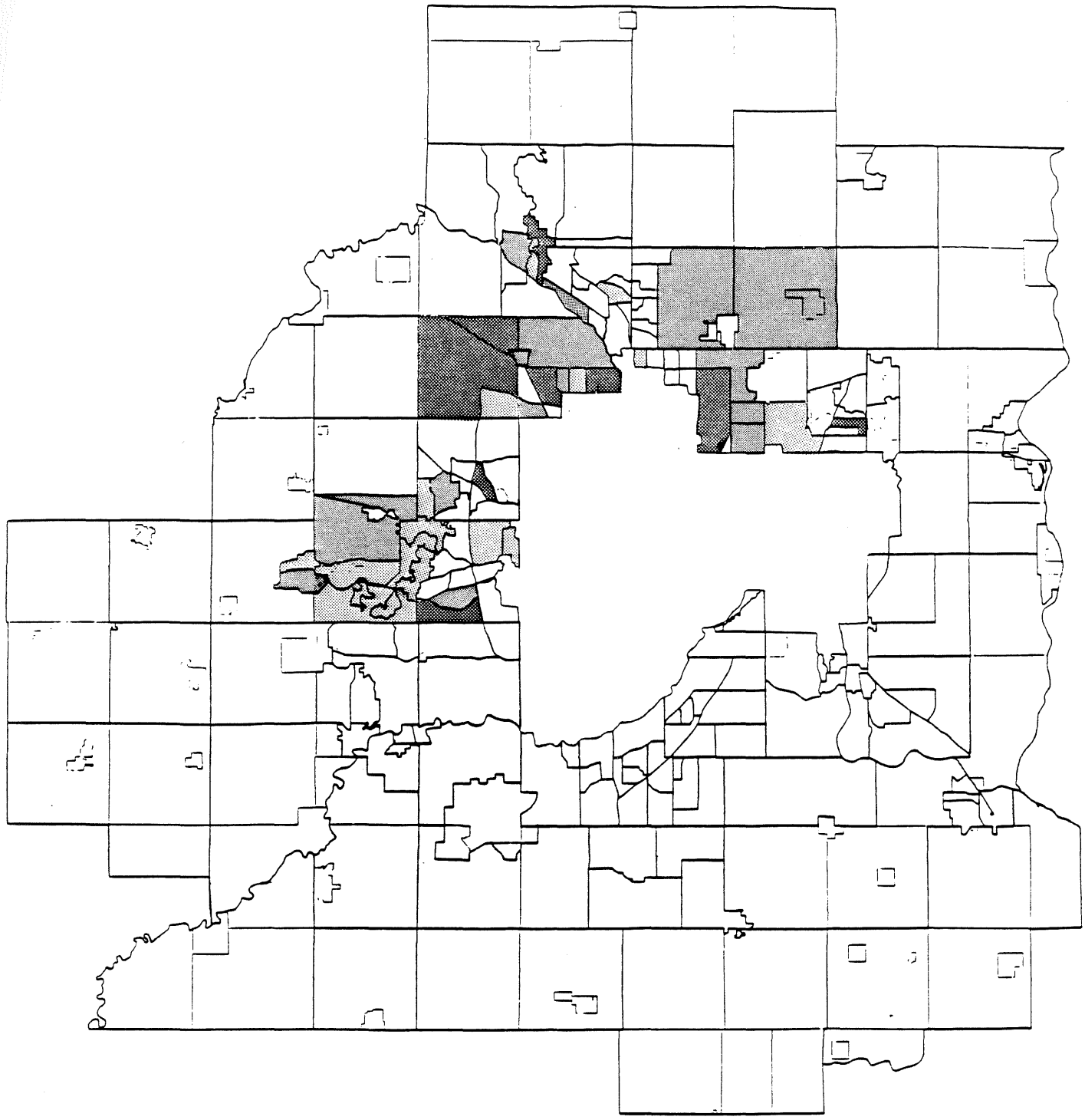


FIGURE 11.10

PHASE I AREA - LOW TRANSIT DEMAND ESTIMATES

9 - 11 BOARDINGS PER DAY

11 - 13.5 BOARDINGS PER DAY

13.6+ BOARDINGS PER DAY

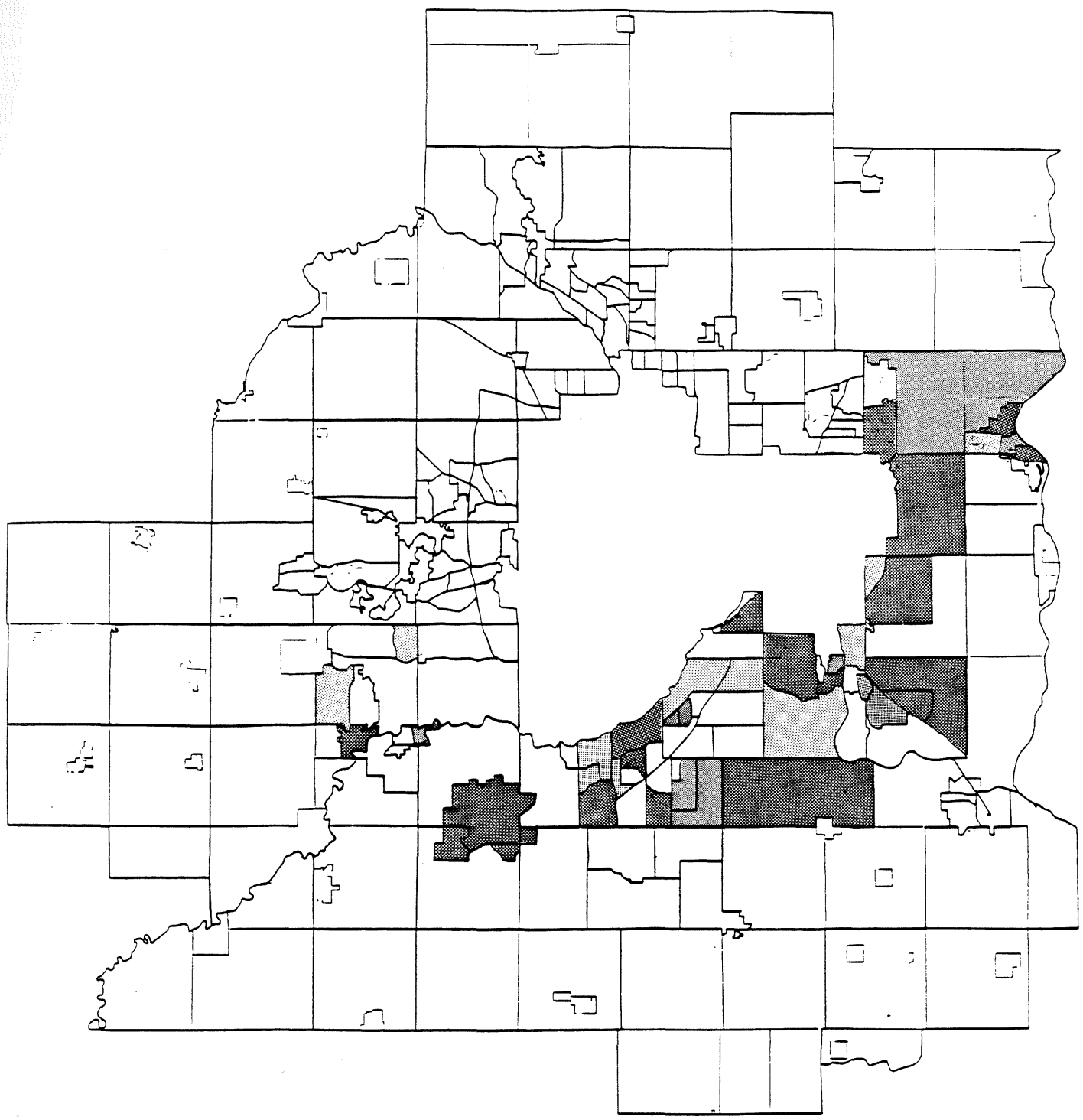


FIGURE 11.11

PHASE II AREA - LOW TRANSIT DEMAND ESTIMATES

6.1 - 7.9 BOARDINGS PER DAY

8 - 9.9 BOARDINGS PER DAY

10+ BOARDINGS PER DAY

SECTION 12

FORECASTS OF RIDERSHIP AND REIMBURSEMENTS AND GROWTH CONTROLS

FORECAST OF RIDERSHIP AND REIMBURSEMENT

This section is divided into two parts - subpart I and subpart II. Subpart I describes the standard statistical method used to forecast ridership in Metro Mobility Area I giving all technical statistical information. Subpart II modifies the forecast described in Subpart I to better apply to the case for Metro Mobility and also integrates the forecasts with the recommended reimbursement rates described in Section I. It also must be noted that Subpart I deals only with Area I and the forecasts for Area II are described in Subpart II of this section.

SUBPART I

Forecast of Ridership (Unmodified)

To forecast the ridership of the Metro Mobility Program, time series regression analysis was used. Weekly data provided by the Metro Mobility Administrative Center from October 10, 1986 to October 23, 1987 was used to forecast ridership for each week to the end of 1988. The analysis assumes future growth will follow a pattern exhibited in the past. If any outside variables that influence ridership change, the forecasts will be offset.

Methodology

The methodology utilized is least squares regression on time series data. First the data is analyzed to check if growth has exhibited linear or non-linear growth by transforming the data to maximize the R-Square. R-Square is the explained variability of the regression equation and the historical data quantified on a scale from zero to one where an R-Square of zero indicates that the regression equation explains none of the variability within the data and a score of one indicates that the regression equation has a perfect fit to the data variability. The growth in ridership of Metro Mobility on a weekly basis has been found to be linear with an R-Square of .8822, meaning that without any data transformation, 88.22% of the variability has been explained. Generally, any R-Square above .8 is considered to be

good indicating reliability of the predicting regression equation and the resulting forecasts.

Forecasts

Table 12.1 presents forecasts for the total ambulatory and non-ambulatory ridership for Metro Mobility from November 7, 1987 to December 2, 1988 on a weekly basis. Table 12.2 presents the historical data which the forecasts were based on. In the final report, forecasts will be made for each ridership category list on Table 12.2. The statistical outputs for the forecasts have been included in Tables 12.3, 12.4, and Figure 12.1 to give all technical statistics used in the forecasting procedure. Unless outside variables effect ridership in a different manner during the period of October 1986, to October 1987, the forecasts should be considered fairly reliability because of the high R-Square and the mean absolute error is only 5.6%.

SUBPART II: RIDERSHIP AND REIMBURSEMENTS

A. Area I

Table 12.5 presents the analysis and results of the forecast of ridership and reimbursements for Area I in tabular form. First the CGA recommended reimbursement rates published in Section 10 area presented again. Then the raw forecasts of ridership in Area I from Table 12.1 are extracted starting from the week of January 29, 1988. In the third column the forecasts are adjusted to account for the historical 7.6% no-show and cancellation ratio. The data used to forecast ridership included the no-shows and cancellations. In the fourth column, census tracts which are were not in the Metro Mobility service area but are now in the Area I service area were added. These census tracts are listed in the footnote of Table 12.5. The figures come from the low demand estimates of the CGA Demand Estimate Model, and then are assumed to increase at the same rate as the rest of Area I. The final total forecast is given in column five. Then, in order to calculate the total reimbursements, the forecasts must be broken down into taxi and non-taxi ambulatory ridership as well as taxi and non-taxi non-ambulatory ridership which is presented in columns six through eleven. The breakdown of ridership was based on the historical data in Metro Mobility system. The ambulatory ridership rate of the total ridership has been calculated to be about 73.72% while the non-ambulatory ridership rate has been about 26.28%. Taxi companies have been providing 37.06% of

ambulatory riders and 5.42% of the non-ambulatory riders.

The final three columns present the total reimbursements based on the CGA reimbursement rates shown on the top of the table multiplied by the taxi ambulatory, non-taxi ambulatory, taxi non-ambulatory and non-taxi non-ambulatory ridership (columns eight through eleven on Table 12.5).

It must be noted that all ridership and reimbursements on Table 12.5 are on a weekly basis whereas the demand estimates presented in Section 11 are on a daily basis.

B. Area II

Because of the fact that Area II has not been served by Metro Mobility in the past, no historical data is available to make a more reliable type of forecast of ridership as in Area I. For Area II, a different approach was used. The Consultant has taken the demand estimates (presented in Section 11) for the census tracts in Area II and manipulated them to present possible scenarios once the Metro Mobility services have commenced in Area II. The demand estimates for Area II are the total for Phase I and Phase II areas minus the census tracts from Phase I and II areas that have been placed in Area I. These census tracts have been footnoted on Table 12.5. These demand estimates are presented on weekly boardings per day on Table 12.6. The Consultant then again divided the demand estimates by ambulatory taxi, ambulatory non-taxi, non-ambulatory taxi and non-ambulatory non-taxi ridership by the rates that were calculated in the historical data. These rates are shown in the footnote of Table 12.5 and are presented again in Table 12.6.

Columns three through nine show levels of ridership as a percentage of the low demand estimates. These are intended together with Table 12.7 to show possible ridership and reimbursements scenarios. The level of ridership and its corresponding reimbursements (shown on Table 12.7) will depend greatly on factors such as the success of the marketing program of Metro Mobility to its potential clients and the service quality in Area II. Growth may be immediate and quite dynamic; however, it may also take several years before the program takes off in Area II.

The forecasts of ridership and reimbursements for Area I can be considered reliable, if all factors stay as they have for the period between October of 1986 and of October 1987; however, the potential ridership in Area II will to a great extent be determined on policy decisions and practices of Metro Mobility.

TABLE 12.1

Forecasts of Metro Mobility Ridership
Ambulatory and Non-Ambulatory

	Forecast	Upper	Lower
11/6/87	26388	27760	25016
11/13	26635	28019	25250
11/20	26882	28279	25484
11/27	27128	28538	25718
12/4	27375	28798	25952
12/11	27622	29058	26186
12/18	27869	29317	26420
12/25	28116	29577	26654
1/1/88	28362	29837	26888
1/8	28609	30096	27122
1/15	28856	30356	27356
1/22	29103	30615	27590
1/29	29350	30875	27824
2/5	29596	31135	28058
2/12	29843	31394	28292
2/19	30090	31654	28526
2/26	30337	31914	28760
3/4	30584	32173	28994
3/11	30830	32433	29228
3/18	31077	32692	29462
3/25	31324	32952	29696
4/1	31571	33212	29930
4/8	31818	33471	30164
4/15	32064	33731	30398
4/22	32311	33991	30632
4/29	32558	34250	30866
5/6	32805	34510	31100
5/13	33052	34769	31334
5/20	33298	35029	31568
5/27	33545	35289	31802
6/3	33792	35548	32036
6/10	34039	35808	32270
6/17	34286	36068	32504
6/24	34532	36327	32738
7/1	34779	36587	32972
7/8	35026	36846	33206
7/15	35273	37106	33440
7/22	35520	37366	33673
7/29	35766	37625	33907
8/5	36013	37885	34141
8/12	36260	38145	34375
8/19	36507	38404	34609
8/26	36754	38664	34843
9/2	37000	38923	35077
9/9	37247	39183	35311
9/16	37494	39443	35545

TABLE 12.1 (CONTD.)

9/23	37741	39702	35779
9/30	37988	39962	36013
10/7	38234	40222	36247
10/14	38481	40481	36481
10/21	38728	40741	36715
10/28	38975	41001	36949
11/4	39222	41260	37183
11/18	39468	41520	37417
11/25	39715	41779	37651
12/2	39962	42039	37885

TABLE 12.2

Metro Mobility Ridership By Week

Week Ending	DEMAND		STANDING		TOTAL		
	AMB	W/C	AMB	W/C	AMB	W/C	TOT
10/10/86	4970	2652	2853	1003	7823	3655	11478
10/17	5127	2797	2853	1003	7980	3800	11780
10/24	5259	3971	2853	1003	8112	4974	13086
10/31	5351	3327	2853	1003	8204	4330	12534
11/7	5835	3271	3009	1055	8844	4326	13170
11/14	5984	3457	3009	1055	8993	4512	13505
11/21	6467	3707	3009	1055	9476	4762	14238
11/28	4872	3082	3009	1055	7881	4137	12018
12/5	6379	3590	3213	1123	9592	4713	14305
12/12	6818	3996	3213	1123	10031	5119	15150
12/19	6704	3414	3213	1123	9917	4537	14454
12/26	5846	3041	3213	1123	9059	4164	13223
1/2/87	7198	4007	3213	1123	10411	5130	15541
1/9	7148	3806	3417	1191	10565	4997	15562
1/16	7287	4115	3417	1191	10704	5306	16010
1/23	7376	4041	3417	1191	10793	5232	16025
1/30	7480	4102	3417	1191	10897	5293	16190
2/6	7673	4280	3821	1291	11494	5571	17065
2/13	7754	4366	3821	1291	11575	5657	17232
2/20	7636	4110	3821	1291	11457	5401	16858
2/27	7861	4263	3821	1291	11682	5554	17236
3/6	8128	4560	3935	1329	12063	5889	17952
3/13	7891	4389	3935	1329	11826	5718	17544
3/20	8091	4508	3935	1329	12026	5837	17863
3/27	8064	4325	3935	1329	11999	5654	17653
4/3	9209	4451	3935	1329	13144	5780	18924
4/10	10541	4771	4085	1379	14626	6150	20776
4/17	10489	4475	4085	1379	14574	5854	20428
4/24	11972	4799	4085	1379	16057	6178	22235
5/1	13758	4949	4085	1379	17843	6328	24171
5/8	12693	5170	4181	1403	16874	6573	23447
5/15	10551	5203	4181	1403	14732	6606	21338
5/22	11306	5051	4181	1403	15487	6454	21941
5/29	9736	4310	4181	1403	13917	5713	19630
6/5	11974	5176	4316	1436	16290	6612	22902
6/12	11961	5227	4316	1436	16277	6663	22940
6/19	12112	4991	4316	1436	16428	6427	22855
6/26	12300	4758	4316	1436	16616	6194	22810
7/3	9644	4224	4316	1436	13960	5660	19620
7/10	12213	4612	4483	1477	16696	6089	22785
7/17	13954	5313	4483	1477	18437	6790	25227
7/24	12571	4693	4483	1477	17054	6170	23224
7/31	12880	4818	4483	1477	17363	6295	23658
8/7	12165	4145	4675	1525	16840	5670	22510
8/14	12622	4732	4675	1525	17297	6257	23554
8/21	12400	4633	4675	1525	17075	6158	23233
8/28	12789	4747	4675	1525	17464	6272	23736
9/4	12477	4856	4926	1576	17403	6432	23835
9/14	9898	4295	4926	1576	14824	5871	20695
9/18	12557	5202	4926	1576	17483	6778	24261
9/25	12000	5233	4926	1576	16926	6809	23735
10/2	12468	5283	4926	1576	17394	6859	24253
10/9	12872	5699	5099	1619	17971	7318	25289
10/16	11193	5414	5099	1619	16292	7033	23325
10/23	12302	5560	5099	1619	17401	7179	24580

TABLE 12.3

TOT7 - Least Squares Regression Trend Analysis
Table of Transformationa and R-Squared Statistics

Transformation	R-Squared
Reciprocal	0.8441
Reciprocal Root	0.8614
Reciprocal Fourth Root	0.8683
Log	0.8741
Fourth Root	0.8788
Square Root	0.8823
S-Curve	0.3991
None	0.8862

Transformation Selected for Least Squares Regression is None

TOT7 - Least Square Regression Trend Analysis
Summary Statistics

Mean of the Original Data = 19361.39
Standard Deviation of the Original Data - 4271.594

Mean of the Residuals = 0
Standard Deviation of the Residuals = 1440.698

Mean Absolute % Error	Mean % Error	Mean Square Error
5.197465	-0.663333	2038546.6

Regression Statistics

R-Square: 0.8862
F Statistic: 420.71 DF = 1.54

	Coefficient	Estd Std Error	T-Value
Intercept	12334.372078	393.854956	31.32
Slope	246.562133	12.020853	20.51

TIME PLOT OF ORIGINAL DATA, FORECASTS, AND ERROR

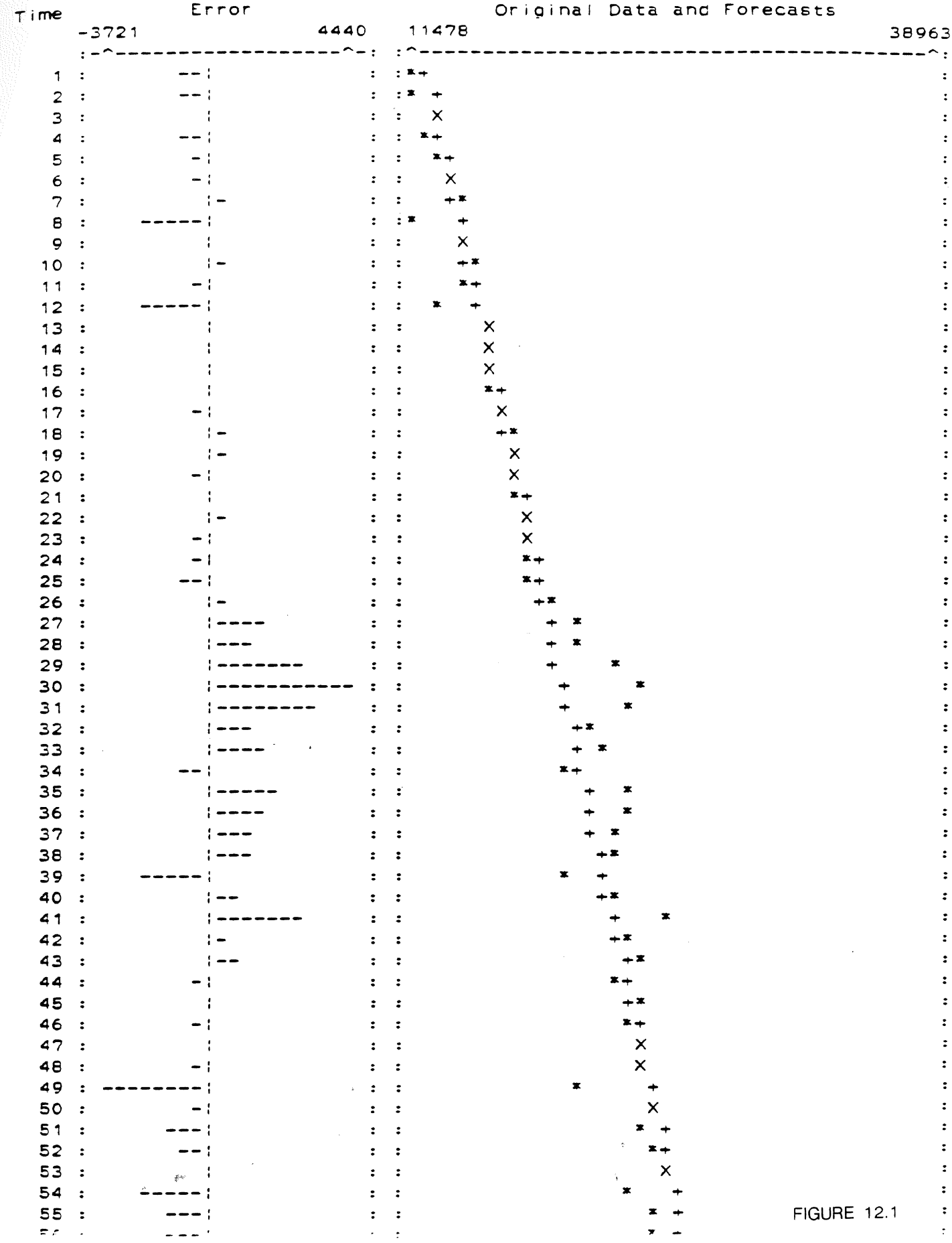
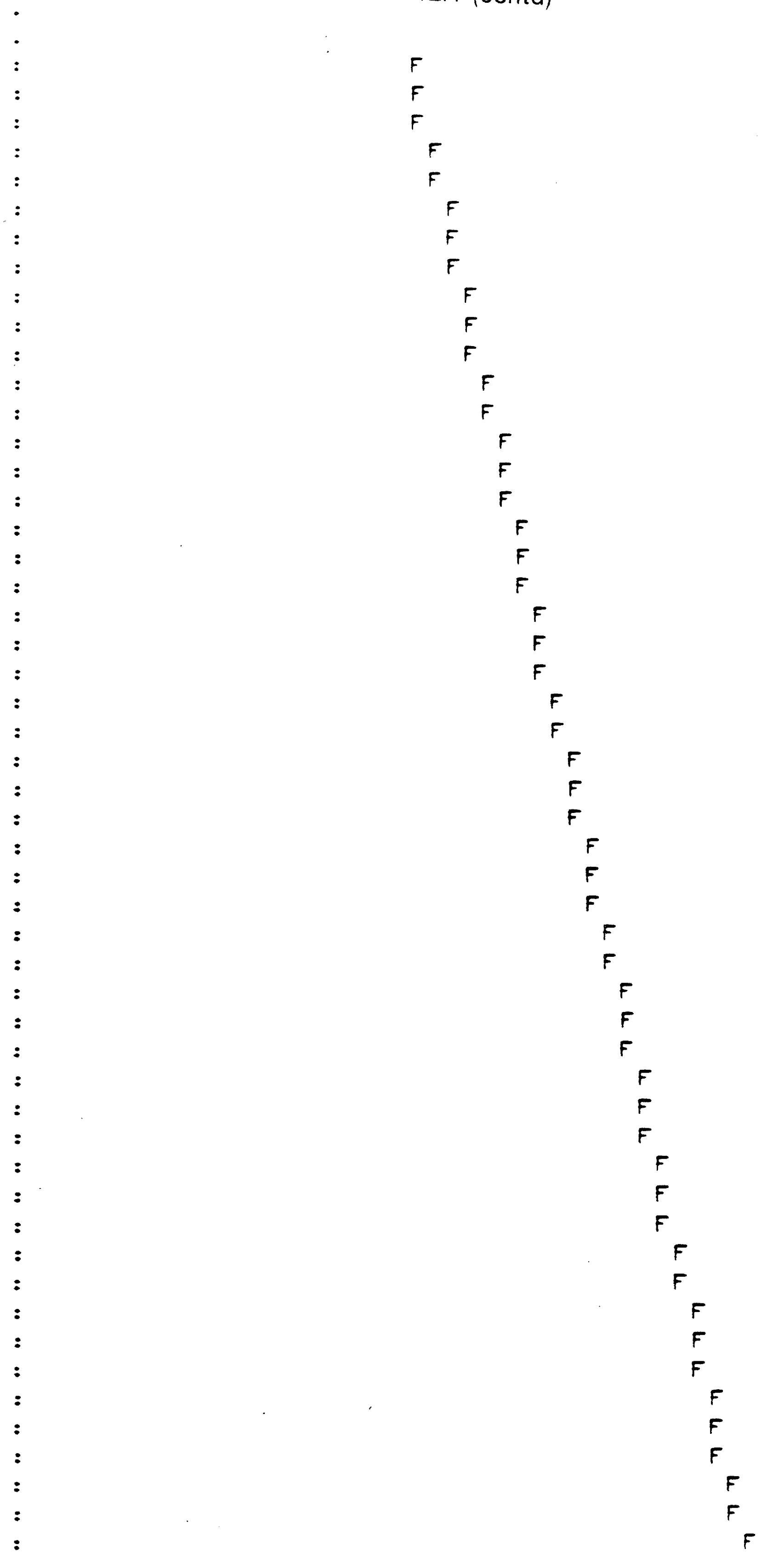


FIGURE 12.1

FIGURE 12.1 (contd)

	Forecasts
57	26388
58	26635
59	26882
60	27128
61	27375
62	27621
63	27868
64	28114
65	28361
66	28607
67	28854
68	29101
69	29347
70	29594
71	29840
72	30087
73	30333
74	30580
75	30827
76	31073
77	31320
78	31566
79	31813
80	32059
81	32306
82	32552
83	32799
84	33046
85	33292
86	33539
87	33785
88	34032
89	34278
90	34525
91	34772
92	35018
93	35265
94	35511
95	35758
96	36004
97	36251
98	36497
99	36744
100	36991
101	37237
102	37484
103	37730
104	37977
105	38223
106	38470
107	38717
108	38963



* = Observed Data Value
\+ = Predicted Value from Regression
F = Forecast From Origin Period 56
X = Overlap

TABLE OF ORIGINAL DATA, FORECASTS, AND ERROR

Week Ending		Original Data	Forecast	Error	Percent Error
10/10/86	1	11478	12581	-1103	-9.6
10/17	2	11780	12827	-1047	-8.9
10/24	3	13086	13074	12	0.1
10/31	4	12534	13321	-787	-6.3
11/7	5	13170	13567	-397	-3.0
11/14	6	13505	13814	-309	-2.3
11/21	7	14238	14060	178	1.2
11/28	8	12018	14307	-2289	-19.0
12/5	9	14305	14553	-248	-1.7
12/12	10	15150	14800	350	2.3
12/19	11	14454	15047	-593	-4.1
12/26	12	13223	15293	-2070	-15.7
1/2/87	13	15541	15540	1	0.0
1/9	14	15562	15786	-224	-1.4
1/16	15	16010	16033	-23	-0.1
1/23	16	16025	16279	-254	-1.6
1/30	17	16190	16526	-336	-2.1
2/6	18	17065	16772	293	1.7
2/13	19	17232	17019	213	1.2
2/20	20	16858	17266	-408	-2.4
2/27	21	17236	17512	-276	-1.6
3/6	22	17952	17759	193	1.1
3/13	23	17544	18005	-461	-2.6
3/20	24	17863	18252	-389	-2.2
3/27	25	17653	18498	-845	-4.8
4/3	26	18924	18745	179	0.9
4/10	27	20776	18992	1784	8.6
4/17	28	20428	19238	1190	5.8
4/24	29	22235	19485	2750	12.4
5/1	30	24171	19731	4440	18.4
5/8	31	23447	19978	3469	14.8
5/15	32	21338	20224	1114	5.2
5/22	33	21941	20471	1470	6.7
5/29	34	19630	20717	-1087	-5.5
6/5	35	22902	20964	1938	8.5
6/12	36	22940	21211	1729	7.5
6/19	37	22855	21457	1398	6.1
6/26	38	22810	21704	1106	4.8
7/3	39	19620	21950	-2330	-11.9
7/10	40	22785	22197	588	2.6
7/17	41	25227	22443	2784	11.0
7/24	42	23224	22690	534	2.3
7/31	43	23658	22937	721	3.0
8/7	44	22510	23183	-673	-3.0
8/14	45	23554	23430	124	0.5
8/21	46	23233	23676	-443	-1.9
8/28	47	23736	23923	-187	-0.8
9/4	48	23835	24169	-334	-1.4
9/14	49	20695	24416	-3721	-18.0
9/18	50	24261	24662	-401	-1.7
9/25	51	23735	24909	-1174	-4.9
10/2	52	24253	25156	-903	-3.7
10/9	53	25289	25402	-113	-0.4
10/16	54	23325	25649	-2324	-10.0
10/23	55	24580	25895	-1315	-5.4
10/30	56	24649	26142	-1493	-6.1

TABLE 12.4

TABLE 12.5

Weekly Forecasts of Area I Metro Mobility Ridership And
Forecast of Cost Utilizing CGA Recommended Reimbursement Rates
Ambulatory and Non-Ambulatory

CGA Recommended Reimbursement Rates:
(RTB portion only)

Ambulatory		Non-Ambulatory	
Taxi:	$5.90	Taxi:	$8.90
Non-Taxi:	$6.05	Non-Taxi:	$12.45

	Forecast	Adjusted	From Phase I and II	Total Forecast	Total Amb	Total Non-Amb	Taxi Amb	Non-Taxi Amb	Taxi Non-Amb	Non-Taxi Non-Amb	Tot Amb Cost	Tot N-Amb Cost	Total Cost
1/29/88	29350	27119	1526	28645	21117	7528	7826	13291	408	7120	$126,586	$92,275	$218,862
2/5	29597	27347	1528	28875	21287	7588	7889	13398	411	7177	$127,602	$93,016	$220,618
2/12	29844	27575	1530	29105	21456	7649	7952	13505	415	7234	$128,618	$93,756	$222,374
2/19	30090	27804	1531	29335	21626	7709	8014	13611	418	7291	$129,633	$94,496	$224,130
2/26	30337	28032	1533	29565	21795	7770	8077	13718	421	7349	$130,649	$95,237	$225,886
3/4	30584	28260	1535	29795	21965	7830	8140	13825	424	7406	$131,665	$95,977	$227,642
3/11	30831	28488	1537	30024	22134	7890	8203	13931	428	7463	$132,681	$96,718	$229,398
3/18	31078	28716	1539	30254	22303	7951	8266	14038	431	7520	$133,696	$97,458	$231,154
3/25	31324	28944	1540	30484	22473	8011	8328	14144	434	7577	$134,712	$98,198	$232,910
4/1	31571	29172	1542	30714	22642	8072	8391	14251	437	7634	$135,728	$98,939	$234,667
4/8	31818	29400	1544	30944	22812	8132	8454	14358	441	7691	$136,743	$99,679	$236,423
4/15	32065	29628	1546	31174	22981	8192	8517	14464	444	7748	$137,759	$100,420	$238,179
4/22	32312	29856	1548	31404	23151	8253	8580	14571	447	7806	$138,775	$101,160	$239,935
4/29	32558	30084	1549	31633	23320	8313	8642	14678	451	7863	$139,790	$101,900	$241,691
5/6	32805	30312	1551	31863	23490	8374	8705	14784	454	7920	$140,806	$102,641	$243,447
5/13	33052	30540	1553	32093	23659	8434	8768	14891	457	7977	$141,822	$103,381	$245,203
5/20	33299	30768	1555	32323	23828	8494	8831	14998	460	8034	$142,838	$104,122	$246,959
5/27	33546	30996	1557	32553	23998	8555	8894	15104	464	8091	$143,853	$104,862	$248,715
6/3	33792	31224	1558	32783	24167	8615	8956	15211	467	8148	$144,869	$105,603	$250,472

TABLE 12.5 (contd)

	Forecast	Adjusted	From Phase I and II	Total Forecast	Total Amb	Total Non-Amb	Taxi Amb	Non-Taxi Amb	Taxi Non-Amb	Non-Taxi Non-Amb	Tot Amb Cost	Tot N-Amb Cost	Total Cost
6/10	34039	31452	1560	33012	24337	8676	9019	15318	470	8205	$145,885	$106,343	$252,228
6/17	34286	31680	1562	33242	24506	8736	9082	15424	473	8263	$146,900	$107,083	$253,984
6/24	34533	31908	1564	33472	24676	8796	9145	15531	477	8320	$147,916	$107,824	$255,740
7/1	34780	32136	1566	33702	24845	8857	9208	15638	480	8377	$148,932	$108,564	$257,496
7/8	35026	32364	1567	33932	25015	8917	9270	15744	483	8434	$149,948	$109,305	$259,252
7/15	35273	32592	1569	34162	25184	8978	9333	15851	487	8491	$150,963	$110,045	$261,008
7/22	35520	32820	1571	34392	25353	9038	9396	15957	490	8548	$151,979	$110,785	$262,764
7/29	35767	33049	1573	34621	25523	9099	9459	16064	493	8605	$152,995	$111,526	$264,520
8/5	36014	33277	1575	34851	25692	9159	9522	16171	496	8662	$154,010	$112,266	$266,277
8/12	36260	33505	1576	35081	25862	9219	9584	16277	500	8720	$155,026	$113,007	$268,033
8/19	36507	33733	1578	35311	26031	9280	9647	16384	503	8777	$156,042	$113,747	$269,789
8/26	36754	33961	1580	35541	26201	9340	9710	16491	506	8834	$157,058	$114,487	$271,545
9/2	37001	34189	1582	35771	26370	9401	9773	16597	510	8891	$158,073	$115,228	$273,301
9/9	37248	34417	1584	36000	26540	9461	9836	16704	513	8948	$159,089	$115,968	$275,057
9/16	37494	34645	1585	36230	26709	9521	9898	16811	516	9005	$160,105	$116,709	$276,813
9/23	37741	34873	1587	36460	26878	9582	9961	16917	519	9062	$161,120	$117,449	$278,569
9/30	37988	35101	1589	36690	27048	9642	10024	17024	523	9120	$162,136	$118,189	$280,325
10/7	38235	35329	1591	36920	27217	9703	10087	17131	526	9177	$163,152	$118,930	$282,081
10/14	38482	35557	1593	37150	27387	9763	10150	17237	529	9234	$164,167	$119,670	$283,838
10/21	38728	35785	1595	37380	27556	9823	10212	17344	532	9291	$165,183	$120,411	$285,594
10/28	38975	36013	1596	37609	27726	9884	10275	17451	536	9348	$166,199	$121,151	$287,350
11/4	39222	36241	1598	37839	27895	9944	10338	17557	539	9405	$167,215	$121,891	$289,106
11/18	39469	36469	1600	38069	28065	10005	10401	17664	542	9462	$168,230	$122,632	$290,862
11/25	39716	36697	1602	38299	28234	10065	10464	17770	546	9519	$169,246	$123,372	$292,618
12/2	39962	36925	1604	38529	28403	10125	10526	17877	549	9577	$170,262	$124,113	$294,374
12/9	40209	37153	1605	38759	28573	10186	10589	17984	552	9634	$171,277	$124,853	$296,130
12/16	40456	37381	1607	38988	28742	10246	10652	18090	555	9691	$172,293	$125,593	$297,886
12/23	40703	37609	1609	39218	28912	10307	10715	18197	559	9748	$173,309	$126,334	$299,643
12/30	40950	37837	1611	39448	29081	10367	10777	18304	562	9805	$174,325	$127,074	$301,399
1/6/89	41196	38065	1613	39678	29251	10427	10840	18410	565	9862	$175,340	$127,815	$303,155
1/13	41443	38294	1614	39908	29420	10488	10903	18517	568	9919	$176,356	$128,555	$304,911
1/20	41690	38522	1616	40138	29590	10548	10966	18624	572	9976	$177,372	$129,295	$306,667

TABLE 12.5 (contd)

Note:
1. Adjusted forecasts subtract 7.6% cancellation and no-show ratio.
2. The Low Demand Estimates were used to forecast ridership in the census tracts from Phase I and II that are in Area I. Then they are assumed to increas at the same rate.
3. Census Tracts from Phase I area now in Area I include 232, 233, 234, 268.05, 268.07, 268.08, 268.09, 268.10, 268.11, 409.01, 409.02, 410.01, 410.02, 510.01, and 510.02.
4. Census Tracts from Phase II area now in Area I include 505.02, 605.03, 606.01, 606.03 and 710.03.
5. Ambulatory ridership rate of total ridership has been calculated to be 73.72%.
6. Non-Ambulatory ridership rate has been calculated at 26.28%.
7. Taxi companies have been providing 37.06% of ambulatory riders.
8. Taxi companies have been providing 5.42 percent of non-ambulatory riders.

TABLE 12.6

Weekly Low Demand Estimates for Area II

	Demand Estimates	20%	25%	30%	35%	40%	45%	50%
Area II								
From Phase I Area	4627	925	1157	1388	1619	1851	2082	2314
From Phase II Area	3150	630	788	945	1103	1260	1418	1575
Total for Area II	7777	1555	1944	2333	2722	3111	3500	3889

Ambulatory and Non-Ambulatory Low Demand Estimates For Taxi and Non-Taxi Providers

Ambulatory Rate: 73.72% Taxi Ambulatory Ridership Rate: 37.06%
Non-Ambulatory Rate: 26.28% Taxi Non-Ambulatory Ridership Rate: 5.42%

Ambulatory Taxi:								
From Phase I Area	1264	253	316	379	442	526	569	632
From Phase II Area	861	172	215	258	301	344	387	430
Total For Area II	2125	425	531	637	744	850	956	1062
Ambulatory Taxi:								
From Phase I Area	2147	429	537	644	751	859	966	1073
From Phase II Area	1462	292	365	438	512	585	658	731
Total For Area II	3608	722	902	1083	1263	1443	1624	1804
Non-Ambulatory Taxi:								
From Phase I Area	66	243	304	365	426	486	547	608
From Phase II Area	45	166	207	248	290	331	373	414
Total For Area II	111	409	511	613	715	818	920	1022
Non-Ambulatory Non-Taxi:								
From Phase I Area	1150	2360	288	345	403	460	518	575
From Phase II Area	783	157	196	235	274	313	352	391
Total For Area IIU	1933	387	483	580	677	773	870	967

TABLE 12.7

WEEKLY LOW DEMAND ESTIMATES FOR AREA II

	Demand Estimates	20%	25%	30%	35%	40%	45%	50%
Area II								
From Phase I Area	4627	925	1157	1388	1619	1851	2082	2314
From Phase II Area	3150	630	788	945	1103	1260	1418	1575
Total for Area II	7777	1555	1944	2333	2722	3111	3500	3889

AMBULATORY And NON-ABULATORY LOW DEMAND ESTIMATES FOR TAXI AND NON-TAXI PROVIDERS

Ambulatory Rate:	73.72%	Taxi Ambulatory Ridership Rate:	37.06%
Non-Ambulatory Rate:	26.28%	Taxi Non-Ambulatory Ridership Rate:	5.42%

Ambulatory Taxi:								
From Phase I Area	1264	253	316	379	442	506	569	632
From Phase II Area	861	172	215	258	301	344	387	430
Total for Area II	2125	425	531	637	744	850	956	1062
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From Phase I Area	2147	429	537	644	751	859	966	1073
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Non-Ambulatory Non-Taxi:								
From Phase I Area	1150	230	288	345	403	460	518	575
From Phase II Area	783	157	196	235	274	313	352	391
Total for Area II	1933	387	483	580	677	773	870	967

TABLE 12.8

TOTAL WEEKLY COSTS FOR REIMBURSEMENT COSTS FOR THE RTB

CGA Recommended Reimbursement Rates
(RTB portion only - does not include fare)
Ambulatory
Taxi: $6.90
Non-Taxi: $7.05

Non-Ambulatory
Taxi: $9.90
Non-Taxi: $13.45
Total Ambulatory
Total Non-Ambulatory

Total Costs:

Percent of Low Demand Estimates:	100%	20%	25%	30%	35%	40%	45%	50%
Amb Reimbursement Costs:	$40,100	$8,020	$10,025	$12,030	$14,035	$16,040	$18,045	$20,050
Non-Ambulatory Costs:	$27,096	$9,247	$11,558	$13,870	$16,181	$18,493	$20,805	$23,116
Total Costs:	$67,196	$17,267	$21,583	$25,900	$30,217	$34,533	$38,850	$43,167

GROWTH CONTROLS

The Metro Mobility system has been growing at an very fast pace far exceeding the 1987 budget projections. This growth is due to the trust and satisfaction of the users in the systems performance, the dumping of clients on to the system by local agencies serving the handicapped population, and by the expansion of the service area last January,1987.

All data and survey information verify that the system's exceptional level of user satisfaction accounts for most of the increased use of the MM service. The users are becoming more and more comfortable with the system's dependability. It is the long time users of the system that account for most of the trips.

The free market environment under which the system is operated encourages providers to promote their service to expand trip volumes. This promotional activity by the sum of all providers, although informal in nature, has a considerable impact on the growth of the system.

Controlling the growth is a key question before the RTB Board. SHOULD THE GROWTH BE CONTROLLED AND IF SO, HOW?

Issues:

The MM system has grown from 685,000 in 1986 to 775,602 in 1987, a 13.2% increase.

This growth represents an increase of more than two million dollars in the MM programs budget for 1987. At this level the additional State appropriation will be necessary to complete the second year of the biannual budget.

The MM program has not shown the full impact of adding the Phase I area to the system and has still has the Phase II area to add. These two service areas will add considerable additional ridership demands on the system.

The Consultant believes that the increased ridership has increased the productivity of the providers but no corresponding cost per trip savings have been experienced by the RTB. Reductions in the per trip cost will not be possible until accurate data is collected which identifies the average vehicle hours and miles that are required to transport a MM rider. This information and a detailed analysis of the hourly and

mile cost for MM service will produce the accuracy necessary to establish a realistic rate structure. Such data is not now available. The new management information system should have as one of its priorities the production of the information.

Responding to the legislative mandate to provide handicapped service to the total tax district the RTB is faced with the certain prospect that use of the system will continue to grow. The Consultant estimates that ridership potential for the entire service area for 1988 should be 1.5 million riders.

Recommendations:

The RTB should not view growth as a negative event. Growth is not necessarily a drain on the resources of the MM system if it brings improved productivity and the corresponding reduced trip costs, and additional revenue sources from agencies serving handicapped clients.

The following matrix rates the impact of a variety of possible actions which could be implemented to control cost/growth in the MM program.

IMPACT OF GROWTH/COST CONTROLLING OPTIONS

ACTION	COST (3)	SYSTEM GOALS (3)	RIDERSHIP (1)	COMPLAINT (2)	IMPACT (WEIGHT)	504 COMPLIANCE	STATE LAW COMPLIANCE	RECOMMENDATIONS
Minor Fare Increase ($0.25)	3	0	2	2	7 (15)	Yes	Yes	Revenue increase of $200,000 would be worth negative impact.
Moderate Fare Increase ($0.50)	3	0	2	2	7 (15)	Yes	Yes	Revenue increase of $400,000 would be worth negative impact.
Major Fare Increase ($1.00)	3	2	2	2	9 (21)	Yes	Yes	Revenue increase of $800,000 would not be worth negative impact.
Limit Rides Per Certified User (10 per week)	3	2	2	2	9 (21)	If Above 3% Req.	Not Sure	Would reduce trip demand of excessive use; could be implemented with little negative impact.
Limit Service To Fixed Route Service Area	3	2	2	2	9 (21)	Yes	No	Would have impact on service area and be in conflict with State law.
Limit Rides To Trip Priorities	4	2	1	1	8 (21)	If Above 3% Req.	No	Would provide a basis to control cost, but would not comply with State law.
48-Hour Trip Requirement	2	2	2	2	8 (18)	No	No	Would have some impact on savings and be in clear violation of Federal and State laws.
Strict Adherence To 24-Hour Request Rule	3	2	2	2	9 (21)	Yes	Yes	Would have some impact on savings, but would create complaints.
Stop New Certifications	5	1	1	2	9 (23)	No	No	Would freeze growth, but would violate Federal and State laws plus system goals.
Stop Supplanting of Human Service Funds	3	0	0	0	3 (9)	Yes	Yes	Could provide important volumes of revenues and control growth with no negative impact.
Set Program Ceiling	5	0	1	2	8 (20)	If Above 3% Req.	No	Could freeze program growth; would not violate system goals, but would require careful drafting of implementing regulations.
Establish User Fees For Special Services	3	0	2	2	7 (15)	Yes	Yes	Would add revenues in limited amounts with complaints from special interest groups.
Strengthen Certification Requirements	3	2	2	2	9 (21)	Yes	Yes	Could reduce service to ambulatory; would change system expectations.
Provide Only Curb-to-Curb	4	3	2	2	11 (27)	Yes	Yes	Would reduce cost and still allow equitable service
Travel Trainer Program	4	3	2	3	12 (29)	Yes	Yes	Could save $200,000 each year, should be started slowly
Trip Destination Quotas	4	3	0	0	(21)	Yes	Yes	Could stop dumping on system - impact could save $500,000

KEY: Weights - 1 Low Importance, 2 Average Importance, 3 High Importance
Raw Score - 0 No Effect, 1 Very Unfavorable, 2 Unfavorable, 3 Mediocre or Questionable, 4 Favorable, 5 Very Favorable

Source: CGA, December, 1987.

APPENDICES

COMPREHENSIVE REVIEW AND EVALUATION OF THE METRO MOBILITY PROGRAM

DRAFT FINAL REPORT

for

REGIONAL TRANSIT BOARD

PART III

TABLE OF CONTENTS

Appendix Material is presented in order of reference in Parts I and II.

Appendix 3.1

A Summary Of The Provider's Operations Is Outlined Below:

Health One Transportation Services

Type of Service: Hospital-to-Hospital and to-Doctor
Number of Vehicles: 28 vans
Average age of Vehicles: 3 years
Metro Mobility-designated Vehicles: None
Average Monthly Boardings: 323
MM customers percentage of total business: 2 %
Average length of trip: 5 miles

Blue and White Service Corporation

Type of Service: Taxi
Number of Vehicles: 68 Sedans and 4 Station Wagons
Average age of Vehicles: 3 years
Metro Mobility-designated Vehicles: None
Average Monthly Boardings: 1,485
MM customers percentage of total business: 5 %
Average length of trip: 3 to 8 miles

CAREBUS

Number of Vehicles: 13
Metro Mobility-designated Vehicles: 5
Average Monthly Boardings: 2,353
Average length of trip: 7.3 (weekdays) and 13 (weekends)

City Wide Cab Company

Type of Service: Taxi
Number of Vehicles: 35 sedans
Average Monthly Boardings: 4,221

Commuter Express

Type of Service: Intercity Bus, Charter Bus, Tours, School Bus, and Paratransit
Number of Vehicles: 10 Small buses, 4 intercity coaches, 2 station wagons, 600 school buses, and 4 vans.
Average age of Vehicles: 5 years
Metro Mobility-designated Vehicles: 2 Small Buses, 2 vans, 2 cars.
Average Monthly Boardings: 1,879
Average length of trip: 4 miles

DARTS

Type of Service: Paratransit and semi fixed-route
Number of Vehicles: 13 small buses
Average age of Vehicles: 3.7 years
Metro Mobility-designated Vehicles: 13 small buses
Average Monthly Boardings: 1,228
MM customers percentage of total business: 20 %
Average length of trip: 5.1 miles

Diamond Cab

Type of Service: Taxi
Number of Vehicles: 18 sedans and 6 station wagons
Metro Mobility-designated Vehicles: 8 sedans
Average Monthly Boardings: 1906
MM customers percentage of total business: 9 %
Average length of trip: 4.2 miles

Ebenezer Society

Type of Service: Paratransit and Social Service Programs
Number of Vehicles: 6 small buses and 9 vans
Average age of Vehicles: 2 years
Metro Mobility-designated Vehicles: 6 small buses and 9 vans
Average Monthly Boardings: 2,289
MM customers percentage of total business: 50 %
Average length of trip: 5 miles

Handicabs

Type of Service: Paratransit
Average Monthly Boardings: 11,800

The third largest provider, Handicabs, has an average subsidy of $8.01 per ride. The company showed a dramatic increase in April, 1987 when its ridership leapfrogged from 2,121 trips in the previous month to 8,448 trips.

Handicapped Transportation Management

Type of Service: Paratransit
Number of Vehicles: 23 vans and 4 sedans
Average age of vehicles: 1 1/2 years
Metro Mobility-designated Vehicles: 10 vans
MM customers percentage of total business: 51 %
Average Monthly Boardings: 2,090

Kare Kabs

Type of Service: Charter Bus and Paratransit
Number of Vehicles: 4 small buses, 1 school bus, and 50 vans
Average age of Vehicles: 2 years
Metro Mobility-designated Vehicles: 2 small buses and 14 vans
Average Monthly Boardings: 2,810
MM customers percentage of total business: 27 %
Average length of trip: 7 miles

Metro Ride Inc.

Type of Service: School bus and Paratransit
Number of Vehicles: 4 school buses, 2 small buses, and 44 vans
Average age of Vehicles: 4 years
Metro Mobility-designated Vehicles: Depending on demand
Average Monthly Boardings: 2,810
MM customers percentage of total business: 30 %
Average length of trip: 4 miles

Midwest Olsen Med-Kab

Type of Service: Ambulance and Paratransit
Number of Vehicles: 30 vans, 8 ambulances, 1 small bus, 1 transit bus, 1 sedan
Average age of Vehicles: 2 to 3 years
Metro Mobility-designated Vehicles: 10 van and 1 small bus
Average Monthly Boardings: 4,464
Average length of trip: 7 miles

Morley Bus Company

Type of Service: Charter Bus, School Bus, Local Transit Bus, Paratransit
Number of Vehicles: 12 small buses, 78 school buses, 20 vans
Average age of Vehicles: 4 years
Metro Mobility-designated Vehicles: 12 small buses, 12 vans, 6 mini-vans.
Average Monthly Boardings: 12,306
MM customers percentage of total business: 97% of Paratransit
Average length of trip: 7.9 miles
North Medical Transportation Services

Type of Service: Charter Van, Paratransit, and Ambulance
Number of Vehicles: 13 vans and 14 ambulances
Average age of Vehicles: 3 years
Metro Mobility-designated Vehicles: As needed
Average Monthly Boardings: 509
MM customers percentage of total business: 22 %

Suburban Paratransit

Type of Service: Charter Bus and Paratransit
Number of Vehicles: 3 small buses and 9 vans
Average age of Vehicles: 3 to 4 years
Metro Mobility-designated Vehicles: 3 small buses and 9 vans
Average Monthly Boardings: 4,064
MM customers percentage of total business: 95 %
Average length of trip: 8.4 miles

Transportation Management, Inc.

Type of Service: Intercity bus, interstate bus, charter bus, tours, taxi, limousine, partransit.
Number of Vehicles: 60 sedans, 1 small bus, 25 station wagons, 35 vans, 21 limousines
Average age of Vehicles: 2 to 3 years
Metro Mobility-designated Vehicles: 1 small bus, 1 van, 85 cars
Average Monthly Boardings: 1,706
MM customers percentage of total business: 8 %
Average length of trip: 11 miles

Twin City Mobility

Type of Service: Paratransit
Number of Vehicles: 8 vans
Average age of Vehicles: 3 years
Metro Mobility-designated Vehicles: As needed
Average Monthly Boardings: 881
MM customers percentage of total business: 50 %

Wilder Foundation

Type of Service: Paratransit
Number of Vehicles: 7 vans
Metro Mobility-designated Vehicles: 4 vans
Average Monthly Boardings: 1,535
MM customers percentage of total business: 55 %

Yellow Taxi Service Corporation

Type of Service: Taxi
Number of Vehicles: 177 sedans
Average age of Vehicles: 3 years
Metro Mobility-designated Vehicles: none
Average Monthly Boardings: 8,650
MM customers percentage of total business: 46 %
Average length of trip: 8.4 miles

TABLE 5.12

Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - June-Sept. 1987

	6/87	7/87	8/87	9/87	AVERAGE	AVG % INCREASE
ACTIVE RIDE						
Ambulatory Trips						
Number	15	35	7	9	17	27.3%
Reimbursements	$83	$193	$39	$50	$91	
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	
Total Trips for Period:				66		
Total Reimbursements for Period:				$363		
Non-Ambulatory Trips						
Number	104	318	282	310	254	68.1%
Reimbursements	$1,196	$3,657	$3,243	$3,565	$2,915	
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	
Total Trips for Period:				1014		
Total Reimbursements for Period:				$11,661		
Total Num. of Trips	119	353	289	319	270	63.0%
Total Reimbursements	$1,279	$3,850	$3,282	$3,615	$3,006	
Average Subsidy	$10.74	$10.91	$11.35	$11.33	$11.08	
Total Trips for Period:				1080		
Total Reimbursements for Period:				$12,024		

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

TABLE 5.13 **Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - 1986-1987**

	10/86	11/86	12/86	1/87	2/87	3/87	4/87	5/87	6/87	7/87	8/87	9/87	AVERAGE
ACTIVE RIDE													
Ambulatory Trips													
Number		185	356	282	191	170	335	63	15	35	7	9	150
Reimbursements		$1,018	$1,958	$1,551	$1,050	$935	$1,843	$347	$83	$193	$39	$50	$824
Avg. Subsidy		$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50
Monthly % Growth			92.4%	-20.8%	-32.3%	-11.0%	97.1%	-81.2%	-76.2%	133.3%	-80.0%	28.6%	5.0
Non-Ambulatory Trips													
Number		50	105	75	44	65	234	320	104	318	282	310	173
Reimbursements		$575	$1,208	$863	$506	$748	$2,691	$3,680	$1,196	$3,657	$3,243	$3,565	1994
Avg. Subsidy		$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50
Monthly % Growth			110.0%	-28.6%	-41.3%	47.7%	260.0%	36.8%	-67.5%	205.8%	-11.3%	9.9%	52.1
Total Num. of Trips		235	461	357	235	235	569	383	119	353	289	319	323
Total Reimbursements		$1,593	$3,166	$2,414	$1,556	$1,683	$4,534	$4,027	$1,279	$3,850	$3,282	$3,615	$2,818
Average Subsidy		$6.78	$6.87	$6.76	$6.62	$7.16	$7.97	$10.51	$10.74	$10.91	$11.35	$11.33	$8.82
Monthly % Growth			96.2%	-22.6%	-34.2%	0.0%	142.1%	-32.7%	-68.9%	196.6%	-18.1%	10.4%	26.9

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

FIGURE 5.5

Metro Mobility Providers

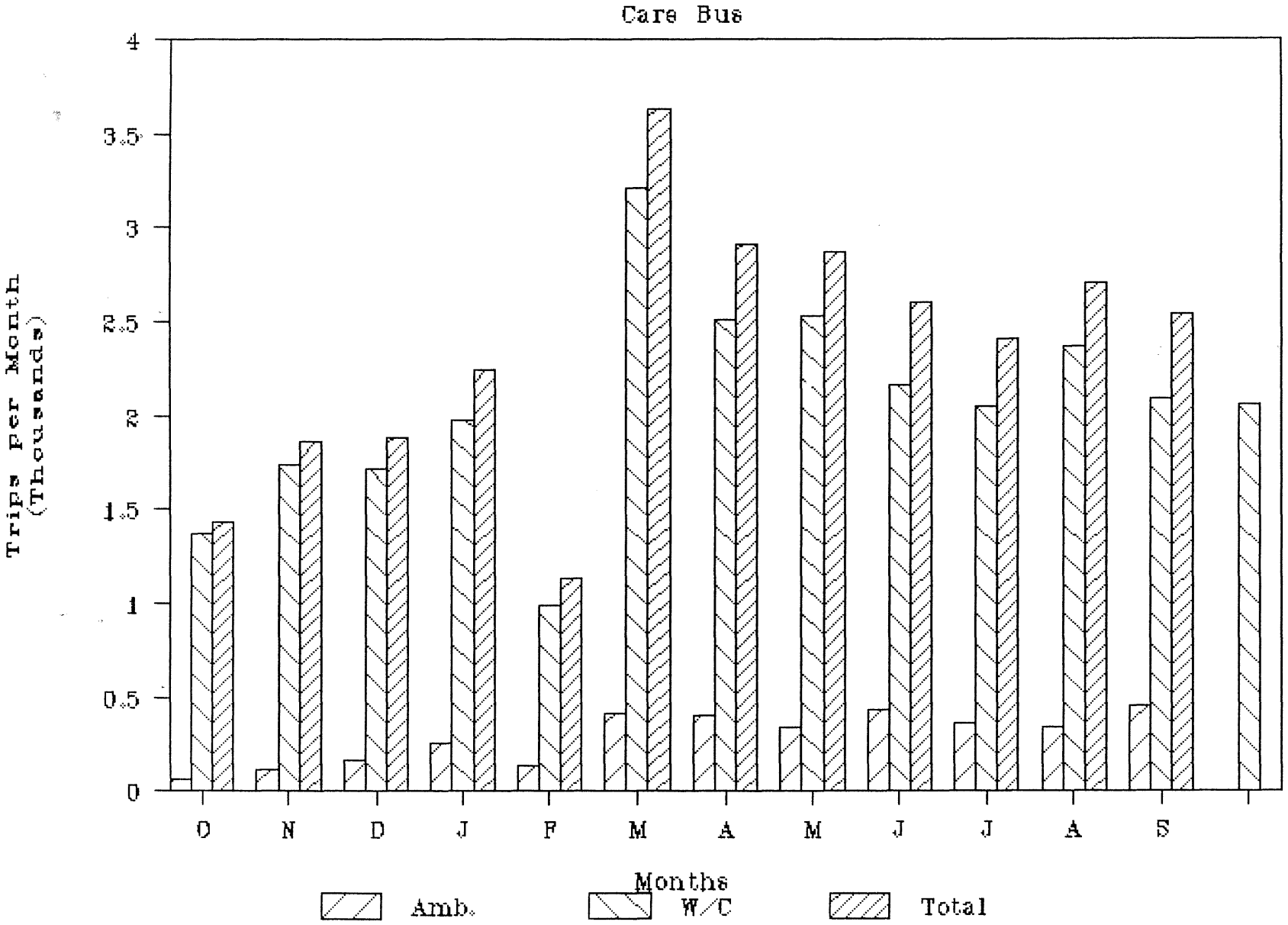


TABLE 5.14

Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - June-Sept. 1987

	6/87	7/87	8/87	9/87	AVERAGE	AVG % INCREASE
BLUE & WHITE						
Ambulatory Trips						
Number	1047	1262	1143	1054	1127	1.1%
Reimbursements	$5,759	$6,941	$6,287	$5,797	$6,196	
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	
Total Trips for Period:				4506		
Total Reimbursements for Period:				$24,783		
Non-Ambulatory Trips						
Number	79	83	110	66	85	-0.8%
Reimbursements	$909	$955	$1,265	$759	$972	
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	
Total Trips for Period:				338		
Total Reimbursements for Period:				$3,887		
Total Num. of Trips	1126	1345	1253	1120	1211	0.7%
Total Reimbursements	$6,667	$7,896	$7,552	$6,556	$7,168	
Average Subsidy	$5.92	$5.87	$6.03	$5.85	$5.92	
Total Trips for Period:				4844		
Total Reimbursements for Period:				$28,670		

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

TABLE 5.15 **Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - 1986-1987**

	10/86	11/86	12/86	1/87	2/87	3/87	4/87	5/87	6/87	7/87	8/87	9/87	AVERAGE
BLUE & WHITE													
Ambulatory Trips													
Number	1378	1808	1685	138	1951	1828	0	2058	1047	1262	1143	1054	1396
Reimbursements	$7,579	$9,944	$9,268	$759	$10,731	$10,054	0	$11,319	$5,759	$6,941	$6,287	$5,797	7675
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$0.00	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50
Monthly % Growth		31.2%	-6.8%	-91.8%	1313.8%	-6.3%	-100.0%		-49.1%	20.5%	-9.4%	-7.8%	109.4%
Non-Ambulatory Trips													
Number	135	100	92	8	96	99	0	116	79	83	110	66	89
Reimbursements	$1,553	$1,150	$1,058	$92	$1,104	$1,139	$0	$1,334	$909	$955	$1,265	$759	$1,029
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$0.00	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50
Monthly % Growth		-25.9%	-8.0%	-91.3%	1100.0%	3.1%	-100.0%		-31.9%	5.1%	32.5%	-40.0%	84.4%
Total Num. of Trips	1513	1908	1777	146	2047	1927	0	2174	1126	1345	1253	1120	1485
Total Reimbursements	$9,132	$11,094	$10,326	$851	$11,835	$11,193	$0	$12,653	$6,667	$7,896	$7,552	$6,556	$8,705
Average Subsidy	$6.04	$5.81	$5.81	$5.83	$5.78	$5.81	$0.00	$5.82	$5.92	$5.87	$6.03	$5.85	$5.87
Monthly % Growth		26.1%	-6.9%	-91.8%	1302.1%	-5.9%	-100.0%		-48.2%	19.4%	-6.8%	-10.6%	107.7%

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

FIGURE 5.6

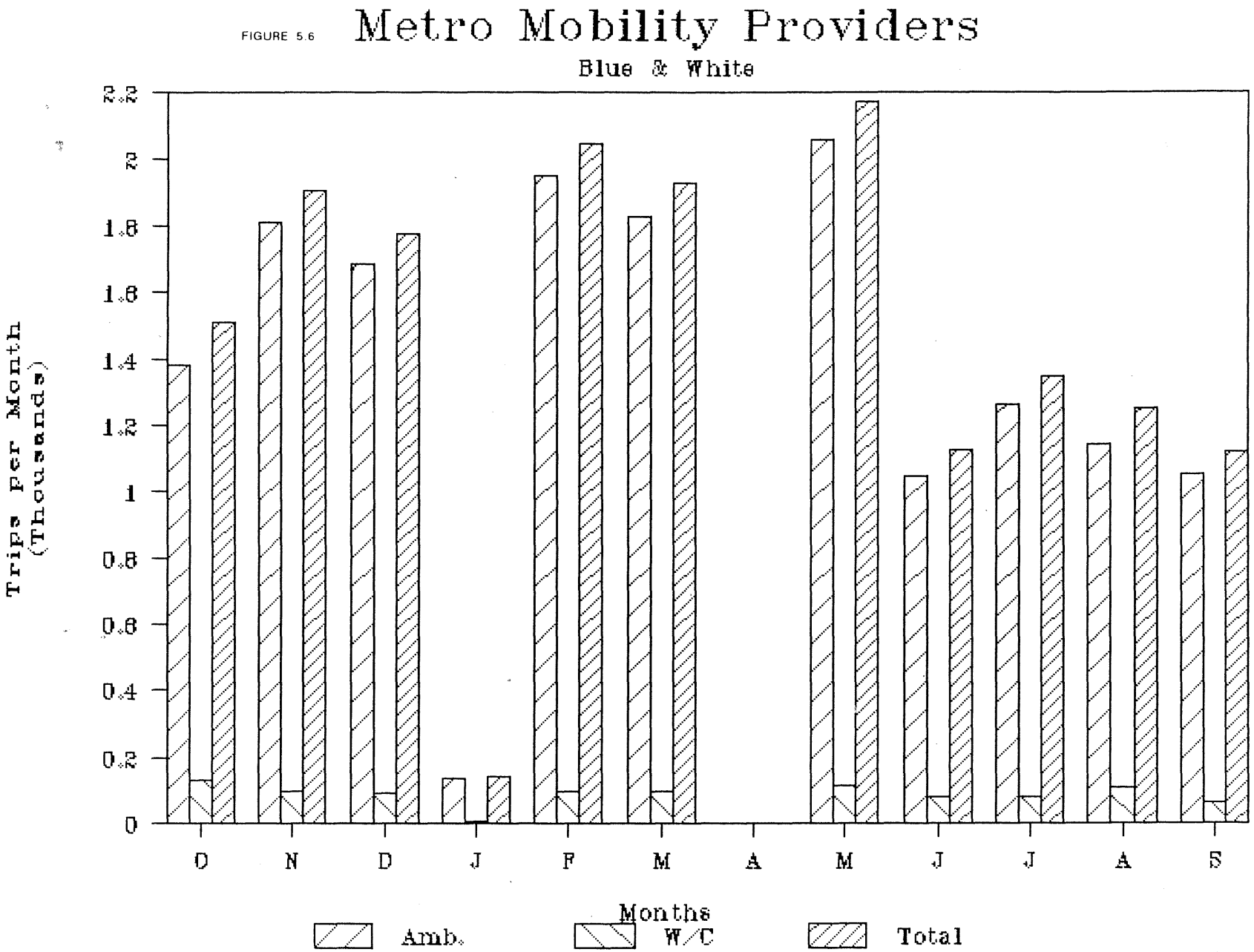

Metro Mobility Providers
Blue & White
Trips per Month (Thousands)
2.2
2
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
O
N
D
J
F
M
A
M
J
J
A
S
Months
Amb.
W/C
Total

TABLE ~~5.16~~

Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - June-Sept. 1987

	6/87	7/87	8/87	9/87	AVERAGE	AVG % INCREASE
CARE BUS						
Ambulatory Trips						
Number	437	363	345	456	400	3.4%
Reimbursements	$2,404	$1,997	$1,898	$2,508	$2,201	
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	
Total Trips for Period:				1601		
Total Reimbursements for Period:				$8,806		
Non-Ambulatory Trips						
Number	2162	2045	2365	2090	2166	-0.5%
Reimbursements	$24,863	$23,518	$27,198	$24,035	$24,903	
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	
Total Trips for Period:				8662		
Total Reimbursements for Period:				$99,613		
Total Num. of Trips	2599	2408	2710	2546	2566	-0.3%
Total Reimbursements	$27,267	$25,514	$29,095	$26,543	$27,105	
Average Subsidy	$10.49	$10.60	$10.74	$10.43	$10.56	
Total Trips for Period:				10263		
Total Reimbursements for Period:				$108,419		

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

TABLE 5.17 Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - 1986-1987

	10/86	11/86	12/86	1/87	2/87	3/87	4/87	5/87	6/87	7/87	8/87	9/87	AVERAGE
CARE BUS													
Ambulatory Trips													
Number	66	117	174	258	141	417	400	345	437	363	345	456	293
Reimbursements	$363	$644	$957	$1,419	$776	$2,294	$2,200	$1,898	$2,404	$1,997	$1,898	$2,508	$1,613
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50
Monthly % Growth		77.3%	48.7%	48.3%	-45.3%	195.7%	-4.1%	-13.8%	26.7%	-16.9%	-5.0%	32.2%	31.3
Non-Ambulatory Trips													
Number	1369	1742	1714	1980	994	3211	2514	2526	2162	2045	2365	2090	2059
Reimbursements	$15,744	$20,033	$20,071	$22,770	$11,431	$36,927	$28,911	$29,049	$24,863	$23,518	$27,198	$24,035	$23,712
Avg. Subsidy	$11.50	$11.50	$11.71	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.52
Monthly % Growth		27.2%	-1.6%	15.5%	-49.8%	223.0%	-21.7%	0.5%	-14.4%	-5.4%	15.6%	-11.6%	16.1
Total Num. of Trips	1435	1859	1888	2238	1135	3628	2914	2871	2599	2408	2710	2546	2353
Total Reimbursements	$16,107	$20,677	$21,028	$24,189	$12,207	$39,220	$31,111	$30,947	$27,267	$25,514	$29,095	$26,543	$25,325
Average Subsidy	$11.22	$11.12	$11.14	$10.81	$10.75	$10.81	$10.68	$10.78	$10.49	$10.60	$10.74	$10.43	$10.80
Monthly % Growth		29.5%	1.6%	18.5%	-49.3%	219.6%	-19.7%	-1.5%	-9.5%	-7.3%	12.5%	-6.1%	17.1

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

FIGURE 5.7

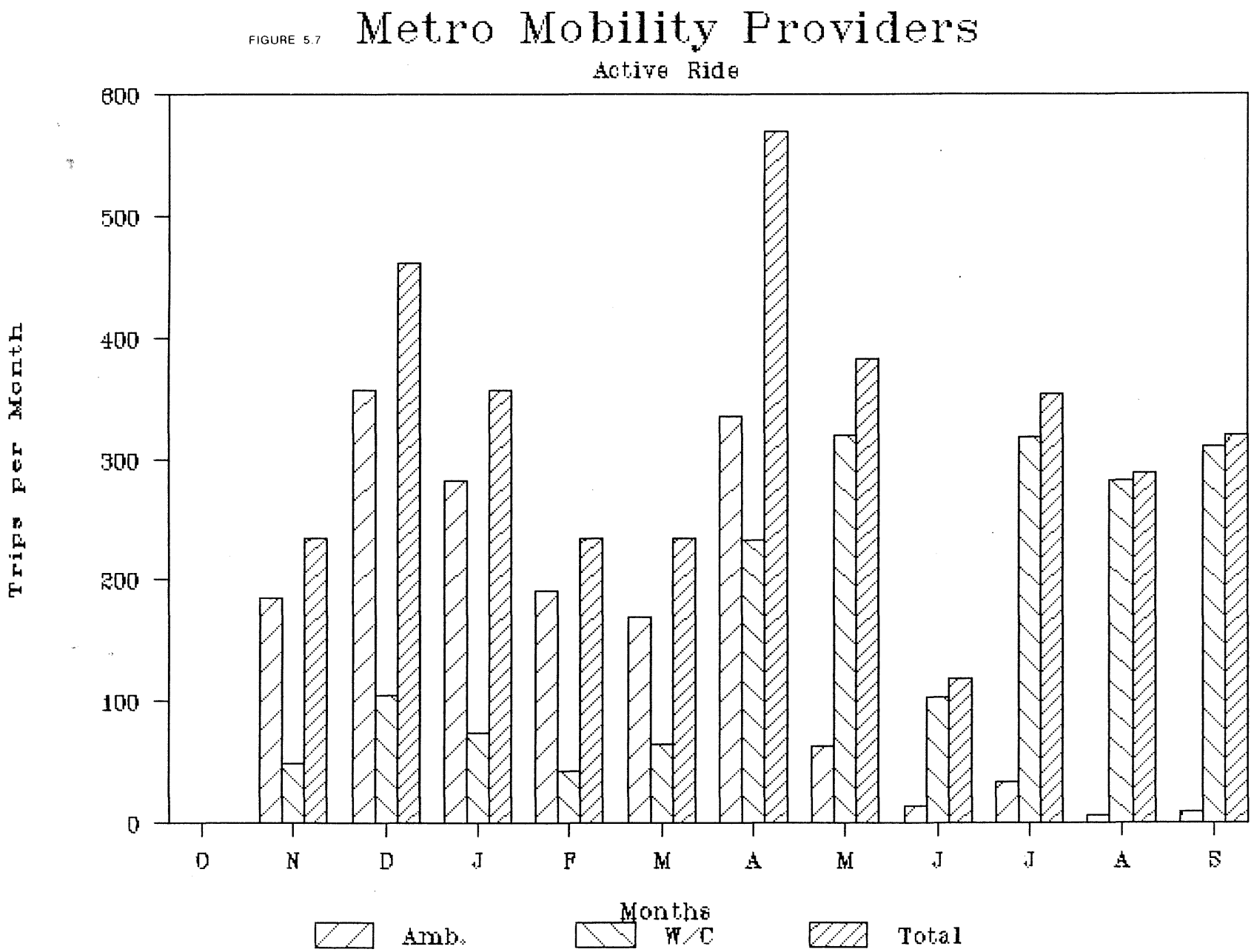

Metro Mobility Providers
Active Ride
Trips per Month
600
500
400
300
200
100
0
O
N
D
J
F
M
A
M
J
J
A
S
Months
Amb.
W/C
Total

TABLE 5.18

Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - June-Sept. 1987

	6/87	7/87	8/87	9/87	AVERAGE	AVG % INCREASE
CITY WIDE						
Ambulatory Trips						
Number	4053	3898	3795	4258	4001	1.9%
Reimbursements	$2,292	$21,439	$20,873	$23,419	$17,006	
Avg. Subsidy	$0.57	$5.50	$5.50	$5.50	$4.27	
Total Trips for Period:				16004		
Total Reimbursements for Period:				$68,022		
Non-Ambulatory Trips						
Number	184	184	202	226	199	7.2%
Reimbursements	$2,116	$2,116	$2,323	$2,599	$2,289	
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	
Total Trips for Period:				796		
Total Reimbursements for Period:				$9,154		
Total Num. of Trips	4237	4082	3997	4484	4200	2.1%
Total Reimbursements	$4,408	$23,555	$23,196	$26,018	$19,294	
Average Subsidy	$1.04	$5.77	$5.80	$5.80	$4.60	
Total Trips for Period:				16800		
Total Reimbursements for Period:				$77,176		

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

TABLE 5.19 **Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - 1986-1987**

	10/86	11/86	12/86	1/87	2/87	3/87	4/87	5/87	6/87	7/87	8/87	9/87	AVERAGE
CITY WIDE													
Ambulatory Trips													
Number	3487	4059	4281	4264	4067	4386	4366	4125	4053	3898	3795	4258	4087
Reimbursements	$19,179	$22,325	$23,546	$23,452	$22,369	$24,123	$24,013	$22,688	$2,292	$21,439	$20,873	$23,419	$20,810
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$0.57	$5.50	$5.50	$5.50	$5.09
Monthly % Growth		16.4%	5.5%	-0.4%	-4.6%	7.8%	-0.5%	-5.5%	-1.7%	-3.8%	-2.6%	12.2%	2.1
Non-Ambulatory Trips													
Number	76	65	39	53	115	131	164	175	184	184	202	226	135
Reimbursements	$874	$748	$449	$610	$1,323	$1,507	$1,886	$2,013	$2,116	$2,116	$2,323	$2,599	$1,547
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50
Monthly % Growth		-14.5%	-40.0%	35.9%	117.0%	13.9%	25.2%	6.7%	5.1%	0.0%	9.8%	11.9%	15.5
Total Num. of Trips	3563	4124	4320	4317	4182	4517	4530	4300	4237	4082	3997	4484	4221
Total Reimbursements	$20,053	$23,072	$23,994	$24,062	$23,691	$25,630	$25,899	$24,700	$4,408	$23,555	$23,196	$26,018	$22,356
Average Subsidy	$5.63	$5.59	$5.55	$5.57	$5.66	$5.67	$5.72	$5.74	$1.04	$5.77	$5.80	$5.80	$5.30
Monthly % Growth		15.7%	4.8%	-0.1%	-3.1%	8.0%	0.3%	-5.1%	-1.5%	-3.7%	-2.1%	12.2%	2.3

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

FIGURE 5.8

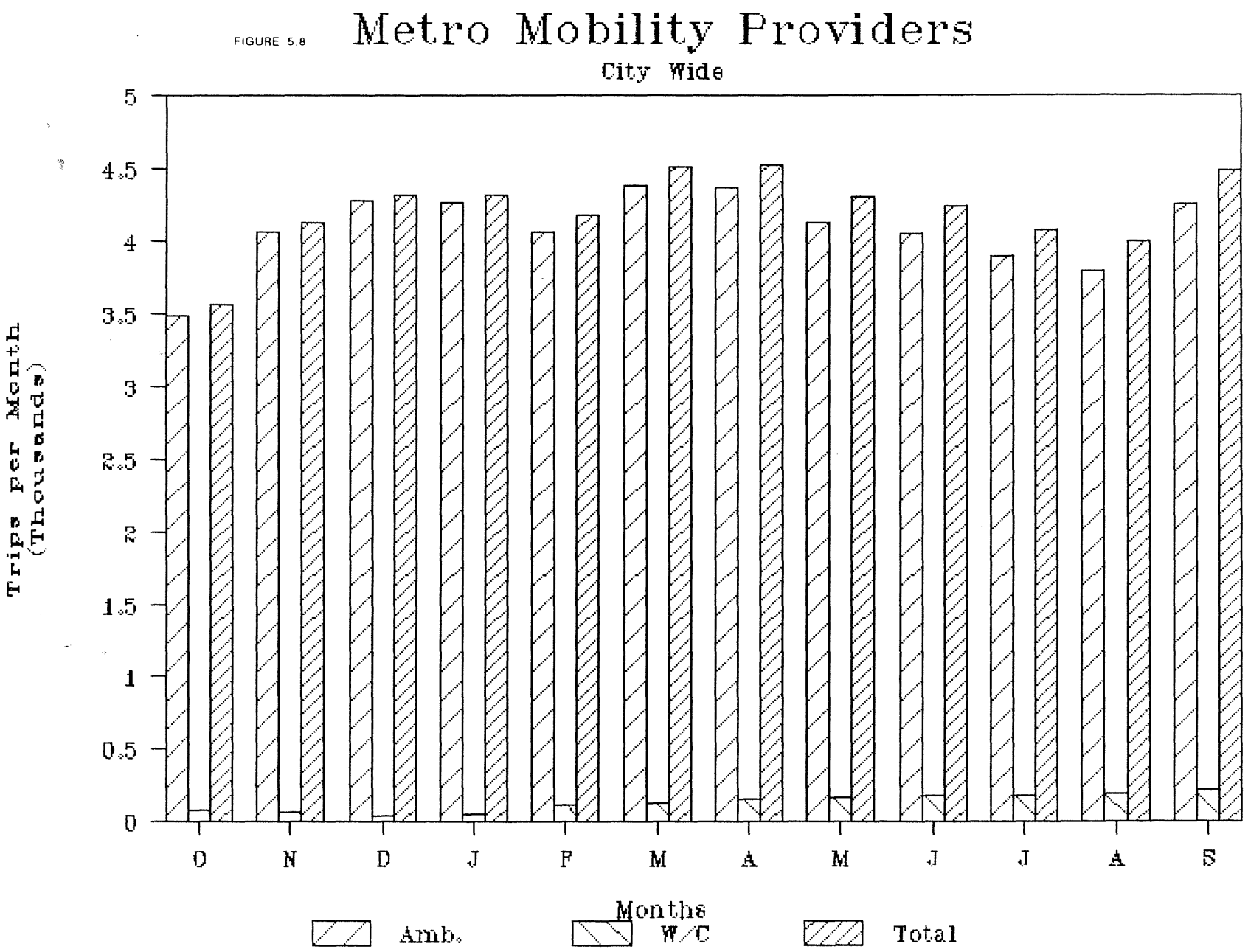

Metro Mobility Providers
City Wide
Trips per Month
(Thousands)
5
4.5
4
3.5
3
2.5
2
1.5
1
0.5
0
O
N
D
J
F
M
A
M
J
J
A
S
Months
Amb.
W/C
Total

TABLE 5.20

Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - June-Sept. 1987

	6/87	7/87	8/87	9/87	AVERAGE	AVG % INCREASE
COMMUTER EX.						
Ambulatory Trips						
Number	2378	3291	3524	1557	2688	-3.4%
Reimbursements	$13,079	$18,101	$19,382	$8,564	$14,781	
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	
Total Trips for Period:				10750		
Total Reimbursements for Period:				$59,125		
Non-Ambulatory Trips						
Number	512	429	427	525	473	2.1%
Reimbursements	$5,888	$4,934	$4,911	$6,038	$5,442	
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	
Total Trips for Period:				1893		
Total Reimbursements for Period:				$21,770		
Total Num. of Trips	2890	3720	3951	2082	3161	-4.1%
Total Reimbursements	$18,967	$23,034	$24,293	$14,601	$20,224	
Average Subsidy	$6.56	$6.19	$6.15	$7.01	$6.48	
Total Trips for Period:				12643		
Total Reimbursements for Period:				$80,895		

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

TABLE 5.21 **Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - 1986-1987**

	10/86	11/86	12/86	1/87	2/87	3/87	4/87	5/87	6/87	7/87	8/87	9/87	AVERAGE
COMMUTER EX.													
Ambulatory Trips													
Number	261	179	346	271	753	1497	1435	1375	2378	3291	3524	1557	1406
Reimbursements	$1,435	$1,535	$1,903	$1,491	$4,142	$8,234	$7,893	$7,563	$13,079	$18,101	$19,382	$8,564	$7,777
Avg. Subsidy	$5.50	$8.57	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.76
Monthly % Growth		-31.4%	93.3%	-21.7%	177.9%	98.8%	-4.1%	-4.2%	72.9%	38.4%	7.1%	-55.8%	33.7
Non-Ambulatory Trips													
Number	281	312	520	351	609	620	604	489	512	429	427	525	473
Reimbursements	$3,231	$3,588	$5,980	$4,037	$7,004	$7,130	$6,946	$5,624	$5,888	$4,934	$4,911	$6,038	$5,442
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50
Monthly % Growth		11.0%	66.7%	-32.5%	73.5%	1.8%	-2.6%	-19.0%	4.7%	-16.2%	-0.5%	23.0%	10.0
Total Num. of Trips	542	491	866	622	1362	2117	2039	1864	2890	3720	3951	2082	1879
Total Reimbursements	$4,666	$5,123	$7,883	$5,527	$11,145	$15,364	$14,839	$13,186	$18,967	$23,034	$24,293	$14,601	$13,219
Average Subsidy	$8.61	$10.43	$9.10	$8.89	$8.18	$7.26	$7.28	$7.07	$6.56	$6.19	$6.15	$7.01	$7.73
Monthly % Growth		-9.4%	76.4%	-28.2%	119.0%	55.4%	-3.7%	-8.6%	55.0%	28.7%	6.2%	-47.3%	22.1

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

FIGURE 5.9

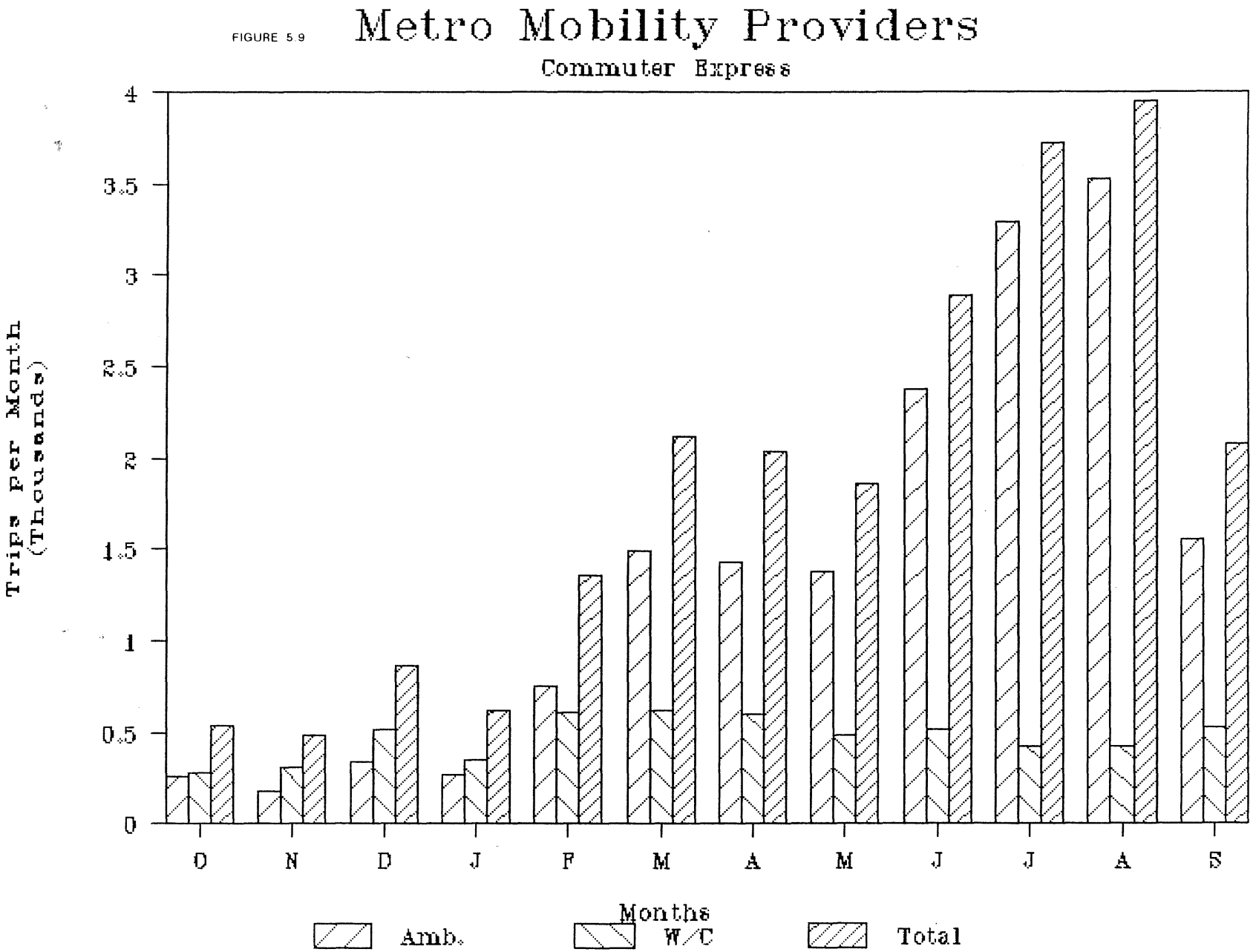

Metro Mobility Providers
Commuter Express
Trips per Month
(Thousands)
4
3.5
3
2.5
2
1.5
1
0.5
0
O
N
D
J
F
M
A
M
J
J
A
S
Months
Amb.
W/C
Total

TABLE 5.22

Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - June-Sept. 1987

	6/87	7/87	8/87	9/87	AVERAGE	AVG % INCREASE
DARTS						
Ambulatory Trips						
Number	993	1494	1409	1235	1283	10.8%
Reimbursements	$5,462	$8,217	$7,750	$6,793	$7,055	
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	
Total Trips for Period:				5131		
Total Reimbursements for Period:				$28,221		
Non-Ambulatory Trips						
Number	323	466	398	391	395	9.3%
Reimbursements	$3,714	$5,359	$4,577	$4,496	$4,537	
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	
Total Trips for Period:				1578		
Total Reimbursements for Period:				$18,146		
Total Num. of Trips	1316	1960	1807	1626	1677	10.4%
Total Reimbursements	$9,176	$13,576	$12,327	$11,289	$11,592	
Average Subsidy	$6.97	$6.93	$6.82	$6.94	$6.92	
Total Trips for Period:				6709		
Total Reimbursements for Period:				$46,367		

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

TABLE 5.23 **Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - 1986-1987**

	10/86	11/86	12/86	1/87	2/87	3/87	4/87	5/87	6/87	7/87	8/87	9/87	AVERAGE
DARTS													
Ambulatory Trips													
Number	211	424	664	0	751	1142	644	1179	993	1494	1409	1235	922
Reimbursements	$1,161	$2,332	$3,652	$0	$4,131	$6,281	$3,542	$6,485	$5,462	$8,217	$7,750	$6,793	5073
Avg. Subsidy	$5.50	$5.50	$5.50	$0.00	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50
Monthly % Growth		100.9%	56.6%			52.1%	-43.6%	83.1%	-15.8%	50.5%	-5.7%	-12.3%	26.6
Non-Ambulatory Trips													
Number	97	196	275	0	232	358	240	387	323	466	398	391	306
Reimbursements	$1,116	$2,254	$3,163	$0	$2,668	$4,117	$2,760	$4,451	$3,714	$5,359	$4,577	$4,496	3516
Avg. Subsidy	$11.50	$11.50	$11.50	$0.00	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50
Monthly % Growth		102.1%	40.3%			54.3%	-33.0%	61.3%	-16.5%	44.3%	-14.6%	-1.8%	23.6
Total Num. of Trips	308	620	939	0	983	1500	884	1566	1316	1960	1807	1626	1228
Total Reimbursements	$2,276	$4,586	$6,815	$0	$6,799	$10,398	$6,302	$10,935	$9,176	$13,576	$12,327	$11,289	8589
Average Subsidy	$7.39	$7.40	$7.26	$0.00	$6.92	$6.93	$7.13	$6.98	$6.97	$6.93	$6.82	$6.94	$7.06
Monthly % Growth		101.3%	51.5%			52.6%	-41.1%	77.1%	-16.0%	48.9%	-7.8%	-10.0%	25.7

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

FIGURE 5.10

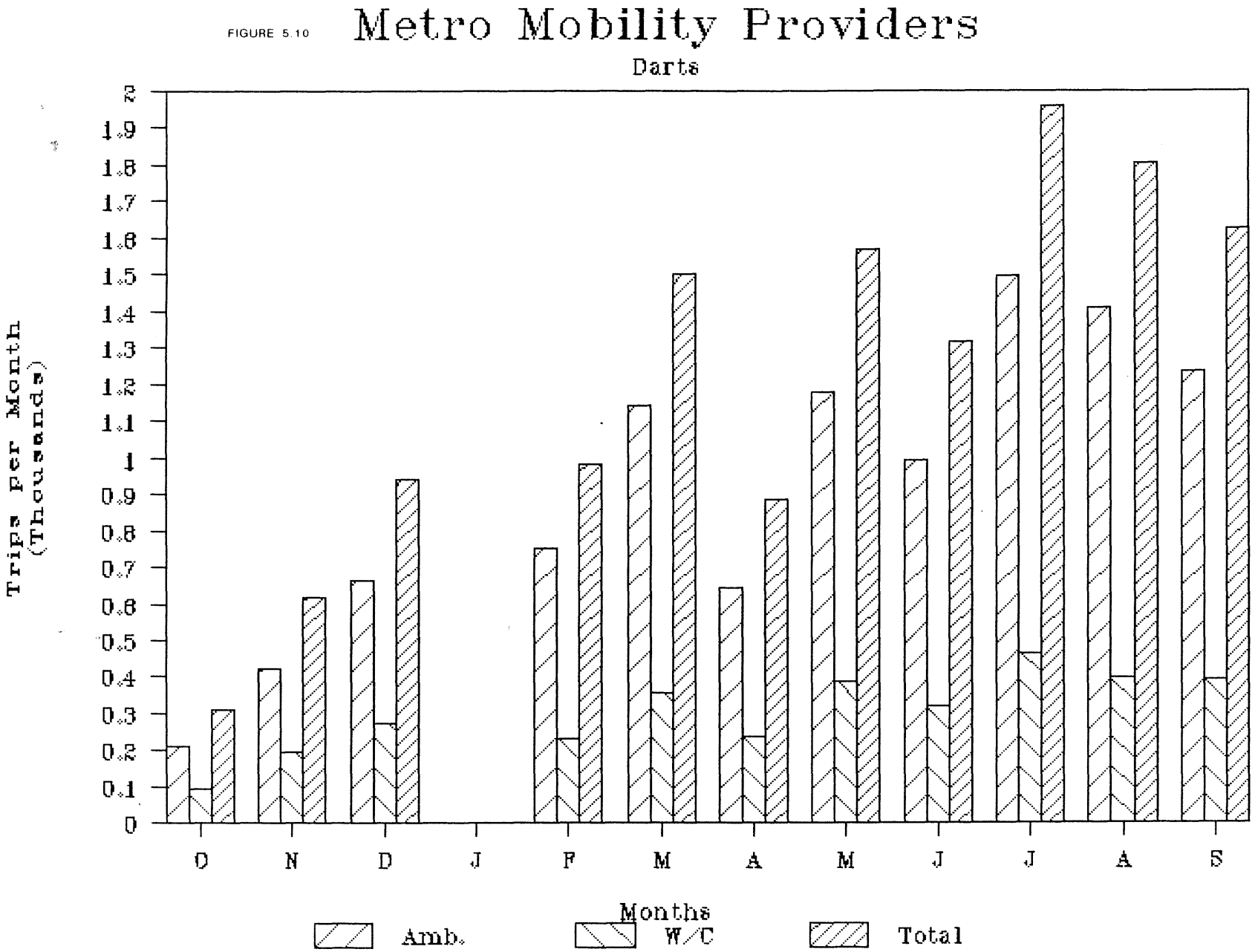

Metro Mobility Providers
Darts
Trips per Month
(Thousands)
2
1.9
1.8
1.7
1.6
1.5
1.4
1.3
1.2
1.1
1
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
O
N
D
J
F
M
A
M
J
J
A
S
Months
Amb.
W/C
Total

TABLE 5.2a

Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - June-Sept. 1987

	6/87	7/87	8/87	9/87	AVERAGE	AVG % INCREASE
DIAMOND CABS						
Ambulatory Trips						
Number	1774	1823	2007	1998	1901	4.1%
Reimbursements	$9,757	$10,027	$11,039	$10,989	$10,453	
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	
Total Trips for Period:				7602		
Total Reimbursements for Period:				$41,811		
Non-Ambulatory Trips						
Number	163	167	191	159	170	0.0%
Reimbursements	$1,875	$1,921	$2,197	$1,829	$1,955	
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	
Total Trips for Period:				680		
Total Reimbursements for Period:				$7,820		
Total Num. of Trips	1937	1990	2198	2157	2071	3.8%
Total Reimbursements	$11,632	$11,947	$13,235	$12,818	$12,408	
Average Subsidy	$6.00	$6.00	$6.02	$5.94	$5.99	
Total Trips for Period:				8282		
Total Reimbursements for Period:				$49,631		

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

TABLE 5.25 **Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - 1986-1987**

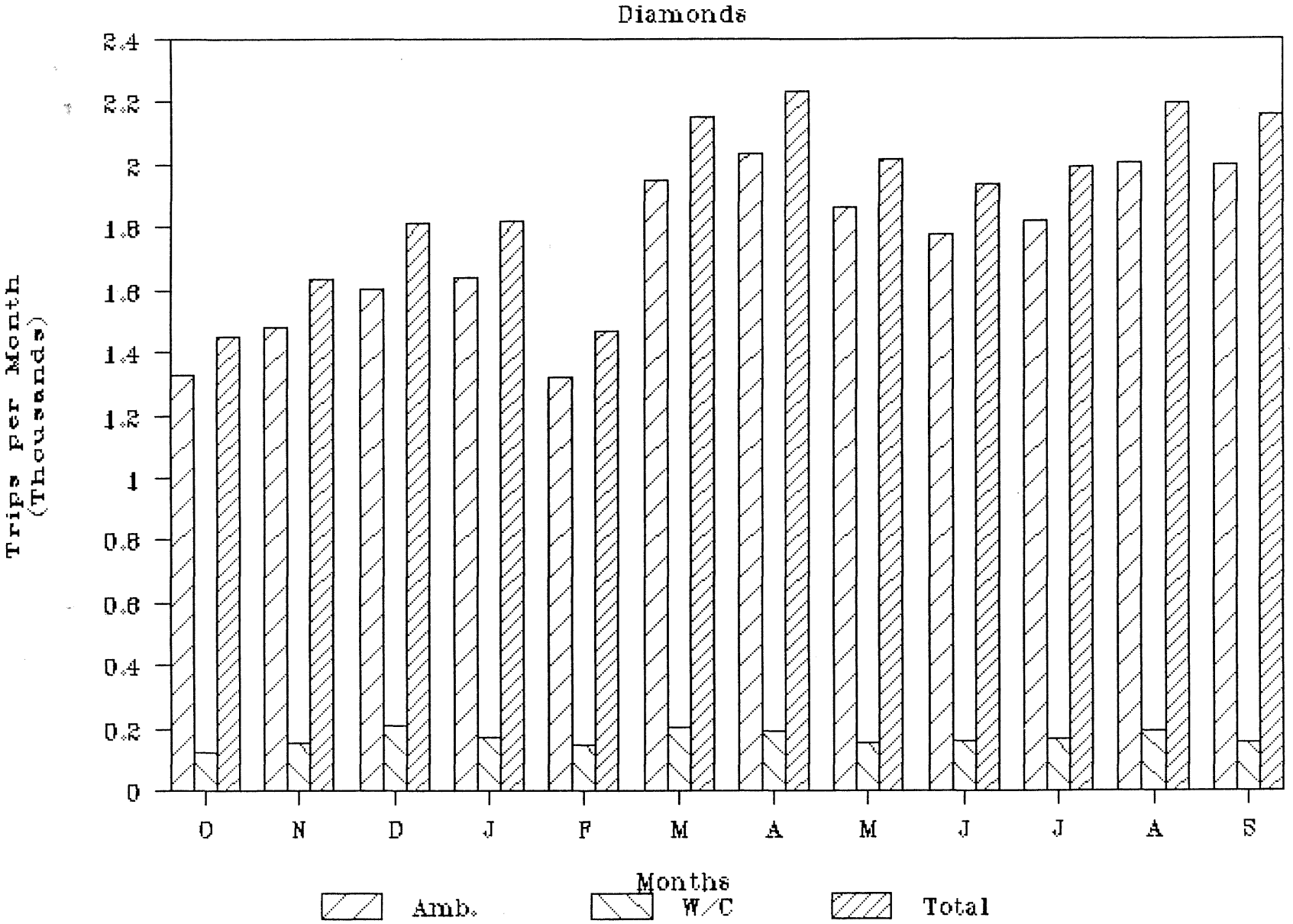
	10/86	11/86	12/86	1/87	2/87	3/87	4/87	5/87	6/87	7/87	8/87	9/87	AVERAGE
DIAMOND CABS													
Ambulatory Trips													
Number	1326	1480	1603	1644	1322	1952	2038	1864	1774	1823	2007	1998	1736
Reimbursements	$7,293	$8,140	$8,817	$9,042	$7,271	$10,736	$11,209	$10,252	$9,757	$10,027	$11,039	$10,989	9548
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50
Monthly % Growth		11.6%	8.3%	2.6%	-19.6%	47.7%	4.4%	-8.5%	-4.8%	2.8%	10.1%	-0.4%	4.9
Non-Ambulatory Trips													
Number	123	155	211	175	148	203	195	155	163	167	191	159	170
Reimbursements	$1,415	$1,783	$2,427	$2,013	$1,702	$2,335	$2,243	$1,783	$1,875	$1,921	$2,197	$1,829	$1,960
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50
Monthly % Growth		26.0%	36.1%	-17.1%	-15.4%	37.2%	-3.9%	-20.5%	5.2%	2.5%	14.4%	-16.8%	4.3
Total Num. of Trips	1449	1635	1814	1819	1470	2155	2233	2019	1937	1990	2198	2157	1906
Total Reimbursements	$8,708	$9,923	$11,243	$11,055	$8,973	$13,071	$13,452	$12,035	$11,632	$11,947	$13,235	$12,818	$11,507
Average Subsidy	$6.01	$6.07	$6.20	$6.08	$6.10	$6.07	$6.02	$5.96	$6.00	$6.00	$6.02	$5.94	$6.04
Monthly % Growth		12.8%	10.9%	0.3%	-19.2%	46.6%	3.6%	-9.6%	-4.1%	2.7%	10.5%	-1.9%	4.8

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

FIGURE 5.11

Metro Mobility Providers



~~TABLE 5.26~~

Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - June-Sept. 1987

	6/87	7/87	8/87	9/87	AVERAGE	AVG % INCREASE
EBENEZER						
Ambulatory Trips						
Number	1032	1060	1251	926	1067	-1.7%
Reimbursements	$5,676	$5,830	$6,881	$5,093	5870	
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	
Total Trips for Period:				4269		
Total Reimbursements for Period:				$23,480		
Non-Ambulatory Trips						
Number	1758	1642	2081	1780	1815	1.9%
Reimbursements	$20,217	$18,883	$23,932	$20,470	20875	
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	
Total Trips for Period:				7261		
Total Reimbursements for Period:				$83,502		
Total Num. of Trips	2790	2702	3332	2706	2883	0.5%
Total Reimbursements	$25,893	$24,713	$30,812	$25,563	26745	
Average Subsidy	$9.28	$9.15	$9.25	$9.45	$9.28	
Total Trips for Period:				11530		
Total Reimbursements for Period:				$106,981		

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

TABLE 5.27 Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - 1986-1987

	10/86	11/86	12/86	1/87	2/87	3/87	4/87	5/87	6/87	7/87	8/87	9/87	AVERAGE
EBENEZER													
Ambulatory Trips													
Number	324	575	906	813	778	1086	810	949	1032	1060	1251	926	876
Reimbursements	$1,782	$3,165	$4,983	$4,472	$4,279	$5,973	$4,455	$5,220	$5,676	$5,830	$6,881	$5,093	$4,817
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50
Monthly % Growth		77.5%	57.6%	-10.3%	-4.3%	39.6%	-25.4%	17.2%	8.7%	2.7%	18.0%	-26.0%	14.1
Non-Ambulatory Trips													
Number	463	873	1319	1112	1140	1745	1392	1656	1758	1642	2081	1780	1413
Reimbursements	$5,325	$10,040	$15,169	$12,788	$13,110	$20,068	$16,008	$19,044	$20,217	$18,883	$23,932	$20,470	$16,254
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50
Monthly % Growth		88.6%	51.1%	-15.7%	2.5%	53.1%	-20.2%	19.0%	6.2%	-6.6%	26.7%	-14.5%	17.3
Total Num. of Trips	787	1448	2225	1925	1918	2831	2202	2605	2790	2702	3332	2706	2289
Total Reimbursements	$7,107	$13,204	$20,152	$17,260	$17,389	$26,041	$20,463	$24,264	$25,893	$24,713	$30,812	$25,563	$21,072
Average Subsidy	$9.03	$9.12	$9.06	$8.97	$9.07	$9.20	$9.29	$9.31	$9.28	$9.15	$9.25	$9.45	$9.18
Monthly % Growth		84.0%	53.7%	-13.5%	-0.4%	47.6%	-22.2%	18.3%	7.1%	-3.2%	23.3%	-18.8%	16.0

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

FIGURE 5.12

Metro Mobility Providers

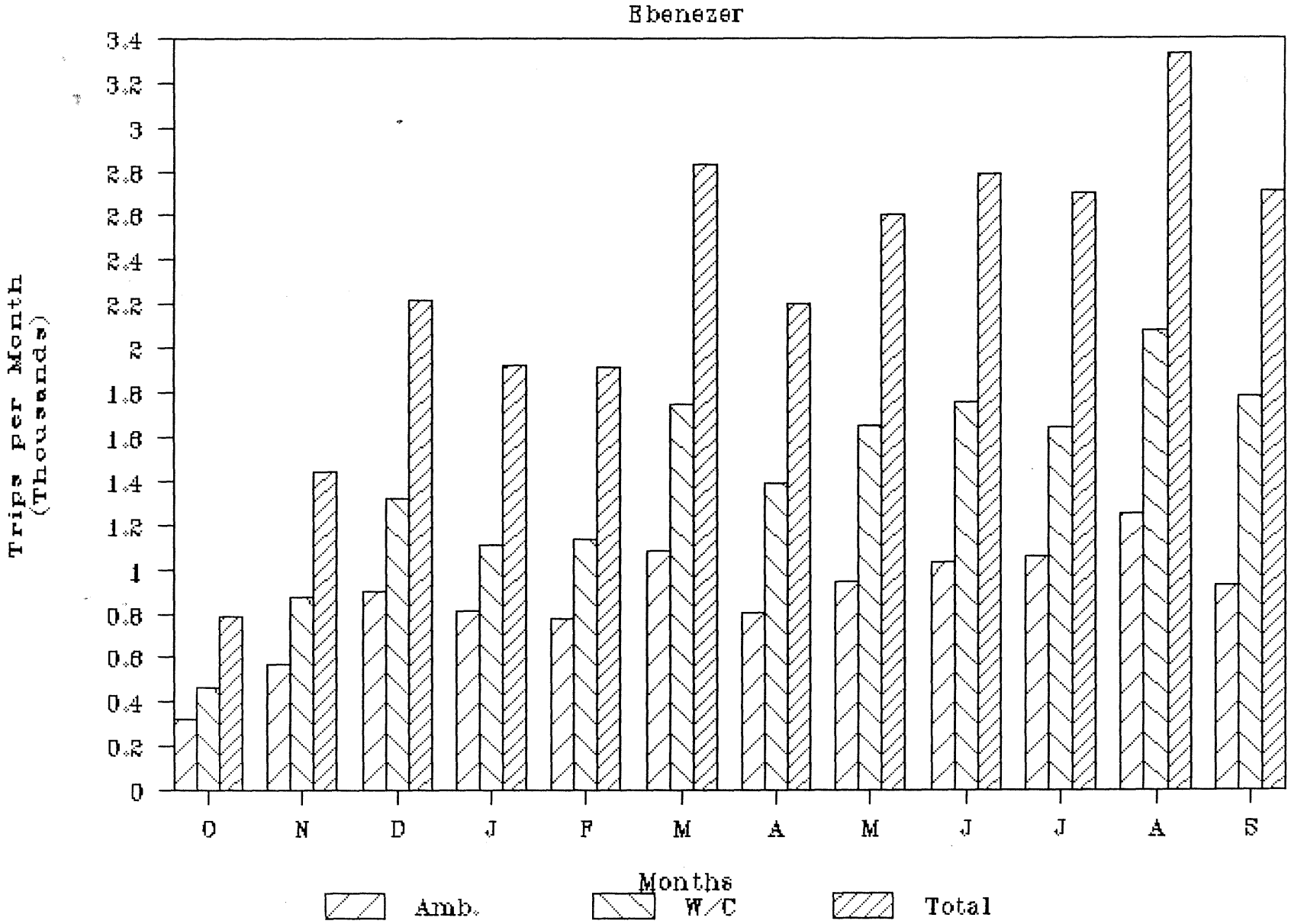


TABLE 5.28

Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - June-Sept. 1987

	6/87	7/87	8/87	9/87	AVERAGE	AVG % INCREASE
HAND TRANSPORTATION SYSTEM						
Ambulatory Trips						
Number	1218	1298	1373	1333	1306	3.1%
Reimbursements	$6,699	$7,139	$7,552	$7,332	7180	
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	
Total Trips for Period:				5222		
Total Reimbursements for Period:				$28,721		
Non-Ambulatory Trips						
Number	1185	872	1006	978	1010	-4.6%
Reimbursements	$13,628	$10,028	$11,569	$11,247	11618	
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	
Total Trips for Period:				4041		
Total Reimbursements for Period:				$46,472		
Total Num. of Trips	2403	2170	2379	2311	2316	-1.0%
Total Reimbursements	$20,327	$17,167	$19,121	$18,579	18798	
Average Subsidy	$8.46	$7.91	$8.04	$8.04	$8.11	
Total Trips for Period:				9263		
Total Reimbursements for Period:				$75,193		

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

TABLE 5.29 Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - 1986-1987

	10/86	11/86	12/86	1/87	2/87	3/87	4/87	5/87	6/87	7/87	8/87	9/87	AVERAGE
HAND TRANSPORTATION SYSTEM													
Ambulatory Trips													
Number	464	642	767	1039	1161	1364	1285	956	1218	1298	1373	1333	1075
Reimbursements	$2,552	$3,531	$4,219	$5,715	$6,386	$7,502	$7,068	$5,258	$6,699	$7,139	$7,552	$7,332	$5,913
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50
Monthly % Growth		38.4%	19.5%	35.5%	11.7%	17.5%	-5.8%	-25.6%	27.4%	6.6%	5.8%	-2.9%	11.6
Non-Ambulatory Trips													
Number	433	449	556	1324	1501	1385	1351	1145	1185	872	1006	978	1015
Reimbursements	$4,980	$5,164	$6,394	$15,226	$17,262	$15,928	$15,537	$13,168	$13,628	$10,028	$11,569	$11,247	$11,677
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50
Monthly % Growth		3.7%	23.8%	138.1%	13.4%	-7.7%	-2.5%	-15.2%	3.5%	-26.4%	15.4%	-2.8%	13.0
Total Num. of Trips	897	1091	1323	2363	2662	2749	2636	2101	2403	2170	2379	2311	2090
Total Reimbursements	$7,532	$8,695	$10,613	$20,941	$23,647	$23,430	$22,604	$18,426	$20,327	$17,167	$19,121	$18,579	$17,590
Average Subsidy	$8.40	$7.97	$8.02	$8.86	$8.88	$8.52	$8.58	$8.77	$8.46	$7.91	$8.04	$8.04	$8.37
Monthly % Growth		21.6%	21.3%	78.6%	12.7%	3.3%	-4.1%	-20.3%	14.4%	-9.7%	9.6%	-2.9%	11.3

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

FIGURE 5.13

Metro Mobility Providers

Hand Transportation System

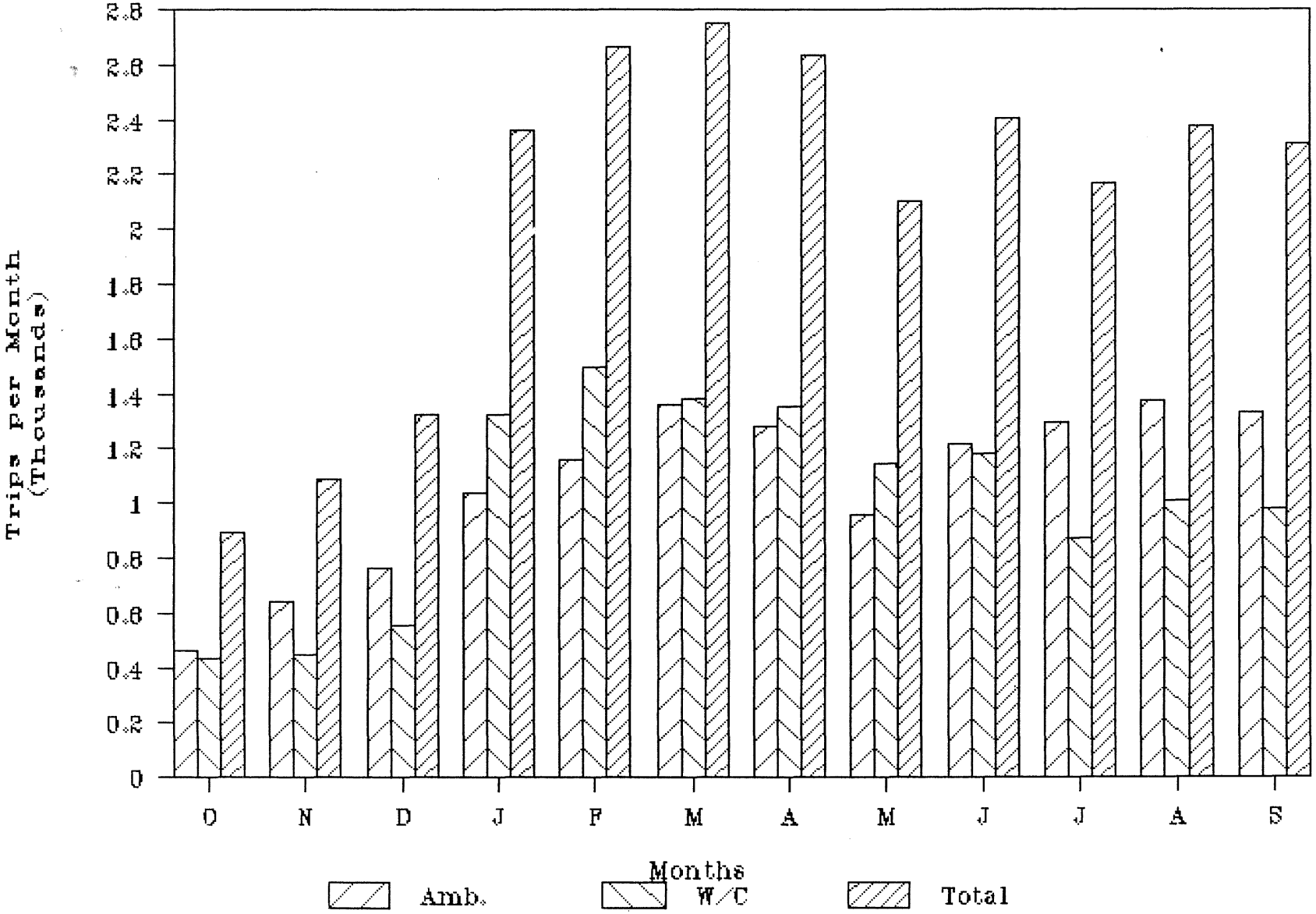


TABLE 5.30

Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - June-Sept. 1987

	6/87	7/87	8/87	9/87	AVERAGE	AVG % INCREASE
HANDICABS						
Ambulatory Trips						
Number	10047	12247	12321	10725	11335	3.2%
Reimbursecents	$55,259	$67,359	$67,766	$58,988	62343	
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	
Total Trips for Period:				45340		
Total Reimbursements for Period:				$249,370		
Non-Ambulatory Trips						
Number	1550	1286	2309	2392	1884	22.0%
Reimbursements	$17,825	$14,789	$26,554	$27,508	21669	
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	
Total Trips for Period:				7537		
Total Reimbursements for Period:				$86,676		
Total Num. of Trips	11597	13533	14630	13117	13219	4.8%
Total Reimbursements	$73,084	$82,148	$94,319	$86,496	84011	
Average Subsidy	$6.30	$6.07	$6.45	$6.59	$6.35	
Total Trips for Period:				52877		
Total Reimbursements for Period:				$336,046		

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

TABLE 5.31 **Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - 1986-1987**

	10/86	11/86	12/86	1/87	2/87	3/87	4/87	5/87	6/87	7/87	8/87	9/87	AVERAGE
HANDICABS													
Ambulatory Trips													
Number	297	373	371	347	354	589	7102	9737	10047	12247	12321	10725	5376
Reimbursements	$1,634	$2,052	$2,041	$1,892	$1,947	$3,240	$39,061	$53,554	$55,259	$67,359	$67,766	$58,988	$29,566
Avg. Subsidy	$5.50	$5.50	$5.50	$5.45	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50
Monthly % Growth		25.6%	-0.5%	-6.5%	2.0%	66.4%	1105.8%	37.1%	3.2%	21.9%	0.6%	-13.0%	113.0
Non-Ambulatory Trips	10/86	11/86	12/86	1/87	2/87	3/87	4/87	5/87	6/87	7/87	8/87	9/87	AVERAGE
Number	417	684	1031	977	950	1532	1346	1478	1550	1286	2309	2392	1329
Reimbursements	$4,796	$7,866	$11,857	$11,236	$10,925	$17,618	$15,479	$16,997	$17,825	$14,789	$26,554	$27,508	$15,287
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50
Monthly % Growth		64.0%	50.7%	-5.2%	-2.8%	61.3%	-12.1%	9.8%	4.9%	-17.0%	79.5%	3.6%	21.5
Total Num. of Trips	714	1057	1402	1324	1304	2121	8448	11215	11597	13533	14630	13117	6705
Total Reimbursements	$6,429	$9,918	$13,897	$13,128	$12,872	$20,858	$54,540	$70,551	$73,084	$82,148	$94,319	$86,496	$44,853
Average Subsidy	$9.00	$9.38	$9.91	$9.92	$9.87	$9.83	$6.46	$6.29	$6.30	$6.07	$6.45	$6.59	$8.01
Monthly % Growth		48.0%	32.6%	-5.6%	-1.5%	62.7%	298.3%	32.8%	3.4%	16.7%	8.1%	-10.3%	44.1

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

FIGURE 5.14

Metro Mobility Providers

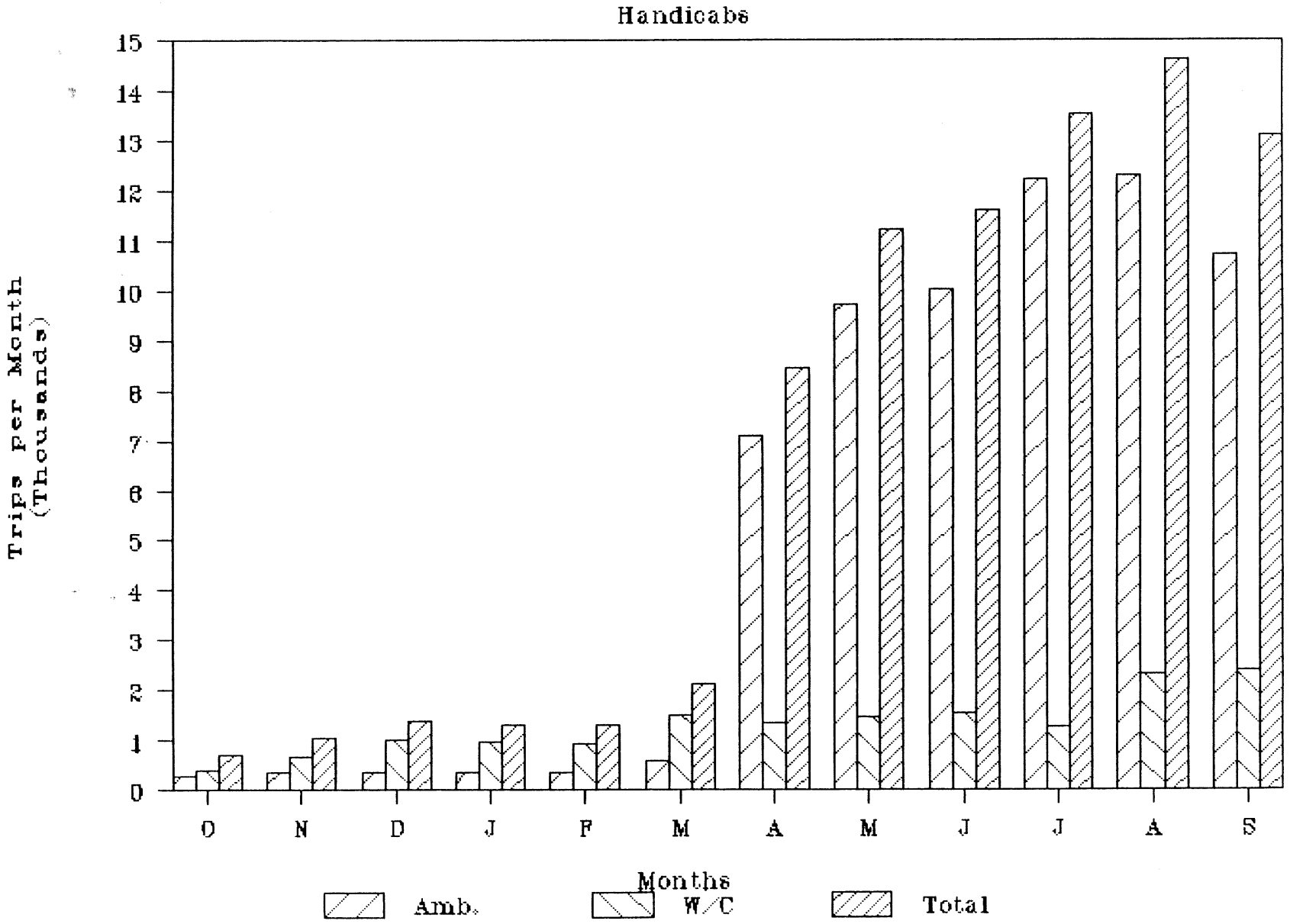


TABLE 5.32

Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - June-Sept. 1987

	6/87	7/87	8/87	9/87	AVERAGE	AVG % INCREASE
KARE KABS						
Ambulatory Trips						
Number	1870	1407	1762	1708	1687	-0.9%
Reimbursements	$10,285	$7,739	$9,691	$9,394	9277	
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	
Total Trips for Period:				6747		
Total Reimbursements for Period:				$37,109		
Non-Ambulatory Trips						
Number	1790	1426	1602	1408	1557	-6.7%
Reimbursements	$20,585	$16,399	$18,423	$16,192	17900	
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	
Total Trips for Period:				6226		
Total Reimbursements for Period:				$71,599		
Total Num. of Trips	3660	2833	3364	3116	3243	-3.7%
Total Reimbursements	$30,870	$24,138	$28,114	$25,586	27177	
Average Subsidy	$8.43	$8.52	$8.36	$8.21	$8.38	
Total Trips for Period:				12973		
Total Reimbursements for Period:				$108,708		

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

TABLE 5.33 Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - 1986-1987

	10/86	11/86	12/86	1/87	2/87	3/87	4/87	5/87	6/87	7/87	8/87	9/87	AVERAGE
KARE KABS													
Ambulatory Trips													
Number	634	486	1141	1101	1067	1942	1417	1638	1870	1407	1762	1708	1348
Reimbursements	$3,487	$2,673	$6,276	$6,056	$5,869	$10,681	$7,794	$9,009	$10,285	$7,739	$9,691	$9,394	$7,413
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50
Monthly % Growth		-23.3%	134.8%	-3.5%	-3.1%	82.0%	-27.0%	15.6%	14.2%	-24.8%	25.2%	-3.1%	17.0
Non-Ambulatory Trips													
Number	1153	768	1793	1253	1179	2001	1411	1758	1790	1426	1602	1408	1462
Reimbursements	$13,260	$8,832	$20,620	$14,410	$13,559	$23,012	$16,227	$20,217	$20,585	$16,399	$18,423	$16,192	$16,811
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50
Monthly % Growth		-33.4%	133.5%	-30.1%	-5.9%	69.7%	-29.5%	24.6%	1.8%	-20.3%	12.3%	-12.1%	10.1
Total Num. of Trips	1787	1254	2934	2354	2246	3943	2828	3396	3660	2833	3364	3116	2810
Total Reimbursements	$16,747	$11,505	$26,895	$20,465	$19,427	$33,693	$24,020	$29,226	$30,870	$24,138	$28,114	$25,586	$24,224
Average Subsidy	$9.37	$9.17	$9.17	$8.69	$8.65	$8.54	$8.49	$8.61	$8.43	$8.52	$8.36	$8.21	$8.69
Monthly % Growth		-29.8%	134.0%	-19.8%	-4.6%	75.6%	-28.3%	20.1%	7.8%	-22.6%	18.7%	-7.4%	13.1

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

FIGURE 5.15

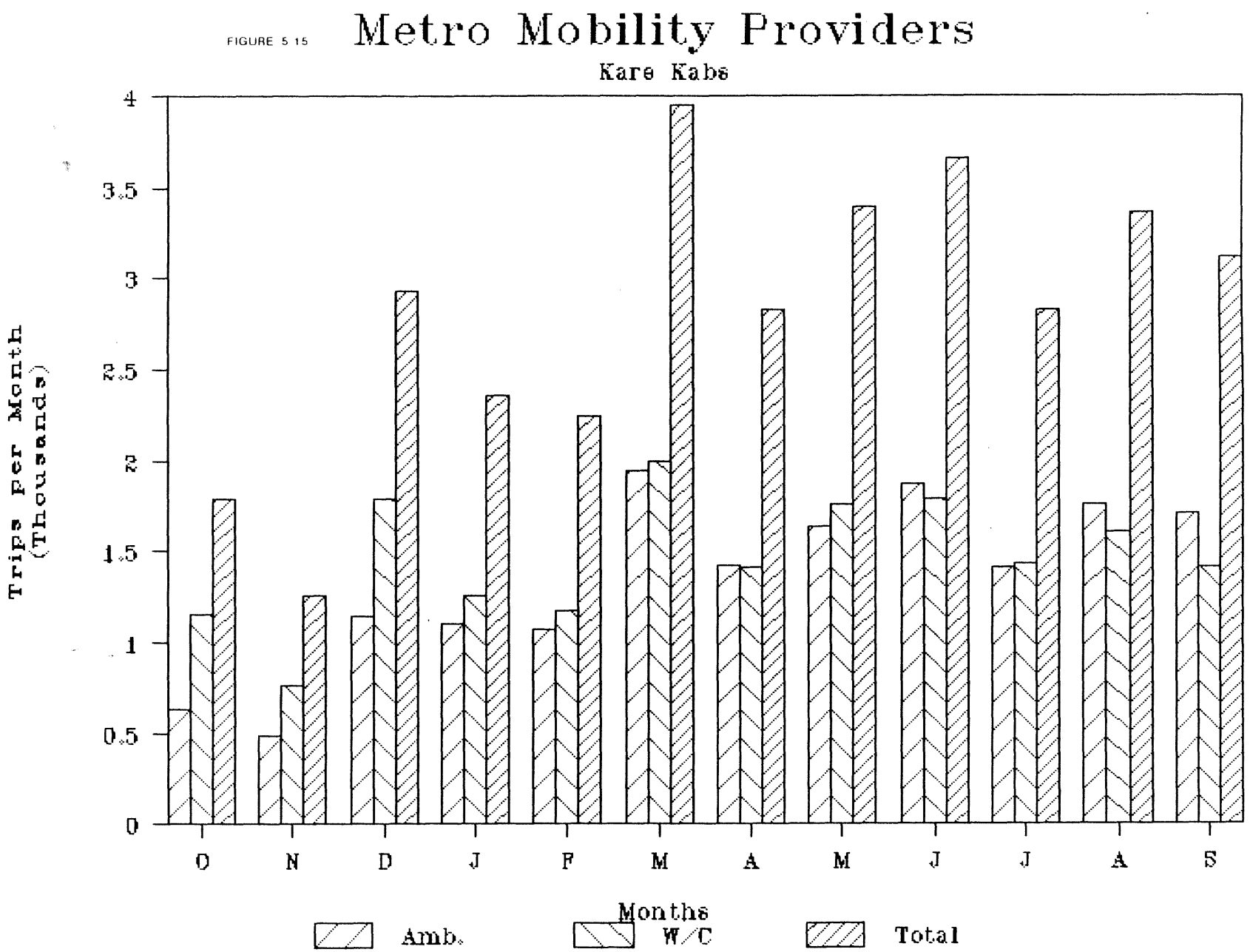

Metro Mobility Providers
Kare Kabs
Trips per Month
(Thousands)
4
3.5
3
2.5
2
1.5
1
0.5
0
O
N
D
J
F
M
A
M
J
J
A
S
Months
Amb.
W/C
Total

TABLE 5:34

Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - June-Sept. 1987

	6/87	7/87	8/87	9/87	AVERAGE	AVG % INCREASE
METRO RIDE						
Ambulatory Trips						
Number	3539	5999	7573	7464	6144	31.4%
Reimbursements	$19,465	$32,995	$41,652	$41,052	33791	
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	
Total Trips for Period:				24575		
Total Reimbursements for Period:				$135,163		
Non-Ambulatory Trips						
Number	1944	1556	1781	1516	1699	-6.8%
Reimbursements	$22,356	$17,894	$20,482	$17,434	19541	
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	
Total Trips for Period:				6797		
Total Reimbursements for Period:				$78,166		
Total Num. of Trips	5483	7555	9354	8980	7843	19.2%
Total Reimbursements	$41,821	$50,889	$62,133	$58,486	53332	
Average Subsidy	$7.63	$6.74	$6.64	$6.51	$6.88	
Total Trips for Period:				31372		
Total Reimbursements for Period:				$213,328		

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

TABLE 5:34

Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - June-Sept. 1987

	6/87	7/87	8/87	9/87	AVERAGE	AVG % INCREASE
METRO RIDE						
Ambulatory Trips						
Number	3539	5999	7573	7464	6144	31.4%
Reimbursements	$19,465	$32,995	$41,652	$41,052	33791	
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	
Total Trips for Period:				24575		
Total Reimbursements for Period:				$135,163		
Non-Ambulatory Trips						
Number	1944	1556	1781	1516	1699	-6.8%
Reimbursements	$22,356	$17,894	$20,482	$17,434	19541	
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	
Total Trips for Period:				6797		
Total Reimbursements for Period:				$78,166		
Total Num. of Trips	5483	7555	9354	8980	7843	19.2%
Total Reimbursements	$41,821	$50,889	$62,133	$58,486	53332	
Average Subsidy	$7.63	$6.74	$6.64	$6.51	$6.88	
Total Trips for Period:				31372		
Total Reimbursements for Period:				$213,328		

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

TABLE 5.35 **Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - 1986-1987**

	10/86	11/86	12/86	1/87	2/87	3/87	4/87	5/87	6/87	7/87	8/87	9/87	AVERAGE
METRO RIDE													
Ambulatory Trips													
Number	609	1070	1124	1345	1439	1931	1536	2226	3539	5999	7573	7464	2988
Reimbursements	$3,350	$5,885	$6,182	$7,398	$7,915	$10,621	$8,448	$12,243	$19,465	$32,995	$41,652	$41,052	$16,434
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50
Monthly % Growth		75.7%	5.0%	19.7%	7.0%	34.2%	-20.5%	44.9%	59.0%	69.5%	26.2%	-1.4%	29.0
Non-Ambulatory Trips													
Number	735	1220	1270	1258	1179	1546	1382	1973	1944	1556	1781	1516	1447
Reimbursements	$8,453	$14,030	$14,605	$14,467	$13,559	$17,779	$15,893	$22,690	$22,356	$17,894	$20,482	$17,434	$16,637
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50
Monthly % Growth		66.0%	4.1%	-0.9%	-6.3%	31.1%	-10.6%	42.8%	-1.5%	-20.0%	14.5%	-14.9%	9.5
Total Num. of Trips	1344	2290	2394	2603	2618	3477	2918	4199	5483	7555	9354	8980	4435
Total Reimbursements	$11,802	$19,915	$20,787	$21,865	$21,473	$28,400	$24,341	$34,933	$41,821	$50,889	$62,133	$58,486	$33,070
Average Subsidy	$8.78	$8.70	$8.68	$8.40	$8.20	$8.17	$8.34	$8.32	$7.63	$6.74	$6.64	$6.51	$7.93
Monthly % Growth		70.4%	4.5%	8.7%	0.6%	32.8%	-16.1%	43.9%	30.6%	37.8%	23.8%	-4.0%	21.2

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

FIGURE 5.16

Metro Mobility Providers

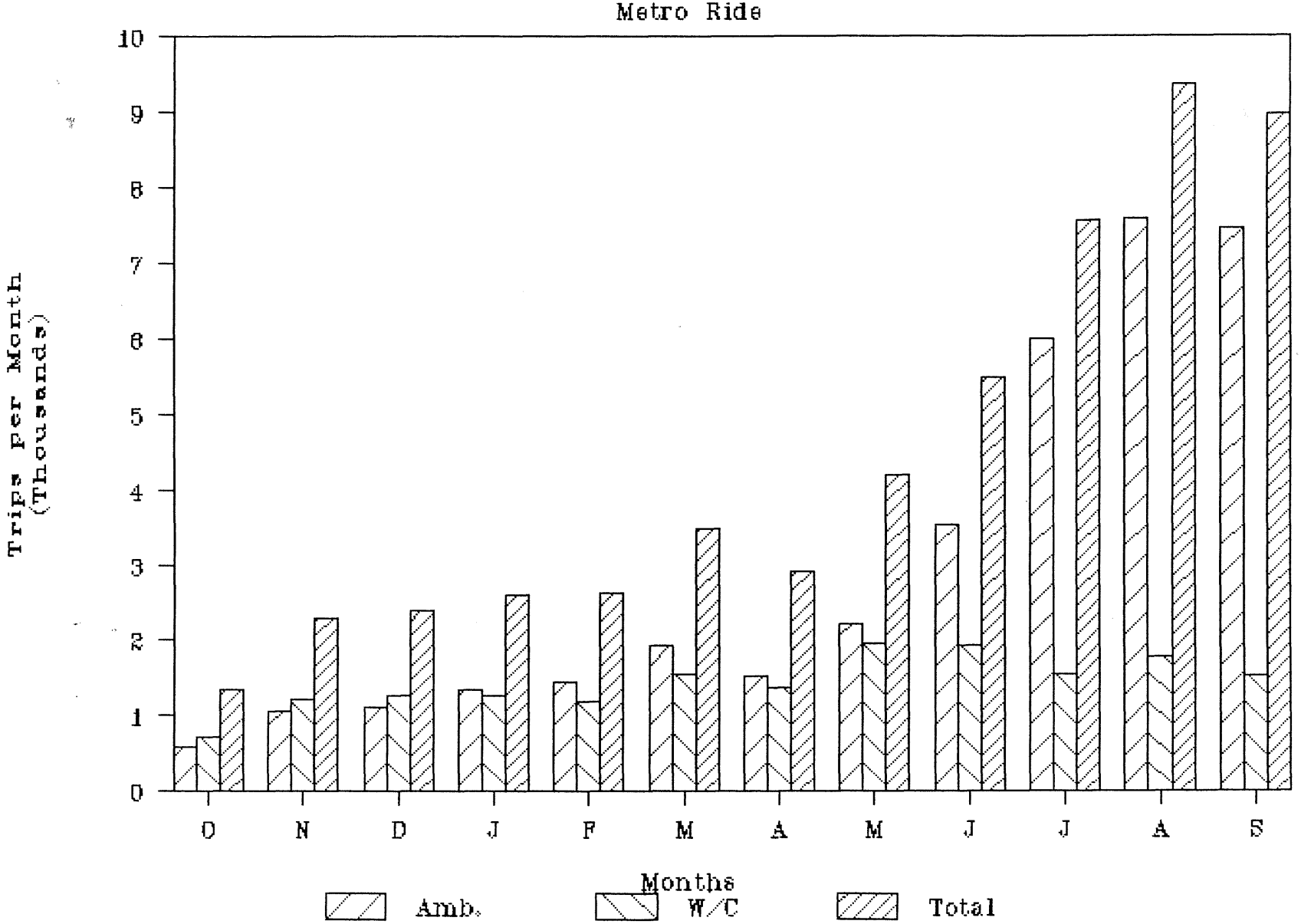


TABLE 5.36

Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - June-Sept. 1987

	6/87	7/87	8/87	9/87	AVERAGE	AVG % INCREASE
MED KAB						
Ambulatory Trips						
Number	1639	1819	1897	2113	1867	8.9%
Reimbursements	$9,015	$10,005	$10,434	$11,622	10269	
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	
Total Trips for Period:				7468		
Total Reimbursements for Period:				$41,074		
Non-Ambulatory Trips						
Number	3064	3118	2932	3075	3047	0.2%
Reimbursements	$35,236	$35,857	$33,718	$35,363	35043	
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	
Total Trips for Period:				12189		
Total Reimbursements for Period:				$140,174		
Total Num. of Trips	4703	4937	4829	5188	4914	3.4%
Total Reimbursements	$44,251	$45,862	$44,152	$46,984	45312	
Average Subsidy	$9.41	$9.29	$9.14	$9.06	$9.22	
Total Trips for Period:				19657		
Total Reimbursements for Period:				$181,248		

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

TABLE 5.37 **Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - 1986-1987**

	10/86	11/86	12/86	1/87	2/87	3/87	4/87	5/87	6/87	7/87	8/87	9/87	AVERAGE
MED KAB													
Ambulatory Trips													
Number	653	1272	1468	1644	1607	2053	1783	1634	1639	1819	1897	2113	1632
Reimbursements	$3,592	$6,996	$8,074	$9,042	$8,839	$11,292	$9,807	$8,987	$9,015	$10,005	$10,434	$11,622	$8,975
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50
Monthly % Growth		94.8%	15.4%	12.0%	-2.3%	27.8%	-13.2%	-8.4%	0.3%	11.0%	4.3%	11.4%	13.9
Non-Ambulatory Trips													
Number	1557	2345	2681	2485	2699	3525	3210	3294	3064	3118	2932	3075	2832
Reimbursements	$17,906	$26,968	$30,832	$28,578	$31,039	$40,538	$36,915	$37,881	$35,236	$35,857	$33,718	$35,363	$32,569
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50
Monthly % Growth		50.6%	14.3%	-7.3%	8.6%	30.6%	-8.9%	2.6%	-7.0%	1.8%	-6.0%	4.9%	7.7
Total Num. of Trips	2210	3617	4149	4129	4306	5578	4993	4928	4703	4937	4829	5188	4464
Total Reimbursements	$21,497	$33,964	$38,906	$37,620	$39,877	$51,829	$46,722	$46,868	$44,251	$45,862	$44,152	$46,984	$41,544
Average Subsidy	$9.73	$9.39	$9.38	$9.11	$9.26	$9.29	$9.36	$9.51	$9.41	$9.29	$9.14	$9.06	$9.33
Monthly % Growth		63.7%	14.7%	-0.5%	4.3%	29.5%	-10.5%	-1.3%	-4.6%	5.0%	-2.2%	7.4%	9.6

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

FIGURE 5.17

Metro Mobility Providers

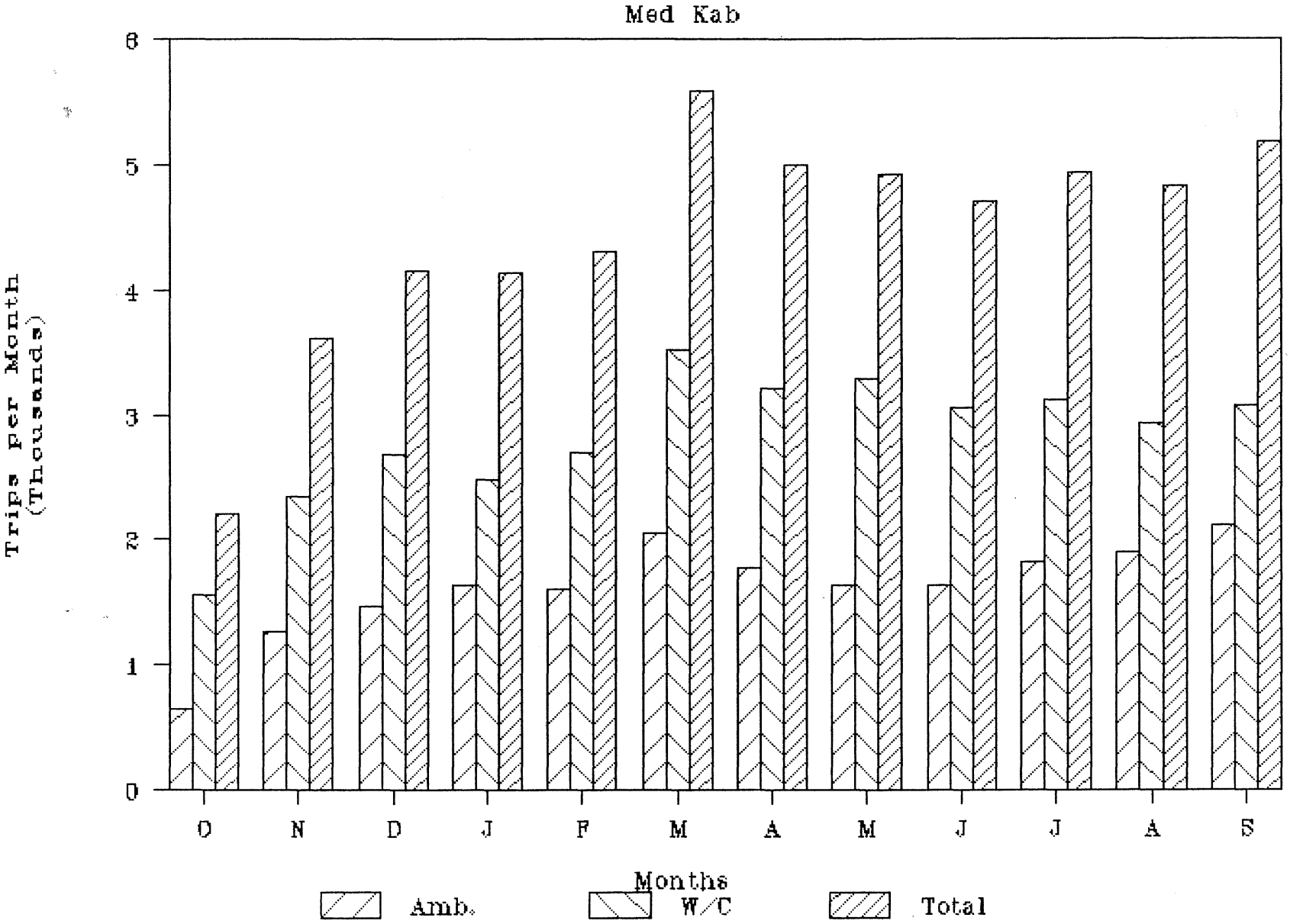


TABLE 5.38

Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - June-Sept. 1987

	6/87	7/87	8/87	9/87	AVERAGE	AVG % INCREASE
MORLEY BUS						
Ambulatory Trips						
Number	13305	11781	12350	12629	12516	-1.5%
Reimbursements	$73,178	$64,790	$67,925	$69,460	68838	
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	
Total Trips for Period:				50065		
Total Reimbursements for Period:				$275,352		
Non-Ambulatory Trips						
Number	3355	2842	3321	3839	3339	5.7%
Reimbursements	$38,583	$32,683	$38,192	$44,149	38401	
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	
Total Trips for Period:				13357		
Total Reimbursements for Period:				$153,606		
Total Num. of Trips	16660	14623	15671	16468	15856	0.0%
Total Reimbursements	$111,760	$97,473	$106,117	$113,608	107239	
Average Subsidy	$6.71	$6.67	$6.77	$6.90	$6.76	
Total Trips for Period:				63422		
Total Reimbursements for Period:				$428,958		

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

TABLE 5.39 Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - 1986-1987

	10/86	11/86	12/86	1/87	2/87	3/87	4/87	5/87	6/87	7/87	8/87	9/87	AVERAGE
MORLEY BUS													
Ambulatory Trips													
Number	4407	5309	5415	6356	8113	11582	10452	11962	13305	11781	12350	12629	9472
Reimbursements	$24,239	$29,200	$29,783	$34,958	$44,622	$63,701	$57,486	$65,791	$73,178	$64,790	$67,925	$69,460	52094
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50
Monthly % Growth		20.5%	2.0%	17.4%	27.6%	42.8%	-9.8%	14.4%	11.2%	-11.5%	4.8%	2.3%	11.1
Non-Ambulatory Trips													
Number	1701	2140	2535	2501	2648	3039	2962	3122	3355	2842	3321	3839	2834
Reimbursements	$19,562	$24,610	$29,153	$28,761	$30,452	$34,949	$34,063	$35,903	$38,583	$32,683	$38,192	$44,149	$32,588
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50
Monthly % Growth		25.8%	18.5%	-1.3%	5.9%	14.8%	-2.5%	5.4%	7.5%	-15.3%	16.9%	15.6%	8.3
Total Num. of Trips	6108	7449	7950	8857	10761	14621	13414	15084	16660	14623	15671	16468	12306
Total Reimbursements	$43,800	$53,810	$58,935	$63,719	$75,074	$98,650	$91,549	$101,694	$111,760	$97,473	$106,117	$113,608	$84,682
Average Subsidy	$7.17	$7.22	$7.41	$7.19	$6.98	$6.75	$6.82	$6.74	$6.71	$6.67	$6.77	$6.90	$6.94
Monthly % Growth		22.0%	6.7%	11.4%	21.5%	35.9%	-8.3%	12.4%	10.4%	-12.2%	7.2%	5.1%	10.2

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

FIGURE 5.18

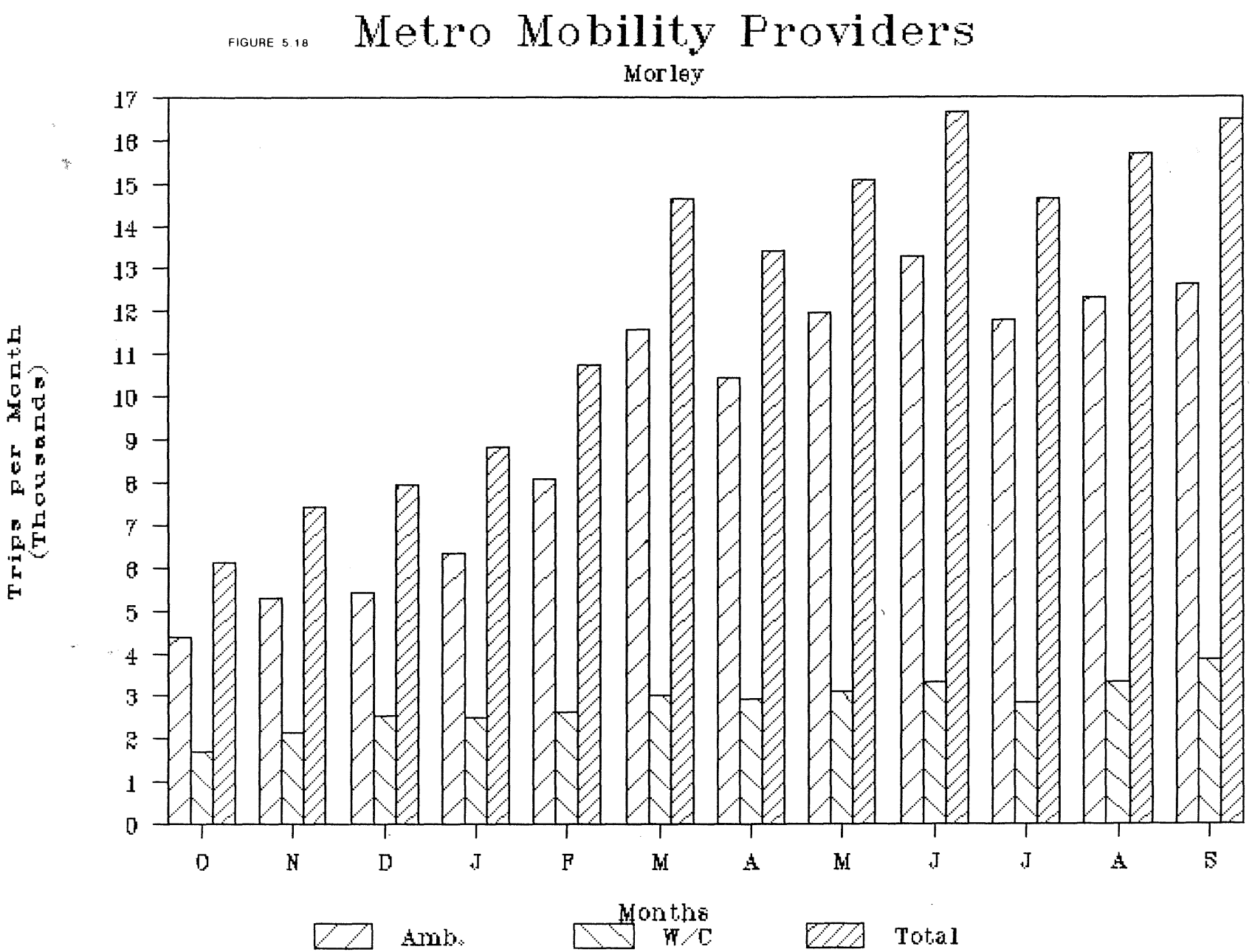

Metro Mobility Providers
Morley
Trips per Month (Thousands)
0
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
O
N
D
J
F
M
A
M
J
J
A
S
Months
Amb.
W/C
Total

TABLE 5.40

Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - June-Sept. 1987

	6/87	7/87	8/87	9/87	AVERAGE	AVG % INCREASE
NORTH MEDICAL						
Ambulatory Trips						
Number	56	131	167	70	106	34.4%
Reimbursements	$308	$721	$919	$385	583	
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	
Total Trips for Period:				424		
Total Reimbursements for Period:				$2,332		
Non-Ambulatory Trips						
Number	239	564	696	271	443	32.8%
Reimbursements	$2,749	$6,486	$8,004	$3,117	5089	
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	
Total Trips for Period:				1770		
Total Reimbursements for Period:				$20,355		
Total Num. of Trips	295	695	863	341	549	33.1%
Total Reimbursements	$3,057	$7,207	$8,923	$3,502	5672	
Average Subsidy	$10.36	$10.37	$10.34	$10.27	$10.33	
Total Trips for Period:				2194		
Total Reimbursements for Period:				$22,687		

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

TABLE 5.41 Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - 1986-1987

	10/86	11/86	12/86	1/87	2/87	3/87	4/87	5/87	6/87	7/87	8/87	9/87	AVERAGE
NORTH MEDICAL													
Ambulatory Trips													
Number	27	20	34	0	167	126	85	122	56	131	167	70	91
Reimbursements	$149	$110	$187	0	$919	$693	$468	$671	$308	$721	$919	$385	$503
Avg. Subsidy	$5.50	$5.50	$5.50	$0.00	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50
Monthly % Growth		-25.9%	70.0%			-24.6%	-32.5%	43.5%	-54.1%	133.9%	27.5%	-58.1%	8.0
Non-Ambulatory Trips													
Number	116	242	214	0	584	695	441	535	239	564	696	271	418
Reimbursements	$1,334	$2,783	$2,461	0	$6,716	$7,993	$5,072	$6,153	$2,749	$6,486	$8,004	$3,117	$4,806
Avg. Subsidy	$11.50	$11.50	$11.50	$0.00	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50
Monthly % Growth		108.6%	-11.6%			19.0%	-36.5%	21.3%	-55.3%	136.0%	23.4%	-61.1%	14.4
Total Num. of Trips	143	262	248	0	751	821	526	657	295	695	863	341	509
Total Reimbursements	$1,483	$2,893	$2,648	$0	$7,635	$8,686	$5,539	$6,824	$3,057	$7,207	$8,923	$3,502	$5,308
Average Subsidy	$10.37	$11.04	$10.68	$0.00	$10.17	$10.58	$10.53	$10.39	$10.36	$10.37	$10.34	$10.27	$10.46
Monthly % Growth		83.2%	-5.3%			9.3%	-35.9%	24.9%	-55.1%	135.6%	24.2%	-60.5%	12.0

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

FIGURE 5.19

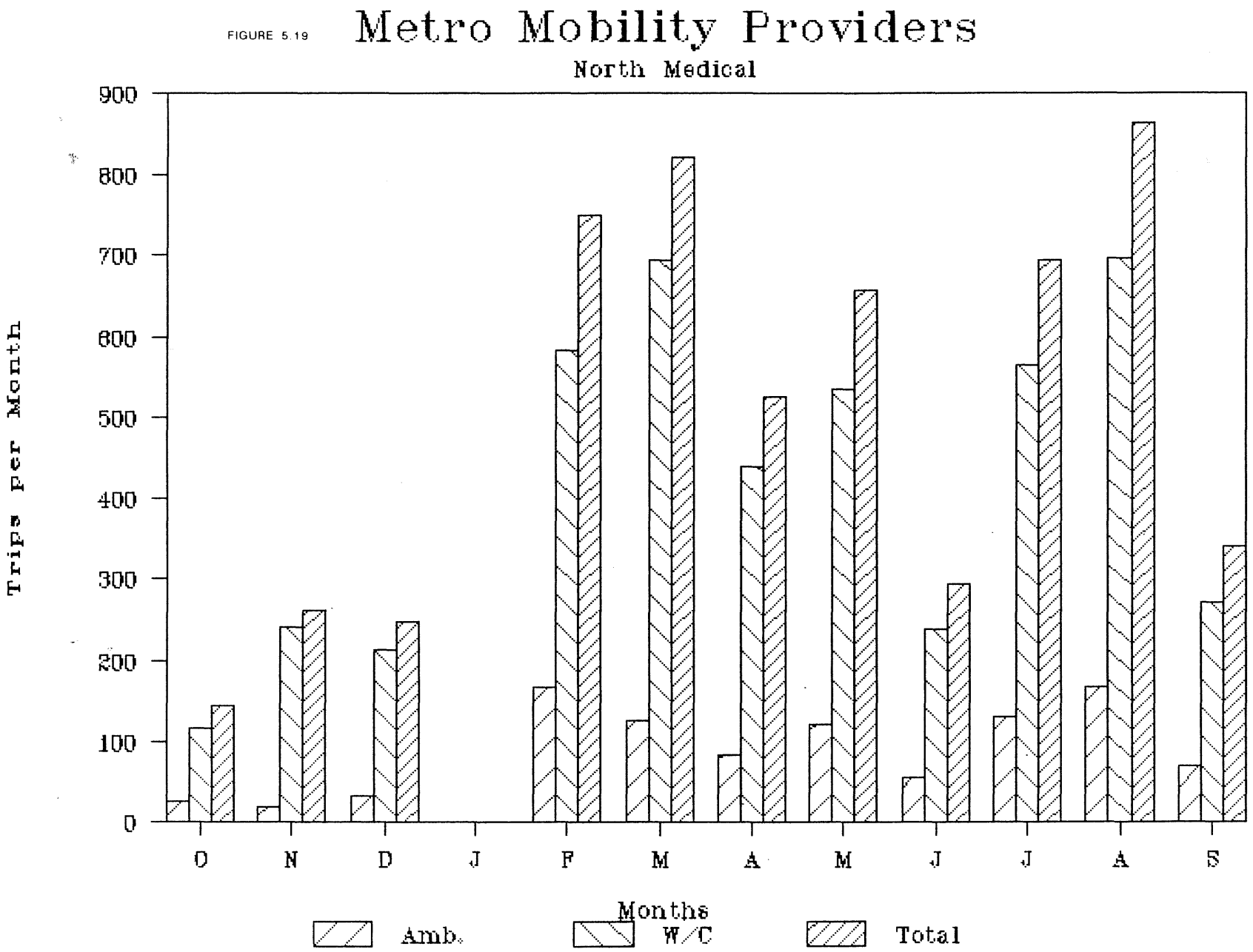

Metro Mobility Providers
North Medical
Trips per Month
900
800
700
600
500
400
300
200
100
0
O
N
D
J
F
M
A
M
J
J
A
S
Months
Amb.
W/C
Total

TABLE 5.42

Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - June-Sept. 1987

	6/87	7/87	8/87	9/87	AVERAGE	AVG % INCREASE
SUBURBAN						
Ambulatory Trips						
Number	1856	1651	1834	1825	1792	-0.2%
Reimbursements	$10,208	$9,081	$10,087	$10,038	9853	
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	
Total Trips for Period:				7166		
Total Reimbursements for Period:				$39,413		
Non-Ambulatory Trips						
Number	2305	2047	2445	2416	2303	2.4%
Reimbursements	$26,508	$23,541	$28,118	$27,784	26487	
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	
Total Trips for Period:				9213		
Total Reimbursements for Period:				$105,950		
Total Num. of Trips	4161	3698	4279	4241	4095	1.2%
Total Reimbursements	$36,716	$32,621	$38,205	$37,822	36341	
Average Subsidy	$8.82	$8.82	$8.93	$8.92	$8.87	
Total Trips for Period:				16379		
Total Reimbursements for Period:				$145,363		

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

TABLE 5.43 Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - 1986-1987

	10/86	11/86	12/86	1/87	2/87	3/87	4/87	5/87	6/87	7/87	8/87	9/87	AVERAGE
SUBURBAN													
Ambulatory Trips													
Number	1676	1750	1828	1766	1789	1937	1792	1794	1856	1651	1834	1825	1792
Reimbursements	$9,218	$9,625	$10,054	$9,713	$9,840	$10,654	$9,856	$9,867	$10,208	$9,081	$10,087	$10,038	$9,853
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50
Monthly % Growth		4.4%	4.5%	-3.4%	1.3%	8.3%	-7.5%	0.1%	3.5%	-11.0%	11.1%	-0.5%	1.0
Non-Ambulatory Trips													
Number	2254	2368	2469	1994	2222	2250	2218	2278	2305	2047	2445	2416	2272
Reimbursements	$25,921	$27,232	$28,394	$22,931	$25,553	$25,875	$25,507	$26,197	$26,508	$23,541	$28,118	$27,784	$26,130
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50
Monthly % Growth		5.1%	4.3%	-19.2%	11.4%	1.3%	-1.4%	2.7%	1.2%	-11.2%	19.4%	-1.2%	1.1
Total Num. of Trips	3930	4118	4297	3760	4011	4187	4010	4072	4161	3698	4279	4241	4064
Total Reimbursements	$35,139	$36,857	$38,448	$32,644	$35,393	$36,529	$35,363	$36,064	$36,716	$32,621	$38,205	$37,822	$35,983
Average Subsidy	$8.94	$8.95	$8.95	$8.68	$8.82	$8.72	$8.82	$8.86	$8.82	$8.82	$8.93	$8.92	$8.85
Monthly % Growth		4.8%	4.3%	-12.5%	6.7%	4.4%	-4.2%	1.5%	2.2%	-11.1%	15.7%	-0.9%	1.0

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

FIGURE 5.20

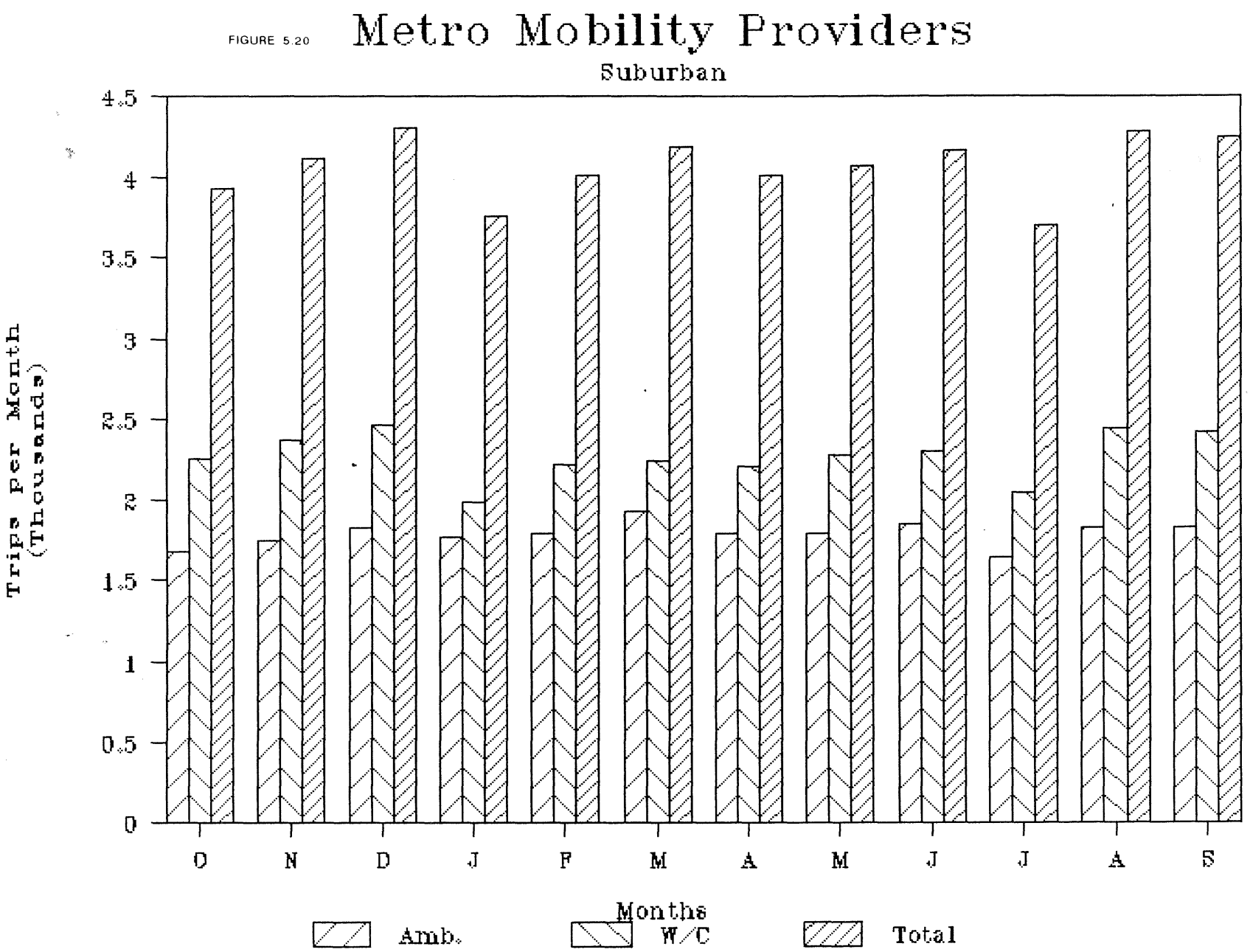

Metro Mobility Providers
Suburban
Trips per Month (Thousands)
4.5
4
3.5
3
2.5
2
1.5
1
0.5
0
O
N
D
J
F
M
A
M
J
J
A
S
Months
Amb.
W/C
Total

TABLE 5.44

Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - June-Sept. 1987

	6/87	7/87	8/87	9/87	AVERAGE	AVG % INCREASE
TRANS. MGMT.						
Ambulatory Trips						
Number	3307	3878	1622	1244	2513	-21.4%
Reimbursements	$18,189	$21,329	$8,921	$6,842	13820	
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	
Total Trips for Period:				10051		
Total Reimbursements for Period:				$55,281		
Non-Ambulatory Trips						
Number	134	210	67	55	117	-9.8%
Reimbursements	$1,541	$2,415	$771	$633	1340	
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	
Total Trips for Period:				466		
Total Reimbursements for Period:				$5,359		
Total Num. of Trips	3441	4088	1689	1299	2629	-21.0%
Total Reimbursements	$19,730	$23,744	$9,692	$7,475	15160	
Average Subsidy	$5.73	$5.81	$5.74	$5.75	$5.76	
Total Trips for Period:				10517		
Total Reimbursements for Period:				$60,640		

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

TABLE 5.45 Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - 1986-1987

	10/86	11/86	12/86	1/87	2/87	3/87	4/87	5/87	6/87	7/87	8/87	9/87	AVERAGE
TRANS. MGMT.													
Ambulatory Trips													
Number	0	399	1514	1922	1678	1574	582	469	3307	3878	1622	1244	1654
Reimbursements	$0	$2,195	$8,327	$10,571	$9,229	$8,657	$3,201	$2,580	$18,189	$21,329	$8,921	$6,842	$9,095
Avg. Subsidy	$0.00	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50
Monthly % Growth			279.4%	26.9%	-12.7%	-6.2%	-63.0%	-19.4%	605.1%	17.3%	-58.2%	-23.3%	74.6
Non-Ambulatory Trips													
Number	0	3	0	15	19	49	12	9	134	210	67	55	52
Reimbursements	$0	$35	$0	$173	$219	$564	$138	$104	$1,541	$2,415	$771	$633	$599
Avg. Subsidy	$0.00	$11.50	$0.00	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$10.45
Monthly % Growth			-100.0%		26.7%	157.9%	-75.5%	-25.0%	1388.9%	56.7%	-68.1%	-17.9%	149.3
Total Num. of Trips	0	402	1514	1937	1697	1623	594	478	3441	4088	1689	1299	1706
Total Reimbursements	$0	$2,229	$8,327	$10,744	$9,448	$9,221	$3,339	$2,683	$19,730	$23,744	$9,692	$7,475	$9,694
Average Subsidy	$0.00	$5.54	$5.50	$5.55	$5.57	$5.68	$5.62	$5.61	$5.73	$5.81	$5.74	$5.75	$5.65
Monthly % Growth			276.6%	27.9%	-12.4%	-4.4%	-63.4%	-19.5%	619.9%	18.8%	-58.7%	-23.1%	76.2

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

FIGURE 5.21

Metro Mobility Providers

Transportation Management

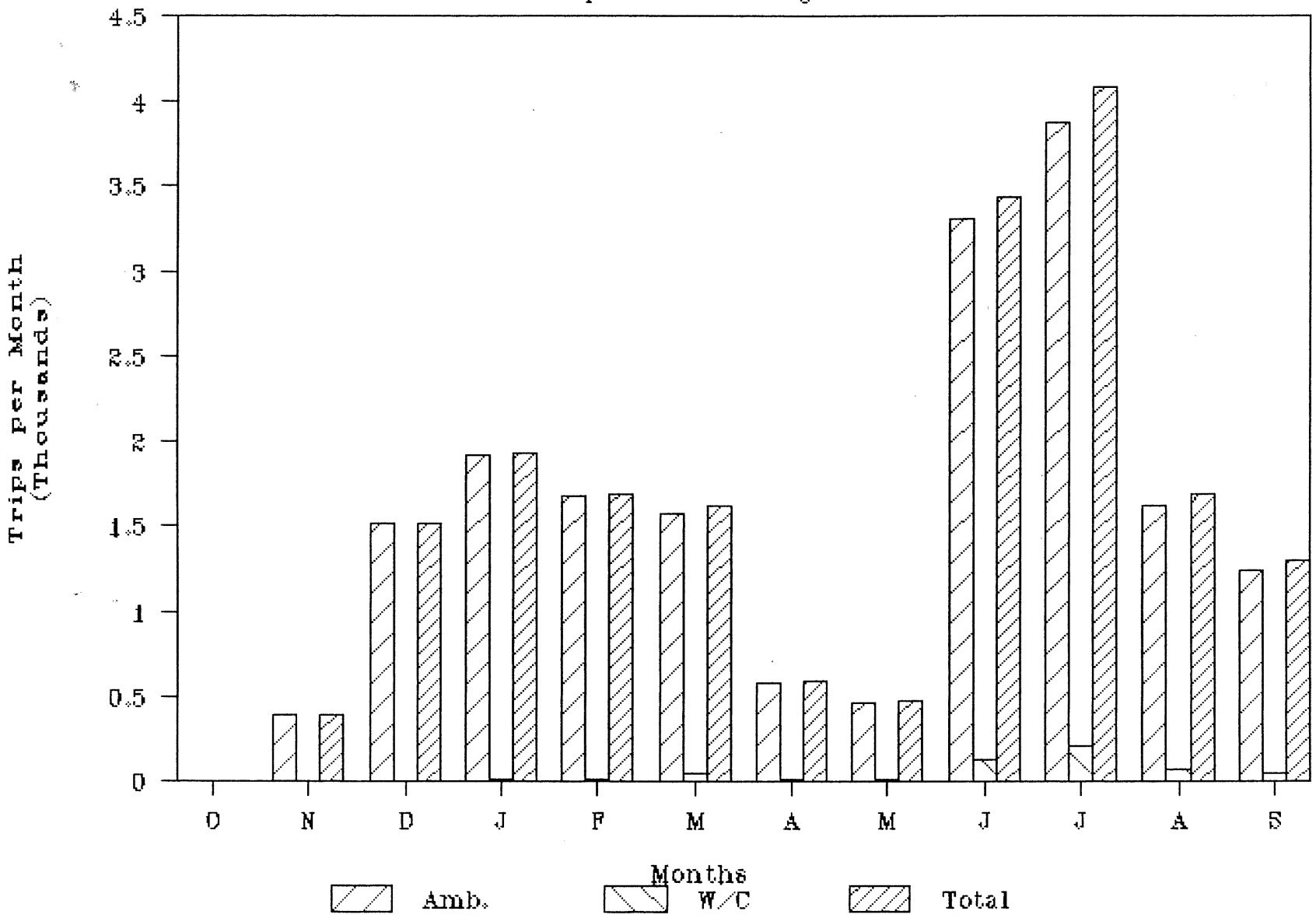


TABLE 5.46

Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - June-Sept. 1987

	6/87	7/87	8/87	9/87	AVERAGE	AVG % INCREASE
T.C. MOBILITY						
Ambulatory Trips						
Number	200	369	381	403	338	31.2%
Reimbursements	$1,100	$2,030	$2,096	$2,217	1860	
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	
Total Trips for Period:				1353		
Total Reimbursements for Period:				$7,442		
Non-Ambulatory Trips						
Number	302	549	546	467	466	22.3%
Reimbursements	$3,473	$6,314	$6,279	$5,371	5359	
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	
Total Trips for Period:				1864		
Total Reimbursements for Period:				$21,436		
Total Num. of Trips	502	918	927	870	804	25.9%
Total Reimbursements	$4,573	$8,343	$8,375	$7,587	7219	
Average Subsidy	$9.11	$9.09	$9.03	$8.72	$8.99	
Total Trips for Period:				3217		
Total Reimbursements for Period:				$28,878		

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

TABLE 5.47 **Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - 1986-1987**

	10/86	11/86	12/86	1/87	2/87	3/87	4/87	5/87	6/87	7/87	8/87	9/87	AVERAGE
T.C. MOBILITY													
Ambulatory Trips													
Number	176	239	321	400	434	490	487	414	200	369	381	403	360
Reimbursements	$968	$1,315	$1,766	$2,200	$2,387	$2,695	$2,679	$2,277	$1,100	$2,030	$2,096	$2,217	1977
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50
Monthly % Growth		35.8%	34.3%	24.6%	8.5%	12.9%	-0.6%	-15.0%	-51.7%	84.5%	3.3%	5.8%	12.9
Non-Ambulatory Trips													
Number	493	594	556	553	523	514	574	590	302	549	546	467	522
Reimbursements	$5,670	$6,831	$6,394	$6,360	$6,015	$5,911	$6,601	$6,785	$3,473	$6,314	$6,279	$5,371	$6,000
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50
Monthly % Growth		20.5%	-6.4%	-0.5%	-5.4%	-1.7%	11.7%	2.8%	-48.8%	81.8%	-0.5%	-14.5%	3.5
Total Num. of Trips	669	833	877	953	957	1004	1061	1004	502	918	927	870	881
Total Reimbursements	$6,638	$8,146	$8,160	$8,560	$8,402	$8,606	$9,280	$9,062	$4,573	$8,343	$8,375	$7,587	$7,977
Average Subsidy	$9.92	$9.78	$9.30	$8.98	$8.78	$8.57	$8.75	$9.03	$9.11	$9.09	$9.03	$8.72	$9.09
Monthly % Growth		24.5%	5.3%	8.7%	0.4%	4.9%	5.7%	-5.4%	-50.0%	82.9%	1.0%	-6.1%	6.5

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

FIGURE 5.22

Metro Mobility Providers

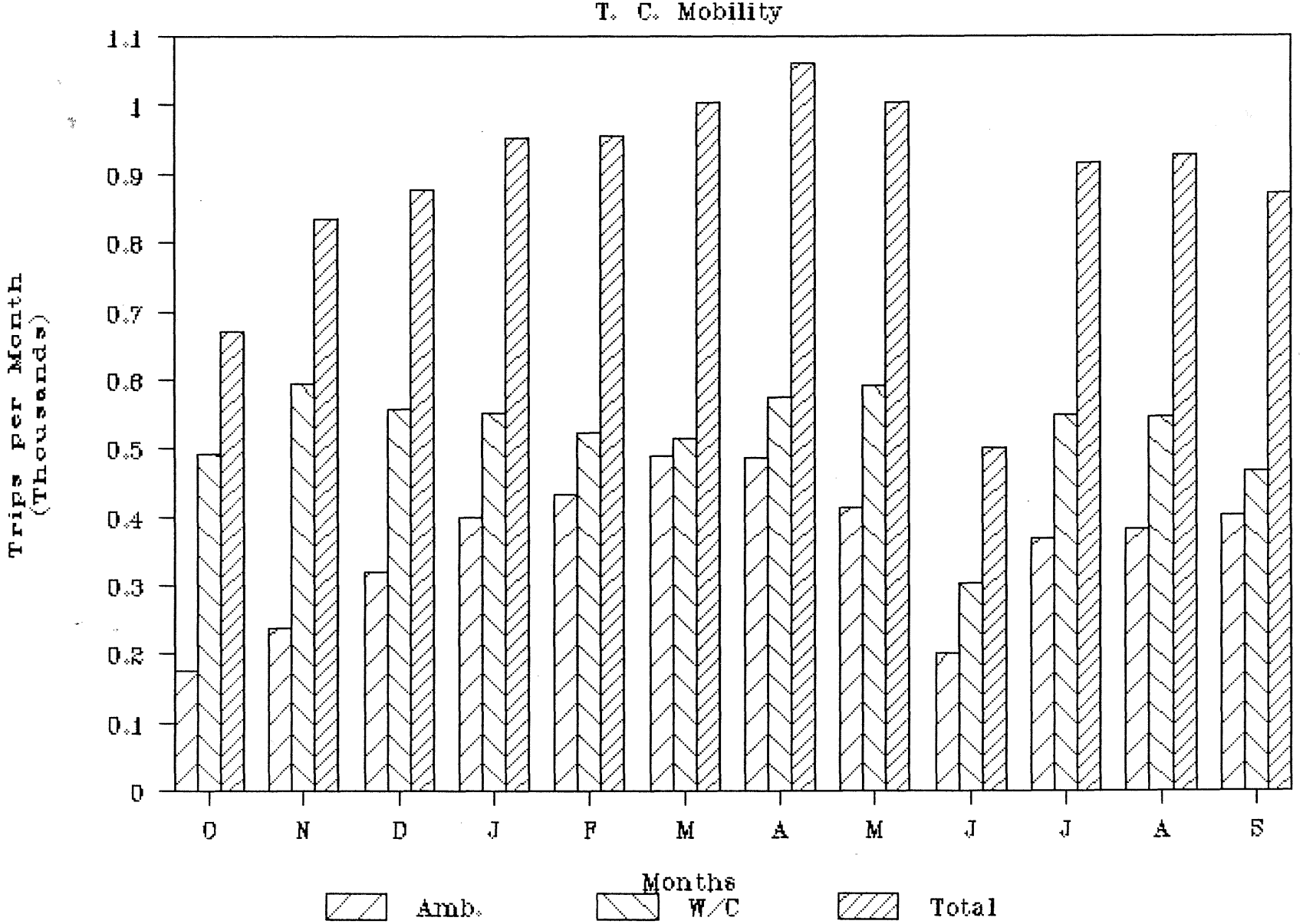


TABLE 5.48

Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - June-Sept. 1987

	6/87	7/87	8/87	9/87	AVERAGE	AVG % INCREASE
WILDER TRAN.						
Ambulatory Trips						
Number	908	1496	1770	1584	1440	24.2%
Reimbursements	$4,994	$8,228	$9,735	$8,712	7917	
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	
Total Trips for Period:				5758		
Total Reimbursements for Period:				$31,669		
Non-Ambulatory Trips						
Number	384	598	598	487	517	12.4%
Reimbursements	$4,416	$6,877	$6,877	$5,601	5943	
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	
Total Trips for Period:				2067		
Total Reimbursements for Period:				$23,771		
Total Num. of Trips	1292	2094	2368	2071	1956	20.9%
Total Reimbursements	$9,410	$15,105	$16,612	$14,313	13860	
Average Subsidy	$7.28	$7.21	$7.02	$6.91	$7.11	
Total Trips for Period:				7825		
Total Reimbursements for Period:				$55,440		

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

TABLE 5.49 Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - 1986-1987

	10/86	11/86	12/86	1/87	2/87	3/87	4/87	5/87	6/87	7/87	8/87	9/87	AVERAGE
WILDER TRAN.													
Ambulatory Trips													
Number	0	0	0	0	0	0	286	684	908	1496	1770	1584	1121
Reimbursements	$0	$0	$0	$0	$0	$0	$1,573	$3,762	$4,994	$8,228	$9,735	$8,712	$6,167
Avg. Subsidy	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50
Monthly % Growth								139.2%	32.7%	64.8%	18.3%	-10.5%	48.9
Non-Ambulatory Trips													
Number	0	0	0	0	0	0	143	274	384	598	598	487	414
Reimbursements	$0	$0	$0	$0	$0	$0	$1,645	$3,151	$4,416	$6,877	$6,877	$5,601	$4,761
Avg. Subsidy	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50
Monthly % Growth								91.6%	40.1%	55.7%	0.0%	-18.6%	33.8
Total Num. of Trips	0	0	0	0	0	0	429	958	1292	2094	2368	2071	1535
Total Reimbursements	$0	$0	$0	$0	$0	$0	$3,218	$6,913	$9,410	$15,105	$16,612	$14,313	$10,928
Average Subsidy	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$7.50	$7.22	$7.28	$7.21	$7.02	$6.91	$7.19
Monthly % Growth								123.3%	34.9%	62.1%	13.1%	-12.5%	44.2

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

FIGURE 5.23

Metro Mobility Providers

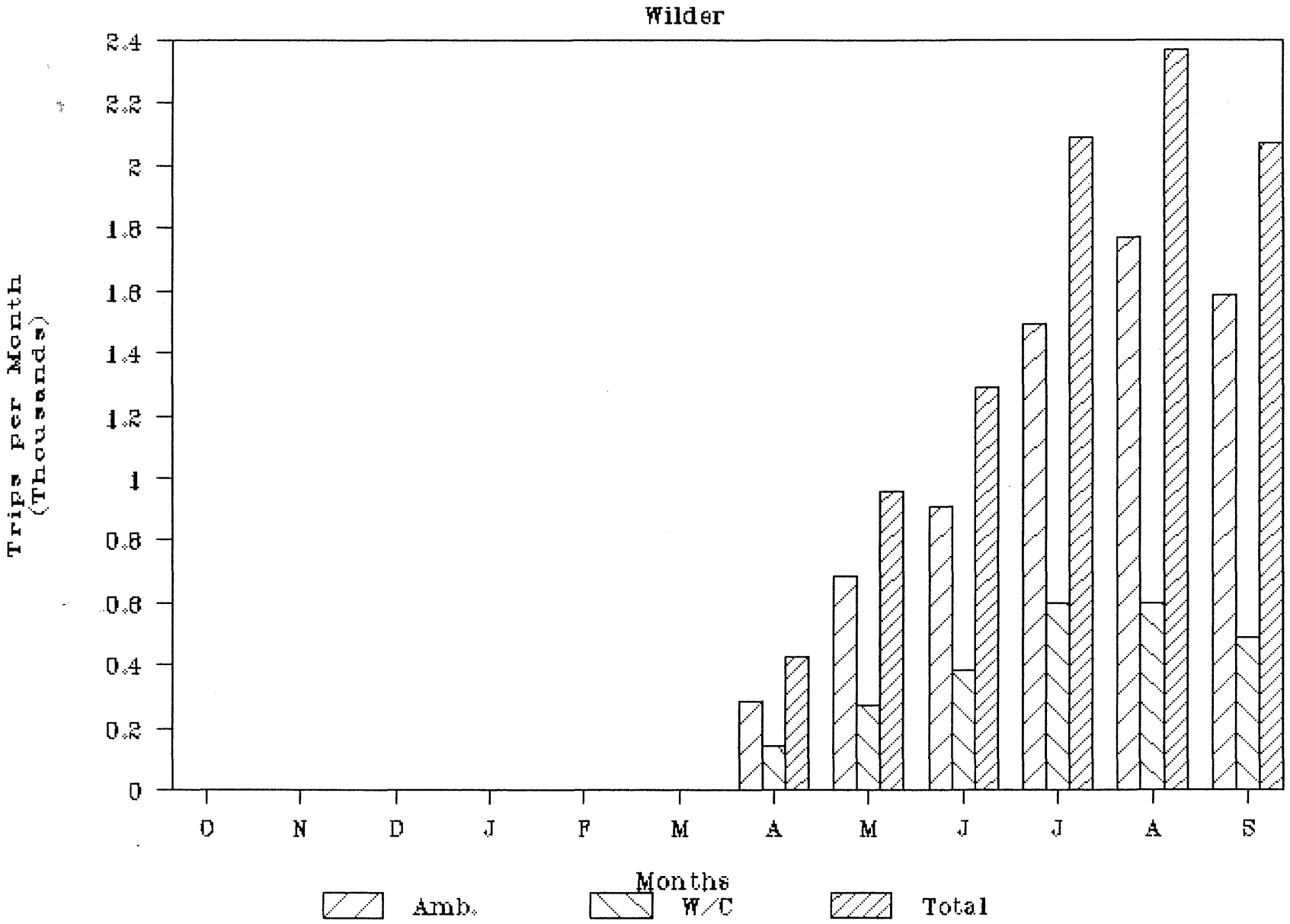


TABLE 5.50

Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - June-Sept. 1987

	6/87	7/87	8/87	9/87	AVERAGE	AVG % INCREASE
YELLOW CAB						
Ambulatory Trips						
Number	9147	8341	7808	10269	8891	5.4%
Reimbursements	$50,309	$45,876	$42,944	$56,480	48902	
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	
Total Trips for Period:				35565		
Total Reimbursements for Period:				$195,608		
Non-Ambulatory Trips						
Number	733	699	774	982	797	11.0%
Reimbursements	$8,430	$8,039	$8,901	$11,293	9166	
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	
Total Trips for Period:				3188		
Total Reimbursements for Period:				$36,662		
Total Num. of Trips	9880	9040	8582	11251	9688	5.8%
Total Reimbursements	$58,738	$53,914	$51,845	$67,773	58067	
Average Subsidy	$5.95	$5.96	$6.04	$6.02	$5.99	
Total Trips for Period:				38753		
Total Reimbursements for Period:				$232,270		

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

TABLE 5.51 **Metro Mobility Ridership/Reimbursement/Subsidy Per Billing Period - 1986-1987**

	10/86	11/86	12/86	1/87	2/87	3/87	4/87	5/87	6/87	7/87	8/87	9/87	AVERAGE
YELLOW CAB													
Ambulatory Trips													
Number	3398	6916	7314	8118	8059	10008	8669	8125	9147	8341	7808	10269	8014
Reimbursements	$18,689	$38,038	$40,227	$44,649	$44,325	$55,044	$47,680	$44,688	$50,309	$45,876	$42,944	$56,480	$44,079
Avg. Subsidy	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50	$5.50
Monthly % Growth		103.5%	5.8%	11.0%	-0.7%	24.2%	-13.4%	-6.3%	12.6%	-8.8%	-6.4%	31.5%	13.9
Non-Ambulatory Trips													
Number	200	462	514	501	603	793	739	628	733	699	774	982	636
Reimbursements	$2,300	$5,313	$5,911	$5,762	$6,935	$9,120	$8,499	$7,222	$8,430	$8,039	$8,901	$11,293	$7,310
Avg. Subsidy	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50	$11.50
Monthly % Growth		131.0%	11.3%	-2.5%	20.4%	31.5%	-6.8%	-15.0%	16.7%	-4.6%	10.7%	26.9%	19.9
Total Num. of Trips	3598	7378	7828	8619	8662	10801	9408	8753	9880	9040	8582	11251	8650
Total Reimbursements	$20,989	$43,351	$46,138	$50,411	$51,259	$64,164	$56,178	$51,910	$58,738	$53,914	$51,845	$67,773	$51,389
Average Subsidy	$5.83	$5.88	$5.89	$5.85	$5.92	$5.94	$5.97	$5.93	$5.95	$5.96	$6.04	$6.02	$5.93
Monthly % Growth		105.1%	6.1%	10.1%	0.5%	24.7%	-12.9%	-7.0%	12.9%	-8.5%	-5.1%	31.1%	14.3

Source: Metro Mobility Administrative Center

Note: Reimbursements are rounded to the nearest dollar.

FIGURE 5.24

Metro Mobility Providers

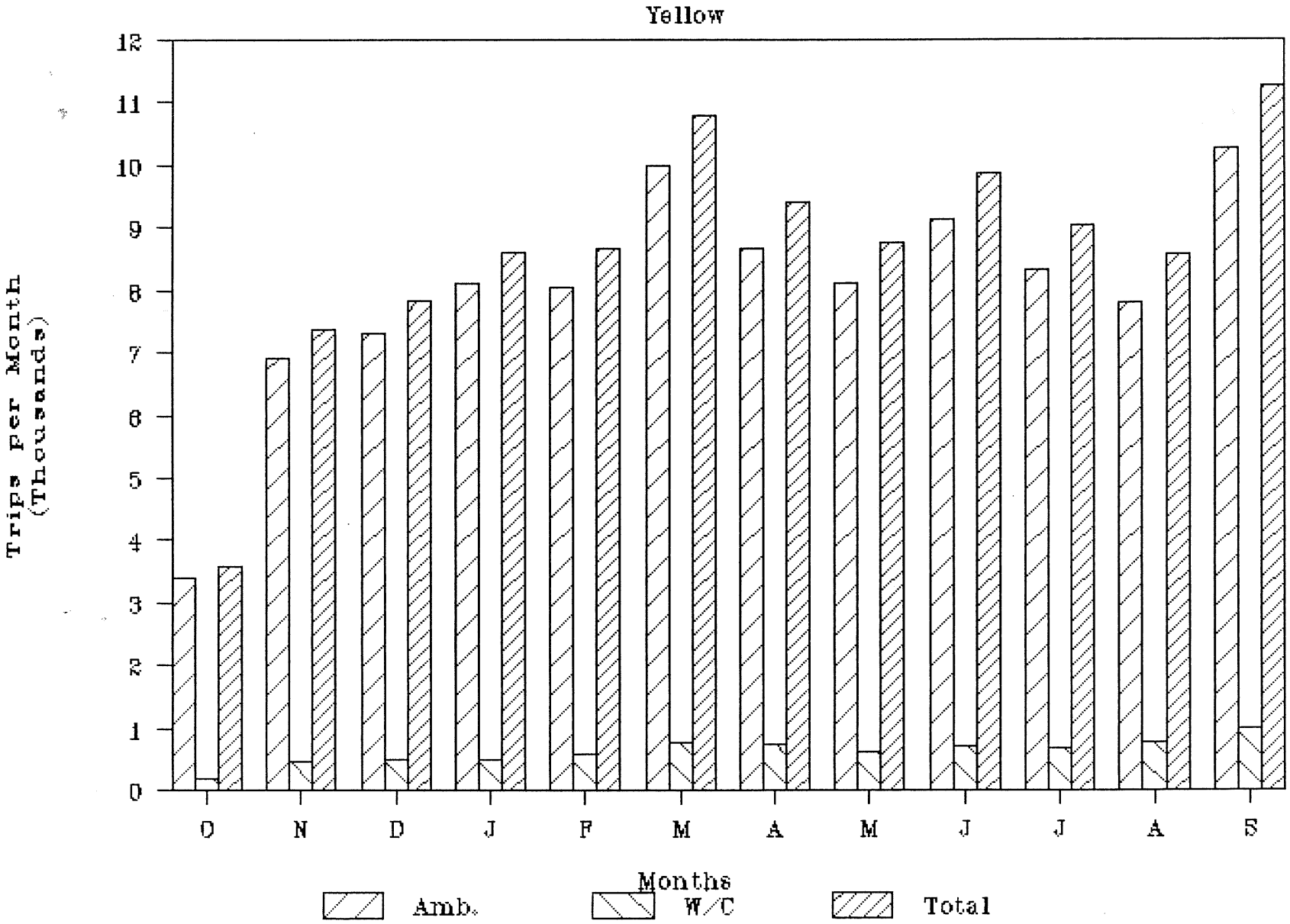


EXHIBIT 5.1

Specifications for Van Conversions to Accommodate Mobility Impaired Individuals

1.0 WHEELCHAIR LIFTS

1.1 General Requirements

1.1.1 Lift shall be of hydraulic, electro-hydraulic, or electro-mechanical design.

1.1.2 Lift shall require no independent power source. Lift shall operate on vehicle's existing extra heavy duty electrical system (114 amp alternator and 500 CCA battery).

1.1.3 The design load, defined as the heaviest static load that is anticipated to be applied to the lift (evenly distributed), shall be 600 lbs, minimum.

1.1.4 The design factor for lift mechanical load bearing components shall have a safety factor of at least 6; all other structural parts shall have a safety factor of 3. (The design factor shall be defined as the ratio of the failure load to the design load.)

1.1.5 The lift's self-destruct characteristics shall be tested by cycling it two times without a load and with limit switches inoperative. At each position where limit switches normally prevent the lift from continuing (for example, at the uppermost position) power shall be maintained to the lift for five seconds after the platform comes to rest. The lift shall be designed to withstand such action without damage.

1.1.6 All hardware that will be subjected to wear, corrosion, or other adverse action that would reduce the safety of the lift, and items requiring periodic maintenance shall be provided with easy inspection access.

1.1.7 Placement of the lift or the method of attachment shall not significantly diminish the structural integrity of the vehicle or cause a hazardous unbalancing of the vehicle either by its weight when the vehicle is moving or by its weight and load when the vehicle is stopped, subject to the vehicle manufacturer's recommendations.

1.1.8 All fasteners for joining parts or attaching the lift to the vehicle shall be specified by the lift manufacturer and be able to withstand operating vehicle and lift vibrations without loosening. External mounting of the lift shall not degrade the visibility of the brake, tail or license plate lights. The license plate may be relocated if necessary to facilitate external mounting of the lift, subject to the applicable provisions of state law and FMVSS.

1.1.9 Shear areas or pinching action mechanisms of the lift shall not be readily accessible to occupants, passengers, or operators during normal operation of the lift. In the event that readily accessible shear areas of pinching action mechanisms are unavoidable, the safety of occupants, passengers and operators shall be provided for by physical barriers, safety-stop switches restricting the operating force of the equipment below that which would cause injury, or other recognized safety methods.

1.1.10 All exposed edges or other hazardous protrusions on lifts which are stowed inside the passenger compartment shall be equipped with padding of a thickness to the manufacturer's recommendation. Padding shall be of an energy absorption material capable of minimizing injury producing forces and shall extend to within 3" of the vehicle floor.

1.1.11 All protrusions or moving parts of the lift mechanism which could snag clothing shall have a guard or shield to protect passengers and/or operator.

1.1.12 Interior padding shall be provided above the door opening for the lift to avoid injury to wheelchair passengers and attendants during loading and unloading. Padding shall extend the entire width above the door opening and shall also be provided along the interior roof-ceiling mating edge, and at all other locations where sharp or potentially hazardous edges occur.

1.1.13 All through-body fittings shall be of non-corrosive materials.

1.1.14 Vendor shall re-undercoat with an automotive-type undercoating, and otherwise seal all through-body fittings from moisture. (This reapplication of undercoating is only required for through-body fittings.)

1.1.15 An operational manual shall be provided with each vehicle to include, at a minimum, normal and manual lift operation, preventive maintenance schedule, use of wheelchair restraint and seat belt system lift trouble shooting and parts listing.

1.2 Lift Platform

1.2.1 Platform surface shall be of slip resistant material and shall be free of any protrusions that might injure attendant or wheelchair passenger when boarding platform. The platform construction shall be of expanded metal mesh, to allow for driver vision through any portion that, in a stowed position, overlaps a window.

1.2.2 Platform size shall be a minimum of 30"x44" as to accommodate any wheelchair in its straight forward entering/exiting position along with attendant.

1.2.3 Platforms, when in the raised position, shall not create a gap greater than 5/8" between their loading/unloading edge and the floor of the vehicle; nor shall their surface be more than 1/4" above or below the floor of the vehicle.

1.2.4 Platforms shall have a transition plate mounted as an integral part of the lift so as to provide a smooth transfer from the platform to the interior of the vehicle. The transition plate shall be secured and stored so as not to interfere with the operation or storage of the lift platform.

1.2.5 Platforms shall be equipped with a automatically actuated roll-off barrier across the full length of the end of the platform. Each barrier shall be not less then 3" higher than the platform surface and shall be of sufficient thickness and strength to preclude the wheels of the wheelchair (24" wheels on chair with total load of 375 lbs.) from rolling over or through the barrier after free rolling for 3' down a 3 degree slope.

1.2.6 Platforms shall be equipped with permanent vertical side plates at least 2" higher than the surface of the platform.

1.2.7 The basic bid shall be on a semi-automatic lift, therefore the operation of the lift platform from the interior floor height to its upright stored position and from its stowed position to the interior floor height shall be a manual operation. The weight of the platform shall not exceed 50 lbs. to permit easy operation by individuals of average strength. A spring-loaded, self-locking, rattle free mechanism shall be provided to secure the lift in the stowed position.

1.2.8 Platforms shall be capable of being raised and lowered with no sudden acceleration, deceleration or jerking motion. Lift shall be equipped with a mechanism to allow manual adjustment of the platform's descent and ascent speed.

1.2.9 Platforms shall have a provision to prevent them from free falling faster than twice their normal descent rate, when loaded with the design load, in the event of either a power or equipment failure during the raising and lowering modes.

1.2.10 Platforms, when in the raised horizontal position, shall not slope greater than a 1" raise in 24" of run when measured with the vehicle resting on a level plane and the platform loaded with a uniformly distributed load of 375 lbs.

1.2.11 The platform shall be capable of lowering 1.5" minimum below the reference ground line, enabling it to be used in a condition where the ground level is lower than the vehicle standing level.

1.2.12 Passenger/attendant handholds that can be easily reached and held by a standee during the lift cycle shall be provided. The handholds shall be no less than 3/4" in width and shall provide at least 1½" of knuckle clearance. The useable portion of the handhold shall be no less than 36 inches, or more than 40 inches, above the standee area of the platform throughout the lifting cycle. Handholds may be automatically collapsable or may be manually removed. Handholds in the stowed position shall not extend in the vehicle's passenger area more than 5".

1.3 Lift Controls

1.3.1 Operating controls shall be of heavy duty commercial type and shall be designed for handheld operation with adequate extension to allow operation of the lift by the operator standing outside the vehicle at a position behind or at the side of the lift platform. A method for storing and securing the controls when not in use shall be provided. For lift configurations that require exterior mounting of the lift controls (Plans 1 and 2), lift control cord shall be securely fastened to the vehicle exterior.

1.3.2 The controls shall be designed to be used safely without adverse effects to the operator or to the controls in all weather condition.

1.3.3 Lift controls shall be easily understood by the operator and shall not allow automatic sequencing of the lift from one mode to another that would jeopardize the safety of the wheelchair passenger.

1.3.4 Operation switches shall require continuous force from the operator for functioning.

1.3.5 Lift controls shall allow for instant direction reversal at any point in the cycle.

1.3.6 In addition to the normal operating power, a manual method for unloading wheelchair passengers and returning the lift to the stowed position shall be provided in the event of electrical failure.

1.3.7 The lift controls shall be inoperative unless the vehicle's emergency brake is activated. For models that require exterior mounting of lift controls (Plans 1 and 2), a power cut-off or interrupt switch shall be installed on the dash panel to prevent unathorized use of lift controls while vehicle is parked and locked.

1.4 Additional Requirements

1.4.1 In addition to these specifications, lifts shall be designed, built, attached, and operated in accordance with all applicable safety codes and design standards. Examples of some of the applicable codes and standards are:

Society of Automotive Engineers (electrical components and wiring, hydraulic components, fasteners); American National Standards Institute (chain drive and wire rope components); American Welding Society (welding code and recommended practices); Federal Motor Vehicle Safety Standards, etc.

2.0 NEW SEATING

2.1 General Requirements

2.1.1 Seats shall be of fully padded construction with heavy duty reinforced vinyl covering.

2.1.2 Seat covering and padding material shall be fire resistant and shall not support combustion.

2.1.3 Vehicle exterior color shall be indicated on the purchase order so that suitable color for new seating can be selected. Both forward facing bench seats and flip seats shall be of matching colors.

2.1.4 Hand-rails shall be provided on the top of all forward facing seats. Hand-rails may be mounted on the seat back if handrail is padded.

2.1.5 Storage box for emergency flares, triangles and tire tools shall be provided under one seat. Manufacturer's design shall be approved by purchaser.

2.2 Bench Seating

2.2.1 Manufacturer's deluxe bench model, city-type designed for adult passengers, shall be provided as specified in the four (4) seating configuration plans.

2.2.2 Seat cushions shall be no less than 15" above the finished floor, no less than 16" wide (for each person) and no less than 15" deep.

2.2.3 Seat back heights shall be no greater than 28" but not less than 20".

2.3 Flip Seating

2.3.1 Flip seating shall be installed as indicated on the four (4) seating configurations included in this bid.

2.3.2 Seat cushions shall be no less than 15" above the finished floor, no less than 16" wide (for each passenger) and no less than 15" deep.

2.3.3 Flip seats shall include a locking mechanism to lock the bench portion of the seat in the upright position while not in use.

2.3.4 Flip seats, when in the upright position, shall not interfere with the proper securement and restraint of wheelchair passengers.

3.0 PASSENGER AND WHEELCHAIR RESTRAINT SYSTEM

3.1 Passenger Seats

3.1.1 Each passenger seat shall be equipped with retractable, quick release (self-storing) seat belts of a length adequate to secure a 95th percentile adult male passenger.

3.1.2 Seat belts shall be securely attached to structural members of the vehicles at two points. Attachment to vehicle floor is acceptable when a 3" washer is used.

3.2 Wheelchair Restraints

3.2.1 Wheelchairs shall be placed in a forward-facing position in the vehicle.

3.2.2 The wheelchair restraint system shall attach to the wheelchair at four (4) separate positions and shall be adjustable so as to secure the different sizes and types of wheelchairs found on the U.S. market ("Amigo" type chairs excluded).

3.2.3 Restraint system shall attach to the wheelchair frame, rather than the wheels, at each of the four points.

3.2.4 Restraint hardware shall be securely fastened to the vehicle by use of proper sized bolts with nuts and lock washers or self-locking nuts.

3.3 Wheelchair Passenger Restraints

3.3.1 A three-point seat belt shall be provided for each wheelchair. Belt must be secured to the vehicle floor or be secured to a combination of floor (lap portion of belt) and roof/sidewall (chest portion of belt). Belt securement to chair is unacceptable.

3.3.2 The wheelchair restraint and the wheelchair passenger restraint shall be independent systems, i.e., passenger restraint belt shall not be used as a wheelchair restraint.

3.3.3 Belt connection around wheelchair passenger shall be quick release, automotive type. "Velcro" type fasteners are unacceptable.

3.3.4 Wheelchair passenger restraint shall be designed and installed in such a manner that the restraint belts transfer crash forces to the hips and upper torso portions of the skeleton and shall not transfer these forces to the abdomen section of the passenger.

4.0 OTHER FEATURES

4.1 Lowered Stepwell

4.1.1 The passenger door entrance shall be modified with a lowered stepwell contructed of corrosion resistant steel, formed aluminum, or approved equal.

4.1.2 Step shall be covered with nonslip step covering.

4.1.3 The lower step shall be illuminated.

4.1.4 There shall be a maximum 8" rise in the step.

4.1.5 The width of the lowered stepwell shall not extend more than 3" beyond the widest point on the vehicle body.

4.2 Passenger Grab Rails/Stanchions

4.2.1 Two (2) vertical stanchions, 1¼" diameter, shall be mounted from the floor to the vehicle ceiling on both sides of the front passenger entrance. A horizontal rail shall extend from the left stanchion, as you enter the vehicle, to the vehicle side wall at an appropriate height to provide passengers some support while climbing the steps in the front passenger door.

4.2.2 Additional vertical stanchions shall be installed at the locations indicated in the schematic diagrams for the four (4) seating configurations.

4.2.3 All stanchions shall be padded.

4.2.4 A passenger assist grab rail shall be added to the front passenger door to provide additional support while boarding and alighting.

4.3 Extended Door Opener

4.3.1 A manual, driver-operated extended door opener shall be provided for the front passenger door.

4.3.2 The door opener shall be placed so to be within reach of the seated driver and not so to interfere with boarding passengers.

4.4 Raised Roof and Doors

4.4.1 A 24" raised roof shall be provided. The raised roof shall be of molded fiberglass construction, or approved equal, reinforced by a steel frame with interior liner.

4.4.2 Steel frame shall consist of at least three (3) cross members and at least two (2) members spanning the length of the frame suitably welded together to professional standards. Frame shall be welded to vehicle side structure.

4.4.3 Interior lighting shall be provided at interior roof and/or side wall locations to provide interior illumination at the front of the vehicle near the driver's station, near the access door for ambulatory passengers, and near the wheelchair lift access door.

4.4.4 Raised doors shall be provided at both ambulatory and lift passenger entrances. Raised portion of the door shall be insulated and have an interior finish of suitably colored vinyl or upholstered material to match vehicle interior color.

4.5 Floor and Covering

4.5.1 Interior passenger floor area shall be covered with plywood, exterior, grade A/C, minimum thickness ¼", and be suitably treated with rot proofing materials.

4.5.2 Plywood floor area shall be adequately secured to the vehicle to prevent movement.

4.5.3 Plywood floor area shall be covered with heavy duty transit type rubber flooring, RCA brand or equivalent. Floor covering in aisle and wheelchair station areas shall be ribbed type, minimum thickness, ¼". Floor covering under seat areas may be smooth type, minimum thickness, 1/8".

4.5.4 All joints in the flooring shall be butt cut joint type, properly sealed.

4.5.5 Floor covering shall be solid color, suitably contrasted to interior of vehicle to aid the visually impaired.

APPENDIX 5.1

A SUMMARY of the activities of the county programs is outlined below:

ANOKA COUNTY

The Community Health & Social Services Department of the County of Anoka operates a Coordinated Transportation System for senior citizens and handicapped residents. There are 10 community-based transportation services in the county. These persons can also use transit services provided by four medical centers. Public service transportation is also available in the county, which is provided by five organizations. Metro Mobility operates in the southern portion of the county, serving seven communities: Anoka, Blaine, Centerville, Circle Pines, Lexington, Lino Lakes, and Spring Lake Park. Ten private providers also operate in the county. Seven systems are coordinated by the Anoka County Transportation Coordination Program. Major sources of funding for these systems come from Title III and Exurban funds.

Metro Mobility's expansion into the county has had only a marginal effect on the ridership of the coordinated transportation system -- a three percent reduction from 3,694 in the first quarter of this year to 3,588 one-way passenger trips in the second quarter. The transportation programs now being operated in the county are seen as essential to meet the transit needs of the elderly and handicapped. In September, 1987,it was reported that in the last 12-month period that there were 57,295 one-way trips with a total mileage of 187,502 miles. This gave an average trip length of 3.27 miles. The low trip length over the past twelve months can be attributed to the large number of trips taken to congregate dining, 41 percent; and shopping, 21 percent. Medical trips, which composed 27 percent of the total riders, were also made mainly to local medical centers.
County staff maintain that Metro Mobility has not had an impact in their area due to the reluctance of providers to operate in the area as most of the Metro Mobility certified riders would want to travel to the Twin Cities for medical purposes -- a trip which takes a minimum of an hour -- and there is also little opportunity for group rides or routing. The Market Research survey results show that 87 percent of the rides are for medical purposes. Providers agree that they refuse to solicit riders which have longer time and distance requirements. Due to the "un-profitability," providers have not marketed the service compared to the strong efforts undertaken in the initial area.
This distance and time problem in Anoka County would be seen in the Phase II expansion area as these new areas are geographically similar to the southern portion of Anoka County.

CARVER COUNTY

The Carver County Transportation Program provides bus service for congregate dining, senior centers, nursing homes, and local and metro shopping. A regular route bus service is provided to the Carver County Adult Day Care Center, nutrition sites, senior center, and transportation for the handicapped to their employment areas. The buses also provide many special event outings for seniors. The county has four wheelchair accessible buses. A demand/responsive service is provided by volunteer drivers when bus service is not available. The clients of the volunteer service are mainly the elderly and the disadvantaged traveling to medical appointments. The transportation program operates on a suggested fare donation system, with fares ranging from 50 cents for a local ride to $4 for a ride into the metropolitan area. The county generates $1,032 a month on the average from the fares.

Ridership on the buses is about 2,521 a month, and on the volunteer driver service, it is 2,600 a month. The local veterans and civic organizations are donating a 11-passenger lift-equipped van, which will be used to transport veterans to the hospital and will be available to the program the rest of the time to transport non-ambulatory riders on the demand/responsive service. The county spent $168,772 in 1986, while revenues were $4,975. The subsidy per trip was $2.95, while subsidy per mile was 55 cents. For 1988, the total cost is expected to be $179,840, while $8,500 in revenues will be generated. The subsidy per trip will go down by 21 cents to $2.74, while subsidy per mile will be about 54 cents. The funding sources are Section 18, State Transit, and Exurban Funds, fares, and a county levy. Metro Mobility expansion into the area will again face the same time and distance problem, which will result in providers not having the incentive to serve the area.

DAKOTA COUNTY

The Dakota Area Resources and Transportation for Seniors (DARTS), which is also a Metro Mobility operator, provides transportation for seniors and handicapped with 13 accessible vans. Eighty-five percent of the clients are elderly, 14 percent come from human service agencies, and one percent are handicapped. The average trip length is 3.77 miles, while for the Metro Mobility program it is 5.1 miles. Twenty percent of DARTS clients are from Metro Mobility, which comes to about 17,196 boardings annually. According to the agency, the cost per mile is $1.72. It is observed that the agency now handles nearly all the Metro Mobility rides in the county.

DARTS service area may be reduced with the opt-out plans of three communities in the county, which will have a definite impact on the operation of the agency's transportation system. DARTS contracts with the Social Service Department to provide elderly and handicapped transportation throughout the county. This

includes transportation for seniors to senior activity centers and regular shopping and appointments. Service is also provided for the regular clients for the sheltered workshops and the day activity centers for the mentally handicapped. The department has a policy of dispersing human service delivery systems throughout the county rather than the urbanized area which is the service area of Metro Mobility. Transportation systems envisaged for the county have to take this point into consideration so as to be able to meet future transit needs in the county.

HENNEPIN COUNTY

West Metro Coordinated Transportation, began operation in 1982 in response to a study which identified transportation as a major unmet need of the elderly in Hennepin County. The agency, which is sponsored by Senior Resources, and funded by United Way, Community Action for Suburban Hennepin, and the Older Americans Act administered by the Metropolitan Council, has been responsible for the development of new and expanded transportation programs in urban, suburban, and rural areas of the county. The agency spent about $237,000 in 1986. Ridership of the programs is about 52,000 trips a year. These transportation programs help complement Metro Mobility service. Assistance is provided to senior citizens to become Metro Mobility certified so that they may have alternative transportation options. The agency contracts with 11 programs, nine of which receive Title III funds.

RAMSEY COUNTY

The American Red Cross, St. Paul Area Chapter operates a transportation coordinated program in Ramsey County.

Red Cross: Five volunteer drivers operate a service from 8 a.mn. to 5 p.m. Monday to Friday for seniors over 60 years of age. The agency has annually ridership of 16,761, with an average trip length of 7.82 miles.

Jewish Community Center: Seniors are provided service on Monday, Wednesday and Thursday from 8.30 a.m. to 2.30 p.m. for shopping, medical appointments, and social visits. Annual ridership is 6,677 trips with an average trip length of 1.9 miles.

Moundsview School District #621: Operates an 11-passenger vehicle Monday to Friday from 8.30 a.m. to 4 p.m.. Senior citizens are provided service to congregate dining, shopping, and medical appointments. About 740 trips are made in a year.

St. Paul Society for the Blind: Volunteer drivers using their own vehicles provide service on weekdays from 8.30 a.m. to 3.30 p.m. This system provides 1,351 trips per year for an average trip length of 9.91 miles.

Wilder Foundation: The agency provides trips for seniors for medical appointments and day health care. The average trip length is 3.72 miles.

Fairview Senior Program: Volunteer drivers using their own vehicles provide the service for seniors. The agency also has a lift-equipped van. About 5,110 trips are made annually, with an average trip length of 2.27 miles

St. Paul Council of Church: Transportation for seniors for congregate dining and medical appointments is provided. The agency, utilizes a 12-passenger lift-equipped bus, provides 4,553 trips annually with an average trip length of 2.58 miles. Transportation is seen here as a forced undertaking rather than a service that the agency likes to provide.

Merrick Community Service: Volunteer drivers use their own vehicles to transport senior citizens for grocery shopping, medical and social services. A problem of insufficient drivers exists. The agency undertakes 2,938 trips annually, with an average trip length of 3.71 miles.

Dist. 622 Senior Citizen: Transportation for medical appointments, congregate dining and shopping is provided. Volunteers use their own vehicles and a bus is rented to provide congregate dining and shopping transportation. The average trip length is 1.55 miles, with the annual trips being 4,622.

CLUES: Two vans are used for senior transportation for congregate dining and recreational purposes. The average trip length is 1.21 miles and 9,725 trips provided annually.

Ramsey Action Programs: Utilizing two lift-equipped vehicles, the agency provides transportation for medical appointments, congregate dining, social trips, and shopping. The agency provides 7,879 trips annually, and the average trip length is 5.5 miles.

Senior citizens living in the Summit-University area are provided transportation for medical appointments and recreational trips. A lift-equipped van is used to provide 8,686 trips annually, and the average trip length is 1.44 miles.

SCOTT COUNTY

The Scott County Human Services runs a coordinated transportation network with two accessible mini buses and five vans. The program, which is assisted by 70 volunteer drivers, was started in 1969 jointly with Carver County. The program serves senior citizens, developmentally disabled and mentally retarded residents, and also provides transportation for human service agencies client referrals. The program runs routine trips for medical appointments, congregate dining, and county business. Medical appointments have priority. Residents in each town in the county are provided transportation one day a week for local shopping and business. There is a trip a month from each town to Minneapolis and Southdale. The other scheduling arrangements are daily round-trip transportation from group homes, individual residences, and nursing homes to DACs and Opportunity Workshops. Some social, work-related, and recreational trips are also involved in the routing. The program ran about 43,000 trips last year. The County feels that there has been an increase in attendance at Senior Centers, Congregate Dining Facilities, and other county-organized activities due to the availability of the coordinated transportation network.

Unmet needs have been identified which are not being served due to unavailability of vehicles. It is felt by the department that individual senior needs such as funerals, hospital visitation, church and work/training programs are not being served. The program has an active interest in becoming a Metro Mobility provider when the Phase II expansion is implemented, with the primary reason being an ability to obtain more funds.

The City of Shakopee dial-a-ride, which only operates within city limits, help to support the coordinated transportation program. This system has two seven-passenger mini-vans and one 15-passenger van. The dial-a-ride is run by Kare Kabs, a Metro Mobility provider, which operates three vehicles, Monday to Friday, from 6 a.m. to 9 p.m. There is also a Saturday service from 8 a.m. to 5.30 p.m. A handicapped accessible vehicle is available at 24-hour notice. The total expenditure in 1986 was $119,891 for 22,773 trips, producing an average subsidy per trip of $5.26. It is expected that the subsidy will go down to $4.27 a trip in 1987 ($141,000 expenses for 33,000 trips). The average trip length for 1986 was 3.4 miles, and it is projected that it will go down to 2.72 miles in 1987.

Here too, it can be expected that there will be a problem of providers not willing to serve the Phase II expansion area due to the distance and time taken for each trip. Kare Kabs would benefit as it could serve the urban area quite efficiently. However, the question remains on whether the distance and time problem would be an obstacle to the provision of service.

WASHINGTON COUNTY

Human Services, Inc. was started as a private non-profit community mental health center in Washington County. The agency started providing transportation for senior citizens and the handicapped in late 1978. The door-to-door service is provided Monday to Friday from 7:30 a.m. to 5 p.m., with fares of $1 and $1.50. Fifty-nine percent of the ridership is for medical purposes, 31 percent for shopping and personal services, five percent for congregate dining, and five percent for recreation and social service. The agency has two wheelchair accessible vans and three conventional vans.

HSI provided 8,798 trips in 1986 at a cost of $193,355. Revenue was $13,036, which brought the subsidy per trip to $7.82 and subsidy per mile to $1.35. The agency has successfully brought down both subsidies to $6.32 and $1.17 during the operating period January to August, 1987.

The Community Volunteer Service, based in Stillwater, provides transportation to county residents or social service clients for medical trips. Volunteer drivers use their own vehicles. About 3,440 trips are provided annually. Another provider is East Suburban Resources, Inc, which provides an aide on the regular bus route and also has a van. The agency works with the mentally handicapped.

The county has a strong need for specialized transportation, particularly for the north-south travel. HSI has submitted a formal application to be a Metro Mobility provider when the service is expanded into areas in Washington County.

TABLE 11 10

METRO MOBILITY PROGRAM (Original Area)

MINNEAPOLIS/ST. PAUL METROPOLITAN AREA DEMOGRAPHIC DATA

Census Tract/ED	1980 POP	<60 Pop < Pov.	60+ Pop < Pov.	60+POP	Under 5	5-18	19-64	65 Plus	1980 HC Persons	1980 HC 60+	1980 HC < 60	HC&LI
									Estimates:			
1.01	3256	138	0	531	239	642	2067	308	118	42	76	4
1.02	4931	430	61	961	373	920	2843	795	205	95	110	18
2.00	3516	174	178	1121	193	523	1895	905	177	109	68	22
3.00	3394	114	27	917	248	565	1839	742	158	89	68	6
4.00	3085	294	51	614	241	551	1817	476	127	58	69	13
5.00	2176	111	73	509	108	362	1394	312	89	41	48	9
6.01	5281	308	94	1181	314	864	3294	809	219	103	116	17
6.02	3451	132	67	861	160	601	2083	607	151	77	74	10
7.00	2816	44	34	641	202	458	1624	532	124	63	61	5
8.00	2891	108	41	660	246	486	1676	483	121	60	61	7
9.00	3201	245	63	606	258	618	1871	454	128	56	72	13
10.00	820	135	10	72	72	169	481	98	31	10	21	5
11.00	2432	136	26	430	176	430	1518	308	95	39	56	6
12.00	5062	277	62	1294	306	773	2969	1014	230	123	107	14
13.00	2156	201	33	506	151	359	1285	361	91	45	46	9
14.00	2336	207	60	455	182	481	1274	399	99	47	52	12
15.00	2452	223	29	296	202	494	1333	423	104	44	60	10
16.00	3425	550	134	642	344	666	1939	476	134	59	75	27
17.00	1895	221	83	310	131	280	1179	305	80	35	45	16
18.00	3393	295	79	766	257	552	2090	494	137	64	73	15
19.00	2585	159	61	449	165	471	1605	344	103	42	60	10
20.00	1967	177	31	308	161	390	1199	217	73	27	46	8
21.00	2689	363	47	319	282	652	1517	238	93	29	63	14
22.00	2519	361	34	270	255	556	1437	271	92	31	61	14
23.00	1468	322	160	488	111	228	765	364	72	45	27	24
24.00	2224	319	45	420	135	326	1397	366	95	43	52	14
25.00	2827	256	123	549	197	402	1649	579	129	64	65	22
26.00	2481	317	184	713	152	331	1439	559	118	68	50	27
27.00	2604	633	21	206	242	776	1441	145	83	18	65	19
28.00	2358	691	58	261	236	696	1213	213	81	26	56	24
29.00	1344	376	37	181	90	335	789	130	49	16	32	14
30.00	1235	61	31	264	65	158	797	215	54	26	28	5
31.00	2088	203	198	571	107	278	1256	447	98	54	44	25
32.00	1893	205	13	220	138	506	1107	142	65	19	46	7
33.00	2315	965	100	188	291	730	1117	177	75	20	55	36
34.00	1842	668	151	286	259	449	854	280	71	32	40	34
35.00	319	103	36	78	8	25	256	30	12	5	7	5
36.00	782	145	29	193	30	72	515	165	37	20	17	7
37.00	3174	556	74	410	99	225	2567	283	120	36	84	23
38.00	3908	928	18	168	84	241	3444	139	132	17	115	30
39.00	2153	657	11	85	12	95	1980	66	73	8	65	22
40.00	4859	871	25	603	283	579	3592	405	176	52	124	28
41.00	2567	432	47	444	183	392	1501	491	114	54	60	18

Metro Mobility Demographic Data (Original Area)

42.00	1549	531	82	181	238	466	740	105	48	14	34	20
43.00	513	178	18	38	7	33	397	76	22	7	15	9
44.00	1011	319	39	160	6	55	829	121	41	15	27	14
45.00	1320	136	222	633	5	28	735	552	86	65	22	27
46.01	484	7	35	261	0	13	226	245	35	28	7	4
46.02	31	0	0	7	2	0	28	1	1	0	1	0
47.00	3220	998	327	633	166	236	2280	538	140	64	76	62
48.00	2449	258	19	95	42	324	1963	120	84	13	72	10
49.00	6078	892	19	105	135	968	4720	255	204	24	180	31
50.00	2541	105	0	292	90	370	1835	246	96	29	67	3
51.00	2687	117	27	590	148	350	1732	457	116	56	60	6
52.00	1847	181	100	651	43	83	1197	524	100	63	36	15
53.00	1298	292	49	359	19	69	957	253	61	32	29	13
54.00	1790	365	85	212	63	169	1357	201	70	23	47	20
55.00	3306	216	52	463	109	417	2427	353	128	43	85	11
56.00	4118	715	93	621	59	108	3260	691	185	76	109	34
57.00	2458	341	183	676	47	105	1817	489	116	61	55	27
58.00	1445	451	214	446	86	136	834	389	74	46	29	35
59.00	2688	669	182	537	140	211	1710	627	131	68	63	43
60.00	2657	654	180	521	150	270	1435	802	144	81	62	47
61.00	1535	500	293	479	95	217	801	422	79	49	30	44
62.00	1908	185	57	155	41	182	1538	147	70	17	54	12
63.00	2144	466	61	348	86	175	1527	356	94	40	54	21
64.00	1748	224	79	643	62	186	936	564	98	66	32	15
65.00	4084	30	13	707	175	684	2595	630	172	74	98	2
66.00	3109	231	37	369	105	403	2290	311	119	37	82	11
67.00	4474	712	45	477	209	355	3558	352	163	44	119	25
68.00	4449	713	65	590	141	315	3485	508	177	60	117	28
69.00	2308	518	54	322	114	201	1445	548	113	55	59	25
70.00	3901	766	55	396	226	359	3021	295	140	36	103	28
71.00	4484	901	244	1047	230	367	2422	1465	253	152	101	62
72.00	3217	1116	101	304	350	741	1782	344	116	38	78	42
73.00	2458	887	14	176	270	602	1322	264	88	27	61	26
74.00	1213	215	0	137	81	210	775	147	47	16	31	6
75.00	2579	271	34	465	165	391	1648	375	105	45	60	11
76.00	2052	96	17	410	99	342	1274	337	88	40	47	4
77.00	1688	305	22	145	115	142	1321	110	59	14	45	11
78.00	2624	852	59	330	316	452	1579	277	94	33	62	29
79.00	2073	498	58	270	189	464	1162	258	79	29	49	20
80.00	2865	145	29	397	73	254	2199	339	115	40	75	7
81.00	3781	357	61	485	151	365	2863	402	147	48	99	17
82.00	4108	552	232	888	231	460	2502	915	196	102	93	43
83.00	2191	440	16	164	273	469	1239	210	76	22	54	14
84.00	2391	532	11	244	233	520	1483	155	79	20	59	15
85.00	3825	458	91	650	313	546	2457	509	151	62	89	22
86.00	2468	301	15	423	188	405	1601	274	93	36	57	10
87.00	2441	187	28	542	133	394	1440	474	110	56	54	8
88.00	3742	265	93	872	214	576	2253	699	166	84	82	17
89.00	3102	119	54	749	197	513	1847	545	134	68	66	8
90.00	4146	152	65	1084	219	703	2419	805	187	100	87	10

Metro Mobility Demographic Data (Original Area)

91.00	4112	192	63	946	123	408	2797	784	188	94	95	12
92.00	4247	233	77	957	127	295	2702	1123	221	121	99	17
93.00	3234	153	83	576	181	451	2156	446	131	54	77	12
94.00	2648	463	75	315	223	634	1534	257	95	31	64	20
95.00	2926	628	55	384	259	596	1765	306	107	37	70	23
96.00	3475	346	22	706	272	589	2076	538	143	66	77	12
97.00	2537	225	14	454	182	436	1571	348	101	43	59	8
98.00	3951	98	68	746	227	739	2425	560	160	69	91	9
99.00	4299	243	44	735	238	720	2773	568	172	69	102	11
100.00	1835	278	41	280	165	417	1061	192	67	24	42	11
101.00	2774	73	29	677	174	463	1597	540	124	65	59	5
102.00	2628	77	39	773	162	386	1487	593	125	73	52	6
103.00	2009	60	27	463	99	346	1192	372	89	45	44	4
104.00	2265	119	46	460	114	436	1372	343	94	42	51	8
105.00	3872	63	46	930	221	683	2243	725	171	88	83	6
106.00	3113	32	24	493	159	642	1934	378	121	46	75	3
107.00	2712	57	13	411	159	601	1659	293	102	37	65	3
108.00	3737	160	47	660	279	586	2410	462	145	58	87	9
109.00	4841	252	55	747	293	906	2871	771	203	86	116	14
110.00	3768	72	18	896	231	645	2200	692	165	85	81	4
111.00	3693	178	51	933	204	574	2230	685	164	85	79	10
112.00	3759	90	26	794	234	643	2289	593	157	73	84	5
113.00	5498	103	51	1086	386	975	3369	768	220	97	124	7
114.00	3987	119	26	618	258	919	2395	415	147	53	94	6
115.00	4450	117	6	806	273	859	2464	854	198	95	103	4
116.00	4508	67	36	912	288	841	2639	740	190	89	101	5
117.01	3895	85	32	985	244	663	2269	719	171	90	82	5
117.02	3652	79	67	890	212	579	2123	738	166	88	78	9
118.00	5111	131	69	1233	262	893	3121	835	217	107	110	10
119.00	4596	126	64	911	303	707	2629	957	211	106	104	11
120.01	6590	41	57	1451	355	1087	4174	974	272	125	147	6
120.02	5123	172	57	1167	307	753	3078	985	230	117	113	11
121.01	2820	110	5	584	146	426	1870	378	114	49	64	4
121.02	3518	139	17	680	236	675	2158	449	137	58	79	5
201.01	3705	54	12	511	128	900	2390	287	132	40	92	2
201.02	1914	23	10	449	56	331	1219	308	82	39	43	2
202.00	7588	498	76	533	732	1949	4569	338	236	44	192	20
203.01	2988	101	0	150	148	916	1835	89	92	12	80	3
203.02	2231	246	0	159	166	516	1370	179	78	20	58	7
203.03	4355	153	6	225	245	1251	2742	117	133	17	116	5
203.04	3436	75	6	401	169	797	2228	242	119	32	87	3
204.00	4802	114	29	667	207	874	3285	436	177	57	120	6
205.00	3817	229	23	608	254	824	2376	363	139	49	90	8
206.00	2013	110	10	327	99	424	1292	198	75	26	48	4
207.00	4502	120	6	513	295	1042	2864	301	153	41	112	4
208.01	2570	101	13	310	195	623	1619	133	83	21	63	4
208.02	831	37	5	110	66	174	537	54	28	8	20	1
208.03	2481	49	6	233	154	595	1629	103	79	16	63	2
209.01	3205	32	19	362	188	747	2028	242	112	31	80	3
209.02	2838	7	0	428	111	496	1968	263	105	35	70	0

Metro Mobility Demographic Data (Original Area)

210.01	6880	338	5	565	466	1571	4306	537	239	61	178	10
210.02	2218	10	0	260	108	517	1447	146	76	20	56	0
211.00	2096	18	12	428	145	346	1261	344	88	41	47	2
212.00	4641	180	32	1110	198	820	2891	732	196	95	102	8
213.00	4107	59	82	1043	236	630	2301	940	196	109	87	10
214.00	3578	118	32	686	232	626	2263	457	141	59	82	6
215.01	4837	291	41	627	292	1232	2525	788	202	84	118	14
215.02	2725	214	32	290	178	479	1521	547	123	53	70	12
215.03	6117	160	0	270	474	1820	3704	119	179	18	161	4
215.04	4184	68	8	220	226	1330	2540	88	125	14	111	2
215.05	5224	122	0	272	357	1402	3234	231	166	27	139	3
216.01	4299	107	15	295	257	1195	2707	140	133	21	112	4
216.02	6274	107	70	776	290	1427	3676	881	254	96	158	12
217.00	5884	62	5	900	254	1316	3804	510	213	70	143	2
218.00	2318	30	14	405	81	458	1489	290	92	36	56	2
219.00	4018	46	32	456	171	923	2627	297	141	39	103	4
220.00	971	43	0	102	51	120	754	46	32	7	26	1
221.01	2581	173	17	301	151	424	1829	177	90	24	66	6
221.02	3015	23	75	625	115	445	1836	619	140	70	70	9
222.00	4655	34	5	398	186	935	3313	221	155	31	124	1
223.01	1437	65	0	213	62	284	959	132	53	17	35	2
223.02	3372	139	91	735	167	501	1967	737	159	83	76	14
224.00	4414	209	62	670	249	800	2812	553	173	66	107	12
225.00	2972	86	34	373	202	631	1918	221	103	30	73	5
226.00	2451	66	19	412	151	408	1577	315	97	39	58	4
227.00	3721	110	23	696	172	600	2457	492	150	62	88	5
228.01	2108	8	7	545	112	376	1287	333	89	44	44	1
228.02	2595	100	70	929	105	294	1380	816	144	96	48	10
229.01	3248	90	12	573	144	439	2094	571	143	64	78	4
229.02	1928	53	13	290	117	434	1117	260	76	30	46	3
230.00	3463	184	54	665	190	497	2304	472	140	59	81	10
231.00	1866	46	6	243	124	428	1099	215	71	25	45	2
235.01	3799	88	41	1025	167	716	2161	755	173	94	79	6
235.02	4978	194	29	837	118	1187	3173	500	188	67	121	8
236.00	3696	50	13	621	199	992	2015	490	145	59	86	3
237.00	5165	29	5	693	195	1387	3215	368	180	52	128	1
238.01	5067	59	3	1176	194	990	3122	761	211	99	112	2
238.02	2782	9	19	859	138	432	1669	543	126	71	55	2
239.01	4116	27	7	447	146	1210	2544	216	136	32	105	1
239.02	1971	37	0	140	66	635	1207	63	62	10	52	1
239.03	2491	28	0	302	90	694	1502	205	89	26	63	1
240.01	3825	103	58	1196	60	476	2171	1118	208	129	79	9
240.02	6317	205	100	1805	194	804	3862	1457	309	175	133	16
241.00	3809	124	19	758	170	737	2387	515	153	66	88	5
242.00	3836	123	18	606	243	806	2430	357	139	48	91	5
243.00	4474	195	25	484	203	698	3220	353	161	44	117	8
244.00	2854	117	53	710	114	453	1802	485	124	62	62	8
245.00	2532	35	13	512	103	523	1616	290	98	40	58	2
246.00	4048	205	20	624	210	737	2719	382	149	51	98	8
247.00	3481	48	20	759	140	618	2267	456	140	61	79	3

Metro Mobility Demographic Data (Original Area)

248.01	2464	19	11	432	103	484	1620	257	93	35	59	1
248.02	2959	100	69	425	165	478	1855	461	124	51	73	11
249.01	2487	73	14	283	185	524	1614	164	84	22	62	3
249.02	2635	24	20	277	143	583	1737	172	90	23	67	2
249.03	2272	57	5	125	135	472	1591	74	72	10	62	2
250.00	223	25	20	51	2	14	178	29	9	4	5	2
251.00	2097	79	15	142	75	240	1703	79	70	11	59	4
252.01	2551	130	0	168	212	575	1694	70	77	11	66	4
252.02	2407	45	5	278	139	427	1670	171	84	23	61	2
252.03	3683	164	11	236	227	896	2432	128	115	18	98	5
252.04	2345	89	15	193	115	592	1535	103	76	14	61	4
253.01	3325	29	0	268	115	819	2130	261	118	30	89	1
253.02	1986	52	9	199	96	467	1309	114	67	16	51	2
253.03	2282	124	30	246	135	405	1558	184	81	23	58	6
254.01	2199	83	12	272	163	483	1431	122	72	19	54	3
254.02	2005	80	0	272	120	388	1313	184	73	24	49	2
254.03	4042	125	0	389	160	788	2764	330	146	39	107	4
255.01	2082	39	0	175	115	424	1439	104	69	14	55	1
255.02	1761	19	0	137	102	354	1098	207	68	21	47	1
256.01	2814	57	52	440	154	618	1699	343	109	42	67	7
256.02	2223	101	16	274	106	497	1469	151	77	21	56	4
256.03	2447	59	5	155	125	681	1550	91	77	12	65	2
256.04	2224	61	4	163	108	593	1416	107	73	14	59	2
256.05	4406	135	0	320	246	1027	2939	194	142	26	117	4
257.00	9300	183	7	591	344	2750	5886	320	294	45	249	6
258.01	2485	51	25	201	101	672	1612	100	80	15	65	3
258.02	3183	29	22	268	232	890	1938	123	99	18	81	2
258.03	2066	31	0	129	115	505	1288	158	72	17	55	1
258.04	1561	121	13	149	103	380	985	93	52	12	40	4
258.05	3177	96	15	129	183	990	1937	67	95	10	85	4
259.01	3737	13	7	359	257	971	2165	344	133	39	94	1
259.02	9443	153	0	315	722	2277	6003	441	302	46	256	4
260.01	7734	187	6	289	720	2171	4693	150	224	21	203	6
260.02	8182	194	29	301	803	1878	5326	175	241	24	217	8
260.03	347	6	10	39	15	90	206	36	13	4	9	1
301.00	5671	404	30	700	386	826	3798	661	218	76	142	15
302.00	6524	332	64	1448	332	932	3660	1600	322	176	147	17
303.00	5885	144	90	1638	345	916	3465	1159	266	146	120	12
304.00	4631	295	66	767	253	589	3298	491	177	64	112	14
305.00	5461	1663	34	683	659	1418	2793	591	194	70	125	47
306.01	3609	281	82	424	274	597	2428	310	129	39	90	15
306.02	3952	40	38	1077	242	740	2189	781	178	98	80	5
307.02	5266	205	59	926	322	1147	3183	614	201	79	122	11
307.03	3727	174	91	694	206	798	2236	487	147	62	86	13
307.04	3785	342	68	709	301	695	2261	528	151	65	85	16
308.00	4415	175	99	1018	287	907	2499	722	185	91	94	14
309.00	3033	190	48	463	262	712	1731	328	111	41	70	9
310.00	3742	293	148	810	302	716	2099	625	157	76	80	22
311.00	3643	126	43	899	257	660	2050	676	159	83	76	7
312.00	3313	273	132	651	222	580	1970	541	139	65	75	21

Metro Mobility Demographic Data (Original Area)

313.00	2083	253	57	404	170	431	1187	295	83	37	46	12
314.00	2909	632	53	508	273	677	1615	344	109	44	65	22
315.00	3005	539	65	422	302	677	1758	268	105	35	70	20
316.00	3506	307	72	664	294	685	2074	453	136	58	78	15
317.00	6968	1127	127	945	714	1483	4103	668	247	84	163	42
318.01	4239	292	72	715	371	849	2483	536	163	66	97	15
318.02	3759	179	52	675	245	747	2373	394	140	53	87	9
319.00	1140	63	20	238	43	165	729	203	50	24	26	4
320.00	2897	147	29	555	195	493	1741	468	122	56	66	7
321.00	3282	284	21	539	130	531	2173	448	134	53	80	10
322.00	2721	216	196	605	201	492	1509	519	120	61	59	26
323.00	3510	89	44	718	258	653	2033	566	146	69	78	7
324.00	2694	97	59	787	170	466	1416	642	130	77	53	8
325.00	3593	521	39	686	301	732	2104	456	138	59	80	18
326.00	2976	521	76	524	282	710	1595	389	114	48	66	21
327.00	1958	440	87	327	205	394	1132	227	73	29	44	19
328.00	1262	245	38	237	75	149	754	284	60	31	30	12
329.00	1894	1044	193	345	243	661	650	340	77	39	38	47
330.00	1260	179	34	241	125	271	721	143	47	19	27	8
331.00	1933	244	24	289	152	338	1113	330	82	36	46	10
332.00	1893	168	14	162	105	212	1198	378	87	36	51	8
333.00	3562	248	43	540	189	632	2283	458	141	54	87	11
334.00	3360	542	45	419	194	468	2217	481	138	52	85	21
335.00	3051	319	100	596	240	794	1584	433	120	54	66	18
336.00	962	357	83	140	109	298	445	110	35	13	21	17
337.00	1087	130	97	303	57	137	490	403	65	42	23	17
338.00	1919	275	33	278	157	571	1017	174	67	23	44	10
339.00	1081	193	9	67	94	270	641	76	36	8	28	6
340.00	2338	485	54	268	275	417	1358	288	88	32	56	19
342.00	2544	230	267	1154	8	86	1476	974	159	116	44	34
344.00	2447	353	65	251	241	520	1441	245	88	28	60	17
345.00	3823	229	50	578	331	939	2115	438	142	54	88	11
346.01	3971	170	137	892	270	653	2078	970	193	107	86	21
346.02	3405	186	55	643	204	689	2081	431	133	55	78	10
347.01	3724	162	52	464	286	718	2404	316	132	40	91	9
347.02	4021	199	55	763	293	800	2458	470	153	62	90	10
348.00	2204	49	24	341	113	403	1393	295	88	35	54	4
349.00	4284	224	45	553	167	844	2847	426	161	52	109	11
350.00	3091	187	31	374	201	654	1975	261	110	33	77	8
351.00	3578	250	55	435	159	697	2383	339	132	41	91	12
352.00	3831	299	31	606	238	713	2408	472	149	58	92	11
353.00	4503	223	48	801	280	845	2740	638	182	77	105	11
354.00	2663	430	18	182	266	710	1546	141	84	17	67	13
355.00	918	160	46	133	62	66	442	348	55	32	23	16
356.00	1919	146	38	262	93	263	1367	196	73	24	49	8
357.00	2766	185	16	314	137	581	1769	279	103	33	70	7
358.00	2938	253	90	488	108	314	2197	319	114	41	73	15
359.00	1225	101	84	391	61	156	675	333	63	39	24	11
360.00	1460	170	49	199	107	254	778	321	68	32	36	13
361.00	1627	334	94	244	122	507	761	237	64	27	37	19

Metro Mobility Demographic Data (Original Area)

362.00	4558	170	71	1196	261	751	2566	980	212	117	95	12
363.00	4287	171	51	712	195	747	2562	783	190	86	104	11
364.00	4198	45	69	905	257	779	2376	786	185	92	93	8
365.00	4068	121	92	1190	220	589	2272	987	200	118	82	13
366.00	4603	61	38	1122	272	889	2554	888	205	108	98	5
367.00	4313	205	129	1196	262	764	2409	878	196	109	87	18
368.00	2558	221	45	562	178	498	1443	439	109	53	55	10
369.00	2237	176	34	442	161	370	1359	347	93	42	50	8
370.00	3203	262	11	551	272	722	1771	438	125	53	72	8
371.00	4767	507	106	940	424	1095	2370	878	204	101	103	25
372.00	5397	445	64	948	466	1162	3035	734	211	90	121	18
374.01	5809	343	11	439	557	1502	3460	290	183	37	146	10
374.02	3483	80	39	447	136	692	2322	333	130	41	88	6
375.00	5389	126	38	1299	218	911	3297	963	238	119	118	7
376.01	4383	112	156	1136	213	625	2541	1004	211	117	94	19
376.02	2536	287	117	676	129	260	1625	522	118	64	54	19
411.03	2362	89	8	274	123	283	1639	317	96	34	61	4
411.04	2366	56	0	112	174	715	1320	157	78	16	62	2
411.05	6287	210	34	413	396	1958	3676	257	197	34	163	9
411.06	3677	220	0	134	217	1051	2332	77	110	11	100	6
411.07	6619	429	14	449	429	1444	4476	270	211	36	175	13
412.00	4320	193	0	304	266	834	2775	445	161	46	115	6
413.01	3795	115	12	490	142	789	2574	290	135	39	96	4
413.02	3835	89	11	286	205	880	2577	173	125	23	102	3
414.00	4935	159	66	800	249	980	3237	469	182	63	118	10
415.00	5358	93	20	541	238	1271	3188	661	209	71	138	5
416.01	6862	136	54	607	350	1716	4491	305	222	44	178	8
416.02	3523	178	20	444	203	662	2277	381	133	45	88	7
417.00	3043	8	86	543	131	686	1819	407	122	50	71	8
418.00	4469	21	14	848	193	881	2699	696	188	83	104	2
419.00	3079	38	8	698	166	542	1880	491	130	62	68	2
420.01	2212	433	0	104	238	324	1577	73	68	9	59	12
420.02	1985	135	7	235	108	325	1392	160	71	20	51	5
421.01	3817	246	35	424	247	555	2699	316	137	39	98	10
421.02	3285	158	10	241	279	839	1991	176	106	22	84	5
422.01	2349	95	0	119	203	546	1520	80	72	10	62	3
422.02	3764	133	11	543	210	891	2206	457	145	54	91	5
423.01	1278	100	0	184	89	282	791	116	46	15	31	3
423.02	5035	188	42	450	367	1238	3095	335	169	41	128	9
424.01	3216	27	8	171	242	1024	1843	107	98	14	83	1
424.02	4447	139	49	508	283	936	2585	643	180	68	112	11
425.01	3290	95	23	443	260	742	1987	301	117	38	79	5
425.02	3582	137	0	259	287	1009	2154	132	110	19	91	4
426.01	4754	234	35	331	433	1313	2800	208	148	27	120	9
426.02	2585	122	37	426	188	650	1374	373	103	44	59	7
427.00	4582	236	19	373	426	1170	2707	279	149	34	115	8
511.01	4883	150	0	338	391	1246	3063	183	151	26	126	4
511.02	5504	132	8	399	317	1558	3300	329	183	39	143	4
511.03	3468	73	0	150	320	987	2079	82	102	11	90	2
512.01	3790	240	0	241	255	726	2605	204	125	24	101	7

Metro Mobility Demographic Data (Original Area)

512.02	3736	146	61	347	250	948	2282	256	127	32	95	10
512.03	5985	273	0	322	355	1541	3893	196	186	26	160	8
512.04	50	0	0	9	4	13	32	1	1	0	1	0
512.05	2841	151	26	265	191	660	1865	125	91	19	72	6
513.01	2647	198	41	223	131	673	1700	143	88	19	69	9
513.02	4352	253	10	309	264	1128	2673	287	147	33	114	8
513.03	817	95	29	161	60	79	550	128	34	15	19	6
513.04	2697	62	5	324	157	586	1770	184	93	25	67	2
514.00	4304	184	19	705	243	906	2669	486	164	62	102	7
515.01	2719	103	55	453	180	564	1626	349	106	43	64	8
515.02	3267	64	68	699	123	673	1938	533	139	65	74	8
601.01	3818	100	63	768	263	800	2207	548	153	69	85	8
601.02	3026	63	14	736	166	555	1751	554	133	68	65	3
601.03	3015	89	4	443	141	784	1781	309	112	39	73	3
601.04	4118	81	110	1183	135	717	2443	823	189	104	85	12
601.05	4550	211	20	686	249	697	2905	699	190	78	112	8
602.01	2687	117	12	335	204	644	1592	247	96	31	65	4
602.02	3235	50	38	660	196	691	1853	495	133	61	72	5
603.01	4277	215	207	1104	320	820	2296	841	190	103	87	25
603.02	3750	99	40	512	247	900	2302	301	131	41	90	6
604.01	2795	86	39	486	212	606	1636	341	107	43	64	6
604.02	4491	232	44	508	326	1052	2700	413	161	50	111	11
TOT	1194562	80652	16982	187111	73329	232843	740263	148127	46494	17950	28544	3914

TABLE 11.11

METRO MOBILITY PROGRAM (Phase I Area)

MINNEAPOLIS/ST. PAUL METROPOLITAN AREA DEMOGRAPHIC DATA

Census Tract/ED	1980 POP	<60 Pop < Pov.	60+ Pop < Pov.	60+POP	Under 5	5-18	19-64	65 Plus	1980 HC Persons	1980 HC 60+	1980 HC < 60	HC&LI
									Estimates:			
232.00	5007	260	48	628	242	635	3552	578	196	67	129	13
233.00	5451	193	119	1521	288	805	3149	1209	258	146	112	17
234.00	4878	197	25	519	294	866	3241	477	180	55	125	8
261.01	2958	37	8	287	158	747	1869	184	100	24	76	2
261.02	3643	58	4	409	200	862	2365	216	122	31	92	2
262.01	2631	4	0	107	175	812	1566	78	80	10	70	0
262.02	2696	140	0	273	195	726	1656	119	85	18	67	4
262.03	6238	32	17	319	406	1844	3774	214	192	27	165	2
262.04	6486	152	29	447	448	1787	3726	525	225	57	168	8
263.01	2058	22	0	94	143	590	1090	235	77	22	55	1
263.02	3477	89	8	433	216	903	2120	238	118	33	85	3
264.01	4608	92	13	367	311	1142	2912	243	150	31	119	4
264.02	3888	107	7	555	188	635	2681	384	146	49	97	4
265.03	2251	42	7	93	211	614	1376	50	66	7	59	2
265.04	8003	341	44	325	551	1839	5339	274	250	33	217	14
265.05	1861	42	13	129	175	464	1135	87	58	11	47	2
265.06	34	0	0	5	1	9	22	2	1	0	1	0
265.07	3465	59	8	342	231	886	2179	169	112	25	87	2
266.03	819	5	4	65	66	246	474	33	25	5	21	0
266.04	1096	96	0	46	110	226	744	16	32	3	29	3
266.05	914	10	0	18	131	250	517	16	25	2	23	0
266.06	4815	56	0	185	331	1594	2762	128	144	16	128	2
266.07	5671	87	10	362	357	1571	3534	209	177	28	149	3
266.08	0	0	0	0	0	0	0	0	0	0	0	0
266.09	3089	33	0	181	200	892	1882	115	96	15	81	1
267.02	2974	91	67	388	216	585	1674	499	125	53	73	12
267.03	8271	180	7	130	1215	2153	4815	88	223	11	212	5
267.04	7829	215	6	201	754	2274	4659	142	225	18	207	6
267.05	4425	138	0	229	477	1080	2757	111	130	16	114	4
268.01	2384	147	6	185	190	698	1382	114	75	15	60	5
268.05	6789	138	10	289	673	1867	4078	171	199	23	176	5
268.06	555	33	0	57	59	151	327	18	17	3	13	1
268.07	5469	156	0	188	496	1346	3519	108	160	15	146	4
268.08	12926	536	94	538	1246	2943	8400	337	386	44	341	23
268.09	4095	575	11	126	582	833	2615	65	114	9	105	16
268.10	6051	597	41	302	483	1472	3933	163	183	23	160	20
268.11	5063	228	0	71	615	1388	2991	69	141	8	133	6
269.03	3203	131	35	232	387	705	1963	148	99	19	79	6
269.04	5803	26	0	188	658	1798	3204	143	166	18	149	1
272.01	5253	111	42	607	307	1386	3176	384	181	50	130	7
272.02	1747	37	7	133	108	455	1031	153	62	17	45	2
272.03	3632	108	20	492	191	733	2220	488	145	55	90	5
273.00	3621	113	57	833	131	678	2206	606	156	76	81	8
274.00	4242	169	13	480	255	1120	2534	333	148	42	105	6

275.01	4530	117	64	663	257	843	2902	528	174	64	111	10
275.02	4646	134	4	440	319	1256	2795	276	153	36	117	4
276.01	3806	156	65	475	318	839	2292	357	136	44	92	10
276.02	5474	362	22	440	499	1236	3414	325	179	40	139	12
401.00	3848	96	26	330	356	1064	2252	176	120	25	95	5
402.00	1830	43	17	364	111	438	1046	235	71	31	41	3
403.01	2152	0	4	235	131	569	1303	149	73	20	54	0
403.02	6718	301	0	366	422	2036	4037	223	207	30	177	8
404.01	3763	64	18	254	266	1003	2346	148	118	20	98	3
404.02	4021	117	0	250	329	1183	2367	142	123	19	103	3
405.01	3658	144	3	248	374	988	2138	158	113	21	92	4
405.02	2891	106	29	394	232	673	1560	426	116	47	69	6
406.01	2869	22	41	240	112	904	1709	144	94	19	75	4
406.02	5063	181	11	290	545	1152	3187	179	153	24	130	6
407.01	6229	102	14	277	593	1624	3832	180	186	23	163	4
407.03	5405	185	7	407	451	1290	3481	183	166	28	138	6
407.04	5666	106	0	421	299	1302	3865	200	180	30	150	3
408.00	8012	263	0	573	533	1854	4960	665	282	72	210	7
409.01	2527	104	6	90	238	659	1576	54	74	7	67	3
409.02	4054	254	7	229	436	979	2542	97	119	15	103	7
410.01	3062	74	0	155	277	870	1802	113	93	14	79	2
410.02	3059	97	5	199	208	809	1928	114	96	16	80	3
502.03	5700	215	58	355	580	1589	3337	194	171	27	144	10
503.00	397	0	0	0	0	9	371	17	14	1	13	0
504.00	4505	424	72	532	410	1007	2643	445	162	53	109	19
505.01	3186	193	74	784	199	641	1786	560	137	70	67	12
505.02	7546	351	30	533	658	2112	4316	460	246	54	191	13
506.01	3929	124	6	186	338	1230	2273	88	115	13	102	4
506.02	2875	71	0	75	243	938	1661	33	81	5	76	2
506.04	3845	108	30	208	395	1084	2271	95	112	14	98	5
506.05	6606	280	10	162	564	2244	3677	121	190	15	175	9
506.06	1912	142	58	249	158	478	1041	235	72	27	45	10
507.01	3503	139	28	161	310	1021	2014	158	109	18	91	7
507.02	2794	37	0	52	250	862	1652	30	79	4	75	1
507.04	4732	87	0	36	414	1514	2750	54	134	6	128	2
507.05	2972	179	18	258	242	876	1744	110	91	17	74	6
507.06	2658	139	0	105	264	820	1522	52	76	8	69	4
508.04	5951	419	6	244	651	1632	3525	143	173	19	153	12
508.05	4285	26	0	56	504	1409	2339	33	116	4	112	1
508.06	3417	142	0	41	395	1220	1773	29	92	4	89	4
508.07	4222	197	0	154	372	1358	2424	68	121	10	110	5
508.08	3129	164	0	71	297	992	1796	44	88	6	83	4
508.09	2291	87	14	89	254	525	1461	51	67	7	60	3
508.10	1637	109	0	96	208	366	1014	49	48	7	41	3
508.11	3626	132	10	198	267	1042	2200	117	111	16	95	4
509.01	2150	140	5	108	254	518	1305	73	64	9	55	4
509.02	3321	191	0	127	294	1052	1933	42	94	7	87	5
510.01	1567	73	0	73	155	397	962	53	47	7	41	2
510.02	4801	223	5	213	356	1515	2827	103	141	15	126	6
TOT	371209	13303	1547	25885	31009	96632	225100	18468	11828	2320	9508	505

TABLE 11 12

METRO MOBILITY PROGRAM (Phase II Area)

MINNEAPOLIS/ST. PAUL METROPOLITAN AREA DEMOGRAPHIC DATA

Census Tract/ED	1980 POP	<60 Pop < Pov.	60+ Pop < Pov.	60+POP	Under 5	5-18	19-64	65 Plus	1980 HC Persons	1980 HC 60+	1980 HC < 60	HC&LI
									Estimates:			
605.01	5276	256	11	383	365	1268	3266	377	180	43	137	8
605.02	4023	50	8	119	292	1240	2394	97	120	12	108	2
605.03	5318	280	10	230	581	1631	2992	114	152	17	135	8
605.04	2898	201	26	226	274	686	1821	117	90	17	73	7
606.01	5327	120	13	773	295	1471	3166	395	184	57	127	4
606.02	1961	71	18	289	114	585	1146	116	65	19	46	3
606.03	636	23	15	226	17	65	409	145	31	19	12	2
607.02	5828	145	0	149	427	1833	3475	93	169	12	157	4
607.07	5135	286	14	111	527	1354	3153	101	148	12	137	9
607.08	2887	58	0	82	285	782	1786	34	82	5	76	2
607.09	3896	115	0	123	332	1262	2246	56	111	8	103	3
607.10	3411	148	0	155	297	907	2132	75	101	11	90	4
607.11	3038	106	0	128	163	598	2120	157	101	17	84	3
607.12	4585	91	0	281	295	1140	2999	151	143	21	121	3
607.13	2920	33	0	58	241	976	1669	34	83	5	78	1
607.14	3974	93	0	117	366	1075	2477	56	114	8	106	3
607.15	3668	180	10	163	349	853	2353	113	111	14	96	6
607.16	1244	11	6	56	133	349	730	32	36	4	32	1
607.17	1128	11	0	54	102	316	672	38	34	5	29	0
607.18	1223	49	21	51	109	245	810	59	39	6	33	4
607.19	2818	71	18	100	322	904	1544	48	79	7	72	3
607.20	1712	24	0	67	188	448	1041	35	49	5	44	1
607.21	2159	77	0	53	189	556	1377	37	63	5	58	2
607.22	4163	168	18	111	507	1042	2555	59	117	8	108	6
607.23	2585	83	0	32	227	872	1465	21	72	3	69	2
608.03	4988	49	0	62	744	1456	2745	43	132	5	127	1
608.04	4639	130	8	54	514	1619	2475	31	125	4	121	4
608.05	1812	99	0	72	159	268	1318	67	57	8	49	3
608.06	2664	76	0	48	198	978	1463	25	75	4	71	2
608.07	7715	186	6	93	716	2722	4219	58	213	8	205	5
610.02	5083	246	22	365	488	1611	2778	206	154	28	126	8
703.01	979	6	4	71	34	319	578	48	32	6	26	1
703.02	5831	305	37	640	390	1603	3450	388	196	52	144	11
704.01	4298	207	18	234	271	1522	2357	148	131	19	112	7
704.02	5296	249	31	416	419	1494	3113	270	169	35	134	9
705.00	5543	252	70	849	431	1229	2936	947	233	104	130	16
706.01	3639	128	5	168	375	1132	1999	133	109	16	93	4
706.02	3541	132	28	541	233	894	1996	418	134	51	83	6
707.01	2179	37	17	169	147	741	1172	119	70	15	55	3
707.02	4070	102	52	680	318	939	2291	522	157	64	93	8
708.00	1166	0	0	0	0	1	1155	10	38	1	37	0
709.01	679	31	13	75	60	108	463	48	23	6	17	2
709.04	5214	302	0	250	413	1458	3208	135	156	19	137	8

709.05	2158	17	0	131	163	665	1233	97	68	12	56	0
709.06	1501	37	0	81	171	398	893	39	44	6	38	1
709.07	3250	339	10	285	361	734	1971	184	104	24	80	10
710.01	3843	112	0	133	280	1101	2413	49	111	8	103	3
710.03	3323	164	20	308	346	803	1952	222	109	28	81	6
710.04	5070	76	0	136	436	1396	3033	205	157	21	136	2
710.05	1384	41	5	107	99	447	777	61	43	8	35	2
712.02	4628	48	0	159	305	1539	2693	91	136	12	124	1
712.03	731	88	0	66	54	240	397	40	23	5	18	2
712.04	7168	142	22	193	654	2440	3984	90	201	13	188	5
712.05	6467	159	12	147	931	1968	3480	88	175	12	163	5
713.01	1131	60	12	98	140	280	640	71	36	9	27	3
713.02	3733	121	22	305	286	1083	2181	183	119	25	94	5
801.00	1377	92	22	150	111	330	864	72	44	11	34	4
802.00	2575	61	0	87	244	820	1465	46	74	6	67	2
803.00	2668	123	60	179	266	802	1452	148	84	18	67	9
804.00	3273	285	89	416	299	708	1962	304	116	38	78	16
805.00	2384	33	52	294	140	557	1322	365	98	39	59	8
809.00	8311	240	47	679	739	2379	4787	406	261	55	207	10
905.00	2155	67	27	214	125	609	1285	136	72	18	54	4
906.00	2748	28	0	137	227	726	1666	129	87	15	72	1
907.00	1448	95	0	83	131	389	881	47	44	6	37	3
908.00	2921	112	49	219	364	728	1692	137	89	18	71	7
909.00	1531	60	0	44	159	337	981	54	47	6	41	2
910.00	3894	154	16	535	321	904	2251	418	143	51	92	6
TOT	230821	8041	964	14110	20259	64935	135769	9858	7163	1247	5915	305

TABLE 11 13

METRO MOBILITY PROGRAM (County Area)

MINNEAPOLIS/ST. PAUL METROPOLITAN AREA DEMOGRAPHIC DATA

Census Tract/ED	1980 POP	<60 Pop < Pov.	60+ Pop < Pov.	60+POP	Under 5	5-18	19-64	65 Plus	1980 HC Persons	1980 HC 60+	1980 HC < 60	HC&LI
									Estimates:			
269.01	6666	263	71	409	677	2129	3594	266	201	35	167	13
270.00	5832	169	48	540	507	1678	3214	433	196	52	143	9
271.01	2920	88	19	286	228	830	1675	187	96	24	72	4
271.02	4252	204	58	215	502	1202	2400	148	126	19	107	10
277.00	4093	178	54	401	288	1144	2392	269	137	35	102	10
501.01	9465	447	61	548	1104	2830	5181	350	281	46	235	17
501.02	7358	241	41	416	683	2396	3997	282	222	36	186	10
502.04	6171	122	10	125	725	2107	3247	92	170	11	159	4
502.05	3922	46	0	113	441	1327	2088	66	109	9	100	1
502.06	3463	84	13	75	340	1226	1844	53	97	7	90	3
502.07	4764	196	24	67	517	1613	2567	67	132	8	125	8
502.08	1160	62	0	15	102	432	609	17	33	2	31	2
502.09	7832	96	45	280	947	2308	4369	208	225	26	199	7
502.10	3232	160	7	160	256	1122	1738	116	98	14	83	5
608.08	3634	22	7	126	350	1069	2134	81	106	11	95	1
608.09	6276	339	6	66	838	2050	3353	35	166	5	161	9
608.10	4880	189	27	365	478	1432	2736	234	152	31	121	7
609.00	4370	271	79	562	420	1062	2383	505	162	59	103	16
610.01	3713	196	22	334	335	1165	1990	223	119	29	91	7
611.01	281	0	18	149	8	24	81	168	22	18	4	2
611.02	2869	155	6	355	255	667	1662	285	103	34	69	5
611.03	7192	300	77	513	672	2128	3952	440	232	52	180	16
612.00	2314	78	29	352	179	532	1319	284	88	34	54	5
613.00	155	0	0	0	0	0	106	49	9	4	5	0
614.00	6129	481	74	484	616	1993	3182	338	192	43	150	19
615.00	3977	177	33	497	334	1137	2183	323	136	42	94	8
701.01	4945	287	135	742	420	1045	2758	722	198	82	116	23
701.02	4982	48	7	366	388	1584	2776	234	156	31	126	2
702.01	5477	140	38	568	429	1607	3079	362	181	47	134	7
702.02	3771	145	48	311	332	1225	2040	174	117	24	93	8
711.01	3507	145	7	311	349	971	1997	190	111	25	86	4
711.02	3706	155	47	361	260	1127	2070	249	123	32	92	8
713.03	351	13	0	49	19	93	212	27	12	4	8	0
806.00	1616	0	0	12	196	530	862	28	45	3	42	0
807.00	1483	61	5	64	135	472	850	26	42	4	38	2
808.00	4992	226	60	483	469	1433	2699	391	168	47	121	12
810.00	3905	122	21	222	342	1346	2090	127	116	17	99	5
811.00	3703	102	52	257	318	1215	1996	174	115	22	93	7
812.00	3113	158	106	537	224	791	1574	524	130	60	71	16
813.00	4384	223	105	723	348	1192	2219	625	173	74	99	17
901.00	3247	131	49	440	310	827	1754	356	118	43	75	8
902.00	2739	263	60	387	246	728	1508	257	96	33	63	12
903.00	4034	145	111	682	282	1003	2127	622	164	72	92	16
904.00	3849	84	24	319	242	1054	2333	220	127	28	99	4
911.00	2722	136	29	251	225	797	1499	201	91	24	67	7
912.00	5758	407	119	953	574	1385	3080	719	217	89	128	22
TOT	189204	7555	1852	15491	17910	56028	103519	11747	6113	1444	4669	376

METRO MOBILITY PROGRAM (County Area)

MINNEAPOLIS/ST. PAUL METROPOLITAN AREA DEMOGRAPHIC DATA

Census Tract/ED	1980 POP	<60 Pop < Pov.	60+ Pop < Pov.	60+POP	Under 5	5-18	19-64	65 Plus	1980 HC Persons	1980 HC 60+	1980 HC < 60	HC&LI
									Estimates:			
269.01	6666	3.9%	1.1%	6.1%	10.2%	31.9%	53.9%	4.0%	3.0%	0.5%	2.5%	0.2%
270.00	5832	2.9%	0.8%	9.3%	8.7%	28.8%	55.1%	7.4%	3.4%	0.9%	2.5%	0.2%
271.01	2920	3.0%	0.7%	9.8%	7.8%	28.4%	57.4%	6.4%	3.3%	0.8%	2.5%	0.1%
271.02	4252	4.8%	1.4%	5.1%	11.8%	28.3%	56.4%	3.5%	3.0%	0.4%	2.5%	0.2%
277.00	4093	4.3%	1.3%	9.8%	7.0%	28.0%	58.4%	6.6%	3.3%	0.8%	2.5%	0.2%
501.01	9465	4.7%	0.6%	5.8%	11.7%	29.9%	54.7%	3.7%	3.0%	0.5%	2.5%	0.2%
501.02	7358	3.3%	0.6%	5.7%	9.3%	32.6%	54.3%	3.8%	3.0%	0.5%	2.5%	0.1%
502.04	6171	2.0%	0.2%	2.0%	11.7%	34.1%	52.6%	1.5%	2.8%	0.2%	2.6%	0.1%
502.05	3922	1.2%	0.0%	2.9%	11.2%	33.8%	53.2%	1.7%	2.8%	0.2%	2.6%	0.0%
502.06	3463	2.4%	0.4%	2.2%	9.8%	35.4%	53.2%	1.5%	2.8%	0.2%	2.6%	0.1%
502.07	4764	4.1%	0.5%	1.4%	10.9%	33.9%	53.9%	1.4%	2.8%	0.2%	2.6%	0.2%
502.08	1160	5.3%	0.0%	1.3%	8.8%	37.2%	52.5%	1.5%	2.8%	0.2%	2.7%	0.1%
502.09	7832	1.2%	0.6%	3.6%	12.1%	29.5%	55.8%	2.7%	2.9%	0.3%	2.5%	0.1%
502.10	3232	5.0%	0.2%	5.0%	7.9%	34.7%	53.8%	3.6%	3.0%	0.4%	2.6%	0.2%
608.08	3634	0.6%	0.2%	3.5%	9.6%	29.4%	58.7%	2.2%	2.9%	0.3%	2.6%	0.0%
608.09	6276	5.4%	0.1%	1.1%	13.4%	32.7%	53.4%	0.6%	2.6%	0.1%	2.6%	0.1%
608.10	4880	3.9%	0.6%	7.5%	9.8%	29.3%	56.1%	4.8%	3.1%	0.6%	2.5%	0.2%
609.00	4370	6.2%	1.8%	12.9%	9.6%	24.3%	54.5%	11.6%	3.7%	1.3%	2.4%	0.4%
610.01	3713	5.3%	0.6%	9.0%	9.0%	31.4%	53.6%	6.0%	3.2%	0.8%	2.4%	0.2%
611.01	281	0.0%	6.4%	53.0%	2.8%	8.5%	28.8%	59.8%	7.9%	6.5%	1.4%	0.8%
611.02	2869	5.4%	0.2%	12.4%	8.9%	23.2%	57.9%	9.9%	3.6%	1.2%	2.4%	0.2%
611.03	7192	4.2%	1.1%	7.1%	9.3%	29.6%	54.9%	6.1%	3.2%	0.7%	2.5%	0.2%
612.00	2314	3.4%	1.3%	15.2%	7.7%	23.0%	57.0%	12.3%	3.8%	1.5%	2.3%	0.2%
613.00	155	0.0%	0.0%	0.0%	0.0%	0.0%	68.4%	31.6%	5.7%	2.6%	3.2%	0.0%
614.00	6129	7.8%	1.2%	7.9%	10.1%	32.5%	51.9%	5.5%	3.1%	0.7%	2.4%	0.3%
615.00	3977	4.5%	0.8%	12.5%	8.4%	28.6%	54.9%	8.1%	3.4%	1.1%	2.4%	0.2%
701.01	4945	5.8%	2.7%	15.0%	8.5%	21.1%	55.8%	14.6%	4.0%	1.7%	2.3%	0.5%
701.02	4982	1.0%	0.1%	7.3%	7.8%	31.8%	55.7%	4.7%	3.1%	0.6%	2.5%	0.0%
702.01	5477	2.6%	0.7%	10.4%	7.8%	29.3%	56.2%	6.6%	3.3%	0.9%	2.4%	0.1%
702.02	3771	3.8%	1.3%	8.2%	8.8%	32.5%	54.1%	4.6%	3.1%	0.6%	2.5%	0.2%
711.01	3507	4.1%	0.2%	8.9%	10.0%	27.7%	56.9%	5.4%	3.2%	0.7%	2.4%	0.1%
711.02	3706	4.2%	1.3%	9.7%	7.0%	30.4%	55.9%	6.7%	3.3%	0.9%	2.5%	0.2%
713.03	351	3.7%	0.0%	14.0%	5.4%	26.5%	60.4%	7.7%	3.5%	1.1%	2.4%	0.1%
806.00	1616	0.0%	0.0%	0.7%	12.1%	32.8%	53.3%	1.7%	2.8%	0.2%	2.6%	0.0%
807.00	1483	4.1%	0.3%	4.3%	9.1%	31.8%	57.3%	1.8%	2.9%	0.3%	2.6%	0.1%
808.00	4992	4.5%	1.2%	9.7%	9.4%	28.7%	54.1%	7.8%	3.4%	0.9%	2.4%	0.2%
810.00	3905	3.1%	0.5%	5.7%	8.8%	34.5%	53.5%	3.3%	3.0%	0.4%	2.5%	0.1%
811.00	3703	2.8%	1.4%	6.9%	8.6%	32.8%	53.9%	4.7%	3.1%	0.6%	2.5%	0.2%
812.00	3113	5.1%	3.4%	17.3%	7.2%	25.4%	50.6%	16.8%	4.2%	1.9%	2.3%	0.5%
813.00	4384	5.1%	2.4%	16.5%	7.9%	27.2%	50.6%	14.3%	3.9%	1.7%	2.3%	0.4%
901.00	3247	4.0%	1.5%	13.6%	9.5%	25.5%	54.0%	11.0%	3.6%	1.3%	2.3%	0.3%
902.00	2739	9.6%	2.2%	14.1%	9.0%	26.6%	55.1%	9.4%	3.5%	1.2%	2.3%	0.4%
903.00	4034	3.6%	2.8%	16.9%	7.0%	24.9%	52.7%	15.4%	4.1%	1.8%	2.3%	0.4%
904.00	3849	2.2%	0.6%	8.3%	6.3%	27.4%	60.6%	5.7%	3.3%	0.7%	2.6%	0.1%
911.00	2722	5.0%	1.1%	9.2%	8.3%	29.3%	55.1%	7.4%	3.4%	0.9%	2.5%	0.2%
912.00	5758	7.1%	2.1%	16.6%	10.0%	24.1%	53.5%	12.5%	3.8%	1.5%	2.2%	0.4%
Tot	189204	4.0%	1.0%	8.2%	9.5%	29.6%	54.7%	6.2%	3.2%	0.8%	2.5%	0.2%

TABLE 11.14

METRO MOBILITY PROGRAM (Original Area)

MINNEAPOLIS/ST. PAUL METROPOLITAN AREA DEMOGRAPHIC DATA IN PERCENTAGES

Census Tract/ED	1980 POP	<60 Pop < Pov.	60+ Pop < Pov.	60+POP	Under 5	5-18	19-64	65 Plus	1980 HC Persons	1980 HC 60+	1980 HC < 60	HC&LI
									Estimates:			
1.01	3256	4.2%	0.0%	16.3%	7.3%	19.7%	63.5%	9.5%	3.6%	1.3%	2.3%	0.1%
1.02	4931	8.7%	1.2%	19.5%	7.6%	18.7%	57.7%	16.1%	4.2%	1.9%	2.2%	0.4%
2.00	3516	4.9%	5.1%	31.9%	5.5%	14.9%	53.9%	25.7%	5.0%	3.1%	1.9%	0.6%
3.00	3394	3.4%	0.8%	27.0%	7.3%	16.6%	54.2%	21.9%	4.6%	2.6%	2.0%	0.2%
4.00	3085	9.5%	1.7%	19.9%	7.8%	17.9%	58.9%	15.4%	4.1%	1.9%	2.2%	0.4%
5.00	2176	5.1%	3.4%	23.4%	5.0%	16.6%	64.1%	14.3%	4.1%	1.9%	2.2%	0.4%
6.01	5281	5.8%	1.8%	22.4%	5.9%	16.4%	62.4%	15.3%	4.2%	2.0%	2.2%	0.3%
6.02	3451	3.8%	1.9%	24.9%	4.6%	17.4%	60.4%	17.6%	4.4%	2.2%	2.1%	0.3%
7.00	2816	1.6%	1.2%	22.8%	7.2%	16.3%	57.7%	18.9%	4.4%	2.3%	2.2%	0.2%
8.00	2891	3.7%	1.4%	22.8%	8.5%	16.8%	58.0%	16.7%	4.2%	2.1%	2.1%	0.2%
9.00	3201	7.7%	2.0%	18.9%	8.1%	19.3%	58.5%	14.2%	4.0%	1.8%	2.2%	0.4%
10.00	820	16.5%	1.2%	8.8%	8.8%	20.6%	58.7%	12.0%	3.8%	1.2%	2.5%	0.6%
11.00	2432	5.6%	1.1%	17.7%	7.2%	17.7%	62.4%	12.7%	3.9%	1.6%	2.3%	0.3%
12.00	5062	5.5%	1.2%	25.6%	6.0%	15.3%	58.7%	20.0%	4.5%	2.4%	2.1%	0.3%
13.00	2156	9.3%	1.5%	23.5%	7.0%	16.7%	59.6%	16.7%	4.2%	2.1%	2.1%	0.4%
14.00	2336	8.9%	2.6%	19.5%	7.8%	20.6%	54.5%	17.1%	4.2%	2.0%	2.2%	0.5%
15.00	2452	9.1%	1.2%	12.1%	8.2%	20.1%	54.4%	17.3%	4.2%	1.8%	2.4%	0.4%
16.00	3425	16.1%	3.9%	18.7%	10.0%	19.4%	56.6%	13.9%	3.9%	1.7%	2.2%	0.8%
17.00	1895	11.7%	4.4%	16.4%	6.9%	14.8%	62.2%	16.1%	4.2%	1.8%	2.4%	0.8%
18.00	3393	8.7%	2.3%	22.6%	7.6%	16.3%	61.6%	14.6%	4.1%	1.9%	2.2%	0.4%
19.00	2585	6.2%	2.4%	17.4%	6.4%	18.2%	62.1%	13.3%	4.0%	1.6%	2.3%	0.4%
20.00	1967	9.0%	1.6%	15.7%	8.2%	19.8%	61.0%	11.0%	3.7%	1.4%	2.3%	0.4%
21.00	2689	13.5%	1.7%	11.9%	10.5%	24.2%	56.4%	8.9%	3.5%	1.1%	2.4%	0.5%
22.00	2519	14.3%	1.3%	10.7%	10.1%	22.1%	57.0%	10.8%	3.6%	1.2%	2.4%	0.5%
23.00	1468	21.9%	10.9%	33.2%	7.6%	15.5%	52.1%	24.8%	4.9%	3.1%	1.8%	1.6%
24.00	2224	14.3%	2.0%	18.9%	6.1%	14.7%	62.8%	16.5%	4.3%	1.9%	2.3%	0.6%
25.00	2827	9.1%	4.4%	19.4%	7.0%	14.2%	58.3%	20.5%	4.6%	2.3%	2.3%	0.8%
26.00	2481	12.8%	7.4%	28.7%	6.1%	13.3%	58.0%	22.5%	4.8%	2.7%	2.0%	1.1%
27.00	2604	24.3%	0.8%	7.9%	9.3%	29.8%	55.3%	5.6%	3.2%	0.7%	2.5%	0.7%
28.00	2358	29.3%	2.5%	11.1%	10.0%	29.5%	51.4%	9.0%	3.4%	1.1%	2.4%	1.0%
29.00	1344	28.0%	2.8%	13.5%	6.7%	24.9%	58.7%	9.7%	3.6%	1.2%	2.4%	1.0%
30.00	1235	4.9%	2.5%	21.4%	5.3%	12.8%	64.5%	17.4%	4.4%	2.1%	2.3%	0.4%
31.00	2088	9.7%	9.5%	27.3%	5.1%	13.3%	60.2%	21.4%	4.7%	2.6%	2.1%	1.2%
32.00	1893	10.8%	0.7%	11.6%	7.3%	26.7%	58.5%	7.5%	3.4%	1.0%	2.4%	0.4%
33.00	2315	41.7%	4.3%	8.1%	12.6%	31.5%	48.3%	7.6%	3.3%	0.9%	2.4%	1.5%
34.00	1842	36.3%	8.2%	15.5%	14.1%	24.4%	46.4%	15.2%	3.9%	1.7%	2.1%	1.8%
35.00	319	32.3%	11.3%	24.5%	2.5%	7.8%	80.3%	9.4%	3.8%	1.5%	2.3%	1.7%
36.00	782	18.5%	3.7%	24.7%	3.8%	9.2%	65.9%	21.1%	4.7%	2.5%	2.2%	0.9%
37.00	3174	17.5%	2.3%	12.9%	3.1%	7.1%	80.9%	8.9%	3.8%	1.1%	2.6%	0.7%
38.00	3908	23.7%	0.5%	4.3%	2.1%	6.2%	88.1%	3.6%	3.4%	0.4%	3.0%	0.8%
39.00	2153	30.5%	0.5%	3.9%	0.6%	4.4%	92.0%	3.1%	3.4%	0.4%	3.0%	1.0%

Metro Mobility Demographic Data Percentages (Original Area)

40.00	4859	17.9%	0.5%	12.4%	5.8%	11.9%	73.9%	8.3%	3.6%	1.1%	2.6%	0.6%
41.00	2567	16.8%	1.8%	17.3%	7.1%	15.3%	58.5%	19.1%	4.4%	2.1%	2.3%	0.7%
42.00	1549	34.3%	5.3%	11.7%	15.4%	30.1%	47.8%	6.8%	3.1%	0.9%	2.2%	1.3%
43.00	513	34.7%	3.5%	7.4%	1.4%	6.4%	77.4%	14.8%	4.3%	1.4%	2.9%	1.8%
44.00	1011	31.6%	3.9%	15.8%	0.6%	5.4%	82.0%	12.0%	4.1%	1.5%	2.6%	1.3%
45.00	1320	10.3%	16.8%	48.0%	0.4%	2.1%	55.7%	41.8%	6.5%	4.9%	1.6%	2.0%
46.01	484	1.4%	7.2%	53.9%	0.0%	2.7%	46.7%	50.6%	7.3%	5.8%	1.5%	0.8%
46.02	31	0.0%	0.0%	22.6%	6.5%	0.0%	90.3%	3.2%	3.3%	1.0%	2.3%	0.0%
47.00	3220	31.0%	10.2%	19.7%	5.2%	7.3%	70.8%	16.7%	4.4%	2.0%	2.4%	1.9%
48.00	2449	10.5%	0.8%	3.9%	1.7%	13.2%	80.2%	4.9%	3.4%	0.5%	2.9%	0.4%
49.00	6078	14.7%	0.3%	1.7%	2.2%	15.9%	77.7%	4.2%	3.4%	0.4%	3.0%	0.5%
50.00	2541	4.1%	0.0%	11.5%	3.5%	14.6%	72.2%	9.7%	3.8%	1.1%	2.6%	0.1%
51.00	2687	4.4%	1.0%	22.0%	5.5%	13.0%	64.5%	17.0%	4.3%	2.1%	2.3%	0.2%
52.00	1847	9.8%	5.4%	35.2%	2.3%	4.5%	64.8%	28.4%	5.4%	3.4%	2.0%	0.8%
53.00	1298	22.5%	3.8%	27.7%	1.5%	5.3%	73.7%	19.5%	4.7%	2.5%	2.2%	1.0%
54.00	1790	20.4%	4.7%	11.8%	3.5%	9.4%	75.8%	11.2%	3.9%	1.3%	2.7%	1.1%
55.00	3306	6.5%	1.6%	14.0%	3.3%	12.6%	73.4%	10.7%	3.9%	1.3%	2.6%	0.3%
56.00	4118	17.4%	2.3%	15.1%	1.4%	2.6%	79.2%	16.8%	4.5%	1.8%	2.7%	0.8%
57.00	2458	13.9%	7.4%	27.5%	1.9%	4.3%	73.9%	19.9%	4.7%	2.5%	2.2%	1.1%
58.00	1445	31.2%	14.8%	30.9%	6.0%	9.4%	57.7%	26.9%	5.1%	3.2%	2.0%	2.4%
59.00	2688	24.9%	6.8%	20.0%	5.2%	7.8%	63.6%	23.3%	4.9%	2.5%	2.4%	1.6%
60.00	2657	24.6%	6.8%	19.6%	5.6%	10.2%	54.0%	30.2%	5.4%	3.1%	2.3%	1.8%
61.00	1535	32.6%	19.1%	31.2%	6.2%	14.1%	52.2%	27.5%	5.1%	3.2%	1.9%	2.9%
62.00	1908	9.7%	3.0%	8.1%	2.1%	9.5%	80.6%	7.7%	3.7%	0.9%	2.8%	0.6%
63.00	2144	21.7%	2.8%	16.2%	4.0%	8.2%	71.2%	16.6%	4.4%	1.9%	2.5%	1.0%
64.00	1748	12.8%	4.5%	36.8%	3.5%	10.6%	53.5%	32.3%	5.6%	3.8%	1.8%	0.8%
65.00	4084	0.7%	0.3%	17.3%	4.3%	16.7%	63.5%	15.4%	4.2%	1.8%	2.4%	0.1%
66.00	3109	7.4%	1.2%	11.9%	3.4%	13.0%	73.7%	10.0%	3.8%	1.2%	2.6%	0.3%
67.00	4474	15.9%	1.0%	10.7%	4.7%	7.9%	79.5%	7.9%	3.6%	1.0%	2.7%	0.6%
68.00	4449	16.0%	1.5%	13.3%	3.2%	7.1%	78.3%	11.4%	4.0%	1.3%	2.6%	0.6%
69.00	2308	22.4%	2.3%	14.0%	4.9%	8.7%	62.6%	23.7%	4.9%	2.4%	2.6%	1.1%
70.00	3901	19.6%	1.4%	10.2%	5.8%	9.2%	77.4%	7.6%	3.6%	0.9%	2.6%	0.7%
71.00	4484	20.1%	5.4%	23.3%	5.1%	8.2%	54.0%	32.7%	5.6%	3.4%	2.3%	1.4%
72.00	3217	34.7%	3.1%	9.4%	10.9%	23.0%	55.4%	10.7%	3.6%	1.2%	2.4%	1.3%
73.00	2458	36.1%	0.6%	7.2%	11.0%	24.5%	53.8%	10.7%	3.6%	1.1%	2.5%	1.1%
74.00	1213	17.7%	0.0%	11.3%	6.7%	17.3%	63.9%	12.1%	3.9%	1.3%	2.5%	0.5%
75.00	2579	10.5%	1.3%	18.0%	6.4%	15.2%	63.9%	14.5%	4.1%	1.8%	2.3%	0.4%
76.00	2052	4.7%	0.8%	20.0%	4.8%	16.7%	62.1%	16.4%	4.3%	2.0%	2.3%	0.2%
77.00	1688	18.1%	1.3%	8.6%	6.8%	8.4%	78.3%	6.5%	3.5%	0.8%	2.7%	0.7%
78.00	2624	32.5%	2.2%	12.6%	12.0%	17.2%	60.2%	10.6%	3.6%	1.3%	2.3%	1.1%
79.00	2073	24.0%	2.8%	13.0%	9.1%	22.4%	56.1%	12.4%	3.8%	1.4%	2.4%	1.0%
80.00	2865	5.1%	1.0%	13.9%	2.5%	8.9%	76.8%	11.8%	4.0%	1.4%	2.6%	0.3%
81.00	3781	9.4%	1.6%	12.8%	4.0%	9.7%	75.7%	10.6%	3.9%	1.3%	2.6%	0.4%
82.00	4108	13.4%	5.6%	21.6%	5.6%	11.2%	60.9%	22.3%	4.8%	2.5%	2.3%	1.0%
83.00	2191	20.1%	0.7%	7.5%	12.5%	21.4%	56.5%	9.6%	3.5%	1.0%	2.5%	0.6%
84.00	2391	22.3%	0.5%	10.2%	9.7%	21.7%	62.0%	6.5%	3.3%	0.8%	2.5%	0.6%
85.00	3825	12.0%	2.4%	17.0%	8.2%	14.3%	64.2%	13.3%	3.9%	1.6%	2.3%	0.6%
86.00	2468	12.2%	0.6%	17.1%	7.6%	16.4%	64.9%	11.1%	3.8%	1.4%	2.3%	0.4%
87.00	2441	7.7%	1.1%	22.2%	5.4%	16.1%	59.0%	19.4%	4.5%	2.3%	2.2%	0.3%
88.00	3742	7.1%	2.5%	23.3%	5.7%	15.4%	60.2%	18.7%	4.4%	2.3%	2.2%	0.4%

Metro Mobility Demographic Data Percentages (Original Area)

89.00	3102	3.8%	1.7%	24.1%	6.4%	16.5%	59.5%	17.6%	4.3%	2.2%	2.1%	0.3%
90.00	4146	3.7%	1.6%	26.1%	5.3%	17.0%	58.3%	19.4%	4.5%	2.4%	2.1%	0.2%
91.00	4112	4.7%	1.5%	23.0%	3.0%	9.9%	68.0%	19.1%	4.6%	2.3%	2.3%	0.3%
92.00	4247	5.5%	1.8%	22.5%	3.0%	6.9%	63.6%	26.4%	5.2%	2.9%	2.3%	0.4%
93.00	3234	4.7%	2.6%	17.8%	5.6%	13.9%	66.7%	13.8%	4.1%	1.7%	2.4%	0.4%
94.00	2648	17.5%	2.8%	11.9%	8.4%	23.9%	57.9%	9.7%	3.6%	1.2%	2.4%	0.8%
95.00	2926	21.5%	1.9%	13.1%	8.9%	20.4%	60.3%	10.5%	3.7%	1.3%	2.4%	0.8%
96.00	3475	10.0%	0.6%	20.3%	7.8%	16.9%	59.7%	15.5%	4.1%	1.9%	2.2%	0.3%
97.00	2537	8.9%	0.6%	17.9%	7.2%	17.2%	61.9%	13.7%	4.0%	1.7%	2.3%	0.3%
98.00	3951	2.5%	1.7%	18.9%	5.7%	18.7%	61.4%	14.2%	4.1%	1.7%	2.3%	0.2%
99.00	4299	5.7%	1.0%	17.1%	5.5%	16.7%	64.5%	13.2%	4.0%	1.6%	2.4%	0.3%
100.00	1835	15.1%	2.2%	15.3%	9.0%	22.7%	57.8%	10.5%	3.6%	1.3%	2.3%	0.6%
101.00	2774	2.6%	1.0%	24.4%	6.3%	16.7%	57.6%	19.5%	4.5%	2.4%	2.1%	0.2%
102.00	2628	2.9%	1.5%	29.4%	6.2%	14.7%	56.6%	22.6%	4.7%	2.8%	2.0%	0.2%
103.00	2009	3.0%	1.3%	23.0%	4.9%	17.2%	59.3%	18.5%	4.4%	2.2%	2.2%	0.2%
104.00	2265	5.3%	2.0%	20.3%	5.0%	19.2%	60.6%	15.1%	4.1%	1.9%	2.3%	0.3%
105.00	3872	1.6%	1.2%	24.0%	5.7%	17.6%	57.9%	18.7%	4.4%	2.3%	2.1%	0.2%
106.00	3113	1.0%	0.8%	15.8%	5.1%	20.6%	62.1%	12.1%	3.9%	1.5%	2.4%	0.1%
107.00	2712	2.1%	0.5%	15.2%	5.9%	22.2%	61.2%	10.8%	3.8%	1.4%	2.4%	0.1%
108.00	3737	4.3%	1.3%	17.7%	7.5%	15.7%	64.5%	12.4%	3.9%	1.6%	2.3%	0.2%
109.00	4841	5.2%	1.1%	15.4%	6.1%	18.7%	59.3%	15.9%	4.2%	1.8%	2.4%	0.3%
110.00	3768	1.9%	0.5%	23.8%	6.1%	17.1%	58.4%	18.4%	4.4%	2.2%	2.1%	0.1%
111.00	3693	4.8%	1.4%	25.3%	5.5%	15.5%	60.4%	18.5%	4.4%	2.3%	2.1%	0.3%
112.00	3759	2.4%	0.7%	21.1%	6.2%	17.1%	60.9%	15.8%	4.2%	1.9%	2.2%	0.1%
113.00	5498	1.9%	0.9%	19.8%	7.0%	17.7%	61.3%	14.0%	4.0%	1.8%	2.2%	0.1%
114.00	3987	3.0%	0.7%	15.5%	6.5%	23.0%	60.1%	10.4%	3.7%	1.3%	2.4%	0.1%
115.00	4450	2.6%	0.1%	18.1%	6.1%	19.3%	55.4%	19.2%	4.4%	2.1%	2.3%	0.1%
116.00	4508	1.5%	0.8%	20.2%	6.4%	18.7%	58.5%	16.4%	4.2%	2.0%	2.2%	0.1%
117.01	3895	2.2%	0.8%	25.3%	6.3%	17.0%	58.3%	18.5%	4.4%	2.3%	2.1%	0.1%
117.02	3652	2.2%	1.8%	24.4%	5.8%	15.9%	58.1%	20.2%	4.6%	2.4%	2.1%	0.2%
118.00	5111	2.6%	1.4%	24.1%	5.1%	17.5%	61.1%	16.3%	4.3%	2.1%	2.2%	0.2%
119.00	4596	2.7%	1.4%	19.8%	6.6%	15.4%	57.2%	20.8%	4.6%	2.3%	2.3%	0.2%
120.01	6590	0.6%	0.9%	22.0%	5.4%	16.5%	63.3%	14.8%	4.1%	1.9%	2.2%	0.1%
120.02	5123	3.4%	1.1%	22.8%	6.0%	14.7%	60.1%	19.2%	4.5%	2.3%	2.2%	0.2%
121.01	2820	3.9%	0.2%	20.7%	5.2%	15.1%	66.3%	13.4%	4.0%	1.7%	2.3%	0.1%
121.02	3518	4.0%	0.5%	19.3%	6.7%	19.2%	61.3%	12.8%	3.9%	1.6%	2.3%	0.2%
201.01	3705	1.5%	0.3%	13.8%	3.5%	24.3%	64.5%	7.7%	3.6%	1.1%	2.5%	0.1%
201.02	1914	1.2%	0.5%	23.5%	2.9%	17.3%	63.7%	16.1%	4.3%	2.0%	2.2%	0.1%
202.00	7588	6.6%	1.0%	7.0%	9.6%	25.7%	60.2%	4.5%	3.1%	0.6%	2.5%	0.3%
203.01	2988	3.4%	0.0%	5.0%	5.0%	30.7%	61.4%	3.0%	3.1%	0.4%	2.7%	0.1%
203.02	2231	11.0%	0.0%	7.1%	7.4%	23.1%	61.4%	8.0%	3.5%	0.9%	2.6%	0.3%
203.03	4355	3.5%	0.1%	5.2%	5.6%	28.7%	63.0%	2.7%	3.1%	0.4%	2.7%	0.1%
203.04	3436	2.2%	0.2%	11.7%	4.9%	23.2%	64.8%	7.0%	3.5%	0.9%	2.5%	0.1%
204.00	4802	2.4%	0.6%	13.9%	4.3%	18.2%	68.4%	9.1%	3.7%	1.2%	2.5%	0.1%
205.00	3817	6.0%	0.6%	15.9%	6.7%	21.6%	62.2%	9.5%	3.6%	1.3%	2.4%	0.2%
206.00	2013	5.5%	0.5%	16.2%	4.9%	21.1%	64.2%	9.8%	3.7%	1.3%	2.4%	0.2%
207.00	4502	2.7%	0.1%	11.4%	6.6%	23.1%	63.6%	6.7%	3.4%	0.9%	2.5%	0.1%
208.01	2570	3.9%	0.5%	12.1%	7.6%	24.2%	63.0%	5.2%	3.2%	0.8%	2.4%	0.1%
208.02	831	4.5%	0.6%	13.2%	7.9%	20.9%	64.6%	6.5%	3.4%	0.9%	2.4%	0.2%
208.03	2481	2.0%	0.2%	9.4%	6.2%	24.0%	65.7%	4.2%	3.2%	0.6%	2.6%	0.1%

Metro Mobility Demographic Data Percentages (Original Area)

209.01	3205	1.0%	0.6%	11.3%	5.9%	23.3%	63.3%	7.6%	3.5%	1.0%	2.5%	0.1%
209.02	2838	0.2%	0.0%	15.1%	3.9%	17.5%	69.3%	9.3%	3.7%	1.2%	2.5%	0.0%
210.01	6880	4.9%	0.1%	8.2%	6.8%	22.8%	62.6%	7.8%	3.5%	0.9%	2.6%	0.1%
210.02	2218	0.5%	0.0%	11.7%	4.9%	23.3%	65.2%	6.6%	3.4%	0.9%	2.5%	0.0%
211.00	2096	0.9%	0.6%	20.4%	6.9%	16.5%	60.2%	16.4%	4.2%	2.0%	2.2%	0.1%
212.00	4641	3.9%	0.7%	23.9%	4.3%	17.7%	62.3%	15.8%	4.2%	2.0%	2.2%	0.2%
213.00	4107	1.4%	2.0%	25.4%	5.7%	15.3%	56.0%	22.9%	4.8%	2.7%	2.1%	0.3%
214.00	3578	3.3%	0.9%	19.2%	6.5%	17.5%	63.2%	12.8%	3.9%	1.6%	2.3%	0.2%
215.01	4837	6.0%	0.8%	13.0%	6.0%	25.5%	52.2%	16.3%	4.2%	1.7%	2.4%	0.3%
215.02	2725	7.9%	1.2%	10.6%	6.5%	17.6%	55.8%	20.1%	4.5%	2.0%	2.6%	0.4%
215.03	6117	2.6%	0.0%	4.4%	7.7%	29.8%	60.6%	1.9%	2.9%	0.3%	2.6%	0.1%
215.04	4184	1.6%	0.2%	5.3%	5.4%	31.8%	60.7%	2.1%	3.0%	0.3%	2.7%	0.1%
215.05	5224	2.3%	0.0%	5.2%	6.8%	26.8%	61.9%	4.4%	3.2%	0.5%	2.7%	0.1%
216.01	4299	2.5%	0.3%	6.9%	6.0%	27.8%	63.0%	3.3%	3.1%	0.5%	2.6%	0.1%
216.02	6274	1.7%	1.1%	12.4%	4.6%	22.7%	58.6%	14.0%	4.0%	1.5%	2.5%	0.2%
217.00	5884	1.1%	0.1%	15.3%	4.3%	22.4%	64.6%	8.7%	3.6%	1.2%	2.4%	0.0%
218.00	2318	1.3%	0.6%	17.5%	3.5%	19.8%	64.2%	12.5%	4.0%	1.6%	2.4%	0.1%
219.00	4018	1.1%	0.8%	11.3%	4.3%	23.0%	65.4%	7.4%	3.5%	1.0%	2.6%	0.1%
220.00	971	4.4%	0.0%	10.5%	5.3%	12.4%	77.7%	4.7%	3.3%	0.7%	2.6%	0.1%
221.01	2581	6.7%	0.7%	11.7%	5.9%	16.4%	70.9%	6.9%	3.5%	0.9%	2.5%	0.2%
221.02	3015	0.8%	2.5%	20.7%	3.8%	14.8%	60.9%	20.5%	4.6%	2.3%	2.3%	0.3%
222.00	4655	0.7%	0.1%	8.5%	4.0%	20.1%	71.2%	4.7%	3.3%	0.7%	2.7%	0.0%
223.01	1437	4.5%	0.0%	14.8%	4.3%	19.8%	66.7%	9.2%	3.7%	1.2%	2.5%	0.1%
223.02	3372	4.1%	2.7%	21.8%	5.0%	14.9%	58.3%	21.9%	4.7%	2.5%	2.3%	0.4%
224.00	4414	4.7%	1.4%	15.2%	5.6%	18.1%	63.7%	12.5%	3.9%	1.5%	2.4%	0.3%
225.00	2972	2.9%	1.1%	12.6%	6.8%	21.2%	64.5%	7.4%	3.5%	1.0%	2.5%	0.2%
226.00	2451	2.7%	0.8%	16.8%	6.2%	16.6%	64.3%	12.9%	3.9%	1.6%	2.4%	0.1%
227.00	3721	3.0%	0.6%	18.7%	4.6%	16.1%	66.0%	13.2%	4.0%	1.7%	2.4%	0.1%
228.01	2108	0.4%	0.3%	25.9%	5.3%	17.8%	61.1%	15.8%	4.2%	2.1%	2.1%	0.0%
228.02	2595	3.9%	2.7%	35.8%	4.0%	11.3%	53.2%	31.4%	5.5%	3.7%	1.9%	0.4%
229.01	3248	2.8%	0.4%	17.6%	4.4%	13.5%	64.5%	17.6%	4.4%	2.0%	2.4%	0.1%
229.02	1928	2.7%	0.7%	15.0%	6.1%	22.5%	57.9%	13.5%	4.0%	1.6%	2.4%	0.1%
230.00	3463	5.3%	1.6%	19.2%	5.5%	14.4%	66.5%	13.6%	4.0%	1.7%	2.3%	0.3%
231.00	1866	2.5%	0.3%	13.0%	6.6%	22.9%	58.9%	11.5%	3.8%	1.3%	2.4%	0.1%
235.01	3799	2.3%	1.1%	27.0%	4.4%	18.8%	56.9%	19.9%	4.5%	2.5%	2.1%	0.2%
235.02	4978	3.9%	0.6%	16.8%	2.4%	23.8%	63.7%	10.0%	3.8%	1.3%	2.4%	0.2%
236.00	3696	1.4%	0.4%	16.8%	5.4%	26.8%	54.5%	13.3%	3.9%	1.6%	2.3%	0.1%
237.00	5165	0.6%	0.1%	13.4%	3.8%	26.9%	62.2%	7.1%	3.5%	1.0%	2.5%	0.0%
238.01	5067	1.2%	0.1%	23.2%	3.8%	19.5%	61.6%	15.0%	4.2%	2.0%	2.2%	0.0%
238.02	2782	0.3%	0.7%	30.9%	5.0%	15.5%	60.0%	19.5%	4.5%	2.6%	2.0%	0.1%
239.01	4116	0.7%	0.2%	10.9%	3.5%	29.4%	61.8%	5.2%	3.3%	0.8%	2.5%	0.0%
239.02	1971	1.9%	0.0%	7.1%	3.3%	32.2%	61.2%	3.2%	3.1%	0.5%	2.6%	0.1%
239.03	2491	1.1%	0.0%	12.1%	3.6%	27.9%	60.3%	8.2%	3.6%	1.1%	2.5%	0.0%
240.01	3825	2.7%	1.5%	31.3%	1.6%	12.4%	56.8%	29.2%	5.4%	3.4%	2.1%	0.2%
240.02	6317	3.2%	1.6%	28.6%	3.1%	12.7%	61.1%	23.1%	4.9%	2.8%	2.1%	0.2%
241.00	3809	3.3%	0.5%	19.9%	4.5%	19.3%	62.7%	13.5%	4.0%	1.7%	2.3%	0.1%
242.00	3836	3.2%	0.5%	15.8%	6.3%	21.0%	63.3%	9.3%	3.6%	1.3%	2.4%	0.1%
243.00	4474	4.4%	0.6%	10.8%	4.5%	15.6%	72.0%	7.9%	3.6%	1.0%	2.6%	0.2%
244.00	2854	4.1%	1.9%	24.9%	4.0%	15.9%	63.1%	17.0%	4.3%	2.2%	2.2%	0.3%
245.00	2532	1.4%	0.5%	20.2%	4.1%	20.7%	63.8%	11.5%	3.9%	1.6%	2.3%	0.1%

Metro Mobility Demographic Data Percentages (Original Area)

246.00	4048	5.1%	0.5%	15.4%	5.2%	18.2%	67.2%	9.4%	3.7%	1.3%	2.4%	0.2%
247.00	3481	1.4%	0.6%	21.8%	4.0%	17.8%	65.1%	13.1%	4.0%	1.8%	2.3%	0.1%
248.01	2464	0.8%	0.4%	17.5%	4.2%	19.6%	65.7%	10.4%	3.8%	1.4%	2.4%	0.1%
248.02	2959	3.4%	2.3%	14.4%	5.6%	16.2%	62.7%	15.6%	4.2%	1.7%	2.5%	0.4%
249.01	2487	2.9%	0.6%	11.4%	7.4%	21.1%	64.9%	6.6%	3.4%	0.9%	2.5%	0.1%
249.02	2635	0.9%	0.8%	10.5%	5.4%	22.1%	65.9%	6.5%	3.4%	0.9%	2.6%	0.1%
249.03	2272	2.5%	0.2%	5.5%	5.9%	20.8%	70.0%	3.3%	3.1%	0.4%	2.7%	0.1%
250.00	223	11.2%	9.0%	22.9%	0.9%	6.3%	79.8%	13.0%	4.2%	1.8%	2.4%	1.0%
251.00	2097	3.8%	0.7%	6.8%	3.6%	11.4%	81.2%	3.8%	3.3%	0.5%	2.8%	0.2%
252.01	2551	5.1%	0.0%	6.6%	8.3%	22.5%	66.4%	2.7%	3.0%	0.4%	2.6%	0.1%
252.02	2407	1.9%	0.2%	11.5%	5.8%	17.7%	69.4%	7.1%	3.5%	0.9%	2.5%	0.1%
252.03	3683	4.5%	0.3%	6.4%	6.2%	24.3%	66.0%	3.5%	3.1%	0.5%	2.7%	0.1%
252.04	2345	3.8%	0.6%	8.2%	4.9%	25.2%	65.5%	4.4%	3.2%	0.6%	2.6%	0.2%
253.01	3325	0.9%	0.0%	8.1%	3.5%	24.6%	64.1%	7.8%	3.6%	0.9%	2.7%	0.0%
253.02	1986	2.6%	0.5%	10.0%	4.8%	23.5%	65.9%	5.7%	3.4%	0.8%	2.6%	0.1%
253.03	2282	5.4%	1.3%	10.8%	5.9%	17.7%	68.3%	8.1%	3.6%	1.0%	2.6%	0.3%
254.01	2199	3.8%	0.5%	12.4%	7.4%	22.0%	65.1%	5.5%	3.3%	0.8%	2.4%	0.1%
254.02	2005	4.0%	0.0%	13.6%	6.0%	19.4%	65.5%	9.2%	3.6%	1.2%	2.5%	0.1%
254.03	4042	3.1%	0.0%	9.6%	4.0%	19.5%	68.4%	8.2%	3.6%	1.0%	2.6%	0.1%
255.01	2082	1.9%	0.0%	8.4%	5.5%	20.4%	69.1%	5.0%	3.3%	0.7%	2.6%	0.1%
255.02	1761	1.1%	0.0%	7.8%	5.8%	20.1%	62.4%	11.8%	3.8%	1.2%	2.6%	0.0%
256.01	2814	2.0%	1.8%	15.6%	5.5%	22.0%	60.4%	12.2%	3.9%	1.5%	2.4%	0.2%
256.02	2223	4.5%	0.7%	12.3%	4.8%	22.4%	66.1%	6.8%	3.5%	0.9%	2.5%	0.2%
256.03	2447	2.4%	0.2%	6.3%	5.1%	27.8%	63.3%	3.7%	3.2%	0.5%	2.7%	0.1%
256.04	2224	2.7%	0.2%	7.3%	4.9%	26.7%	63.7%	4.8%	3.3%	0.6%	2.6%	0.1%
256.05	4406	3.1%	0.0%	7.3%	5.6%	23.3%	66.7%	4.4%	3.2%	0.6%	2.6%	0.1%
257.00	9300	2.0%	0.1%	6.4%	3.7%	29.6%	63.3%	3.4%	3.2%	0.5%	2.7%	0.1%
258.01	2485	2.1%	1.0%	8.1%	4.1%	27.0%	64.9%	4.0%	3.2%	0.6%	2.6%	0.1%
258.02	3183	0.9%	0.7%	8.4%	7.3%	28.0%	60.9%	3.9%	3.1%	0.6%	2.5%	0.1%
258.03	2066	1.5%	0.0%	6.2%	5.6%	24.4%	62.3%	7.6%	3.5%	0.8%	2.7%	0.0%
258.04	1561	7.8%	0.8%	9.5%	6.6%	24.3%	63.1%	6.0%	3.3%	0.8%	2.5%	0.3%
258.05	3177	3.0%	0.5%	4.1%	5.8%	31.2%	61.0%	2.1%	3.0%	0.3%	2.7%	0.1%
259.01	3737	0.3%	0.2%	9.6%	6.9%	26.0%	57.9%	9.2%	3.6%	1.1%	2.5%	0.0%
259.02	9443	1.6%	0.0%	3.3%	7.6%	24.1%	63.6%	4.7%	3.2%	0.5%	2.7%	0.0%
260.01	7734	2.4%	0.1%	3.7%	9.3%	28.1%	60.7%	1.9%	2.9%	0.3%	2.6%	0.1%
260.02	8182	2.4%	0.4%	3.7%	9.8%	23.0%	65.1%	2.1%	2.9%	0.3%	2.6%	0.1%
260.03	347	1.7%	2.9%	11.2%	4.3%	25.9%	59.4%	10.4%	3.7%	1.2%	2.5%	0.4%
301.00	5671	7.1%	0.5%	12.3%	6.8%	14.6%	67.0%	11.7%	3.8%	1.3%	2.5%	0.3%
302.00	6524	5.1%	1.0%	22.2%	5.1%	14.3%	56.1%	24.5%	4.9%	2.7%	2.2%	0.3%
303.00	5885	2.4%	1.5%	27.8%	5.9%	15.6%	58.9%	19.7%	4.5%	2.5%	2.0%	0.2%
304.00	4631	6.4%	1.4%	16.6%	5.5%	12.7%	71.2%	10.6%	3.8%	1.4%	2.4%	0.3%
305.00	5461	30.5%	0.6%	12.5%	12.1%	26.0%	51.1%	10.8%	3.6%	1.3%	2.3%	0.9%
306.01	3609	7.8%	2.3%	11.7%	7.6%	16.5%	67.3%	8.6%	3.6%	1.1%	2.5%	0.4%
306.02	3952	1.0%	1.0%	27.3%	6.1%	18.7%	55.4%	19.8%	4.5%	2.5%	2.0%	0.1%
307.02	5266	3.9%	1.1%	17.6%	6.1%	21.8%	60.4%	11.7%	3.8%	1.5%	2.3%	0.2%
307.03	3727	4.7%	2.4%	18.6%	5.5%	21.4%	60.0%	13.1%	3.9%	1.7%	2.3%	0.3%
307.04	3785	9.0%	1.8%	18.7%	8.0%	18.4%	59.7%	13.9%	4.0%	1.7%	2.3%	0.4%
308.00	4415	4.0%	2.2%	23.1%	6.5%	20.5%	56.6%	16.4%	4.2%	2.1%	2.1%	0.3%
309.00	3033	6.3%	1.6%	15.3%	8.6%	23.5%	57.1%	10.8%	3.7%	1.4%	2.3%	0.3%
310.00	3742	7.8%	4.0%	21.6%	8.1%	19.1%	56.1%	16.7%	4.2%	2.0%	2.1%	0.6%

Metro Mobility Demographic Data Percentages (Original Area)

311.00	3643	3.5%	1.2%	24.7%	7.1%	18.1%	56.3%	18.6%	4.4%	2.3%	2.1%	0.2%
312.00	3313	8.2%	4.0%	19.6%	6.7%	17.5%	59.5%	16.3%	4.2%	1.9%	2.3%	0.6%
313.00	2083	12.1%	2.7%	19.4%	8.2%	20.7%	57.0%	14.2%	4.0%	1.8%	2.2%	0.6%
314.00	2909	21.7%	1.8%	17.5%	9.4%	23.3%	55.5%	11.8%	3.7%	1.5%	2.2%	0.7%
315.00	3005	17.9%	2.2%	14.0%	10.0%	22.5%	58.5%	8.9%	3.5%	1.2%	2.3%	0.7%
316.00	3506	8.8%	2.1%	18.9%	8.4%	19.5%	59.2%	12.9%	3.9%	1.6%	2.2%	0.4%
317.00	6968	16.2%	1.8%	13.6%	10.2%	21.3%	58.9%	9.6%	3.5%	1.2%	2.3%	0.6%
318.01	4239	6.9%	1.7%	16.9%	8.8%	20.0%	58.6%	12.6%	3.8%	1.6%	2.3%	0.3%
318.02	3759	4.8%	1.4%	18.0%	6.5%	19.9%	63.1%	10.5%	3.7%	1.4%	2.3%	0.2%
319.00	1140	5.5%	1.8%	20.9%	3.8%	14.5%	63.9%	17.8%	4.4%	2.1%	2.3%	0.3%
320.00	2897	5.1%	1.0%	19.2%	6.7%	17.0%	60.1%	16.2%	4.2%	1.9%	2.3%	0.2%
321.00	3282	8.7%	0.6%	16.4%	4.0%	16.2%	66.2%	13.7%	4.1%	1.6%	2.4%	0.3%
322.00	2721	7.9%	7.2%	22.2%	7.4%	18.1%	55.5%	19.1%	4.4%	2.3%	2.2%	0.9%
323.00	3510	2.5%	1.3%	20.5%	7.4%	18.6%	57.9%	16.1%	4.2%	2.0%	2.2%	0.2%
324.00	2694	3.6%	2.2%	29.2%	6.3%	17.3%	52.6%	23.8%	4.8%	2.9%	2.0%	0.3%
325.00	3593	14.5%	1.1%	19.1%	8.4%	20.4%	58.6%	12.7%	3.8%	1.6%	2.2%	0.5%
326.00	2976	17.5%	2.6%	17.6%	9.5%	23.9%	53.6%	13.1%	3.8%	1.6%	2.2%	0.7%
327.00	1958	22.5%	4.4%	16.7%	10.5%	20.1%	57.8%	11.6%	3.7%	1.5%	2.2%	1.0%
328.00	1262	19.4%	3.0%	18.8%	5.9%	11.8%	59.7%	22.5%	4.8%	2.4%	2.3%	0.9%
329.00	1894	55.1%	10.2%	18.2%	12.8%	34.9%	34.3%	18.0%	4.1%	2.0%	2.0%	2.5%
330.00	1260	14.2%	2.7%	19.1%	9.9%	21.5%	57.2%	11.3%	3.7%	1.5%	2.2%	0.6%
331.00	1933	12.6%	1.2%	15.0%	7.9%	17.5%	57.6%	17.1%	4.2%	1.9%	2.4%	0.5%
332.00	1893	8.9%	0.7%	8.6%	5.5%	11.2%	63.3%	20.0%	4.6%	1.9%	2.7%	0.4%
333.00	3562	7.0%	1.2%	15.2%	5.3%	17.7%	64.1%	12.9%	4.0%	1.5%	2.4%	0.3%
334.00	3360	16.1%	1.3%	12.5%	5.8%	13.9%	66.0%	14.3%	4.1%	1.6%	2.5%	0.6%
335.00	3051	10.5%	3.3%	19.5%	7.9%	26.0%	51.9%	14.2%	3.9%	1.8%	2.2%	0.6%
336.00	962	37.1%	8.6%	14.6%	11.3%	31.0%	46.3%	11.4%	3.6%	1.4%	2.2%	1.8%
337.00	1087	12.0%	8.9%	27.9%	5.2%	12.6%	45.1%	37.1%	6.0%	3.9%	2.1%	1.6%
338.00	1919	14.3%	1.7%	14.5%	8.2%	29.8%	53.0%	9.1%	3.5%	1.2%	2.3%	0.5%
339.00	1081	17.9%	0.8%	6.2%	8.7%	25.0%	59.3%	7.0%	3.4%	0.8%	2.6%	0.6%
340.00	2338	20.7%	2.3%	11.5%	11.8%	17.8%	58.1%	12.3%	3.7%	1.4%	2.4%	0.8%
342.00	2544	9.0%	10.5%	45.4%	0.3%	3.4%	58.0%	38.3%	6.3%	4.5%	1.7%	1.3%
344.00	2447	14.4%	2.7%	10.3%	9.8%	21.3%	58.9%	10.0%	3.6%	1.1%	2.5%	0.7%
345.00	3823	6.0%	1.3%	15.1%	8.7%	24.6%	55.3%	11.5%	3.7%	1.4%	2.3%	0.3%
346.01	3971	4.3%	3.5%	22.5%	6.8%	16.4%	52.3%	24.4%	4.9%	2.7%	2.2%	0.5%
346.02	3405	5.5%	1.6%	18.9%	6.0%	20.2%	61.1%	12.7%	3.9%	1.6%	2.3%	0.3%
347.01	3724	4.4%	1.4%	12.5%	7.7%	19.3%	64.6%	8.5%	3.5%	1.1%	2.5%	0.2%
347.02	4021	4.9%	1.4%	19.0%	7.3%	19.9%	61.1%	11.7%	3.8%	1.6%	2.3%	0.2%
348.00	2204	2.2%	1.1%	15.5%	5.1%	18.3%	63.2%	13.4%	4.0%	1.6%	2.4%	0.2%
349.00	4284	5.2%	1.1%	12.9%	3.9%	19.7%	66.5%	9.9%	3.8%	1.2%	2.5%	0.3%
350.00	3091	6.0%	1.0%	12.1%	6.5%	21.2%	63.9%	8.4%	3.6%	1.1%	2.5%	0.3%
351.00	3578	7.0%	1.5%	12.2%	4.4%	19.5%	66.6%	9.5%	3.7%	1.2%	2.5%	0.3%
352.00	3831	7.8%	0.8%	15.8%	6.2%	18.6%	62.9%	12.3%	3.9%	1.5%	2.4%	0.3%
353.00	4503	5.0%	1.1%	17.8%	6.2%	18.8%	60.8%	14.2%	4.0%	1.7%	2.3%	0.2%
354.00	2663	16.1%	0.7%	6.8%	10.0%	26.7%	58.1%	5.3%	3.2%	0.6%	2.5%	0.5%
355.00	918	17.4%	5.0%	14.5%	6.8%	7.2%	48.1%	37.9%	6.0%	3.5%	2.5%	1.7%
356.00	1919	7.6%	2.0%	13.7%	4.8%	13.7%	71.2%	10.2%	3.8%	1.3%	2.5%	0.4%
357.00	2766	6.7%	0.6%	11.4%	5.0%	21.0%	64.0%	10.1%	3.7%	1.2%	2.5%	0.3%
358.00	2938	8.6%	3.1%	16.6%	3.7%	10.7%	74.8%	10.9%	3.9%	1.4%	2.5%	0.5%
359.00	1225	8.2%	6.9%	31.9%	5.0%	12.7%	55.1%	27.2%	5.2%	3.2%	1.9%	0.9%

Metro Mobility Demographic Data Percentages (Original Area)

360.00	1460	11.6%	3.4%	13.6%	7.3%	17.4%	53.3%	22.0%	4.7%	2.2%	2.4%	0.9%
361.00	1627	20.5%	5.8%	15.0%	7.5%	31.2%	46.8%	14.6%	3.9%	1.7%	2.3%	1.2%
362.00	4558	3.7%	1.6%	26.2%	5.7%	16.5%	56.3%	21.5%	4.7%	2.6%	2.1%	0.3%
363.00	4287	4.0%	1.2%	16.6%	4.5%	17.4%	59.8%	18.3%	4.4%	2.0%	2.4%	0.3%
364.00	4198	1.1%	1.6%	21.6%	6.1%	18.6%	56.6%	18.7%	4.4%	2.2%	2.2%	0.2%
365.00	4068	3.0%	2.3%	29.3%	5.4%	14.5%	55.9%	24.3%	4.9%	2.9%	2.0%	0.3%
366.00	4603	1.3%	0.8%	24.4%	5.9%	19.3%	55.5%	19.3%	4.5%	2.3%	2.1%	0.1%
367.00	4313	4.8%	3.0%	27.7%	6.1%	17.7%	55.9%	20.4%	4.5%	2.5%	2.0%	0.4%
368.00	2558	8.6%	1.8%	22.0%	7.0%	19.5%	56.4%	17.2%	4.3%	2.1%	2.2%	0.4%
369.00	2237	7.9%	1.5%	19.8%	7.2%	16.5%	60.8%	15.5%	4.1%	1.9%	2.3%	0.4%
370.00	3203	8.2%	0.3%	17.2%	8.5%	22.5%	55.3%	13.7%	3.9%	1.7%	2.3%	0.3%
371.00	4767	10.6%	2.2%	19.7%	8.9%	23.0%	49.7%	18.4%	4.3%	2.1%	2.2%	0.5%
372.00	5397	8.2%	1.2%	17.6%	8.6%	21.5%	56.2%	13.6%	3.9%	1.7%	2.2%	0.3%
374.01	5809	5.9%	0.2%	7.6%	9.6%	25.9%	59.6%	5.0%	3.2%	0.6%	2.5%	0.2%
374.02	3483	2.3%	1.1%	12.8%	3.9%	19.9%	66.7%	9.6%	3.7%	1.2%	2.5%	0.2%
375.00	5389	2.3%	0.7%	24.1%	4.0%	16.9%	61.2%	17.9%	4.4%	2.2%	2.2%	0.1%
376.01	4383	2.6%	3.6%	25.9%	4.9%	14.3%	58.0%	22.9%	4.8%	2.7%	2.1%	0.4%
376.02	2536	11.3%	4.6%	26.7%	5.1%	10.3%	64.1%	20.6%	4.6%	2.5%	2.1%	0.8%
411.03	2362	3.8%	0.3%	11.6%	5.2%	12.0%	69.4%	13.4%	4.1%	1.5%	2.6%	0.2%
411.04	2366	2.4%	0.0%	4.7%	7.4%	30.2%	55.8%	6.6%	3.3%	0.7%	2.6%	0.1%
411.05	6287	3.3%	0.5%	6.6%	6.3%	31.1%	58.5%	4.1%	3.1%	0.5%	2.6%	0.1%
411.06	3677	6.0%	0.0%	3.6%	5.9%	28.6%	63.4%	2.1%	3.0%	0.3%	2.7%	0.2%
411.07	6619	6.5%	0.2%	6.8%	6.5%	21.8%	67.6%	4.1%	3.2%	0.5%	2.6%	0.2%
412.00	4320	4.5%	0.0%	7.0%	6.2%	19.3%	64.2%	10.3%	3.7%	1.1%	2.7%	0.1%
413.01	3795	3.0%	0.3%	12.9%	3.7%	20.8%	67.8%	7.6%	3.6%	1.0%	2.5%	0.1%
413.02	3835	2.3%	0.3%	7.5%	5.3%	22.9%	67.2%	4.5%	3.3%	0.6%	2.6%	0.1%
414.00	4935	3.2%	1.3%	16.2%	5.0%	19.9%	65.6%	9.5%	3.7%	1.3%	2.4%	0.2%
415.00	5358	1.7%	0.4%	10.1%	4.4%	23.7%	59.5%	12.3%	3.9%	1.3%	2.6%	0.1%
416.01	6862	2.0%	0.8%	8.8%	5.1%	25.0%	65.4%	4.4%	3.2%	0.6%	2.6%	0.1%
416.02	3523	5.1%	0.6%	12.6%	5.8%	18.8%	64.6%	10.8%	3.8%	1.3%	2.5%	0.2%
417.00	3043	0.3%	2.8%	17.8%	4.3%	22.5%	59.8%	13.4%	4.0%	1.7%	2.3%	0.3%
418.00	4469	0.5%	0.3%	19.0%	4.3%	19.7%	60.4%	15.6%	4.2%	1.9%	2.3%	0.0%
419.00	3079	1.2%	0.3%	22.7%	5.4%	17.6%	61.1%	15.9%	4.2%	2.0%	2.2%	0.1%
420.01	2212	19.6%	0.0%	4.7%	10.8%	14.6%	71.3%	3.3%	3.1%	0.4%	2.6%	0.5%
420.02	1985	6.8%	0.4%	11.8%	5.4%	16.4%	70.1%	8.1%	3.6%	1.0%	2.6%	0.2%
421.01	3817	6.4%	0.9%	11.1%	6.5%	14.5%	70.7%	8.3%	3.6%	1.0%	2.6%	0.3%
421.02	3285	4.8%	0.3%	7.3%	8.5%	25.5%	60.6%	5.4%	3.2%	0.7%	2.5%	0.2%
422.01	2349	4.0%	0.0%	5.1%	8.6%	23.2%	64.7%	3.4%	3.1%	0.4%	2.6%	0.1%
422.02	3764	3.5%	0.3%	14.4%	5.6%	23.7%	58.6%	12.1%	3.9%	1.4%	2.4%	0.1%
423.01	1278	7.8%	0.0%	14.4%	7.0%	22.1%	61.9%	9.1%	3.6%	1.2%	2.4%	0.2%
423.02	5035	3.7%	0.8%	8.9%	7.3%	24.6%	61.5%	6.7%	3.4%	0.8%	2.5%	0.2%
424.01	3216	0.8%	0.2%	5.3%	7.5%	31.8%	57.3%	3.3%	3.0%	0.4%	2.6%	0.0%
424.02	4447	3.1%	1.1%	11.4%	6.4%	21.0%	58.1%	14.5%	4.0%	1.5%	2.5%	0.2%
425.01	3290	2.9%	0.7%	13.5%	7.9%	22.6%	60.4%	9.1%	3.6%	1.2%	2.4%	0.1%
425.02	3582	3.8%	0.0%	7.2%	8.0%	28.2%	60.1%	3.7%	3.1%	0.5%	2.5%	0.1%
426.01	4754	4.9%	0.7%	7.0%	9.1%	27.6%	58.9%	4.4%	3.1%	0.6%	2.5%	0.2%
426.02	2585	4.7%	1.4%	16.5%	7.3%	25.1%	53.2%	14.4%	4.0%	1.7%	2.3%	0.3%
427.00	4582	5.2%	0.4%	8.1%	9.3%	25.5%	59.1%	6.1%	3.3%	0.8%	2.5%	0.2%
511.01	4883	3.1%	0.0%	6.9%	8.0%	25.5%	62.7%	3.7%	3.1%	0.5%	2.6%	0.1%
511.02	5504	2.4%	0.1%	7.2%	5.8%	28.3%	60.0%	6.0%	3.3%	0.7%	2.6%	0.1%

Metro Mobility Demographic Data Percentages (Original Area)

511.03	3468	2.1%	0.0%	4.3%	9.2%	28.5%	59.9%	2.4%	2.9%	0.3%	2.6%	0.1%
512.01	3790	6.3%	0.0%	6.4%	6.7%	19.2%	68.7%	5.4%	3.3%	0.6%	2.7%	0.2%
512.02	3736	3.9%	1.6%	9.3%	6.7%	25.4%	61.1%	6.9%	3.4%	0.9%	2.5%	0.3%
512.03	5985	4.6%	0.0%	5.4%	5.9%	25.7%	65.0%	3.3%	3.1%	0.4%	2.7%	0.1%
512.04	50	0.0%	0.0%	18.0%	8.0%	26.0%	64.0%	2.0%	3.0%	0.7%	2.2%	0.0%
512.05	2841	5.3%	0.9%	9.3%	6.7%	23.2%	65.6%	4.4%	3.2%	0.7%	2.5%	0.2%
513.01	2647	7.5%	1.5%	8.4%	4.9%	25.4%	64.2%	5.4%	3.3%	0.7%	2.6%	0.3%
513.02	4352	5.8%	0.2%	7.1%	6.1%	25.9%	61.4%	6.6%	3.4%	0.8%	2.6%	0.2%
513.03	817	11.6%	3.5%	19.7%	7.3%	9.7%	67.3%	15.7%	4.2%	1.9%	2.3%	0.7%
513.04	2697	2.3%	0.2%	12.0%	5.8%	21.7%	65.6%	6.8%	3.4%	0.9%	2.5%	0.1%
514.00	4304	4.3%	0.4%	16.4%	5.6%	21.1%	62.0%	11.3%	3.8%	1.4%	2.4%	0.2%
515.01	2719	3.8%	2.0%	16.7%	6.6%	20.7%	59.8%	12.8%	3.9%	1.6%	2.3%	0.3%
515.02	3267	2.0%	2.1%	21.4%	3.8%	20.6%	59.3%	16.3%	4.3%	2.0%	2.3%	0.3%
601.01	3818	2.6%	1.7%	20.1%	6.9%	21.0%	57.8%	14.4%	4.0%	1.8%	2.2%	0.2%
601.02	3026	2.1%	0.5%	24.3%	5.5%	18.3%	57.9%	18.3%	4.4%	2.3%	2.1%	0.1%
601.03	3015	3.0%	0.1%	14.7%	4.7%	26.0%	59.1%	10.2%	3.7%	1.3%	2.4%	0.1%
601.04	4118	2.0%	2.7%	28.7%	3.3%	17.4%	59.3%	20.0%	4.6%	2.5%	2.1%	0.3%
601.05	4550	4.6%	0.4%	15.1%	5.5%	15.3%	63.8%	15.4%	4.2%	1.7%	2.5%	0.2%
602.01	2687	4.4%	0.4%	12.5%	7.6%	24.0%	59.2%	9.2%	3.6%	1.1%	2.4%	0.2%
602.02	3235	1.5%	1.2%	20.4%	6.1%	21.4%	57.3%	15.3%	4.1%	1.9%	2.2%	0.2%
603.01	4277	5.0%	4.8%	25.8%	7.5%	19.2%	53.7%	19.7%	4.4%	2.4%	2.0%	0.6%
603.02	3750	2.6%	1.1%	13.7%	6.6%	24.0%	61.4%	8.0%	3.5%	1.1%	2.4%	0.2%
604.01	2795	3.1%	1.4%	17.4%	7.6%	21.7%	58.5%	12.2%	3.8%	1.5%	2.3%	0.2%
604.02	4491	5.2%	1.0%	11.3%	7.3%	23.4%	60.1%	9.2%	3.6%	1.1%	2.5%	0.2%
TOT	1194562	6.8%	1.4%	15.7%	6.1%	19.5%	62.0%	12.4%	3.9%	1.5%	2.4%	0.3%

TABLE 11 15

METRO MOBILITY PROGRAM (Phase I Area)

MINNEAPOLIS/ST. PAUL METROPOLITAN AREA DEMOGRAPHIC DATA

Census Tract/ED	1980 POP	<60 Pop < Pov.	60+ Pop < Pov.	60+POP	Under 5	5-18	19-64	65 Plus	1980 HC Persons	1980 HC 60+	1980 HC < 60	HC&LI
									Estimates:			
232.00	5007.00	5.2%	1.0%	12.5%	4.8%	12.7%	70.9%	11.5%	3.9%	1.3%	2.6%	0.3%
233.00	5451.00	3.5%	2.2%	27.9%	5.3%	14.8%	57.8%	22.2%	4.7%	2.7%	2.1%	0.3%
234.00	4878.00	4.0%	0.5%	10.6%	6.0%	17.8%	66.4%	9.8%	3.7%	1.1%	2.6%	0.2%
261.01	2958.00	1.3%	0.3%	9.7%	5.3%	25.3%	63.2%	6.2%	3.4%	0.8%	2.6%	0.1%
261.02	3643.00	1.6%	0.1%	11.2%	5.5%	23.7%	64.9%	5.9%	3.4%	0.8%	2.5%	0.1%
262.01	2631.00	0.2%	0.0%	4.1%	6.7%	30.9%	59.5%	3.0%	3.0%	0.4%	2.7%	0.0%
262.02	2696.00	5.2%	0.0%	10.1%	7.2%	26.9%	61.4%	4.4%	3.2%	0.7%	2.5%	0.1%
262.03	6238.00	0.5%	0.3%	5.1%	6.5%	29.6%	60.5%	3.4%	3.1%	0.4%	2.6%	0.0%
262.04	6486.00	2.3%	0.4%	6.9%	6.9%	27.6%	57.4%	8.1%	3.5%	0.9%	2.6%	0.1%
263.01	2058.00	1.1%	0.0%	4.6%	6.9%	28.7%	53.0%	11.4%	3.7%	1.1%	2.7%	0.0%
263.02	3477.00	2.6%	0.2%	12.5%	6.2%	26.0%	61.0%	6.8%	3.4%	1.0%	2.4%	0.1%
264.01	4608.00	2.0%	0.3%	8.0%	6.7%	24.8%	63.2%	5.3%	3.3%	0.7%	2.6%	0.1%
264.02	3888.00	2.8%	0.2%	14.3%	4.8%	16.3%	69.0%	9.9%	3.7%	1.3%	2.5%	0.1%
265.03	2251.00	1.9%	0.3%	4.1%	9.4%	27.3%	61.1%	2.2%	2.9%	0.3%	2.6%	0.1%
265.04	8003.00	4.3%	0.5%	4.1%	6.9%	23.0%	66.7%	3.4%	3.1%	0.4%	2.7%	0.2%
265.05	1861.00	2.3%	0.7%	6.9%	9.4%	24.9%	61.0%	4.7%	3.1%	0.6%	2.5%	0.1%
265.06	34.00	0.0%	0.0%	14.7%	2.9%	26.5%	64.7%	5.9%	3.4%	0.9%	2.5%	0.0%
265.07	3465.00	1.7%	0.2%	9.9%	6.7%	25.6%	62.9%	4.9%	3.2%	0.7%	2.5%	0.1%
266.03	819.00	0.6%	0.5%	7.9%	8.1%	30.0%	57.9%	4.0%	3.1%	0.6%	2.5%	0.1%
266.04	1096.00	8.8%	0.0%	4.2%	10.0%	20.6%	67.9%	1.5%	2.9%	0.3%	2.6%	0.2%
266.05	914.00	1.1%	0.0%	2.0%	14.3%	27.4%	56.6%	1.8%	2.8%	0.2%	2.6%	0.0%
266.06	4815.00	1.2%	0.0%	3.8%	6.9%	33.1%	57.4%	2.7%	3.0%	0.3%	2.7%	0.0%
266.07	5671.00	1.5%	0.2%	6.4%	6.3%	27.7%	62.3%	3.7%	3.1%	0.5%	2.6%	0.1%
266.08	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
266.09	3089.00	1.1%	0.0%	5.9%	6.5%	28.9%	60.9%	3.7%	3.1%	0.5%	2.6%	0.0%
267.02	2974.00	3.1%	2.3%	13.0%	7.3%	19.7%	56.3%	16.8%	4.2%	1.8%	2.4%	0.4%
267.03	8271.00	2.2%	0.1%	1.6%	14.7%	26.0%	58.2%	1.1%	2.7%	0.1%	2.6%	0.1%
267.04	7829.00	2.7%	0.1%	2.6%	9.6%	29.0%	59.5%	1.8%	2.9%	0.2%	2.6%	0.1%
267.05	4425.00	3.1%	0.0%	5.2%	10.8%	24.4%	62.3%	2.5%	2.9%	0.4%	2.6%	0.1%
268.01	2384.00	6.2%	0.3%	7.8%	8.0%	29.3%	58.0%	4.8%	3.2%	0.6%	2.5%	0.2%
268.05	6789.00	2.0%	0.1%	4.3%	9.9%	27.5%	60.1%	2.5%	2.9%	0.3%	2.6%	0.1%
268.06	555.00	5.9%	0.0%	10.3%	10.6%	27.2%	58.9%	3.2%	3.0%	0.6%	2.4%	0.2%
268.07	5469.00	2.9%	0.0%	3.4%	9.1%	24.6%	64.3%	2.0%	2.9%	0.3%	2.7%	0.1%
268.08	12926.00	4.1%	0.7%	4.2%	9.6%	22.8%	65.0%	2.6%	3.0%	0.3%	2.6%	0.2%
268.09	4095.00	14.0%	0.3%	3.1%	14.2%	20.3%	63.9%	1.6%	2.8%	0.2%	2.6%	0.4%
268.10	6051.00	9.9%	0.7%	5.0%	8.0%	24.3%	65.0%	2.7%	3.0%	0.4%	2.6%	0.3%
268.11	5063.00	4.5%	0.0%	1.4%	12.1%	27.4%	59.1%	1.4%	2.8%	0.2%	2.6%	0.1%
269.03	3203.00	4.1%	1.1%	7.2%	12.1%	22.0%	61.3%	4.6%	3.1%	0.6%	2.5%	0.2%
269.04	5803.00	0.4%	0.0%	3.2%	11.3%	31.0%	55.2%	2.5%	2.9%	0.3%	2.6%	0.0%
272.01	5253.00	2.1%	0.8%	11.6%	5.8%	26.4%	60.5%	7.3%	3.4%	1.0%	2.5%	0.1%
272.02	1747.00	2.1%	0.4%	7.6%	6.2%	26.0%	59.0%	8.8%	3.6%	1.0%	2.6%	0.1%
272.03	3632.00	3.0%	0.6%	13.5%	5.3%	20.2%	61.1%	13.4%	4.0%	1.5%	2.5%	0.1%
273.00	3621.00	3.1%	1.6%	23.0%	3.6%	18.7%	60.9%	16.7%	4.3%	2.1%	2.2%	0.2%
274.00	4242.00	4.0%	0.3%	11.3%	6.0%	26.4%	59.7%	7.9%	3.5%	1.0%	2.5%	0.1%

Phase I Area Demographic Data in Percentages

275.01	4530.00	2.6%	1.4%	14.6%	5.7%	18.6%	64.1%	11.7%	3.9%	1.4%	2.4%	0.2%
275.02	4646.00	2.9%	0.1%	9.5%	6.9%	27.0%	60.2%	5.9%	3.3%	0.8%	2.5%	0.1%
276.01	3806.00	4.1%	1.7%	12.5%	8.4%	22.0%	60.2%	9.4%	3.6%	1.2%	2.4%	0.3%
276.02	5474.00	6.6%	0.4%	8.0%	9.1%	22.6%	62.4%	5.9%	3.3%	0.7%	2.5%	0.2%
401.00	3848.00	2.5%	0.7%	8.6%	9.3%	27.7%	58.5%	4.6%	3.1%	0.6%	2.5%	0.1%
402.00	1830.00	2.3%	0.9%	19.9%	6.1%	23.9%	57.2%	12.8%	3.9%	1.7%	2.2%	0.1%
403.01	2152.00	0.0%	0.2%	10.9%	6.1%	26.4%	60.5%	6.9%	3.4%	0.9%	2.5%	0.0%
403.02	6718.00	4.5%	0.0%	5.4%	6.3%	30.3%	60.1%	3.3%	3.1%	0.4%	2.6%	0.1%
404.01	3763.00	1.7%	0.5%	6.7%	7.1%	26.7%	62.3%	3.9%	3.1%	0.5%	2.6%	0.1%
404.02	4021.00	2.9%	0.0%	6.2%	8.2%	29.4%	58.9%	3.5%	3.1%	0.5%	2.6%	0.1%
405.01	3658.00	3.9%	0.1%	6.8%	10.2%	27.0%	58.4%	4.3%	3.1%	0.6%	2.5%	0.1%
405.02	2891.00	3.7%	1.0%	13.6%	8.0%	23.3%	54.0%	14.7%	4.0%	1.6%	2.4%	0.2%
406.01	2869.00	0.8%	1.4%	8.4%	3.9%	31.5%	59.6%	5.0%	3.3%	0.7%	2.6%	0.1%
406.02	5063.00	3.6%	0.2%	5.7%	10.8%	22.8%	62.9%	3.5%	3.0%	0.5%	2.6%	0.1%
407.01	6229.00	1.6%	0.2%	4.4%	9.5%	26.1%	61.5%	2.9%	3.0%	0.4%	2.6%	0.1%
407.03	5405.00	3.4%	0.1%	7.5%	8.3%	23.9%	64.4%	3.4%	3.1%	0.5%	2.6%	0.1%
407.04	5666.00	1.9%	0.0%	7.4%	5.3%	23.0%	68.2%	3.5%	3.2%	0.5%	2.7%	0.1%
408.00	8012.00	3.3%	0.0%	7.2%	6.7%	23.1%	61.9%	8.3%	3.5%	0.9%	2.6%	0.1%
409.01	2527.00	4.1%	0.2%	3.6%	9.4%	26.1%	62.4%	2.1%	2.9%	0.3%	2.6%	0.1%
409.02	4054.00	6.3%	0.2%	5.6%	10.8%	24.1%	62.7%	2.4%	2.9%	0.4%	2.6%	0.2%
410.01	3062.00	2.4%	0.0%	5.1%	9.0%	28.4%	58.9%	3.7%	3.0%	0.5%	2.6%	0.1%
410.02	3059.00	3.2%	0.2%	6.5%	6.8%	26.4%	63.0%	3.7%	3.1%	0.5%	2.6%	0.1%
502.03	5700.00	3.8%	1.0%	6.2%	10.2%	27.9%	58.5%	3.4%	3.0%	0.5%	2.5%	0.2%
503.00	397.00	0.0%	0.0%	0.0%	0.0%	2.3%	93.5%	4.3%	3.5%	0.3%	3.2%	0.0%
504.00	4505.00	9.4%	1.6%	11.8%	9.1%	22.4%	58.7%	9.9%	3.6%	1.2%	2.4%	0.4%
505.01	3186.00	6.1%	2.3%	24.6%	6.2%	20.1%	56.1%	17.6%	4.3%	2.2%	2.1%	0.4%
505.02	7546.00	4.7%	0.4%	7.1%	8.7%	28.0%	57.2%	6.1%	3.3%	0.7%	2.5%	0.2%
506.01	3929.00	3.2%	0.2%	4.7%	8.6%	31.3%	57.9%	2.2%	2.9%	0.3%	2.6%	0.1%
506.02	2875.00	2.5%	0.0%	2.6%	8.5%	32.6%	57.8%	1.1%	2.8%	0.2%	2.7%	0.1%
506.04	3845.00	2.8%	0.8%	5.4%	10.3%	28.2%	59.1%	2.5%	2.9%	0.4%	2.5%	0.1%
506.05	6606.00	4.2%	0.2%	2.5%	8.5%	34.0%	55.7%	1.8%	2.9%	0.2%	2.6%	0.1%
506.06	1912.00	7.4%	3.0%	13.0%	8.3%	25.0%	54.4%	12.3%	3.8%	1.4%	2.4%	0.5%
507.01	3503.00	4.0%	0.8%	4.6%	8.8%	29.1%	57.5%	4.5%	3.1%	0.5%	2.6%	0.2%
507.02	2794.00	1.3%	0.0%	1.9%	8.9%	30.9%	59.1%	1.1%	2.8%	0.1%	2.7%	0.0%
507.04	4732.00	1.8%	0.0%	0.8%	8.7%	32.0%	58.1%	1.1%	2.8%	0.1%	2.7%	0.1%
507.05	2972.00	6.0%	0.6%	8.7%	8.1%	29.5%	58.7%	3.7%	3.1%	0.6%	2.5%	0.2%
507.06	2658.00	5.2%	0.0%	4.0%	9.9%	30.9%	57.3%	2.0%	2.9%	0.3%	2.6%	0.1%
508.04	5951.00	7.0%	0.1%	4.1%	10.9%	27.4%	59.2%	2.4%	2.9%	0.3%	2.6%	0.2%
508.05	4285.00	0.6%	0.0%	1.3%	11.8%	32.9%	54.6%	0.8%	2.7%	0.1%	2.6%	0.0%
508.06	3417.00	4.2%	0.0%	1.2%	11.6%	35.7%	51.9%	0.8%	2.7%	0.1%	2.6%	0.1%
508.07	4222.00	4.7%	0.0%	3.6%	8.8%	32.2%	57.4%	1.6%	2.9%	0.2%	2.6%	0.1%
508.08	3129.00	5.2%	0.0%	2.3%	9.5%	31.7%	57.4%	1.4%	2.8%	0.2%	2.6%	0.1%
508.09	2291.00	3.8%	0.6%	3.9%	11.1%	22.9%	63.8%	2.2%	2.9%	0.3%	2.6%	0.2%
508.10	1637.00	6.7%	0.0%	5.9%	12.7%	22.4%	61.9%	3.0%	2.9%	0.4%	2.5%	0.2%
508.11	3626.00	3.6%	0.3%	5.5%	7.4%	28.7%	60.7%	3.2%	3.1%	0.4%	2.6%	0.1%
509.01	2150.00	6.5%	0.2%	5.0%	11.8%	24.1%	60.7%	3.4%	3.0%	0.4%	2.5%	0.2%
509.02	3321.00	5.8%	0.0%	3.8%	8.9%	31.7%	58.2%	1.3%	2.8%	0.2%	2.6%	0.2%
510.01	1567.00	4.7%	0.0%	4.7%	9.9%	25.3%	61.4%	3.4%	3.0%	0.4%	2.6%	0.1%
510.02	4801.00	4.6%	0.1%	4.4%	7.4%	31.6%	58.9%	2.1%	2.9%	0.3%	2.6%	0.1%
	371209.00	3.6%	0.4%	7.0%	8.4%	26.0%	60.6%	5.0%	3.2%	0.6%	2.6%	0.1%

TABLE 11 16

METRO MOBILITY PROGRAM (Phase II Area)

MINNEAPOLIS/ST. PAUL METROPOLITAN AREA DEMOGRAPHIC DATA

Census Tract/ED	1980 POP	<60 Pop < Pov.	60+ Pop < Pov.	60+POP	Under 5	5-18	19-64	65 Plus	1980 HC Persons	1980 HC 60+	1980 HC < 60	HC&LI
									Estimates:			
605.01	5276	4.9%	0.2%	7.3%	6.9%	24.0%	61.9%	7.1%	3.4%	0.8%	2.6%	0.2%
605.02	4023	1.2%	0.2%	3.0%	7.3%	30.8%	59.5%	2.4%	3.0%	0.3%	2.7%	0.1%
605.03	5318	5.3%	0.2%	4.3%	10.9%	30.7%	56.3%	2.1%	2.9%	0.3%	2.5%	0.2%
605.04	2898	6.9%	0.9%	7.8%	9.5%	23.7%	62.8%	4.0%	3.1%	0.6%	2.5%	0.3%
606.01	5327	2.3%	0.2%	14.5%	5.5%	27.6%	59.4%	7.4%	3.4%	1.1%	2.4%	0.1%
606.02	1961	3.6%	0.9%	14.7%	5.8%	29.8%	58.4%	5.9%	3.3%	0.9%	2.4%	0.2%
606.03	636	3.6%	2.4%	35.5%	2.7%	10.2%	64.3%	22.8%	4.9%	3.0%	1.9%	0.3%
607.02	5828	2.5%	0.0%	2.6%	7.3%	31.5%	59.6%	1.6%	2.9%	0.2%	2.7%	0.1%
607.07	5135	5.6%	0.3%	2.2%	10.3%	26.4%	61.4%	2.0%	2.9%	0.2%	2.7%	0.2%
607.08	2887	2.0%	0.0%	2.8%	9.9%	27.1%	61.9%	1.2%	2.8%	0.2%	2.6%	0.1%
607.09	3896	3.0%	0.0%	3.2%	8.5%	32.4%	57.6%	1.4%	2.9%	0.2%	2.6%	0.1%
607.10	3411	4.3%	0.0%	4.5%	8.7%	26.6%	62.5%	2.2%	2.9%	0.3%	2.6%	0.1%
607.11	3038	3.5%	0.0%	4.2%	5.4%	19.7%	69.8%	5.2%	3.3%	0.6%	2.8%	0.1%
607.12	4585	2.0%	0.0%	6.1%	6.4%	24.9%	65.4%	3.3%	3.1%	0.5%	2.6%	0.1%
607.13	2920	1.1%	0.0%	2.0%	8.3%	33.4%	57.2%	1.2%	2.8%	0.2%	2.7%	0.0%
607.14	3974	2.3%	0.0%	2.9%	9.2%	27.1%	62.3%	1.4%	2.9%	0.2%	2.7%	0.1%
607.15	3668	4.9%	0.3%	4.4%	9.5%	23.3%	64.1%	3.1%	3.0%	0.4%	2.6%	0.2%
607.16	1244	0.9%	0.5%	4.5%	10.7%	28.1%	58.7%	2.6%	2.9%	0.4%	2.6%	0.1%
607.17	1128	1.0%	0.0%	4.8%	9.0%	28.0%	59.6%	3.4%	3.0%	0.4%	2.6%	0.0%
607.18	1223	4.0%	1.7%	4.2%	8.9%	20.0%	66.2%	4.8%	3.2%	0.5%	2.7%	0.3%
607.19	2818	2.5%	0.6%	3.5%	11.4%	32.1%	54.8%	1.7%	2.8%	0.3%	2.5%	0.1%
607.20	1712	1.4%	0.0%	3.9%	11.0%	26.2%	60.8%	2.0%	2.9%	0.3%	2.6%	0.0%
607.21	2159	3.6%	0.0%	2.5%	8.8%	25.8%	63.8%	1.7%	2.9%	0.2%	2.7%	0.1%
607.22	4163	4.0%	0.4%	2.7%	12.2%	25.0%	61.4%	1.4%	2.8%	0.2%	2.6%	0.1%
607.23	2585	3.2%	0.0%	1.2%	8.8%	33.7%	56.7%	0.8%	2.8%	0.1%	2.7%	0.1%
608.03	4988	1.0%	0.0%	1.2%	14.9%	29.2%	55.0%	0.9%	2.7%	0.1%	2.5%	0.0%
608.04	4639	2.8%	0.2%	1.2%	11.1%	34.9%	53.4%	0.7%	2.7%	0.1%	2.6%	0.1%
608.05	1812	5.5%	0.0%	4.0%	8.8%	14.8%	72.7%	3.7%	3.2%	0.4%	2.7%	0.2%
608.06	2664	2.9%	0.0%	1.8%	7.4%	36.7%	54.9%	0.9%	2.8%	0.1%	2.7%	0.1%
608.07	7715	2.4%	0.1%	1.2%	9.3%	35.3%	54.7%	0.8%	2.8%	0.1%	2.7%	0.1%
610.02	5083	4.8%	0.4%	7.2%	9.6%	31.7%	54.7%	4.1%	3.0%	0.6%	2.5%	0.2%
703.01	979	0.6%	0.4%	7.3%	3.5%	32.6%	59.0%	4.9%	3.3%	0.6%	2.6%	0.1%
703.02	5831	5.2%	0.6%	11.0%	6.7%	27.5%	59.2%	6.7%	3.4%	0.9%	2.5%	0.2%
704.01	4298	4.8%	0.4%	5.4%	6.3%	35.4%	54.8%	3.4%	3.1%	0.5%	2.6%	0.2%
704.02	5296	4.7%	0.6%	7.9%	7.9%	28.2%	58.8%	5.1%	3.2%	0.7%	2.5%	0.2%
705.00	5543	4.5%	1.3%	15.3%	7.8%	22.2%	53.0%	17.1%	4.2%	1.9%	2.3%	0.3%
706.01	3639	3.5%	0.1%	4.6%	10.3%	31.1%	54.9%	3.7%	3.0%	0.4%	2.5%	0.1%
706.02	3541	3.7%	0.8%	15.3%	6.6%	25.2%	56.4%	11.8%	3.8%	1.4%	2.3%	0.2%
707.01	2179	1.7%	0.8%	7.8%	6.7%	34.0%	53.8%	5.5%	3.2%	0.7%	2.5%	0.1%
707.02	4070	2.5%	1.3%	16.7%	7.8%	23.1%	56.3%	12.8%	3.9%	1.6%	2.3%	0.2%
708.00	1166	0.0%	0.0%	0.0%	0.0%	0.1%	99.1%	0.9%	3.3%	0.1%	3.2%	0.0%
709.01	679	4.6%	1.9%	11.0%	8.8%	15.9%	68.2%	7.1%	3.4%	0.9%	2.5%	0.3%
709.04	5214	5.8%	0.0%	4.8%	7.9%	28.0%	61.5%	2.6%	3.0%	0.4%	2.6%	0.2%

709.05	2158	0.8%	0.0%	6.1%	7.6%	30.8%	57.1%	4.5%	3.1%	0.6%	2.6%	0.0%
709.06	1501	2.5%	0.0%	5.4%	11.4%	26.5%	59.5%	2.6%	2.9%	0.4%	2.5%	0.1%
709.07	3250	10.4%	0.3%	8.8%	11.1%	22.6%	60.6%	5.7%	3.2%	0.7%	2.5%	0.3%
710.01	3843	2.9%	0.0%	3.5%	7.3%	28.6%	62.8%	1.3%	2.9%	0.2%	2.7%	0.1%
710.03	3323	4.9%	0.6%	9.3%	10.4%	24.2%	58.7%	6.7%	3.3%	0.8%	2.4%	0.2%
710.04	5070	1.5%	0.0%	2.7%	8.6%	27.5%	59.8%	4.0%	3.1%	0.4%	2.7%	0.0%
710.05	1384	3.0%	0.4%	7.7%	7.2%	32.3%	56.1%	4.4%	3.1%	0.6%	2.5%	0.1%
712.02	4628	1.0%	0.0%	3.4%	6.6%	33.3%	58.2%	2.0%	2.9%	0.3%	2.7%	0.0%
712.03	731	12.0%	0.0%	9.0%	7.4%	32.8%	54.3%	5.5%	3.2%	0.7%	2.5%	0.3%
712.04	7168	2.0%	0.3%	2.7%	9.1%	34.0%	55.6%	1.3%	2.8%	0.2%	2.6%	0.1%
712.05	6467	2.5%	0.2%	2.3%	14.4%	30.4%	53.8%	1.4%	2.7%	0.2%	2.5%	0.1%
713.01	1131	5.3%	1.1%	8.7%	12.4%	24.8%	56.6%	6.3%	3.2%	0.8%	2.4%	0.2%
713.02	3733	3.2%	0.6%	8.2%	7.7%	29.0%	58.4%	4.9%	3.2%	0.7%	2.5%	0.1%
801.00	1377	6.7%	1.6%	10.9%	8.1%	24.0%	62.7%	5.2%	3.2%	0.8%	2.5%	0.3%
802.00	2575	2.4%	0.0%	3.4%	9.5%	31.8%	56.9%	1.8%	2.9%	0.3%	2.6%	0.1%
803.00	2668	4.6%	2.2%	6.7%	10.0%	30.1%	54.4%	5.5%	3.2%	0.7%	2.5%	0.3%
804.00	3273	8.7%	2.7%	12.7%	9.1%	21.6%	59.9%	9.3%	3.5%	1.2%	2.4%	0.5%
805.00	2384	1.4%	2.2%	12.3%	5.9%	23.4%	55.5%	15.3%	4.1%	1.6%	2.5%	0.3%
809.00	8311	2.9%	0.6%	8.2%	8.9%	28.6%	57.6%	4.9%	3.1%	0.7%	2.5%	0.1%
905.00	2155	3.1%	1.3%	9.9%	5.8%	28.3%	59.6%	6.3%	3.3%	0.8%	2.5%	0.2%
906.00	2748	1.0%	0.0%	5.0%	8.3%	26.4%	60.6%	4.7%	3.2%	0.5%	2.6%	0.0%
907.00	1448	6.6%	0.0%	5.7%	9.0%	26.9%	60.8%	3.2%	3.0%	0.4%	2.6%	0.2%
908.00	2921	3.8%	1.7%	7.5%	12.5%	24.9%	57.9%	4.7%	3.1%	0.6%	2.4%	0.2%
909.00	1531	3.9%	0.0%	2.9%	10.4%	22.0%	64.1%	3.5%	3.0%	0.4%	2.7%	0.1%
910.00	3894	4.0%	0.4%	13.7%	8.2%	23.2%	57.8%	10.7%	3.7%	1.3%	2.4%	0.1%
Total:	230821	3.5%	0.4%	6.1%	8.8%	28.1%	58.8%	4.3%	3.1%	0.5%	2.6%	0.1%

TABLE 11 17

Metro Mobility Program Demand Estimates

Census Tract/ED	Boardings Per Day Handi'p	L. Income	Elderly	Gen.Pub	Totals E & H	E,H & LI	Consl'd Demand E & H	Response	Fixed Route
Transit Demand Estimates-Urban High:									
Original Area	13948	8335	26468	21613	40416	48752	7167	48977	140958
Phase I Area	3548	1276	3812	7740	7356	8633	2227	15220	43803
Phase II Area	2149	774	2062	4844	4199	4973	1385	9464	27237
County Area	1834	804	2128	3877	3960	4763	1135	7757	22326
TOTALS	21479	11189	34471	38074	55932	67121	11915	81418	234324
Transit Demand Estimates-Urban Moderate:									
Original Area	9950	7679	9849	11707	19798	27478	4778	27475	43004
Phase I Area	2531	1176	1418	4192	3947	5123	1485	8538	13364
Phase II Area	1533	713	767	2624	2292	3005	923	5309	8310
County Area	1308	740	792	2100	2098	2839	757	4352	6811
TOTALS	15322	10309	12826	20623	28135	38444	7943	45673	71489
Transit Demand Estimates-Urban Low:									
Original Area	3255	4027	5848	1801	9102	13129	2389	16724	15529
Phase I Area	828	617	842	645	1669	2286	742	5197	4826
Phase II Area	501	374	456	404	954	1328	462	3231	3001
County Area	428	388	470	323	898	1286	378	2649	2460
TOTALS	5012	5406	7616	3173	12623	18029	3972	27801	25815

TABLE 11 18

Metro Mobility Program (Original Area)

Transit Demand Estimates-Urban High

Census	Boardings Per Day				Totals		Consl'd	Demand	Fixed
Tract/ED	Handi'p L.	Income Elderly		Gen.Pub	E & H	E,H & LI	E & H	Response	Route
1.01	35.4	11.9	84.1	60.4	119.5	131.4	19.5	133.5	384.2
1.02	61.6	42.1	139.5	82.6	201.1	243.2	29.6	202.2	581.9
2.00	53.0	29.4	146.4	51.8	199.4	228.7	21.1	144.2	414.9
3.00	47.3	12.0	138.2	55.1	185.5	197.5	20.4	139.2	400.5
4.00	38.0	29.6	87.7	50.8	125.7	155.2	18.5	126.5	364.0
5.00	26.8	15.6	68.9	36.3	95.6	111.2	13.1	89.2	256.8
6.01	65.8	34.3	170.6	88.4	236.5	270.7	31.7	216.5	623.2
6.02	45.2	16.8	124.4	57.3	169.6	186.5	20.7	141.5	407.2
7.00	37.3	6.5	94.1	49.7	131.3	137.9	16.9	115.5	332.3
8.00	36.4	12.7	96.8	49.6	133.2	145.8	17.3	118.5	341.1
9.00	38.3	26.3	84.8	54.8	123.0	149.3	19.2	131.2	377.7
10.00	9.3	12.4	9.1	14.3	18.4	30.9	4.9	33.6	96.8
11.00	28.4	13.9	63.2	43.5	91.7	105.5	14.6	99.7	287.0
12.00	69.0	28.9	191.7	81.4	260.7	289.6	30.4	207.5	597.3
13.00	27.4	20.1	74.1	33.8	101.5	121.6	12.9	88.4	254.4
14.00	29.6	22.7	61.0	39.1	90.5	113.2	14.0	95.8	275.6
15.00	31.1	21.5	39.2	45.1	70.2	91.7	14.7	100.5	289.3
16.00	40.2	58.5	79.3	52.1	119.5	178.0	20.6	140.4	404.2
17.00	23.9	25.7	34.7	31.8	58.6	84.3	11.4	77.7	223.6
18.00	41.2	32.0	108.2	54.4	149.5	181.4	20.4	139.1	400.4
19.00	30.8	18.7	60.5	46.1	91.2	109.9	15.5	106.0	305.0
20.00	22.0	17.8	43.4	34.6	65.4	83.2	11.8	80.6	232.1
21.00	27.9	35.2	42.5	46.9	70.3	105.6	16.1	110.2	317.3
22.00	27.5	33.9	36.0	44.1	63.5	97.4	15.1	103.3	297.2
23.00	21.5	40.8	51.2	15.4	72.7	113.5	8.8	60.2	173.2
24.00	28.4	31.2	57.9	34.6	86.3	117.5	13.3	91.2	262.4
25.00	38.7	31.8	64.7	47.2	103.4	135.2	17.0	115.9	333.6
26.00	35.4	42.2	82.3	33.8	117.7	159.9	14.9	101.7	292.8
27.00	24.9	56.5	29.0	41.2	53.9	110.4	15.6	106.8	307.3
28.00	24.4	64.5	31.5	32.8	55.9	120.4	14.1	96.7	278.2
29.00	14.6	35.5	22.5	18.4	37.1	72.7	8.1	55.1	158.6
30.00	16.2	7.8	36.2	21.2	52.3	60.1	7.4	50.6	145.7
31.00	29.4	33.5	58.0	30.6	87.4	120.9	12.5	85.6	246.4
32.00	19.4	18.8	32.6	34.3	52.0	70.8	11.4	77.6	223.4
33.00	22.6	91.6	13.5	27.2	36.1	127.7	13.9	94.9	273.2
34.00	21.4	69.9	20.6	20.8	42.0	111.9	11.1	75.5	217.4
35.00	3.7	11.9	6.8	3.2	10.4	22.3	1.9	13.1	37.6
36.00	11.1	14.8	25.4	10.3	36.5	51.3	4.7	32.1	92.3
37.00	36.0	54.0	52.7	51.4	88.7	142.7	19.0	130.1	374.5
38.00	39.6	81.5	23.3	65.4	62.8	144.3	23.4	160.2	461.1
39.00	21.9	57.5	11.5	32.8	33.4	91.0	12.9	88.3	254.1
40.00	52.8	77.3	90.8	78.9	143.7	221.0	29.2	199.2	573.4
41.00	34.2	41.0	60.0	39.4	94.2	135.2	15.4	105.2	302.9

Metro Mobility High Demand Estimates (Original Area)

42.00	14.5	52.8	15.7	19.6	30.2	83.0	9.3	63.5	182.8
43.00	6.6	16.6	2.8	6.9	9.4	26.0	3.1	21.0	60.5
44.00	12.4	30.7	18.9	12.4	31.3	62.0	6.1	41.5	119.3
45.00	25.9	29.5	63.5	12.8	89.4	118.8	7.9	54.1	155.8
46.01	10.5	3.4	34.7	5.0	45.2	48.6	2.9	19.8	57.1
46.02	0.3	0.0	1.2	0.6	1.5	1.5	0.2	1.3	3.7
47.00	42.0	112.4	47.3	37.0	89.4	201.8	19.3	132.0	380.0
48.00	25.3	23.7	11.3	48.8	36.7	60.4	14.7	100.4	289.0
49.00	61.2	78.3	11.4	118.3	72.7	150.9	36.5	249.2	717.2
50.00	28.8	9.1	45.2	49.9	74.0	83.1	15.2	104.2	299.8
51.00	34.9	12.3	87.7	46.1	122.6	134.9	16.1	110.2	317.1
52.00	29.9	23.7	85.6	23.6	115.5	139.1	11.1	75.7	217.9
53.00	18.3	29.2	48.6	15.0	66.8	96.0	7.8	53.2	153.2
54.00	21.1	38.3	19.5	28.2	40.6	78.9	10.7	73.4	211.2
55.00	38.5	22.8	64.1	61.2	102.5	125.4	19.8	135.5	390.1
56.00	55.5	68.9	79.7	64.7	135.2	204.1	24.7	168.8	485.9
57.00	34.8	44.2	77.1	33.5	111.9	156.2	14.7	100.8	290.0
58.00	22.3	56.1	35.8	12.8	58.1	114.2	8.7	59.2	170.5
59.00	39.4	71.9	53.3	34.5	92.7	164.7	16.1	110.2	317.2
60.00	43.1	70.0	49.5	34.5	92.6	162.6	15.9	108.9	313.5
61.00	23.7	66.6	28.7	13.0	52.4	119.0	9.2	62.9	181.1
62.00	21.1	20.5	15.0	36.5	36.1	56.6	11.4	78.2	225.1
63.00	28.1	45.0	43.7	31.0	71.8	116.8	12.9	87.9	253.0
64.00	29.5	25.7	87.0	20.5	116.6	142.2	10.5	71.7	206.3
65.00	51.5	3.6	107.0	78.0	158.5	162.1	24.5	167.4	481.9
66.00	35.6	22.9	51.4	58.4	87.0	109.9	18.7	127.5	366.9
67.00	48.9	65.1	67.5	76.5	116.4	181.6	26.8	183.4	527.9
68.00	53.1	66.7	81.1	73.2	134.2	201.0	26.7	182.4	525.0
69.00	34.0	48.7	38.3	34.2	72.3	121.1	13.8	94.6	272.3
70.00	41.9	70.6	53.2	63.8	95.2	165.8	23.4	159.9	460.3
71.00	75.8	96.4	118.1	59.1	193.9	290.3	26.9	183.8	529.1
72.00	34.8	104.5	30.6	42.0	65.4	169.9	19.3	131.9	379.6
73.00	26.5	77.9	23.6	32.6	50.1	128.0	14.7	100.8	290.0
74.00	14.1	18.6	20.8	20.1	34.9	53.4	7.3	49.7	143.1
75.00	31.6	26.2	66.9	43.0	98.6	124.7	15.5	105.7	304.3
76.00	26.3	9.7	60.9	36.0	87.2	96.9	12.3	84.1	242.1
77.00	17.6	28.1	19.2	28.8	36.8	64.9	10.1	69.2	199.2
78.00	28.3	78.5	42.0	33.7	70.3	148.8	15.7	107.6	309.6
79.00	23.6	47.7	32.5	30.5	56.1	103.8	12.4	85.0	244.6
80.00	34.5	14.8	56.9	54.1	91.4	106.3	17.2	117.5	338.1
81.00	44.0	35.7	65.7	68.4	109.7	145.4	22.7	155.0	446.2
82.00	58.7	66.0	99.8	62.2	158.5	224.5	24.6	168.4	484.7
83.00	22.9	39.3	22.0	37.1	44.9	84.2	13.1	89.8	258.5
84.00	23.7	47.0	36.7	37.7	60.4	107.4	14.3	98.0	282.1
85.00	45.3	46.9	87.0	63.4	132.3	179.2	23.0	156.8	451.4
86.00	27.9	27.3	64.3	40.7	92.2	119.4	14.8	101.2	291.2
87.00	33.0	18.4	79.3	39.9	112.3	130.7	14.6	100.1	288.0
88.00	49.8	30.4	121.0	60.7	170.9	201.3	22.5	153.4	441.6
89.00	40.3	14.7	108.7	52.1	148.9	163.6	18.6	127.2	366.0
90.00	56.0	18.4	159.1	67.9	215.1	233.5	24.9	170.0	489.2

Metro Mobility High Demand Estimates (Original Area)

91.00	56.5	21.6	136.9	69.2	193.4	215.0	24.7	168.6	485.2
92.00	66.3	26.1	132.2	71.1	198.4	224.5	25.5	174.1	501.1
93.00	39.4	19.9	76.8	58.4	116.2	136.1	19.4	132.6	381.6
94.00	28.5	46.1	37.2	43.6	65.7	111.8	15.9	108.6	312.5
95.00	32.1	58.8	51.1	44.7	83.2	142.0	17.6	120.0	345.3
96.00	42.9	31.7	106.6	56.5	149.5	181.2	20.9	142.5	410.1
97.00	30.3	20.6	68.6	43.3	98.9	119.5	15.2	104.0	299.4
98.00	48.0	14.0	105.8	72.5	153.8	167.8	23.7	162.0	466.2
99.00	51.5	24.6	107.6	77.4	159.1	183.7	25.8	176.3	507.3
100.00	20.0	27.4	37.5	29.8	57.5	84.9	11.0	75.2	216.5
101.00	37.3	8.6	100.7	47.2	138.0	146.6	16.6	113.7	327.3
102.00	37.4	9.8	114.4	41.5	151.8	161.6	15.8	107.7	310.1
103.00	26.7	7.4	67.7	34.6	94.5	101.8	12.1	82.4	237.1
104.00	28.2	14.0	64.6	39.3	92.8	106.8	13.6	92.9	267.3
105.00	51.4	9.2	137.6	67.1	189.0	198.2	23.2	158.8	456.9
106.00	36.3	4.7	73.1	60.3	109.4	114.1	18.7	127.6	367.3
107.00	30.5	6.0	62.3	52.3	92.8	98.8	16.3	111.2	320.0
108.00	43.5	17.7	96.1	68.0	139.6	157.3	22.4	153.2	441.0
109.00	60.8	26.1	105.3	89.6	166.1	192.2	29.0	198.5	571.2
110.00	49.6	7.7	136.8	65.3	186.4	194.1	22.6	154.5	444.6
111.00	49.1	19.5	137.9	60.2	187.0	206.5	22.2	151.4	435.8
112.00	47.1	9.9	119.9	67.0	167.0	176.9	22.6	154.1	443.6
113.00	66.1	13.0	162.2	100.5	228.3	241.3	33.0	225.4	648.8
114.00	44.2	12.4	93.0	75.8	137.3	149.7	23.9	163.5	470.5
115.00	59.3	10.6	121.4	82.3	180.7	191.3	26.7	182.5	525.1
116.00	57.0	8.7	136.0	82.3	193.0	201.7	27.0	184.8	531.9
117.01	51.4	9.9	149.0	65.9	200.4	210.3	23.4	159.7	459.6
117.02	49.9	12.2	127.5	62.6	177.5	189.7	21.9	149.7	430.9
118.00	65.2	16.9	182.9	87.4	248.0	265.0	30.7	209.6	603.1
119.00	63.3	15.9	128.7	83.0	191.9	207.9	27.6	188.4	542.3
120.01	81.6	8.2	219.1	118.9	300.7	308.8	39.5	270.2	777.6
120.02	68.9	19.4	171.8	88.2	240.7	260.1	30.7	210.0	604.5
121.01	34.1	9.9	91.2	49.6	125.3	135.2	16.9	115.6	332.8
121.02	41.2	13.4	104.3	63.0	145.6	159.0	21.1	144.2	415.1
201.01	39.5	5.7	79.2	73.2	118.7	124.3	22.2	151.9	437.2
201.02	24.6	2.8	68.9	33.6	93.6	96.4	11.5	78.5	225.9
202.00	70.8	49.3	72.1	153.1	142.9	192.2	45.5	311.1	895.4
203.01	27.6	8.7	23.7	63.8	51.4	60.1	17.9	122.5	352.6
203.02	23.3	21.3	24.0	42.6	47.3	68.5	13.4	91.5	263.3
203.03	39.9	13.7	34.9	92.8	74.8	88.5	26.1	178.6	513.9
203.04	35.7	7.0	62.5	69.0	98.2	105.2	20.6	140.9	405.4
204.00	53.0	12.2	100.4	93.7	153.5	165.7	28.8	196.9	566.6
205.00	41.6	21.7	92.6	69.5	134.1	155.8	22.9	156.5	450.4
206.00	22.4	10.3	50.1	36.7	72.5	82.8	12.1	82.5	237.5
207.00	45.8	10.9	80.3	90.2	126.1	137.0	27.0	184.6	531.2
208.01	24.9	9.8	47.7	50.4	72.6	82.4	15.4	105.4	303.3
208.02	8.4	3.6	16.8	16.0	25.1	28.7	5.0	34.1	98.1
208.03	23.8	4.7	36.4	51.3	60.2	64.9	14.9	101.7	292.8
209.01	33.5	4.3	53.9	65.6	87.4	91.7	19.2	131.4	378.2
209.02	31.6	0.6	67.6	56.0	99.2	99.8	17.0	116.4	334.9

Metro Mobility High Demand Estimates (Original Area)

210.01	71.8	29.6	85.8	139.4	157.7	187.3	41.3	282.1	811.8
210.02	22.8	0.9	41.3	45.4	64.1	64.9	13.3	90.9	261.7
211.00	26.5	2.5	64.6	38.5	91.1	93.7	12.6	85.9	247.3
212.00	58.9	18.2	169.6	78.1	228.5	246.6	27.8	190.3	547.6
213.00	58.9	11.6	148.0	70.1	206.9	218.5	24.6	168.4	484.6
214.00	42.2	12.8	102.8	64.7	145.0	157.8	21.5	146.7	422.2
215.01	60.5	28.3	87.3	91.4	147.8	176.1	29.0	198.3	570.8
215.02	36.9	20.8	36.2	51.8	73.1	93.9	16.4	111.7	321.6
215.03	53.8	13.8	43.3	132.7	97.1	110.9	36.7	250.8	721.8
215.04	37.6	6.5	34.1	90.9	71.7	78.2	25.1	171.5	493.7
215.05	49.8	10.6	42.1	112.7	91.9	102.4	31.3	214.2	616.4
216.01	40.0	10.5	44.8	90.9	84.7	95.2	25.8	176.3	507.3
216.02	76.1	14.7	106.4	125.7	182.5	197.2	37.6	257.2	740.3
217.00	63.9	5.8	142.0	114.7	205.8	211.6	35.3	241.2	694.3
218.00	27.6	3.7	61.2	43.9	88.8	92.5	13.9	95.0	273.5
219.00	42.3	6.6	66.8	82.0	109.1	115.7	24.1	164.7	474.1
220.00	9.7	3.7	16.3	19.2	26.1	29.8	5.8	39.8	114.6
221.01	26.9	16.3	45.0	49.1	71.9	88.2	15.5	105.8	304.6
221.02	42.0	7.9	84.0	55.1	126.0	133.9	18.1	123.6	355.8
222.00	46.5	3.3	62.4	98.4	108.9	112.2	27.9	190.9	549.3
223.01	15.9	5.6	33.6	27.0	49.5	55.1	8.6	58.9	169.6
223.02	47.8	19.2	98.3	58.2	146.0	165.2	20.2	138.3	397.9
224.00	52.0	23.0	94.3	82.4	146.2	169.3	26.5	181.0	520.9
225.00	30.9	10.2	53.7	58.6	84.5	94.7	17.8	121.9	350.7
226.00	29.0	7.2	61.3	46.0	90.3	97.5	14.7	100.5	289.2
227.00	44.9	11.4	105.4	67.9	150.4	161.7	22.3	152.6	439.1
228.01	26.6	1.3	85.0	36.3	111.6	112.8	12.6	86.4	248.7
228.02	43.2	14.2	132.5	36.5	175.7	189.9	15.6	106.4	306.2
229.01	42.9	8.7	85.6	60.2	128.5	137.2	19.5	133.2	383.3
229.02	22.9	5.6	42.7	37.0	65.6	71.2	11.6	79.0	227.5
230.00	42.0	20.3	95.7	60.9	137.7	158.0	20.8	142.0	408.6
231.00	21.2	4.5	36.5	36.8	57.7	62.2	11.2	76.5	220.2
235.01	51.8	10.9	153.8	62.6	205.6	216.5	22.8	155.8	448.3
235.02	56.3	19.1	127.8	92.0	184.2	203.3	29.9	204.1	587.4
236.00	43.6	5.4	94.6	70.6	138.1	143.5	22.2	151.5	436.1
237.00	53.9	2.9	109.5	103.6	163.3	166.3	31.0	211.8	609.5
238.01	63.3	5.3	184.8	89.3	248.1	253.4	30.4	207.7	597.9
238.02	37.8	2.3	132.5	44.6	170.3	172.6	16.7	114.1	328.3
239.01	40.9	2.9	70.3	84.9	111.2	114.1	24.7	168.8	485.7
239.02	18.5	3.2	22.4	41.8	41.0	44.2	11.8	80.8	232.6
239.03	26.6	2.4	47.4	50.4	74.1	76.5	14.9	102.1	293.9
240.01	62.3	13.5	174.7	58.8	236.9	250.4	23.0	156.8	451.4
240.02	92.6	25.7	264.8	100.3	357.3	383.1	37.9	259.0	745.4
241.00	46.0	12.3	116.1	68.2	162.1	174.4	22.9	156.2	449.5
242.00	41.7	12.1	93.1	72.5	134.8	146.9	23.0	157.3	452.6
243.00	48.3	18.9	71.8	88.4	120.1	138.9	26.8	183.4	527.9
244.00	37.2	14.4	103.2	47.2	140.4	154.8	17.1	117.0	336.8
245.00	29.3	4.1	79.2	46.3	108.5	112.6	15.2	103.8	298.8
246.00	44.8	19.4	95.4	75.0	140.2	159.6	24.3	166.0	477.7
247.00	42.0	5.8	116.9	62.3	158.8	164.6	20.9	142.7	410.8

Metro Mobility High Demand Estimates (Original Area)

248.01	28.0	2.5	66.6	46.9	94.6	97.1	14.8	101.0	290.8
248.02	37.2	14.0	53.9	56.7	91.1	105.1	17.8	121.3	349.2
249.01	25.2	7.5	42.6	49.7	67.8	75.3	14.9	102.0	293.5
249.02	27.0	3.7	40.6	54.4	67.6	71.3	15.8	108.0	310.9
249.03	21.5	5.3	19.0	48.7	40.5	45.8	13.6	93.2	268.1
250.00	2.8	3.8	4.9	3.4	7.7	11.5	1.3	9.1	26.3
251.00	20.9	8.1	20.2	43.7	41.0	49.1	12.6	86.0	247.4
252.01	23.2	11.2	27.0	52.6	50.2	61.4	15.3	104.6	301.0
252.02	25.2	4.3	43.1	48.6	68.3	72.6	14.4	98.7	284.0
252.03	34.6	15.1	35.8	76.6	70.4	85.5	22.1	151.0	434.6
252.04	22.8	8.9	28.3	48.1	51.1	60.0	14.1	96.1	276.7
253.01	35.5	2.5	41.0	70.6	76.5	79.0	20.0	136.3	392.4
253.02	20.0	5.2	30.1	40.4	50.1	55.4	11.9	81.4	234.3
253.03	24.4	13.1	33.7	44.6	58.1	71.2	13.7	93.6	269.3
254.01	21.7	8.2	41.7	43.0	63.4	71.5	13.2	90.2	259.5
254.02	21.9	6.9	42.7	38.5	64.6	71.5	12.0	82.2	236.6
254.03	43.7	10.8	60.2	82.2	103.9	114.7	24.3	165.7	477.0
255.01	20.6	3.4	27.7	43.5	48.3	51.7	12.5	85.4	245.7
255.02	20.3	1.6	19.9	37.4	40.2	41.9	10.6	72.2	207.8
256.01	32.7	9.1	60.4	54.0	93.1	102.2	16.9	115.4	332.1
256.02	23.0	10.0	41.0	43.1	64.0	74.1	13.3	91.1	262.3
256.03	23.2	5.5	23.8	52.1	46.9	52.5	14.7	100.3	288.7
256.04	21.8	5.6	25.0	46.6	46.8	52.4	13.3	91.2	262.4
256.05	42.7	11.7	50.6	92.1	93.3	105.0	26.4	180.6	519.9
257.00	88.2	16.4	92.8	198.8	181.1	197.5	55.8	381.3	1097.4
258.01	24.0	6.5	28.1	52.1	52.1	58.5	14.9	101.9	293.2
258.02	29.7	4.3	39.4	67.4	69.1	73.4	19.1	130.5	375.6
258.03	21.6	2.7	19.3	44.4	40.9	43.6	12.4	84.7	243.8
258.04	15.6	11.5	21.5	30.1	37.0	48.6	9.4	64.0	184.2
258.05	28.5	9.5	18.2	68.9	46.6	56.2	19.1	130.3	374.9
259.01	40.0	1.7	53.9	78.5	93.9	95.6	22.4	153.2	441.0
259.02	90.5	13.2	46.3	209.4	136.8	150.0	56.7	387.2	1114.3
260.01	67.3	16.7	45.1	169.4	112.4	129.1	46.4	317.1	912.6
260.02	72.2	19.2	43.1	179.4	115.2	134.4	49.1	335.5	965.5
260.03	3.9	1.3	4.5	7.0	8.3	9.7	2.1	14.2	40.9
301.00	65.5	37.3	102.8	106.5	168.2	205.5	34.0	232.5	669.2
302.00	96.6	33.7	209.2	110.6	305.8	339.5	39.1	267.5	769.8
303.00	79.7	19.8	242.5	95.7	322.3	342.0	35.3	241.3	694.4
304.00	53.0	30.9	110.5	83.2	163.4	194.3	27.8	189.9	546.5
305.00	58.3	146.9	100.3	72.8	158.6	305.4	32.8	223.9	644.4
306.01	38.6	30.9	53.5	67.7	92.1	123.0	21.7	148.0	425.9
306.02	53.3	6.5	162.5	66.1	215.8	222.3	23.7	162.0	466.3
307.02	60.3	22.5	136.4	96.5	196.7	219.2	31.6	215.9	621.4
307.03	44.2	22.4	94.5	66.7	138.7	161.1	22.4	152.8	439.8
307.04	45.2	35.1	100.1	63.8	145.3	180.3	22.7	155.2	446.6
308.00	55.6	23.2	144.0	75.2	199.5	222.7	26.5	181.0	521.0
309.00	33.4	20.3	65.0	55.6	98.4	118.7	18.2	124.4	357.9
310.00	47.0	37.3	103.1	61.6	150.2	187.5	22.5	153.4	441.6
311.00	47.8	14.4	133.6	61.1	181.4	195.8	21.9	149.4	429.9
312.00	41.8	34.2	80.4	55.7	122.3	156.4	19.9	135.8	390.9

Metro Mobility High Demand Estimates (Original Area)

313.00	24.8	26.5	54.3	33.3	79.1	105.6	12.5	85.4	245.8
314.00	32.6	59.0	71.5	41.3	104.0	163.1	17.5	119.3	343.3
315.00	31.4	52.0	56.3	47.7	87.7	139.7	18.0	123.2	354.6
316.00	40.7	32.4	93.0	59.2	133.7	166.1	21.0	143.7	413.7
317.00	74.0	107.9	128.2	114.3	202.2	310.1	41.8	285.7	822.2
318.01	48.8	31.1	100.4	75.4	149.2	180.3	25.4	173.8	500.2
318.02	42.0	19.7	98.7	67.8	140.7	160.4	22.6	154.1	443.6
319.00	15.1	7.0	33.7	19.5	48.9	55.9	6.8	46.7	134.5
320.00	36.5	15.0	81.4	51.2	117.9	132.9	17.4	118.8	341.8
321.00	40.1	26.2	80.3	57.3	120.4	146.6	19.7	134.6	387.3
322.00	36.0	34.4	63.2	44.3	99.2	133.6	16.3	111.6	321.1
323.00	43.9	11.2	104.8	63.1	148.7	160.0	21.1	143.9	414.2
324.00	39.0	13.1	113.0	42.2	152.0	165.1	16.2	110.5	317.9
325.00	41.5	48.3	101.8	55.7	143.2	191.5	21.6	147.3	424.0
326.00	34.2	51.3	70.0	45.1	104.1	155.4	17.9	122.0	351.2
327.00	21.8	45.2	37.6	27.8	59.4	104.6	11.7	80.3	231.0
328.00	18.1	24.1	29.8	18.2	47.9	72.0	7.6	51.7	148.9
329.00	23.0	105.9	23.2	11.8	46.3	152.1	11.4	77.7	223.5
330.00	14.0	18.3	32.8	19.6	46.7	65.0	7.6	51.7	148.7
331.00	24.6	23.0	39.9	32.7	64.5	87.5	11.6	79.3	228.1
332.00	26.0	15.5	19.8	36.4	45.8	61.3	11.4	77.6	223.4
333.00	42.4	24.9	76.9	64.7	119.2	144.1	21.4	146.0	420.3
334.00	41.3	50.3	56.3	55.9	97.6	147.9	20.2	137.8	396.5
335.00	36.1	35.7	77.6	49.9	113.7	149.4	18.3	125.1	360.0
336.00	10.4	37.6	8.9	10.9	19.2	56.9	5.8	39.4	113.5
337.00	19.4	18.7	30.5	15.2	49.9	68.6	6.5	44.6	128.3
338.00	20.1	26.5	38.7	31.9	58.8	85.3	11.5	78.7	226.4
339.00	10.9	17.4	8.7	19.2	19.6	37.0	6.5	44.3	127.6
340.00	26.3	46.2	32.4	37.0	58.7	105.0	14.0	95.9	275.9
342.00	47.7	41.2	137.3	27.0	185.0	226.2	15.3	104.3	300.2
344.00	26.3	35.7	28.4	43.0	54.8	90.5	14.7	100.3	288.7
345.00	42.6	23.9	82.4	70.4	124.9	148.8	22.9	156.7	451.1
346.01	58.0	25.4	114.3	67.9	172.3	197.7	23.8	162.8	468.6
346.02	40.0	20.6	92.4	60.1	132.4	152.9	20.4	139.6	401.8
347.01	39.5	18.2	64.7	72.3	104.2	122.4	22.3	152.7	439.4
347.02	45.9	21.7	111.8	71.4	157.7	179.4	24.1	164.9	474.5
348.00	26.5	6.2	49.0	42.3	75.5	81.6	13.2	90.4	260.1
349.00	48.2	23.0	79.1	81.7	127.4	150.3	25.7	175.6	505.5
350.00	32.9	18.7	53.8	59.0	86.7	105.4	18.5	126.7	364.7
351.00	39.7	26.0	59.2	67.4	98.9	124.9	21.5	146.7	422.2
352.00	44.7	28.4	89.5	68.2	134.2	162.6	23.0	157.1	452.1
353.00	54.6	23.1	117.0	81.1	171.6	194.7	27.0	184.6	531.4
354.00	25.3	38.7	25.5	47.9	50.8	89.5	16.0	109.2	314.2
355.00	16.6	16.9	11.3	14.6	27.9	44.8	5.5	37.6	108.3
356.00	21.8	15.7	35.0	35.2	56.8	72.5	11.5	78.7	226.4
357.00	30.9	17.3	45.9	52.8	76.9	94.1	16.6	113.4	326.4
358.00	34.3	29.2	62.7	51.2	97.0	126.2	17.6	120.5	346.7
359.00	19.0	15.5	47.5	17.1	66.5	81.9	7.4	50.2	144.6
360.00	20.4	18.4	21.6	25.4	42.0	60.3	8.8	59.9	172.3
361.00	19.3	36.4	23.0	24.5	42.2	78.6	9.8	66.7	192.0

Metro Mobility High Demand Estimates (Original Area)

362.00	63.7	20.4	174.5	74.4	238.2	258.6	27.3	186.9	537.8
363.00	56.9	18.8	100.0	79.3	156.8	175.6	25.7	175.8	505.9
364.00	55.5	9.4	129.1	75.8	184.7	194.1	25.2	172.1	495.4
365.00	59.9	17.8	170.2	64.3	230.0	247.9	24.4	166.8	480.0
366.00	61.5	8.3	168.6	79.8	230.1	238.4	27.6	188.7	543.2
367.00	58.9	28.2	166.8	67.9	225.6	253.8	25.9	176.8	508.9
368.00	32.7	22.7	80.5	41.4	113.1	135.9	15.3	104.9	301.8
369.00	27.8	18.0	63.5	37.8	91.2	109.2	13.4	91.7	264.0
370.00	37.6	23.6	83.9	55.8	121.5	145.1	19.2	131.3	378.0
371.00	61.2	52.3	128.0	77.5	189.3	241.6	28.6	195.4	562.5
372.00	63.3	43.7	137.7	93.5	201.0	244.6	32.4	221.3	636.8
374.01	55.0	30.6	67.3	117.4	122.3	152.9	34.9	238.2	685.5
374.02	38.9	10.1	63.7	68.9	102.6	112.6	20.9	142.8	411.0
375.00	71.3	14.0	197.0	92.4	268.2	282.2	32.3	220.9	635.9
376.01	63.3	22.1	151.1	73.1	214.4	236.5	26.3	179.7	517.2
376.02	35.4	34.2	87.1	36.7	122.4	156.7	15.2	104.0	299.2
411.03	28.7	8.3	40.0	46.6	68.7	77.0	14.2	96.8	278.7
411.04	23.5	4.8	16.5	51.3	40.0	44.9	14.2	97.0	279.2
411.05	59.1	20.9	59.8	132.2	118.9	139.9	37.7	257.8	741.9
411.06	33.1	19.0	21.2	77.5	54.3	73.4	22.1	150.8	433.9
411.07	63.4	38.2	68.8	133.9	132.2	170.5	39.7	271.4	781.0
412.00	48.3	16.7	44.4	89.1	92.7	109.4	25.9	177.1	509.8
413.01	40.6	10.9	75.7	74.3	116.2	127.1	22.8	155.6	447.8
413.02	37.4	8.6	43.5	80.7	80.9	89.5	23.0	157.2	452.5
414.00	54.5	19.2	116.2	92.7	170.8	189.9	29.6	202.3	582.3
415.00	62.7	9.6	77.9	110.1	140.6	150.2	32.1	219.7	632.2
416.01	66.6	16.2	88.2	142.7	154.9	171.1	41.2	281.3	809.7
416.02	39.9	17.0	65.5	67.6	105.5	122.5	21.1	144.4	415.7
417.00	36.5	7.6	71.3	58.1	107.8	115.5	18.3	124.8	359.1
418.00	56.3	2.9	129.3	83.9	185.6	188.5	26.8	183.2	527.3
419.00	38.9	3.9	108.1	54.6	147.0	151.0	18.5	126.2	363.3
420.01	20.4	37.5	16.3	39.1	36.7	74.1	13.3	90.7	261.0
420.02	21.3	12.2	35.8	37.6	57.1	69.4	11.9	81.4	234.2
421.01	41.0	24.1	60.7	73.4	101.8	125.9	22.9	156.5	450.4
421.02	31.7	14.5	36.1	67.4	67.8	82.3	19.7	134.7	387.6
422.01	21.6	8.2	18.7	49.8	40.3	48.6	14.1	96.3	277.2
422.02	43.5	12.4	82.4	72.0	125.9	138.3	22.6	154.3	444.2
423.01	13.7	8.7	29.0	23.2	42.8	51.4	7.7	52.4	150.8
423.02	50.8	19.7	63.7	102.6	114.5	134.1	30.2	206.4	594.1
424.01	29.3	3.0	25.7	70.4	55.0	58.0	19.3	131.9	379.5
424.02	53.9	15.8	68.3	88.6	122.3	138.1	26.7	182.3	524.7
425.01	35.1	10.1	66.0	64.2	101.1	111.2	19.7	134.9	388.2
425.02	33.1	11.9	41.3	74.4	74.3	86.2	21.5	146.9	422.7
426.01	44.3	23.1	46.7	97.8	91.0	114.1	28.5	194.9	561.0
426.02	30.9	13.5	60.0	47.5	90.9	104.5	15.5	106.0	305.0
427.00	44.7	22.0	55.3	92.8	100.0	122.0	27.5	187.9	540.7
511.01	45.4	13.0	53.7	102.6	99.1	112.1	29.3	200.2	576.2
511.02	54.8	12.1	60.6	116.0	115.5	127.5	33.0	225.7	649.5
511.03	30.5	6.3	23.8	75.8	54.4	60.7	20.8	142.2	409.2
512.01	37.6	20.8	37.3	77.1	74.9	95.7	22.7	155.4	447.2

Metro Mobility High Demand Estimates (Original Area)

512.02	38.0	17.6	44.7	75.7	82.7	100.2	22.4	153.2	440.8
512.03	55.9	23.6	50.9	125.7	106.8	130.4	35.9	245.4	706.2
512.04	0.4	0.0	1.5	1.0	1.9	1.9	0.3	2.1	5.9
512.05	27.3	15.2	38.2	56.6	65.5	80.7	17.0	116.5	335.2
513.01	26.3	20.5	28.7	51.9	55.0	75.5	15.9	108.5	312.3
513.02	44.1	22.7	45.9	88.4	90.0	112.7	26.1	178.4	513.5
513.03	10.3	10.5	20.5	13.1	30.8	41.3	4.9	33.5	96.4
513.04	27.8	5.8	50.6	53.9	78.4	84.2	16.2	110.6	318.2
514.00	49.1	17.5	107.6	79.6	156.8	174.2	25.8	176.5	507.9
515.01	31.9	13.3	62.0	50.5	93.9	107.2	16.3	111.5	320.8
515.02	41.8	11.0	98.4	58.4	140.2	151.2	19.6	133.9	385.5
601.01	46.0	13.8	110.4	68.8	156.4	170.2	22.9	156.5	450.5
601.02	39.9	6.6	112.7	51.9	152.6	159.1	18.2	124.1	357.1
601.03	33.6	8.0	68.8	57.9	102.4	110.4	18.1	123.6	355.8
601.04	56.8	15.9	168.3	66.5	225.1	241.0	24.7	168.8	485.9
601.05	57.0	19.8	101.5	85.1	158.5	178.3	27.3	186.6	536.9
602.01	28.7	11.1	50.5	52.2	79.2	90.3	16.1	110.2	317.1
602.02	39.9	7.4	97.1	58.9	137.0	144.4	19.4	132.6	381.7
603.01	57.0	35.3	139.9	69.0	196.9	232.2	25.7	175.4	504.7
603.02	39.3	11.8	74.7	73.2	114.0	125.9	22.5	153.8	442.5
604.01	32.0	10.6	70.1	51.9	102.1	112.7	16.8	114.6	329.8
604.02	48.2	23.6	72.0	87.5	120.2	143.8	26.9	184.1	529.9
TOTALS:	13948	8335	26468	21613	40416	48752	7167	48977	140958

TABLE 11.19

Metro Mobility Program (Phase I Area)

Transit Demand Estimates-Urban High

Census Tract/ED	Boardings Per Day				Totals		Consl'd Demand Response	Fixed Route
	Handi'p	L. Income	Elderly	Gen.Pub	E & H	E,H & LI	E & H	
232.00	58.7	26.3	89.2	95.9	147.8	174.1	30.0	205.3	590.8
233.00	77.5	26.3	217.9	87.1	295.4	321.7	32.7	223.5	643.2
234.00	54.1	19.0	75.9	97.0	130.0	149.0	29.3	200.0	575.6
261.01	29.9	3.9	44.0	61.4	73.9	77.8	17.7	121.3	349.0
261.02	36.7	5.3	64.5	74.1	101.1	106.5	21.9	149.4	429.9
262.01	24.0	0.3	16.7	58.8	40.7	41.0	15.8	107.9	310.5
262.02	25.6	12.1	43.8	53.3	69.4	81.5	16.2	110.5	318.1
262.03	57.7	4.2	47.5	137.3	105.2	109.4	37.4	255.8	736.1
262.04	67.5	15.4	62.8	137.4	130.2	145.6	38.9	265.9	765.3
263.01	23.0	1.9	12.4	45.3	35.4	37.3	12.3	84.4	242.8
263.02	35.4	8.4	67.5	68.9	102.9	111.3	20.9	142.6	410.3
264.01	45.1	9.0	55.7	96.8	100.8	109.8	27.6	188.9	543.7
264.02	43.7	9.8	86.0	75.2	129.7	139.5	23.3	159.4	458.8
265.03	19.8	4.2	13.7	49.4	33.4	37.7	13.5	92.3	265.6
265.04	74.9	33.0	43.5	171.1	118.4	151.5	48.0	328.1	944.4
265.05	17.5	4.7	18.2	39.5	35.8	40.5	11.2	76.3	219.6
265.06	0.3	0.0	0.8	0.7	1.2	1.2	0.2	1.4	4.0
265.07	33.5	5.8	53.3	71.5	86.9	92.6	20.8	142.1	408.9
266.03	7.6	0.8	9.7	17.5	17.3	18.1	4.9	33.6	96.6
266.04	9.5	8.3	7.4	22.3	17.0	25.3	6.6	44.9	129.3
266.05	7.6	0.9	2.8	20.7	10.3	11.2	5.5	37.5	107.9
266.06	43.2	4.8	29.0	106.7	72.2	77.0	28.9	197.4	568.2
266.07	53.2	8.3	55.8	121.8	109.0	117.3	34.0	232.5	669.2
266.08	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
266.09	28.9	2.9	28.5	67.1	57.4	60.3	18.5	126.6	364.5
267.02	37.6	13.0	47.7	58.2	85.3	98.3	17.8	121.9	350.9
267.03	67.0	16.2	19.3	186.1	86.3	102.5	49.6	339.1	976.0
267.04	67.5	19.1	30.6	173.1	98.1	117.2	47.0	321.0	923.8
267.05	38.9	11.9	36.6	94.8	75.5	87.5	26.6	181.4	522.2
268.01	22.6	13.2	28.3	47.9	50.9	64.1	14.3	97.7	281.3
268.05	59.8	12.8	44.2	148.5	104.0	116.7	40.7	278.3	801.1
268.06	5.0	2.9	9.2	10.9	14.2	17.1	3.3	22.8	65.5
268.07	48.1	13.5	29.8	119.6	77.9	91.5	32.8	224.2	645.3
268.08	115.7	54.1	70.1	276.6	185.8	239.8	77.6	530.0	1525.3
268.09	34.3	50.7	18.3	79.3	52.7	103.4	24.6	167.9	483.2
268.10	54.9	55.0	41.5	120.2	96.4	151.4	36.3	248.1	714.0
268.11	42.3	19.8	10.9	111.3	53.1	72.9	30.4	207.6	597.4
269.03	29.7	14.2	31.1	66.3	60.7	74.9	19.2	131.3	378.0
269.04	49.9	2.3	29.3	130.6	79.3	81.5	34.8	237.9	684.8
272.01	54.2	13.0	89.1	105.8	143.3	156.3	31.5	215.4	619.9
272.02	18.6	3.7	19.0	36.8	37.6	41.3	10.5	71.6	206.1
272.03	43.5	10.9	72.1	70.7	115.6	126.5	21.8	148.9	428.6
273.00	46.9	14.4	121.4	62.3	168.2	182.6	21.7	148.5	427.3
274.00	44.3	15.7	73.3	83.8	117.5	133.2	25.5	173.9	500.6
275.01	52.3	15.3	93.1	87.4	145.4	160.7	27.2	185.7	534.5

275.02	46.0	11.9	68.8	95.0	114.7	126.7	27.9	190.5	548.2
276.01	40.8	18.7	64.0	74.1	104.8	123.5	22.8	156.0	449.1
276.02	53.7	33.1	65.3	109.0	119.0	152.1	32.8	224.4	645.9
401.00	36.0	10.5	48.4	79.9	84.4	94.8	23.1	157.8	454.1
402.00	21.4	5.1	54.7	33.2	76.1	81.2	11.0	75.0	215.9
403.01	22.0	0.3	36.4	44.7	58.4	58.7	12.9	88.2	253.9
403.02	62.0	26.0	57.8	141.2	119.9	145.9	40.3	275.4	792.7
404.01	35.4	7.0	37.4	80.4	72.7	79.8	22.6	154.3	444.0
404.02	36.8	10.1	39.7	85.3	76.4	86.6	24.1	164.9	474.5
405.01	33.8	12.7	38.6	76.3	72.4	85.1	21.9	150.0	431.6
405.02	34.7	11.4	55.3	55.8	90.0	101.5	17.3	118.5	341.1
406.01	28.1	5.3	31.5	60.8	59.6	64.9	17.2	117.6	338.5
406.02	46.0	16.6	44.1	107.2	90.1	106.6	30.4	207.6	597.4
407.01	55.8	10.0	41.4	136.6	97.2	107.2	37.4	255.4	735.0
407.03	49.8	16.6	64.1	112.3	113.9	130.5	32.4	221.6	637.8
407.04	53.9	9.2	67.3	119.8	121.3	130.4	34.0	232.3	668.6
408.00	84.6	22.7	86.2	167.4	170.8	193.5	48.1	328.5	945.4
409.01	22.2	9.5	13.3	54.5	35.5	45.0	15.2	103.6	298.2
409.02	35.6	22.6	35.7	83.4	71.3	93.8	24.3	166.2	478.4
410.01	28.0	6.4	24.2	66.1	52.2	58.6	18.4	125.5	361.3
410.02	28.7	8.8	30.8	64.5	59.4	68.2	18.4	125.4	361.0
502.03	51.3	23.4	47.2	119.8	98.5	121.8	34.2	233.7	672.6
503.00	4.2	0.0	0.0	0.0	0.0	0.0	2.4	16.3	46.8
504.00	48.5	42.5	71.2	82.8	119.7	162.2	27.0	184.7	531.6
505.01	41.1	22.7	111.2	51.5	152.3	175.0	19.1	130.6	375.9
505.02	73.7	32.8	77.7	155.5	151.4	184.2	45.3	309.4	890.4
506.01	34.4	11.2	28.8	84.5	63.2	74.5	23.6	161.1	463.6
506.02	24.4	6.1	12.0	63.7	36.4	42.6	17.3	117.9	339.3
506.04	33.7	11.8	28.5	82.4	62.2	74.0	23.1	157.6	453.7
506.05	56.9	25.1	23.7	143.9	80.6	105.7	39.6	270.8	779.5
506.06	21.7	16.9	29.3	35.5	51.0	67.9	11.5	78.4	225.6
507.01	32.7	14.2	20.3	74.8	53.1	67.3	21.0	143.6	413.4
507.02	23.6	3.2	8.2	63.2	31.9	35.1	16.8	114.6	329.7
507.04	40.1	7.5	5.2	107.6	45.3	52.9	28.4	194.0	558.4
507.05	27.3	17.0	38.5	59.2	65.9	82.9	17.8	121.9	350.7
507.06	22.9	12.0	16.8	56.4	39.6	51.7	15.9	109.0	313.6
508.04	51.8	36.8	37.7	123.5	89.5	126.2	35.7	244.0	702.2
508.05	34.8	2.3	8.9	98.2	43.7	45.9	25.7	175.7	505.6
508.06	27.7	12.3	6.4	75.6	34.1	46.4	20.5	140.1	403.2
508.07	36.2	17.1	24.7	90.4	60.9	78.0	25.3	173.1	498.2
508.08	26.5	14.2	11.2	67.6	37.8	52.0	18.8	128.3	369.2
508.09	20.0	8.7	11.9	49.4	31.9	40.6	13.7	93.9	270.3
508.10	14.4	9.4	15.3	33.5	29.7	39.2	9.8	67.1	193.2
508.11	33.2	12.2	29.8	76.9	63.0	75.2	21.8	148.7	427.9
509.01	19.2	12.5	16.2	44.4	35.4	47.9	12.9	88.2	253.7
509.02	28.2	16.5	20.6	70.1	48.8	65.3	19.9	136.2	391.9
510.01	14.2	6.3	11.4	33.2	25.6	31.9	9.4	64.2	184.9
510.02	42.4	19.7	33.2	101.9	75.6	95.3	28.8	196.8	566.5
TOTALS:	3548	1276	3812	7740	7356	8633	2227	15220	43803

TABLE 11 20

Metro Mobility Program (Phase II Area)

Transit Demand Estimates-Urban High

Census	Boardings Per Day				Totals		Consl'd	Demand	Fixed
Tract/ED	Handi'p	L. Income	Elderly	Gen.Pub	E & H	E,H & LI	E & H	Response	Route
605.01	54.0	23.0	56.8	108.2	110.9	133.9	31.7	216.3	622.6
605.02	35.9	5.0	17.2	89.9	53.1	58.1	24.1	164.9	474.7
605.03	45.6	25.1	35.1	112.3	80.7	105.8	31.9	218.0	627.5
605.04	26.9	19.5	31.9	57.7	58.8	78.3	17.4	118.8	342.0
606.01	55.1	11.5	121.1	103.4	176.2	187.7	32.0	218.4	628.6
606.02	19.4	7.6	43.6	37.4	63.0	70.7	11.8	80.4	231.4
606.03	9.3	3.2	33.3	9.0	42.6	45.8	3.8	26.1	75.0
607.02	50.7	12.5	23.5	129.1	74.3	86.8	35.0	238.9	687.7
607.07	44.5	25.9	14.9	110.6	59.4	85.3	30.8	210.5	605.9
607.08	24.5	5.0	13.2	64.1	37.7	42.7	17.3	118.4	340.7
607.09	33.3	10.0	19.7	85.4	53.0	63.0	23.4	159.7	459.7
607.10	30.2	12.8	24.8	72.5	54.9	67.7	20.5	139.9	402.5
607.11	30.3	9.2	19.1	65.3	49.4	58.6	18.2	124.6	358.5
607.12	42.8	7.9	44.7	98.3	87.5	95.3	27.5	188.0	541.0
607.13	24.8	2.9	9.2	66.0	34.0	36.8	17.5	119.7	344.6
607.14	34.2	8.1	18.7	87.9	52.9	60.9	23.8	162.9	468.9
607.15	33.3	16.4	24.0	77.6	57.3	73.6	22.0	150.4	432.8
607.16	10.9	1.4	7.9	27.5	18.8	20.3	7.5	51.0	146.8
607.17	10.2	1.0	8.5	24.8	18.7	19.6	6.8	46.2	133.1
607.18	11.7	5.9	4.5	26.2	16.3	22.1	7.3	50.1	144.3
607.19	23.6	7.6	13.1	61.9	36.8	44.4	16.9	115.5	332.5
607.20	14.8	2.1	10.7	37.9	25.5	27.5	10.3	70.2	202.0
607.21	18.9	6.7	8.3	47.3	27.2	33.8	13.0	88.5	254.8
607.22	35.0	16.0	14.8	90.7	49.8	65.8	25.0	170.7	491.2
607.23	21.6	7.2	5.0	57.7	26.6	33.8	15.5	106.0	305.0
608.03	39.7	4.2	9.7	114.0	49.5	53.7	29.9	204.5	588.6
608.04	37.6	11.9	7.3	104.1	44.9	56.8	27.8	190.2	547.4
608.05	17.1	8.6	11.1	38.3	28.2	36.7	10.9	74.3	213.8
608.06	22.5	6.6	7.6	59.3	30.1	36.7	16.0	109.2	314.4
608.07	63.8	16.6	13.7	173.7	77.5	94.1	46.3	316.3	910.4
610.02	46.3	23.1	54.4	104.5	100.8	123.9	30.5	208.4	599.8
703.01	9.6	0.8	10.5	21.0	20.1	21.0	5.9	40.1	115.5
703.02	58.7	29.4	95.3	114.0	154.0	183.5	35.0	239.1	688.1
704.01	39.3	19.4	34.1	90.0	73.4	92.8	25.8	176.2	507.2
704.02	50.7	24.1	60.6	108.1	111.4	135.4	31.8	217.1	624.9
705.00	70.0	27.3	117.6	103.7	187.6	214.9	33.3	227.3	654.1
706.01	32.7	11.5	25.3	78.1	58.0	69.5	21.8	149.2	429.4
706.02	40.3	13.7	79.9	66.9	120.2	133.9	21.2	145.2	417.8
707.01	21.0	4.6	23.8	46.1	44.8	49.4	13.1	89.3	257.1
707.02	47.1	13.0	97.9	76.7	145.0	158.0	24.4	166.9	480.3
708.00	11.4	0.0	0.0	0.0	0.0	0.0	7.0	47.8	137.6
709.01	7.0	3.7	9.8	13.4	16.7	20.5	4.1	27.8	80.1
709.04	46.8	26.1	39.8	108.8	86.5	112.7	31.3	213.8	615.3
709.05	20.3	1.5	20.5	46.9	40.8	42.2	12.9	88.5	254.6

709.06	13.1	3.2	12.9	32.3	26.0	29.3	9.0	61.5	177.1
709.07	31.1	30.2	43.3	61.3	74.4	104.6	19.5	133.3	383.5
710.01	33.4	9.7	21.5	84.0	54.9	64.6	23.1	157.6	453.5
710.03	32.7	15.8	45.1	66.6	77.8	93.6	19.9	136.2	392.1
710.04	47.1	6.6	19.8	113.4	66.9	73.4	30.4	207.9	598.3
710.05	13.0	4.0	16.2	28.9	29.2	33.1	8.3	56.7	163.3
712.02	40.8	4.2	25.2	103.2	66.0	70.2	27.8	189.7	546.1
712.03	7.0	7.6	10.4	13.5	17.5	25.1	4.4	30.0	86.3
712.04	60.4	14.1	27.4	159.6	87.8	101.9	43.0	293.9	845.8
712.05	52.4	14.8	21.4	144.1	73.8	88.5	38.8	265.1	763.1
713.01	10.8	6.2	13.5	22.7	24.3	30.5	6.8	46.4	133.5
713.02	35.6	12.3	44.8	77.2	80.4	92.6	22.4	153.1	440.5
801.00	13.3	9.8	20.5	26.5	33.8	43.6	8.3	56.5	162.5
802.00	22.1	5.3	13.8	56.7	35.9	41.2	15.5	105.6	303.9
803.00	25.3	15.5	18.4	55.3	43.7	59.2	16.0	109.4	314.8
804.00	34.8	31.9	51.1	60.0	85.9	117.8	19.6	134.2	386.2
805.00	29.4	6.9	36.1	48.0	65.5	72.4	14.3	97.7	281.3
809.00	78.4	24.6	100.0	172.6	178.4	203.1	49.9	340.8	980.7
905.00	21.6	8.0	29.5	43.7	51.1	59.1	12.9	88.4	254.3
906.00	26.1	2.4	21.0	60.3	47.1	49.5	16.5	112.7	324.3
907.00	13.1	8.2	13.2	29.6	26.3	34.5	8.7	59.4	170.9
908.00	26.8	13.7	26.8	60.5	53.7	67.4	17.5	119.8	344.7
909.00	14.0	5.2	6.6	33.3	20.6	25.7	9.2	62.8	180.7
910.00	42.9	14.6	80.8	74.8	123.7	138.3	23.4	159.7	459.5
TOTALS:	2149	774	2062	4844	4199	4973	1385	9464	27237

TABLE 11.21

Metro Mobility Program (County Area)

Transit Demand Estimates-Urban High

Census Tract/ED	Boardings Per Day				Totals		Consl'd Demand Response	Fixed Route
	Handi'p	L. Income	Elderly	Gen.Pub	E & H	E,H & LI	E & H	
269.01	60.3	28.6	53.2	140.0	113.6	142.1	40.0	273.3	786.6
270.00	58.7	18.5	76.4	119.6	135.2	153.6	35.0	239.1	688.2
271.01	28.9	9.2	42.0	59.4	70.9	80.1	17.5	119.7	344.6
271.02	37.7	22.4	24.6	89.6	62.4	84.7	25.5	174.3	501.7
277.00	41.0	19.8	54.5	82.0	95.5	115.3	24.6	167.8	483.0
501.01	84.3	43.7	76.8	197.9	161.0	204.7	56.8	388.1	1116.9
501.02	66.7	24.2	58.9	156.5	125.6	149.8	44.1	301.7	868.2
502.04	51.0	11.4	18.0	138.4	69.0	80.4	37.0	253.0	728.2
502.05	32.8	4.0	17.9	87.9	50.7	54.7	23.5	160.8	462.8
502.06	29.1	8.3	9.7	77.2	38.8	47.2	20.8	142.0	408.6
502.07	39.7	18.9	6.6	105.2	46.2	65.1	28.6	195.3	562.2
502.08	9.8	5.4	2.3	25.3	12.0	17.4	7.0	47.6	136.9
502.09	67.5	12.0	36.7	174.2	104.2	116.2	47.0	321.1	924.2
502.10	29.3	14.4	23.9	68.0	53.3	67.7	19.4	132.5	381.4
608.08	31.7	2.5	18.8	81.4	50.4	52.9	21.8	149.0	428.8
608.09	49.9	29.9	9.5	137.2	59.4	89.3	37.7	257.3	740.6
608.10	45.5	18.6	53.3	101.0	98.8	117.4	29.3	200.1	575.8
609.00	48.5	29.8	74.4	82.6	122.9	152.6	26.2	179.2	515.7
610.01	35.8	18.8	49.1	74.3	84.9	103.6	22.3	152.2	438.1
611.01	6.7	1.4	19.8	3.1	26.4	27.8	1.7	11.5	33.2
611.02	30.9	13.9	54.2	55.1	85.1	99.0	17.2	117.6	338.5
611.03	69.6	32.1	67.4	149.0	137.0	169.2	43.2	294.9	848.7
612.00	26.5	9.1	50.2	44.0	76.6	85.7	13.9	94.9	273.1
613.00	2.7	0.0	0.0	0.0	0.0	0.0	0.9	6.4	18.3
614.00	57.7	47.7	64.3	120.7	122.0	169.7	36.8	251.3	723.2
615.00	40.8	18.0	73.1	77.1	113.9	131.9	23.9	163.1	469.3
701.01	59.3	35.5	92.9	91.4	152.1	187.7	29.7	202.7	583.5
701.02	46.9	4.7	56.6	106.6	103.5	108.2	29.9	204.3	587.9
702.01	54.4	15.2	83.6	111.3	137.9	153.1	32.9	224.6	646.3
702.02	35.1	16.5	41.7	77.4	76.8	93.3	22.6	154.6	445.0
711.01	33.3	13.1	48.0	71.3	81.4	94.5	21.0	143.8	413.8
711.02	37.0	17.2	49.3	74.5	86.3	103.6	22.2	151.9	437.3
713.03	3.7	1.1	7.8	6.7	11.4	12.6	2.1	14.4	41.4
806.00	13.5	0.0	1.6	37.5	15.1	15.1	9.7	66.3	190.7
807.00	12.7	5.7	9.5	31.7	22.2	27.9	8.9	60.8	175.0
808.00	50.5	24.4	65.7	100.0	116.2	140.5	30.0	204.7	589.1
810.00	34.9	12.3	31.9	83.2	66.7	79.0	23.4	160.1	460.8
811.00	34.5	13.1	32.2	78.1	66.8	79.8	22.2	151.8	437.0
812.00	39.0	22.1	65.9	56.4	105.0	127.0	18.7	127.6	367.3
813.00	51.8	27.7	95.5	80.3	147.3	175.0	26.3	179.7	517.3
901.00	35.5	15.3	60.7	62.5	96.2	111.5	19.5	133.1	383.1
902.00	28.9	27.7	51.4	48.8	80.4	108.0	16.4	112.3	323.2
903.00	49.3	21.4	87.8	74.8	137.2	158.5	24.2	165.4	476.0
904.00	38.0	9.2	46.3	80.4	84.3	93.5	23.1	157.8	454.2
911.00	27.4	14.1	34.5	54.5	61.9	76.0	16.3	111.6	321.2
912.00	65.0	44.9	130.1	102.7	195.1	240.0	34.5	236.1	679.4
TOTALS:	1834	804	2128	3877	3960	4763	1135	7757	22326

TABLE 11 22

Metro Mobility Program (Original Area)

Transit Demand Estimates-Urban Low

Census Tract/ED	Boardings Per Day				Totals		Consl'd Demand Response	Fixed Route
	Handi'p	L. Income	Elderly	Gen.Pub	E & H	E,H & LI	E & H	
1.01	8.3	5.8	18.6	5.0	26.8	32.6	6.5	45.6	42.3
1.02	14.4	20.3	30.8	6.9	45.2	65.5	9.9	69.0	64.1
2.00	12.4	14.2	32.4	4.3	44.7	58.9	7.0	49.2	45.7
3.00	11.0	5.8	30.5	4.6	41.6	47.4	6.8	47.5	44.1
4.00	8.9	14.3	19.4	4.2	28.2	42.5	6.2	43.2	40.1
5.00	6.2	7.5	15.2	3.0	21.5	29.0	4.4	30.5	28.3
6.01	15.4	16.6	37.7	7.4	53.1	69.6	10.6	73.9	68.7
6.02	10.5	8.1	27.5	4.8	38.0	46.2	6.9	48.3	44.9
7.00	8.7	3.2	20.8	4.1	29.5	32.6	5.6	39.4	36.6
8.00	8.5	6.1	21.4	4.1	29.9	36.0	5.8	40.5	37.6
9.00	8.9	12.7	18.7	4.6	27.7	40.4	6.4	44.8	41.6
10.00	2.2	6.0	2.0	1.2	4.2	10.2	1.6	11.5	10.7
11.00	6.6	6.7	14.0	3.6	20.6	27.3	4.9	34.0	31.6
12.00	16.1	14.0	42.4	6.8	58.4	72.4	10.1	70.9	65.8
13.00	6.4	9.7	16.4	2.8	22.8	32.5	4.3	30.2	28.0
14.00	6.9	11.0	13.5	3.3	20.4	31.3	4.7	32.7	30.4
15.00	7.2	10.4	8.6	3.8	15.9	26.3	4.9	34.3	31.9
16.00	9.4	28.2	17.5	4.3	26.9	55.1	6.9	48.0	44.5
17.00	5.6	12.4	7.7	2.7	13.2	25.6	3.8	26.5	24.6
18.00	9.6	15.4	23.9	4.5	33.5	49.0	6.8	47.5	44.1
19.00	7.2	9.0	13.4	3.8	20.5	29.6	5.2	36.2	33.6
20.00	5.1	8.6	9.6	2.9	14.7	23.3	3.9	27.5	25.6
21.00	6.5	17.0	9.4	3.9	15.9	32.9	5.4	37.6	35.0
22.00	6.4	16.4	8.0	3.7	14.4	30.8	5.0	35.3	32.7
23.00	5.0	19.7	11.3	1.3	16.3	36.0	2.9	20.6	19.1
24.00	6.6	15.1	12.8	2.9	19.4	34.5	4.4	31.1	28.9
25.00	9.0	15.4	14.3	3.9	23.3	38.7	5.7	39.6	36.8
26.00	8.3	20.4	18.2	2.8	26.4	46.8	5.0	34.7	32.3
27.00	5.8	27.3	6.4	3.4	12.2	39.5	5.2	36.5	33.9
28.00	5.7	31.2	7.0	2.7	12.6	43.8	4.7	33.0	30.7
29.00	3.4	17.2	5.0	1.5	8.4	25.5	2.7	18.8	17.5
30.00	3.8	3.7	8.0	1.8	11.8	15.5	2.5	17.3	16.1
31.00	6.9	16.2	12.8	2.6	19.7	35.9	4.2	29.2	27.1
32.00	4.5	9.1	7.2	2.9	11.7	20.8	3.8	26.5	24.6
33.00	5.3	44.3	3.0	2.3	8.3	52.5	4.6	32.4	30.1
34.00	5.0	33.8	4.6	1.7	9.6	43.3	3.7	25.8	23.9
35.00	0.9	5.7	1.5	0.3	2.4	8.1	0.6	4.5	4.1
36.00	2.6	7.2	5.6	0.9	8.2	15.4	1.6	10.9	10.2
37.00	8.4	26.1	11.6	4.3	20.0	46.1	6.3	44.4	41.3
38.00	9.2	39.4	5.1	5.5	14.4	53.7	7.8	54.7	50.8
39.00	5.1	27.8	2.5	2.7	7.7	35.4	4.3	30.1	28.0
40.00	12.3	37.3	20.1	6.6	32.4	69.7	9.7	68.0	63.2
41.00	8.0	19.8	13.3	3.3	21.2	41.1	5.1	35.9	33.4

Metro Mobility Low Demand Estimates (Original Area)

42.00	3.4	25.5	3.5	1.6	6.8	32.4	3.1	21.7	20.1
43.00	1.5	8.0	0.6	0.6	2.2	10.2	1.0	7.2	6.7
44.00	2.9	14.8	4.2	1.0	7.1	21.9	2.0	14.2	13.1
45.00	6.1	14.2	14.0	1.1	20.1	34.3	2.6	18.5	17.2
46.01	2.5	1.6	7.7	0.4	10.1	11.8	1.0	6.8	6.3
46.02	0.1	0.0	0.3	0.0	0.3	0.3	0.1	0.4	0.4
47.00	9.8	54.3	10.5	3.1	20.3	74.6	6.4	45.1	41.9
48.00	5.9	11.5	2.5	4.1	8.4	19.9	4.9	34.3	31.8
49.00	14.3	37.8	2.5	9.9	16.8	54.6	12.2	85.1	79.0
50.00	6.7	4.4	10.0	4.2	16.7	21.1	5.1	35.6	33.0
51.00	8.1	5.9	19.4	3.8	27.5	33.4	5.4	37.6	34.9
52.00	7.0	11.4	18.9	2.0	25.9	37.3	3.7	25.9	24.0
53.00	4.3	14.1	10.7	1.3	15.0	29.1	2.6	18.2	16.9
54.00	4.9	18.5	4.3	2.4	9.2	27.7	3.6	25.1	23.3
55.00	9.0	11.0	14.2	5.1	23.1	34.2	6.6	46.3	43.0
56.00	12.9	33.3	17.6	5.4	30.6	63.9	8.2	57.7	53.5
57.00	8.1	21.4	17.0	2.8	25.2	46.5	4.9	34.4	32.0
58.00	5.2	27.1	7.9	1.1	13.1	40.2	2.9	20.2	18.8
59.00	9.2	34.8	11.8	2.9	21.0	55.7	5.4	37.6	34.9
60.00	10.1	33.8	10.9	2.9	21.0	54.8	5.3	37.2	34.5
61.00	5.5	32.2	6.3	1.1	11.9	44.1	3.1	21.5	20.0
62.00	4.9	9.9	3.3	3.0	8.2	18.1	3.8	26.7	24.8
63.00	6.6	21.8	9.7	2.6	16.2	38.0	4.3	30.0	27.9
64.00	6.9	12.4	19.2	1.7	26.1	38.5	3.5	24.5	22.7
65.00	12.0	1.8	23.6	6.5	35.7	37.4	8.2	57.2	53.1
66.00	8.3	11.1	11.4	4.9	19.7	30.7	6.2	43.5	40.4
67.00	11.4	31.5	14.9	6.4	26.3	57.8	8.9	62.6	58.2
68.00	12.4	32.2	17.9	6.1	30.3	62.6	8.9	62.3	57.8
69.00	7.9	23.5	8.5	2.8	16.4	39.9	4.6	32.3	30.0
70.00	9.8	34.1	11.8	5.3	21.5	55.7	7.8	54.6	50.7
71.00	17.7	46.6	26.1	4.9	43.8	90.4	9.0	62.8	58.3
72.00	8.1	50.5	6.8	3.5	14.9	65.4	6.4	45.0	41.8
73.00	6.2	37.6	5.2	2.7	11.4	49.0	4.9	34.4	32.0
74.00	3.3	9.0	4.6	1.7	7.9	16.9	2.4	17.0	15.8
75.00	7.4	12.6	14.8	3.6	22.2	34.8	5.2	36.1	33.5
76.00	6.1	4.7	13.5	3.0	19.6	24.3	4.1	28.7	26.7
77.00	4.1	13.6	4.2	2.4	8.3	21.9	3.4	23.6	21.9
78.00	6.6	37.9	9.3	2.8	15.9	53.8	5.2	36.7	34.1
79.00	5.5	23.1	7.2	2.5	12.7	35.7	4.1	29.0	26.9
80.00	8.1	7.2	12.6	4.5	20.6	27.8	5.7	40.1	37.2
81.00	10.3	17.3	14.5	5.7	24.8	42.0	7.6	52.9	49.2
82.00	13.7	31.9	22.1	5.2	35.8	67.6	8.2	57.5	53.4
83.00	5.3	19.0	4.9	3.1	10.2	29.2	4.4	30.7	28.5
84.00	5.5	22.7	8.1	3.1	13.6	36.3	4.8	33.5	31.1
85.00	10.6	22.7	19.2	5.3	29.8	52.5	7.7	53.6	49.7
86.00	6.5	13.2	14.2	3.4	20.7	33.9	4.9	34.6	32.1
87.00	7.7	8.9	17.5	3.3	25.2	34.1	4.9	34.2	31.7
88.00	11.6	14.7	26.7	5.1	38.4	53.1	7.5	52.4	48.6
89.00	9.4	7.1	24.0	4.3	33.4	40.5	6.2	43.4	40.3
90.00	13.1	8.9	35.2	5.7	48.2	57.1	8.3	58.0	53.9

Metro Mobility Low Demand Estimates (Original Area)

91.00	13.2	10.4	30.2	5.8	43.4	53.9	8.2	57.6	53.5
92.00	15.5	12.6	29.2	5.9	44.7	57.3	8.5	59.5	55.2
93.00	9.2	9.6	17.0	4.9	26.1	35.8	6.5	45.3	42.0
94.00	6.6	22.3	8.2	3.6	14.9	37.1	5.3	37.1	34.4
95.00	7.5	28.4	11.3	3.7	18.8	47.2	5.9	41.0	38.0
96.00	10.0	15.3	23.6	4.7	33.6	48.9	7.0	48.7	45.2
97.00	7.1	9.9	15.1	3.6	22.2	32.2	5.1	35.5	33.0
98.00	11.2	6.7	23.4	6.0	34.6	41.3	7.9	55.3	51.4
99.00	12.0	11.9	23.8	6.5	35.8	47.7	8.6	60.2	55.9
100.00	4.7	13.2	8.3	2.5	13.0	26.2	3.7	25.7	23.9
101.00	8.7	4.2	22.2	3.9	30.9	35.1	5.5	38.8	36.1
102.00	8.7	4.7	25.3	3.5	34.0	38.7	5.3	36.8	34.2
103.00	6.2	3.6	15.0	2.9	21.2	24.8	4.0	28.1	26.1
104.00	6.6	6.8	14.3	3.3	20.9	27.6	4.5	31.7	29.4
105.00	12.0	4.4	30.4	5.6	42.4	46.8	7.7	54.2	50.3
106.00	8.5	2.3	16.1	5.0	24.6	26.9	6.2	43.6	40.5
107.00	7.1	2.9	13.8	4.4	20.9	23.8	5.4	38.0	35.3
108.00	10.2	8.5	21.2	5.7	31.4	39.9	7.5	52.3	48.6
109.00	14.2	12.6	23.3	7.5	37.4	50.1	9.7	67.8	62.9
110.00	11.6	3.7	30.2	5.4	41.8	45.5	7.5	52.8	49.0
111.00	11.5	9.4	30.5	5.0	41.9	51.3	7.4	51.7	48.0
112.00	11.0	4.8	26.5	5.6	37.5	42.3	7.5	52.6	48.9
113.00	15.4	6.3	35.8	8.4	51.3	57.6	11.0	77.0	71.5
114.00	10.3	6.0	20.6	6.3	30.9	36.9	8.0	55.8	51.8
115.00	13.8	5.1	26.8	6.9	40.7	45.8	8.9	62.3	57.9
116.00	13.3	4.2	30.0	6.9	43.3	47.5	9.0	63.1	58.6
117.01	12.0	4.8	32.9	5.5	44.9	49.7	7.8	54.5	50.6
117.02	11.7	5.9	28.2	5.2	39.8	45.7	7.3	51.1	47.5
118.00	15.2	8.2	40.4	7.3	55.6	63.8	10.2	71.6	66.4
119.00	14.8	7.7	28.4	6.9	43.2	50.9	9.2	64.3	59.7
120.01	19.0	4.0	48.4	9.9	67.4	71.4	13.2	92.3	85.7
120.02	16.1	9.4	38.0	7.4	54.0	63.4	10.2	71.7	66.6
121.01	8.0	4.8	20.1	4.1	28.1	32.9	5.6	39.5	36.7
121.02	9.6	6.5	23.0	5.2	32.7	39.1	7.0	49.3	45.7
201.01	9.2	2.7	17.5	6.1	26.7	29.4	7.4	51.9	48.2
201.02	5.8	1.4	15.2	2.8	21.0	22.3	3.8	26.8	24.9
202.00	16.5	23.8	15.9	12.8	32.5	56.3	15.2	106.2	98.6
203.01	6.4	4.2	5.2	5.3	11.7	15.9	6.0	41.8	38.8
203.02	5.4	10.3	5.3	3.5	10.7	21.0	4.5	31.2	29.0
203.03	9.3	6.6	7.7	7.7	17.0	23.7	8.7	61.0	56.6
203.04	8.3	3.4	13.8	5.8	22.1	25.5	6.9	48.1	44.7
204.00	12.4	5.9	22.2	7.8	34.6	40.5	9.6	67.2	62.4
205.00	9.7	10.5	20.4	5.8	30.1	40.6	7.6	53.4	49.6
206.00	5.2	5.0	11.1	3.1	16.3	21.3	4.0	28.2	26.2
207.00	10.7	5.3	17.7	7.5	28.4	33.7	9.0	63.0	58.5
208.01	5.8	4.7	10.5	4.2	16.4	21.1	5.1	36.0	33.4
208.02	2.0	1.7	3.7	1.3	5.7	7.4	1.7	11.6	10.8
208.03	5.5	2.3	8.0	4.3	13.6	15.9	5.0	34.7	32.3
209.01	7.8	2.1	11.9	5.5	19.7	21.8	6.4	44.9	41.7
209.02	7.4	0.3	14.9	4.7	22.3	22.6	5.7	39.7	36.9

Metro Mobility Low Demand Estimates (Original Area)

210.01	16.8	14.3	19.0	11.6	35.7	50.0	13.8	96.3	89.4
210.02	5.3	0.4	9.1	3.8	14.4	14.9	4.4	31.1	28.8
211.00	6.2	1.2	14.3	3.2	20.5	21.7	4.2	29.3	27.2
212.00	13.7	8.8	37.5	6.5	51.2	60.0	9.3	65.0	60.3
213.00	13.7	5.6	32.7	5.8	46.4	52.1	8.2	57.5	53.4
214.00	9.8	6.2	22.7	5.4	32.6	38.7	7.2	50.1	46.5
215.01	14.1	13.7	19.3	7.6	33.4	47.1	9.7	67.7	62.9
215.02	8.6	10.1	8.0	4.3	16.6	26.7	5.5	38.2	35.4
215.03	12.6	6.7	9.6	11.1	22.1	28.8	12.2	85.6	79.5
215.04	8.8	3.2	7.5	7.6	16.3	19.5	8.4	58.6	54.4
215.05	11.6	5.1	9.3	9.4	20.9	26.0	10.4	73.1	67.9
216.01	9.3	5.1	9.9	7.6	19.2	24.3	8.6	60.2	55.9
216.02	17.8	7.1	23.5	10.5	41.3	48.4	12.5	87.8	81.6
217.00	14.9	2.8	31.4	9.6	46.3	49.1	11.8	82.4	76.5
218.00	6.4	1.8	13.5	3.7	20.0	21.8	4.6	32.5	30.1
219.00	9.9	3.2	14.7	6.8	24.6	27.8	8.0	56.3	52.2
220.00	2.3	1.8	3.6	1.6	5.9	7.7	1.9	13.6	12.6
221.01	6.3	7.9	9.9	4.1	16.2	24.1	5.2	36.1	33.6
221.02	9.8	3.8	18.6	4.6	28.4	32.2	6.0	42.2	39.2
222.00	10.8	1.6	13.8	8.2	24.6	26.2	9.3	65.2	60.5
223.01	3.7	2.7	7.4	2.3	11.1	13.8	2.9	20.1	18.7
223.02	11.1	9.3	21.7	4.9	32.9	42.1	6.7	47.2	43.8
224.00	12.1	11.1	20.8	6.9	33.0	44.1	8.8	61.8	57.4
225.00	7.2	4.9	11.9	4.9	19.1	24.0	5.9	41.6	38.6
226.00	6.8	3.5	13.5	3.8	20.3	23.8	4.9	34.3	31.9
227.00	10.5	5.5	23.3	5.7	33.8	39.3	7.4	52.1	48.4
228.01	6.2	0.6	18.8	3.0	25.0	25.6	4.2	29.5	27.4
228.02	10.1	6.9	29.3	3.0	39.4	46.2	5.2	36.3	33.7
229.01	10.0	4.2	18.9	5.0	28.9	33.1	6.5	45.5	42.2
229.02	5.3	2.7	9.4	3.1	14.8	17.5	3.9	27.0	25.1
230.00	9.8	9.8	21.1	5.1	31.0	40.7	6.9	48.5	45.0
231.00	4.9	2.2	8.1	3.1	13.0	15.2	3.7	26.1	24.3
235.01	12.1	5.3	34.0	5.2	46.1	51.3	7.6	53.2	49.4
235.02	13.1	9.2	28.2	7.7	41.4	50.6	10.0	69.7	64.7
236.00	10.2	2.6	20.9	5.9	31.1	33.7	7.4	51.7	48.0
237.00	12.6	1.4	24.2	8.6	36.8	38.2	10.3	72.3	67.1
238.01	14.8	2.6	40.8	7.4	55.6	58.2	10.1	70.9	65.9
238.02	8.8	1.1	29.3	3.7	38.1	39.2	5.6	38.9	36.2
239.01	9.5	1.4	15.5	7.1	25.1	26.5	8.2	57.6	53.5
239.02	4.3	1.5	5.0	3.5	9.3	10.8	3.9	27.6	25.6
239.03	6.2	1.2	10.5	4.2	16.7	17.9	5.0	34.9	32.4
240.01	14.5	6.5	38.6	4.9	53.1	59.6	7.7	53.6	49.7
240.02	21.6	12.4	58.5	8.4	80.1	92.5	12.6	88.4	82.1
241.00	10.7	5.9	25.6	5.7	36.4	42.3	7.6	53.3	49.5
242.00	9.7	5.9	20.6	6.0	30.3	36.2	7.7	53.7	49.9
243.00	11.3	9.1	15.9	7.4	27.1	36.2	8.9	62.6	58.2
244.00	8.7	7.0	22.8	3.9	31.5	38.4	5.7	40.0	37.1
245.00	6.8	2.0	17.5	3.9	24.3	26.3	5.1	35.4	32.9
246.00	10.4	9.4	21.1	6.3	31.5	40.9	8.1	56.7	52.6
247.00	9.8	2.8	25.8	5.2	35.6	38.4	7.0	48.7	45.3

Metro Mobility Low Demand Estimates (Original Area)

248.01	6.5	1.2	14.7	3.9	21.2	22.5	4.9	34.5	32.0
248.02	8.7	6.8	11.9	4.7	20.6	27.4	5.9	41.4	38.5
249.01	5.9	3.6	9.4	4.1	15.3	18.9	5.0	34.8	32.3
249.02	6.3	1.8	9.0	4.5	15.3	17.1	5.3	36.9	34.3
249.03	5.0	2.6	4.2	4.1	9.2	11.8	4.5	31.8	29.5
250.00	0.7	1.8	1.1	0.3	1.7	3.6	0.4	3.1	2.9
251.00	4.9	3.9	4.5	3.6	9.3	13.2	4.2	29.4	27.3
252.01	5.4	5.4	6.0	4.4	11.4	16.8	5.1	35.7	33.2
252.02	5.9	2.1	9.5	4.0	15.4	17.5	4.8	33.7	31.3
252.03	8.1	7.3	7.9	6.4	16.0	23.3	7.4	51.6	47.9
252.04	5.3	4.3	6.3	4.0	11.6	15.9	4.7	32.8	30.5
253.01	8.3	1.2	9.1	5.9	17.3	18.6	6.7	46.6	43.2
253.02	4.7	2.5	6.7	3.4	11.3	13.9	4.0	27.8	25.8
253.03	5.7	6.3	7.4	3.7	13.1	19.5	4.6	31.9	29.7
254.01	5.1	4.0	9.2	3.6	14.3	18.2	4.4	30.8	28.6
254.02	5.1	3.3	9.4	3.2	14.5	17.9	4.0	28.1	26.1
254.03	10.2	5.2	13.3	6.8	23.5	28.7	8.1	56.6	52.5
255.01	4.8	1.6	6.1	3.6	10.9	12.6	4.2	29.1	27.1
255.02	4.7	0.8	4.4	3.1	9.1	9.9	3.5	24.7	22.9
256.01	7.6	4.4	13.3	4.5	21.0	25.4	5.6	39.4	36.6
256.02	5.4	4.9	9.1	3.6	14.4	19.3	4.4	31.1	28.9
256.03	5.4	2.7	5.2	4.3	10.7	13.3	4.9	34.3	31.8
256.04	5.1	2.7	5.5	3.9	10.6	13.3	4.4	31.1	28.9
256.05	10.0	5.6	11.2	7.7	21.1	26.8	8.8	61.7	57.3
257.00	20.6	7.9	20.5	16.6	41.1	49.0	18.6	130.2	120.9
258.01	5.6	3.1	6.2	4.3	11.8	14.9	5.0	34.8	32.3
258.02	6.9	2.1	8.7	5.6	15.6	17.7	6.4	44.6	41.4
258.03	5.0	1.3	4.3	3.7	9.3	10.6	4.1	28.9	26.9
258.04	3.6	5.6	4.7	2.5	8.4	13.9	3.1	21.9	20.3
258.05	6.6	4.6	4.0	5.7	10.7	15.3	6.4	44.5	41.3
259.01	9.3	0.8	11.9	6.5	21.2	22.1	7.5	52.3	48.6
259.02	21.1	6.4	10.2	17.4	31.3	37.7	18.9	132.2	122.8
260.01	15.7	8.1	10.0	14.1	25.7	33.7	15.5	108.3	100.5
260.02	16.8	9.3	9.5	15.0	26.4	35.6	16.4	114.5	106.4
260.03	0.9	0.6	1.0	0.6	1.9	2.5	0.7	4.9	4.5
301.00	15.3	18.0	22.7	8.9	38.0	56.0	11.3	79.4	73.7
302.00	22.5	16.3	46.2	9.2	68.8	85.0	13.0	91.3	84.8
303.00	18.6	9.5	53.6	8.0	72.2	81.7	11.8	82.4	76.5
304.00	12.4	14.9	24.4	6.9	36.8	51.7	9.3	64.8	60.2
305.00	13.6	71.0	22.1	6.1	35.8	106.7	10.9	76.5	71.0
306.01	9.0	14.9	11.8	5.6	20.8	35.8	7.2	50.5	46.9
306.02	12.4	3.2	35.9	5.5	48.3	51.5	7.9	55.3	51.4
307.02	14.1	10.9	30.1	8.0	44.2	55.1	10.5	73.7	68.5
307.03	10.3	10.8	20.9	5.6	31.2	42.0	7.5	52.2	48.5
307.04	10.5	17.0	22.1	5.3	32.7	49.6	7.6	53.0	49.2
308.00	13.0	11.2	31.8	6.3	44.8	56.0	8.8	61.8	57.4
309.00	7.8	9.8	14.4	4.6	22.2	32.0	6.1	42.5	39.4
310.00	11.0	18.0	22.8	5.1	33.8	51.8	7.5	52.4	48.6
311.00	11.2	6.9	29.5	5.1	40.7	47.6	7.3	51.0	47.4
312.00	9.8	16.5	17.8	4.6	27.5	44.1	6.6	46.4	43.1

Metro Mobility Low Demand Estimates (Original Area)

313.00	5.8	12.8	12.0	2.8	17.8	30.6	4.2	29.2	27.1
314.00	7.6	28.5	15.8	3.4	23.4	51.9	5.8	40.7	37.8
315.00	7.3	25.1	12.4	4.0	19.8	44.9	6.0	42.1	39.1
316.00	9.5	15.7	20.5	4.9	30.0	45.7	7.0	49.1	45.6
317.00	17.3	52.1	28.3	9.5	45.6	97.7	13.9	97.6	90.6
318.01	11.4	15.0	22.2	6.3	33.6	48.6	8.5	59.3	55.1
318.02	9.8	9.5	21.8	5.6	31.6	41.1	7.5	52.6	48.9
319.00	3.5	3.4	7.4	1.6	11.0	14.4	2.3	16.0	14.8
320.00	8.5	7.3	18.0	4.3	26.5	33.8	5.8	40.6	37.7
321.00	9.4	12.7	17.7	4.8	27.1	39.8	6.6	45.9	42.7
322.00	8.4	16.6	14.0	3.7	22.4	39.0	5.4	38.1	35.4
323.00	10.2	5.4	23.2	5.3	33.4	38.8	7.0	49.1	45.6
324.00	9.1	6.3	25.0	3.5	34.1	40.4	5.4	37.7	35.0
325.00	9.7	23.3	22.5	4.6	32.2	55.5	7.2	50.3	46.7
326.00	8.0	24.8	15.5	3.8	23.4	48.2	6.0	41.7	38.7
327.00	5.1	21.8	8.3	2.3	13.4	35.2	3.9	27.4	25.5
328.00	4.2	11.7	6.6	1.5	10.8	22.5	2.5	17.7	16.4
329.00	5.4	51.2	5.1	1.0	10.5	61.7	3.8	26.5	24.6
330.00	3.3	8.8	7.2	1.6	10.5	19.3	2.5	17.6	16.4
331.00	5.7	11.1	8.8	2.7	14.6	25.7	3.9	27.1	25.1
332.00	6.1	7.5	4.4	3.0	10.5	17.9	3.8	26.5	24.6
333.00	9.9	12.0	17.0	5.4	26.9	38.9	7.1	49.9	46.3
334.00	9.6	24.3	12.4	4.7	22.1	46.4	6.7	47.0	43.7
335.00	8.4	17.3	17.1	4.2	25.6	42.8	6.1	42.7	39.7
336.00	2.4	18.2	2.0	0.9	4.4	22.6	1.9	13.5	12.5
337.00	4.5	9.0	6.7	1.3	11.3	20.3	2.2	15.2	14.1
338.00	4.7	12.8	8.5	2.7	13.2	26.0	3.8	26.9	24.9
339.00	2.5	8.4	1.9	1.6	4.5	12.9	2.2	15.1	14.1
340.00	6.1	22.3	7.2	3.1	13.3	35.6	4.7	32.7	30.4
342.00	11.1	19.9	30.3	2.2	41.5	61.4	5.1	35.6	33.1
344.00	6.1	17.2	6.3	3.6	12.4	29.7	4.9	34.3	31.8
345.00	9.9	11.5	18.2	5.9	28.1	39.7	7.6	53.5	49.7
346.01	13.5	12.3	25.3	5.7	38.8	51.1	7.9	55.6	51.6
346.02	9.3	9.9	20.4	5.0	29.7	39.7	6.8	47.7	44.3
347.01	9.2	8.8	14.3	6.0	23.5	32.3	7.4	52.1	48.4
347.02	10.7	10.5	24.7	5.9	35.4	45.9	8.0	56.3	52.3
348.00	6.2	3.0	10.8	3.5	17.0	20.0	4.4	30.9	28.7
349.00	11.3	11.1	17.5	6.8	28.7	39.8	8.6	60.0	55.7
350.00	7.7	9.0	11.9	4.9	19.6	28.6	6.2	43.3	40.2
351.00	9.3	12.6	13.1	5.6	22.3	34.9	7.2	50.1	46.5
352.00	10.4	13.7	19.8	5.7	30.2	43.9	7.7	53.6	49.8
353.00	12.7	11.2	25.9	6.8	38.6	49.8	9.0	63.0	58.5
354.00	5.9	18.7	5.6	4.0	11.5	30.2	5.3	37.3	34.6
355.00	3.9	8.2	2.5	1.2	6.4	14.5	1.8	12.9	11.9
356.00	5.1	7.6	7.7	2.9	12.8	20.4	3.8	26.9	24.9
357.00	7.2	8.3	10.1	4.4	17.4	25.7	5.5	38.7	36.0
358.00	8.0	14.1	13.8	4.3	21.9	35.9	5.9	41.1	38.2
359.00	4.4	7.5	10.5	1.4	14.9	22.4	2.5	17.2	15.9
360.00	4.8	8.9	4.8	2.1	9.5	18.4	2.9	20.4	19.0
361.00	4.5	17.6	5.1	2.0	9.6	27.1	3.3	22.8	21.2

Metro Mobility Low Demand Estimates (Original Area)

362.00	14.9	9.9	38.6	6.2	53.4	63.3	9.1	63.8	59.3
363.00	13.3	9.1	22.1	6.6	35.4	44.4	8.6	60.0	55.7
364.00	13.0	4.5	28.5	6.3	41.5	46.0	8.4	58.8	54.6
365.00	14.0	8.6	37.6	5.4	51.6	60.2	8.1	57.0	52.9
366.00	14.4	4.0	37.2	6.6	51.6	55.6	9.2	64.4	59.8
367.00	13.7	13.6	36.8	5.7	50.6	64.2	8.6	60.4	56.1
368.00	7.6	11.0	17.8	3.5	25.4	36.4	5.1	35.8	33.3
369.00	6.5	8.7	14.0	3.1	20.5	29.2	4.5	31.3	29.1
370.00	8.8	11.4	18.5	4.6	27.3	38.7	6.4	44.8	41.6
371.00	14.3	25.3	28.3	6.5	42.6	67.9	9.5	66.7	62.0
372.00	14.8	21.1	30.4	7.8	45.2	66.3	10.8	75.6	70.2
374.01	12.8	14.8	14.9	9.8	27.7	42.5	11.6	81.3	75.5
374.02	9.1	4.9	14.1	5.7	23.1	28.0	7.0	48.8	45.3
375.00	16.6	6.7	43.5	7.7	60.1	66.9	10.8	75.4	70.1
376.01	14.8	10.7	33.4	6.1	48.2	58.8	8.8	61.4	57.0
376.02	8.2	16.5	19.2	3.1	27.5	44.0	5.1	35.5	33.0
411.03	6.7	4.0	8.8	3.9	15.5	19.6	4.7	33.1	30.7
411.04	5.5	2.3	3.6	4.3	9.1	11.5	4.7	33.1	30.8
411.05	13.8	10.1	13.2	11.0	27.0	37.1	12.6	88.0	81.7
411.06	7.7	9.2	4.7	6.5	12.4	21.6	7.4	51.5	47.8
411.07	14.8	18.5	15.2	11.2	30.0	48.5	13.2	92.7	86.0
412.00	11.3	8.1	9.8	7.4	21.1	29.1	8.6	60.5	56.2
413.01	9.5	5.3	16.7	6.2	26.2	31.5	7.6	53.1	49.3
413.02	8.7	4.2	9.6	6.7	18.3	22.5	7.7	53.7	49.9
414.00	12.7	9.3	25.7	7.7	38.4	47.7	9.9	69.1	64.2
415.00	14.6	4.6	17.2	9.2	31.8	36.5	10.7	75.0	69.7
416.01	15.6	7.8	19.5	11.9	35.0	42.9	13.7	96.1	89.2
416.02	9.3	8.2	14.5	5.6	23.8	32.0	7.0	49.3	45.8
417.00	8.5	3.7	15.8	4.8	24.3	28.0	6.1	42.6	39.6
418.00	13.1	1.4	28.6	7.0	41.7	43.1	8.9	62.6	58.1
419.00	9.1	1.9	23.9	4.6	33.0	34.9	6.2	43.1	40.0
420.01	4.7	18.1	3.6	3.3	8.4	26.5	4.4	31.0	28.8
420.02	5.0	5.9	7.9	3.1	12.9	18.8	4.0	27.8	25.8
421.01	9.6	11.6	13.4	6.1	23.0	34.6	7.6	53.4	49.6
421.02	7.4	7.0	8.0	5.6	15.4	22.4	6.6	46.0	42.7
422.01	5.1	4.0	4.1	4.2	9.2	13.2	4.7	32.9	30.5
422.02	10.2	6.0	18.2	6.0	28.4	34.3	7.5	52.7	48.9
423.01	3.2	4.2	6.4	1.9	9.6	13.8	2.6	17.9	16.6
423.02	11.8	9.5	14.1	8.5	25.9	35.4	10.1	70.5	65.5
424.01	6.8	1.4	5.7	5.9	12.5	14.0	6.4	45.0	41.8
424.02	12.6	7.6	15.1	7.4	27.7	35.3	8.9	62.3	57.8
425.01	8.2	4.9	14.6	5.4	22.8	27.6	6.6	46.1	42.8
425.02	7.7	5.7	9.1	6.2	16.8	22.6	7.2	50.1	46.6
426.01	10.3	11.2	10.3	8.2	20.7	31.8	9.5	66.6	61.8
426.02	7.2	6.5	13.3	4.0	20.5	27.0	5.2	36.2	33.6
427.00	10.4	10.6	12.2	7.7	22.6	33.3	9.2	64.1	59.6
511.01	10.6	6.3	11.9	8.5	22.5	28.7	9.8	68.4	63.5
511.02	12.8	5.8	13.4	9.7	26.2	32.0	11.0	77.1	71.6
511.03	7.1	3.1	5.3	6.3	12.4	15.4	6.9	48.6	45.1
512.01	8.8	10.0	8.2	6.4	17.0	27.0	7.6	53.1	49.3

Metro Mobility Low Demand Estimates (Original Area)

512.02	8.9	8.5	9.9	6.3	18.7	27.2	7.5	52.3	48.6
512.03	13.1	11.4	11.2	10.5	24.3	35.7	12.0	83.8	77.8
512.04	0.1	0.0	0.3	0.1	0.4	0.4	0.1	0.7	0.7
512.05	6.4	7.4	8.4	4.7	14.8	22.2	5.7	39.8	36.9
513.01	6.1	9.9	6.3	4.3	12.5	22.4	5.3	37.1	34.4
513.02	10.3	11.0	10.1	7.4	20.4	31.4	8.7	60.9	56.6
513.03	2.4	5.1	4.5	1.1	6.9	12.0	1.6	11.4	10.6
513.04	6.5	2.8	11.2	4.5	17.7	20.4	5.4	37.8	35.1
514.00	11.5	8.4	23.8	6.6	35.2	43.7	8.6	60.3	56.0
515.01	7.4	6.4	13.7	4.2	21.1	27.6	5.4	38.1	35.3
515.02	9.8	5.3	21.7	4.9	31.5	36.8	6.5	45.7	42.5
601.01	10.7	6.6	24.4	5.7	35.1	41.8	7.6	53.5	49.6
601.02	9.3	3.2	24.9	4.3	34.2	37.4	6.1	42.4	39.3
601.03	7.8	3.9	15.2	4.8	23.0	26.9	6.0	42.2	39.2
601.04	13.3	7.7	37.2	5.5	50.4	58.1	8.2	57.7	53.5
601.05	13.3	9.6	22.4	7.1	35.7	45.3	9.1	63.7	59.2
602.01	6.7	5.4	11.2	4.3	17.9	23.2	5.4	37.6	34.9
602.02	9.3	3.6	21.4	4.9	30.8	34.3	6.5	45.3	42.1
603.01	13.3	17.1	30.9	5.8	44.2	61.3	8.6	59.9	55.6
603.02	9.2	5.7	16.5	6.1	25.7	31.4	7.5	52.5	48.8
604.01	7.5	5.1	15.5	4.3	23.0	28.1	5.6	39.1	36.3
604.02	11.2	11.4	15.9	7.3	27.1	38.6	9.0	62.9	58.4
TOTALS:	3255	4027	5848	1801	9102	13129	2389	16724	15529

TABLE 11 23

Metro Mobility Program (Phase I Area)

Transit Demand Estimates-Urban Low

Census Tract/ED	Boardings Per Day				Totals		Consl'd Demand	Fixed
	Handi'p	L. Income	Elderly	Gen.Pub	E & H	E,H & LI	E & H Response	Route
232.00	13.7	12.7	19.7	8.0	33.4	46.1	10.0	70.1	65.1
233.00	18.1	12.7	48.2	7.3	66.2	78.9	10.9	76.3	70.9
234.00	12.6	9.2	16.8	8.1	29.4	38.6	9.8	68.3	63.4
261.01	7.0	1.9	9.7	5.1	16.7	18.6	5.9	41.4	38.5
261.02	8.6	2.6	14.2	6.2	22.8	25.4	7.3	51.0	47.4
262.01	5.6	0.2	3.7	4.9	9.3	9.5	5.3	36.8	34.2
262.02	6.0	5.9	9.7	4.4	15.6	21.5	5.4	37.7	35.0
262.03	13.5	2.0	10.5	11.4	24.0	26.0	12.5	87.3	81.1
262.04	15.7	7.4	13.9	11.4	29.6	37.0	13.0	90.8	84.3
263.01	5.4	0.9	2.7	3.8	8.1	9.0	4.1	28.8	26.8
263.02	8.3	4.0	14.9	5.7	23.2	27.2	7.0	48.7	45.2
264.01	10.5	4.4	12.3	8.1	22.8	27.2	9.2	64.5	59.9
264.02	10.2	4.7	19.0	6.3	29.2	33.9	7.8	54.4	50.5
265.03	4.6	2.0	3.0	4.1	7.6	9.7	4.5	31.5	29.3
265.04	17.5	16.0	9.6	14.3	27.1	43.0	16.0	112.0	104.0
265.05	4.1	2.3	4.0	3.3	8.1	10.4	3.7	26.1	24.2
265.06	0.1	0.0	0.2	0.1	0.3	0.3	0.1	0.5	0.4
265.07	7.8	2.8	11.8	6.0	19.6	22.4	6.9	48.5	45.0
266.03	1.8	0.4	2.1	1.5	3.9	4.3	1.6	11.5	10.6
266.04	2.2	4.0	1.6	1.9	3.9	7.9	2.2	15.3	14.2
266.05	1.8	0.4	0.6	1.7	2.4	2.8	1.8	12.8	11.9
266.06	10.1	2.3	6.4	8.9	16.5	18.8	9.6	67.4	62.6
266.07	12.4	4.0	12.3	10.2	24.7	28.8	11.3	79.4	73.7
266.08	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
266.09	6.7	1.4	6.3	5.6	13.0	14.4	6.2	43.2	40.2
267.02	8.8	6.3	10.5	4.8	19.3	25.6	5.9	41.6	38.7
267.03	15.6	7.8	4.3	15.5	19.9	27.7	16.5	115.8	107.5
267.04	15.8	9.2	6.8	14.4	22.5	31.7	15.7	109.6	101.8
267.05	9.1	5.8	8.1	7.9	17.2	22.9	8.9	62.0	57.5
268.01	5.3	6.4	6.2	4.0	11.5	17.9	4.8	33.4	31.0
268.05	14.0	6.2	9.8	12.4	23.7	29.9	13.6	95.0	88.3
268.06	1.2	1.4	2.0	0.9	3.2	4.6	1.1	7.8	7.2
268.07	11.2	6.5	6.6	10.0	17.8	24.3	10.9	76.6	71.1
268.08	27.0	26.1	15.5	23.1	42.5	68.6	25.9	181.0	168.0
268.09	8.0	24.5	4.0	6.6	12.1	36.6	8.2	57.3	53.2
268.10	12.8	26.6	9.2	10.0	22.0	48.6	12.1	84.7	78.7
268.11	9.9	9.5	2.4	9.3	12.3	21.8	10.1	70.9	65.8
269.03	6.9	6.9	6.9	5.5	13.8	20.6	6.4	44.8	41.6
269.04	11.7	1.1	6.5	10.9	18.1	19.2	11.6	81.2	75.4
272.01	12.6	6.3	19.7	8.8	32.3	38.6	10.5	73.5	68.3
272.02	4.3	1.8	4.2	3.1	8.5	10.3	3.5	24.5	22.7
272.03	10.2	5.3	15.9	5.9	26.1	31.4	7.3	50.8	47.2
273.00	10.9	6.9	26.8	5.2	37.8	44.7	7.2	50.7	47.1
274.00	10.3	7.6	16.2	7.0	26.5	34.1	8.5	59.4	55.1

275.01	12.2	7.4	20.6	7.3	32.8	40.2	9.1	63.4	58.9
275.02	10.7	5.8	15.2	7.9	25.9	31.7	9.3	65.0	60.4
276.01	9.5	9.1	14.1	6.2	23.6	32.7	7.6	53.3	49.5
276.02	12.5	16.0	14.4	9.1	27.0	42.9	10.9	76.6	71.2
401.00	8.4	5.1	10.7	6.7	19.1	24.1	7.7	53.9	50.0
402.00	5.0	2.5	12.1	2.8	17.1	19.5	3.7	25.6	23.8
403.01	5.1	0.2	8.0	3.7	13.2	13.3	4.3	30.1	28.0
403.02	14.5	12.6	12.8	11.8	27.3	39.8	13.4	94.1	87.3
404.01	8.2	3.4	8.3	6.7	16.5	19.9	7.5	52.7	48.9
404.02	8.6	4.9	8.8	7.1	17.3	22.2	8.0	56.3	52.3
405.01	7.9	6.1	8.5	6.4	16.4	22.6	7.3	51.2	47.6
405.02	8.1	5.5	12.2	4.7	20.3	25.8	5.8	40.5	37.6
406.01	6.6	2.5	7.0	5.1	13.5	16.1	5.7	40.2	37.3
406.02	10.7	8.0	9.7	8.9	20.5	28.5	10.1	70.9	65.8
407.01	13.0	4.8	9.1	11.4	22.2	27.0	12.5	87.2	81.0
407.03	11.6	8.0	14.2	9.4	25.8	33.8	10.8	75.7	70.3
407.04	12.6	4.4	14.9	10.0	27.5	31.9	11.3	79.3	73.7
408.00	19.7	11.0	19.0	13.9	38.8	49.8	16.0	112.2	104.2
409.01	5.2	4.6	2.9	4.5	8.1	12.7	5.1	35.4	32.9
409.02	8.3	10.9	7.9	6.9	16.2	27.1	8.1	56.8	52.7
410.01	6.5	3.1	5.4	5.5	11.9	15.0	6.1	42.9	39.8
410.02	6.7	4.3	6.8	5.4	13.5	17.7	6.1	42.8	39.8
502.03	12.0	11.3	10.4	10.0	22.4	33.7	11.4	79.8	74.1
503.00	1.0	0.0	0.0	0.0	0.0	0.0	0.8	5.6	5.2
504.00	11.3	20.5	15.7	6.9	27.1	47.6	9.0	63.1	58.6
505.01	9.6	11.0	24.6	4.3	34.2	45.1	6.4	44.6	41.4
505.02	17.2	15.8	17.2	13.0	34.4	50.2	15.1	105.6	98.1
506.01	8.0	5.4	6.4	7.0	14.4	19.8	7.9	55.0	51.1
506.02	5.7	3.0	2.7	5.3	8.3	11.3	5.8	40.3	37.4
506.04	7.9	5.7	6.3	6.9	14.2	19.9	7.7	53.8	50.0
506.05	13.3	12.1	5.2	12.0	18.5	30.6	13.2	92.5	85.9
506.06	5.1	8.2	6.5	3.0	11.5	19.7	3.8	26.8	24.9
507.01	7.6	6.9	4.5	6.2	12.1	19.0	7.0	49.0	45.5
507.02	5.5	1.5	1.8	5.3	7.3	8.9	5.6	39.1	36.3
507.04	9.4	3.6	1.2	9.0	10.5	14.2	9.5	66.2	61.5
507.05	6.4	8.2	8.5	4.9	14.9	23.1	5.9	41.6	38.6
507.06	5.3	5.8	3.7	4.7	9.0	14.9	5.3	37.2	34.6
508.04	12.1	17.8	8.3	10.3	20.4	38.2	11.9	83.3	77.4
508.05	8.1	1.1	2.0	8.2	10.1	11.2	8.6	60.0	55.7
508.06	6.5	5.9	1.4	6.3	7.9	13.8	6.8	47.8	44.4
508.07	8.4	8.2	5.5	7.5	13.9	22.1	8.4	59.1	54.9
508.08	6.2	6.9	2.5	5.6	8.7	15.5	6.3	43.8	40.7
508.09	4.7	4.2	2.6	4.1	7.3	11.5	4.6	32.1	29.8
508.10	3.4	4.6	3.4	2.8	6.7	11.3	3.3	22.9	21.3
508.11	7.7	5.9	6.6	6.4	14.3	20.2	7.3	50.8	47.1
509.01	4.5	6.1	3.6	3.7	8.1	14.1	4.3	30.1	28.0
509.02	6.6	8.0	4.5	5.8	11.1	19.1	6.6	46.5	43.2
510.01	3.3	3.1	2.5	2.8	5.8	8.9	3.1	21.9	20.4
510.02	9.9	9.5	7.3	8.5	17.2	26.8	9.6	67.2	62.4
TOTALS:	828	617	842	645	1669	2286	742	5197	4826

TABLE 11.24

Metro Mobility Program (Phase II Area)

Transit Demand Estimates-Urban Low

Census	Boardings Per Day				Totals		Consl'd	Demand	Fixed
Tract/ED	Handi'p	L. Income	Elderly	Gen.Pub	E & H	E,H & LI	E & H	Response	Route
605.01	12.6	11.1	12.6	9.0	25.2	36.3	10.6	73.9	68.6
605.02	8.4	2.4	3.8	7.5	12.2	14.6	8.0	56.3	52.3
605.03	10.6	12.1	7.8	9.4	18.4	30.5	10.6	74.5	69.1
605.04	6.3	9.4	7.0	4.8	13.3	22.8	5.8	40.6	37.7
606.01	12.9	5.5	26.8	8.6	39.6	45.2	10.7	74.6	69.3
606.02	4.5	3.7	9.6	3.1	14.2	17.9	3.9	27.5	25.5
606.03	2.2	1.6	7.3	0.8	9.5	11.1	1.3	8.9	8.3
607.02	11.8	6.1	5.2	10.8	17.0	23.1	11.7	81.6	75.8
607.07	10.4	12.5	3.3	9.2	13.7	26.2	10.3	71.9	66.8
607.08	5.7	2.4	2.9	5.3	8.6	11.1	5.8	40.4	37.5
607.09	7.8	4.8	4.4	7.1	12.1	16.9	7.8	54.5	50.6
607.10	7.0	6.2	5.5	6.0	12.5	18.7	6.8	47.8	44.3
607.11	7.1	4.4	4.2	5.4	11.3	15.7	6.1	42.5	39.5
607.12	10.0	3.8	9.9	8.2	19.9	23.7	9.2	64.2	59.6
607.13	5.8	1.4	2.0	5.5	7.8	9.2	5.8	40.9	38.0
607.14	8.0	3.9	4.1	7.3	12.1	16.0	7.9	55.6	51.7
607.15	7.8	7.9	5.3	6.5	13.1	21.0	7.3	51.4	47.7
607.16	2.5	0.7	1.8	2.3	4.3	5.0	2.5	17.4	16.2
607.17	2.4	0.5	1.9	2.1	4.3	4.7	2.3	15.8	14.7
607.18	2.7	2.8	1.0	2.2	3.7	6.6	2.4	17.1	15.9
607.19	5.5	3.7	2.9	5.2	8.4	12.1	5.6	39.5	36.6
607.20	3.4	1.0	2.4	3.2	5.8	6.8	3.4	24.0	22.3
607.21	4.4	3.2	1.8	3.9	6.2	9.5	4.3	30.2	28.1
607.22	8.2	7.7	3.3	7.6	11.4	19.2	8.3	58.3	54.1
607.23	5.0	3.5	1.1	4.8	6.2	9.6	5.2	36.2	33.6
608.03	9.3	2.1	2.1	9.5	11.4	13.5	10.0	69.8	64.8
608.04	8.8	5.8	1.6	8.7	10.4	16.1	9.3	64.9	60.3
608.05	4.0	4.1	2.4	3.2	6.4	10.6	3.6	25.4	23.6
608.06	5.2	3.2	1.7	4.9	6.9	10.1	5.3	37.3	34.6
608.07	14.9	8.0	3.0	14.5	17.9	25.9	15.4	108.0	100.3
610.02	10.8	11.2	12.0	8.7	22.8	34.0	10.2	71.2	66.1
703.01	2.2	0.4	2.3	1.8	4.6	5.0	2.0	13.7	12.7
703.02	13.7	14.2	21.1	9.5	34.8	49.0	11.7	81.6	75.8
704.01	9.2	9.4	7.5	7.5	16.7	26.1	8.6	60.2	55.9
704.02	11.8	11.6	13.4	9.0	25.2	36.9	10.6	74.1	68.8
705.00	16.3	13.2	26.0	8.6	42.3	55.5	11.1	77.6	72.1
706.01	7.6	5.6	5.6	6.5	13.2	18.8	7.3	50.9	47.3
706.02	9.4	6.6	17.7	5.6	27.1	33.7	7.1	49.6	46.0
707.01	4.9	2.2	5.3	3.8	10.2	12.4	4.4	30.5	28.3
707.02	11.0	6.3	21.6	6.4	32.6	38.9	8.1	57.0	52.9
708.00	2.7	0.0	0.0	0.0	0.0	0.0	2.3	16.3	15.2
709.01	1.6	1.8	2.2	1.1	3.8	5.6	1.4	9.5	8.8
709.04	10.9	12.6	8.8	9.1	19.7	32.3	10.4	73.0	67.8
709.05	4.7	0.7	4.5	3.9	9.3	10.0	4.3	30.2	28.1

709.06	3.1	1.5	2.9	2.7	5.9	7.5	3.0	21.0	19.5
709.07	7.3	14.6	9.6	5.1	16.8	31.4	6.5	45.5	42.3
710.01	7.8	4.7	4.7	7.0	12.5	17.2	7.7	53.8	50.0
710.03	7.6	7.6	10.0	5.5	17.6	25.2	6.6	46.5	43.2
710.04	11.0	3.2	4.4	9.4	15.4	18.5	10.1	71.0	65.9
710.05	3.0	1.9	3.6	2.4	6.6	8.5	2.8	19.4	18.0
712.02	9.5	2.0	5.6	8.6	15.1	17.1	9.3	64.8	60.2
712.03	1.6	3.7	2.3	1.1	3.9	7.6	1.5	10.2	9.5
712.04	14.1	6.8	6.0	13.3	20.1	27.0	14.3	100.4	93.2
712.05	12.2	7.1	4.7	12.0	16.9	24.1	12.9	90.5	84.1
713.01	2.5	3.0	3.0	1.9	5.5	8.5	2.3	15.8	14.7
713.02	8.3	5.9	9.9	6.4	18.2	24.1	7.5	52.3	48.5
801.00	3.1	4.7	4.5	2.2	7.6	12.4	2.8	19.3	17.9
802.00	5.2	2.6	3.1	4.7	8.2	10.8	5.2	36.1	33.5
803.00	5.9	7.5	4.1	4.6	10.0	17.5	5.3	37.4	34.7
804.00	8.1	15.4	11.3	5.0	19.4	34.8	6.5	45.8	42.5
805.00	6.9	3.3	8.0	4.0	14.8	18.2	4.8	33.4	31.0
809.00	18.3	11.9	22.1	14.4	40.4	52.3	16.6	116.4	108.0
905.00	5.0	3.9	6.5	3.6	11.6	15.4	4.3	30.2	28.0
906.00	6.1	1.2	4.6	5.0	10.7	11.9	5.5	38.5	35.7
907.00	3.1	4.0	2.9	2.5	6.0	9.9	2.9	20.3	18.8
908.00	6.3	6.6	5.9	5.0	12.2	18.8	5.8	40.9	38.0
909.00	3.3	2.5	1.5	2.8	4.7	7.2	3.1	21.4	19.9
910.00	10.0	7.1	17.8	6.2	27.9	34.9	7.8	54.5	50.6
TOTALS:	501	374	456	404	954	1328	462	3231	3001

TABLE 11.25

Metro Mobility Program (County Area)

Transit Demand Estimates-Urban Low

Census Tract/ED	Boardings Per Day				Totals		Consl'd	Demand	Fixed
	Handi'p	L. Income	Elderly	Gen.Pub	E & H	E,H & LI	E & H	Response	Route
269.01	14.1	13.8	11.8	11.7	25.8	39.6	13.3	93.3	86.7
270.00	13.7	8.9	16.9	10.0	30.6	39.5	11.7	81.6	75.8
271.01	6.7	4.4	9.3	5.0	16.0	20.5	5.8	40.9	38.0
271.02	8.8	10.8	5.4	7.5	14.2	25.1	8.5	59.5	55.3
277.00	9.6	9.6	12.0	6.8	21.6	31.2	8.2	57.3	53.2
501.01	19.7	21.1	17.0	16.5	36.6	57.7	18.9	132.5	123.0
501.02	15.6	11.7	13.0	13.0	28.6	40.3	14.7	103.0	95.7
502.04	11.9	5.5	4.0	11.5	15.9	21.4	12.3	86.4	80.2
502.05	7.7	1.9	4.0	7.3	11.6	13.5	7.8	54.9	51.0
502.06	6.8	4.0	2.1	6.4	8.9	13.0	6.9	48.5	45.0
502.07	9.3	9.1	1.4	8.8	10.7	19.8	9.5	66.7	61.9
502.08	2.3	2.6	0.5	2.1	2.8	5.4	2.3	16.2	15.1
502.09	15.8	5.8	8.1	14.5	23.9	29.6	15.7	109.6	101.8
502.10	6.8	7.0	5.3	5.7	12.1	19.1	6.5	45.2	42.0
608.08	7.4	1.2	4.1	6.8	11.5	12.7	7.3	50.9	47.2
608.09	11.6	14.4	2.1	11.4	13.7	28.2	12.6	87.9	81.6
608.10	10.6	9.0	11.8	8.4	22.4	31.4	9.8	68.3	63.4
609.00	11.3	14.4	16.4	6.9	27.7	42.1	8.7	61.2	56.8
610.01	8.4	9.1	10.8	6.2	19.2	28.3	7.4	52.0	48.3
611.01	1.6	0.7	4.4	0.3	5.9	6.6	0.6	3.9	3.7
611.02	7.2	6.7	12.0	4.6	19.2	25.9	5.7	40.2	37.3
611.03	16.2	15.5	14.9	12.4	31.1	46.7	14.4	100.7	93.5
612.00	6.2	4.4	11.1	3.7	17.3	21.6	4.6	32.4	30.1
613.00	0.6	0.0	0.0	0.0	0.0	0.0	0.3	2.2	2.0
614.00	13.5	23.0	14.2	10.1	27.7	50.7	12.3	85.8	79.7
615.00	9.5	8.7	16.1	6.4	25.7	34.4	8.0	55.7	51.7
701.01	13.8	17.2	20.5	7.6	34.3	51.5	9.9	69.2	64.3
701.02	10.9	2.3	12.5	8.9	23.4	25.7	10.0	69.7	64.8
702.01	12.7	7.4	18.5	9.3	31.1	38.5	11.0	76.7	71.2
702.02	8.2	8.0	9.2	6.5	17.4	25.4	7.5	52.8	49.0
711.01	7.8	6.3	10.6	5.9	18.4	24.7	7.0	49.1	45.6
711.02	8.6	8.3	10.9	6.2	19.5	27.9	7.4	51.9	48.2
713.03	0.9	0.5	1.7	0.6	2.6	3.1	0.7	4.9	4.6
806.00	3.1	0.0	0.4	3.1	3.5	3.5	3.2	22.6	21.0
807.00	3.0	2.8	2.1	2.6	5.1	7.8	3.0	20.8	19.3
808.00	11.8	11.8	14.5	8.3	26.3	38.1	10.0	69.9	64.9
810.00	8.1	5.9	7.0	6.9	15.2	21.1	7.8	54.7	50.8
811.00	8.1	6.3	7.1	6.5	15.2	21.5	7.4	51.8	48.1
812.00	9.1	10.7	14.6	4.7	23.7	34.3	6.2	43.6	40.5
813.00	12.1	13.4	21.1	6.7	33.2	46.6	8.8	61.4	57.0
901.00	8.3	7.4	13.4	5.2	21.7	29.1	6.5	45.5	42.2
902.00	6.8	13.4	11.4	4.1	18.1	31.5	5.5	38.3	35.6
903.00	11.5	10.3	19.4	6.2	30.9	41.2	8.1	56.5	52.4
904.00	8.9	4.5	10.2	6.7	19.1	23.5	7.7	53.9	50.0
911.00	6.4	6.8	7.6	4.5	14.0	20.8	5.4	38.1	35.4
912.00	15.2	21.7	28.7	8.6	43.9	65.6	11.5	80.6	74.9
TOTALS:	428	388	470	323	898	1286	378	2649	2460

TABLE 11.26

Metro Mobility Program (Original Area)

Transit Demand Estimates-Urban Moderate

Census Tract/ED	Boardings Per Day				Totals		Consl'd Demand Response	Fixed Route
	Handi'p	L. Income	Elderly	Gen.Pub	E & H	E,H & LI	E & H	
1.01	25.2	11.0	31.3	32.7	56.5	67.5	13.0	74.9	117.2
1.02	43.9	38.8	51.9	44.7	95.8	134.6	19.7	113.4	177.5
2.00	37.8	27.0	54.5	28.1	92.3	119.3	14.1	80.9	126.6
3.00	33.7	11.1	51.4	29.9	85.2	96.2	13.6	78.1	122.2
4.00	27.1	27.2	32.6	27.5	59.7	86.9	12.3	71.0	111.1
5.00	19.1	14.3	25.6	19.6	44.7	59.1	8.7	50.0	78.3
6.01	47.0	31.6	63.5	47.9	110.5	142.0	21.1	121.5	190.1
6.02	32.2	15.5	46.3	31.0	78.5	94.1	13.8	79.4	124.2
7.00	26.6	6.0	35.0	26.9	61.6	67.6	11.3	64.8	101.4
8.00	26.0	11.7	36.0	26.8	62.0	73.6	11.6	66.5	104.1
9.00	27.3	24.2	31.5	29.7	58.8	83.1	12.8	73.6	115.2
10.00	6.6	11.5	3.4	7.7	10.0	21.5	3.3	18.9	29.5
11.00	20.3	12.8	23.5	23.6	43.8	56.6	9.7	55.9	87.6
12.00	49.2	26.7	71.3	44.1	120.5	147.2	20.2	116.4	182.2
13.00	19.6	18.5	27.6	18.3	47.1	65.6	8.6	49.6	77.6
14.00	21.1	20.9	22.7	21.2	43.8	64.7	9.3	53.7	84.1
15.00	22.2	19.8	14.6	24.4	36.7	56.5	9.8	56.4	88.3
16.00	28.7	53.9	29.5	28.2	58.2	112.0	13.7	78.8	123.3
17.00	17.0	23.7	12.9	17.2	30.0	53.6	7.6	43.6	68.2
18.00	29.4	29.5	40.3	29.5	69.7	99.1	13.6	78.0	122.1
19.00	22.0	17.2	22.5	25.0	44.5	61.7	10.3	59.5	93.1
20.00	15.7	16.4	16.2	18.7	31.8	48.3	7.9	45.2	70.8
21.00	19.9	32.5	15.8	25.4	35.7	68.2	10.8	61.8	96.8
22.00	19.6	31.3	13.4	23.9	33.0	64.3	10.1	57.9	90.7
23.00	15.3	37.6	19.1	8.3	34.4	72.0	5.9	33.8	52.8
24.00	20.3	28.7	21.5	18.8	41.8	70.5	8.9	51.2	80.1
25.00	27.6	29.3	24.1	25.5	51.7	81.0	11.3	65.0	101.8
26.00	25.2	38.9	30.6	18.3	55.9	94.8	9.9	57.1	89.3
27.00	17.7	52.1	10.8	22.3	28.5	80.6	10.4	59.9	93.7
28.00	17.4	59.4	11.7	17.8	29.1	88.6	9.4	54.2	84.9
29.00	10.4	32.7	8.4	9.9	18.8	51.5	5.4	30.9	48.4
30.00	11.5	7.2	13.5	11.5	25.0	32.1	4.9	28.4	44.5
31.00	21.0	30.9	21.6	16.6	42.6	73.4	8.4	48.0	75.2
32.00	13.8	17.3	12.1	18.6	26.0	43.3	7.6	43.5	68.1
33.00	16.1	84.4	5.0	14.7	21.1	105.5	9.3	53.2	83.3
34.00	15.3	64.4	7.7	11.3	22.9	87.3	7.4	42.4	66.3
35.00	2.6	11.0	2.5	1.7	5.1	16.1	1.3	7.3	11.5
36.00	7.9	13.7	9.4	5.6	17.4	31.0	3.1	18.0	28.2
37.00	25.7	49.7	19.6	27.8	45.3	95.0	12.7	73.0	114.3
38.00	28.2	75.1	8.7	35.4	36.9	112.0	15.6	89.9	140.7
39.00	15.6	53.0	4.3	17.8	19.9	72.9	8.6	49.5	77.5
40.00	37.7	71.2	33.8	42.7	71.5	142.7	19.4	111.8	174.9
41.00	24.4	37.8	22.3	21.4	46.7	84.5	10.3	59.0	92.4

Metro Mobility Moderate Demand Estimates (Original Area)

42.00	10.3	48.7	5.8	10.6	16.2	64.8	6.2	35.6	55.8
43.00	4.7	15.3	1.0	3.7	5.8	21.1	2.1	11.8	18.5
44.00	8.9	28.2	7.0	6.7	15.9	44.1	4.0	23.3	36.4
45.00	18.5	27.1	23.6	6.9	42.1	69.2	5.3	30.4	47.5
46.01	7.5	3.1	12.9	2.7	20.4	23.5	1.9	11.1	17.4
46.02	0.2	0.0	0.4	0.3	0.6	0.6	0.1	0.7	1.1
47.00	30.0	103.5	17.6	20.0	47.6	151.1	12.9	74.1	115.9
48.00	18.1	21.9	4.2	26.4	22.3	44.1	9.8	56.3	88.2
49.00	43.7	72.1	4.2	64.1	47.9	120.1	24.3	139.8	218.8
50.00	20.5	8.4	16.8	27.0	37.4	45.7	10.2	58.4	91.5
51.00	24.9	11.3	32.6	25.0	57.5	68.8	10.7	61.8	96.7
52.00	21.3	21.8	31.8	12.8	53.2	74.9	7.4	42.5	66.5
53.00	13.0	26.9	18.1	8.2	31.1	58.0	5.2	29.9	46.7
54.00	15.1	35.2	7.2	15.3	22.3	57.6	7.2	41.2	64.4
55.00	27.4	21.0	23.8	33.1	51.3	72.3	13.2	76.0	119.0
56.00	39.6	63.5	29.7	35.0	69.2	132.7	16.5	94.7	148.2
57.00	24.8	40.8	28.7	18.2	53.5	94.3	9.8	56.5	88.5
58.00	15.9	51.7	13.3	6.9	29.2	80.9	5.8	33.2	52.0
59.00	28.1	66.3	19.8	18.7	47.9	114.2	10.8	61.8	96.8
60.00	30.8	64.5	18.4	18.7	49.2	113.7	10.6	61.1	95.7
61.00	16.9	61.4	10.7	7.0	27.6	89.0	6.1	35.3	55.3
62.00	15.1	18.9	5.6	19.8	20.7	39.5	7.6	43.9	68.7
63.00	20.0	41.5	16.3	16.8	36.3	77.8	8.6	49.3	77.2
64.00	21.1	23.6	32.4	11.1	53.4	77.1	7.0	40.2	62.9
65.00	36.8	3.3	39.8	42.2	76.6	79.9	16.3	93.9	147.0
66.00	25.4	21.1	19.1	31.6	44.5	65.6	12.4	71.5	111.9
67.00	34.9	60.0	25.1	41.4	60.0	120.0	17.9	102.9	161.1
68.00	37.9	61.5	30.2	39.7	68.1	129.6	17.8	102.3	160.2
69.00	24.3	44.9	14.2	18.5	38.5	83.4	9.2	53.1	83.1
70.00	29.9	65.1	19.8	34.6	49.7	114.8	15.6	89.7	140.4
71.00	54.1	88.8	43.9	32.0	98.0	186.9	17.9	103.1	161.4
72.00	24.8	96.3	11.4	22.7	36.2	132.5	12.9	74.0	115.8
73.00	18.9	71.8	8.8	17.6	27.7	99.4	9.8	56.5	88.5
74.00	10.0	17.1	7.7	10.9	17.8	34.9	4.9	27.9	43.7
75.00	22.6	24.1	24.9	23.3	47.5	71.6	10.3	59.3	92.8
76.00	18.8	8.9	22.7	19.5	41.4	50.3	8.2	47.2	73.9
77.00	12.6	25.9	7.1	15.6	19.7	45.6	6.8	38.8	60.8
78.00	20.2	72.3	15.6	18.2	35.8	108.2	10.5	60.4	94.5
79.00	16.8	44.0	12.1	16.5	28.9	72.9	8.3	47.7	74.6
80.00	24.6	13.7	21.2	29.3	45.8	59.5	11.5	65.9	103.1
81.00	31.4	32.9	24.5	37.1	55.8	88.7	15.1	87.0	136.1
82.00	41.9	60.8	37.1	33.7	79.0	139.8	16.4	94.5	147.9
83.00	16.3	36.3	8.2	20.1	24.5	60.8	8.8	50.4	78.9
84.00	16.9	43.3	13.7	20.4	30.6	73.8	9.6	55.0	86.1
85.00	32.3	43.3	32.4	34.3	64.7	107.9	15.3	88.0	137.7
86.00	19.9	25.1	23.9	22.0	43.8	68.9	9.9	56.8	88.8
87.00	23.5	17.0	29.5	21.6	53.0	70.0	9.8	56.1	87.9
88.00	35.6	28.0	45.0	32.9	80.6	108.6	15.0	86.1	134.7
89.00	28.7	13.5	40.4	28.2	69.2	82.7	12.4	71.3	111.7
90.00	39.9	17.0	59.2	36.8	99.1	116.1	16.6	95.4	149.3

Metro Mobility Moderate Demand Estimates (Original Area)

91.00	40.3	19.9	50.9	37.5	91.2	111.2	16.4	94.6	148.0
92.00	47.3	24.0	49.2	38.5	96.4	120.5	17.0	97.7	152.9
93.00	28.1	18.3	28.6	31.6	56.7	75.0	12.9	74.4	116.4
94.00	20.3	42.5	13.9	23.6	34.2	76.6	10.6	60.9	95.3
95.00	22.9	54.2	19.0	24.2	41.9	96.1	11.7	67.3	105.3
96.00	30.6	29.2	39.7	30.6	70.3	99.5	13.9	79.9	125.1
97.00	21.6	19.0	25.5	23.5	47.2	66.1	10.1	58.4	91.3
98.00	34.3	12.9	39.4	39.2	73.6	86.5	15.8	90.9	142.2
99.00	36.7	22.6	40.0	41.9	76.8	99.4	17.2	98.9	154.8
100.00	14.3	25.2	14.0	16.1	28.2	53.5	7.3	42.2	66.1
101.00	26.6	8.0	37.5	25.6	64.1	72.0	11.1	63.8	99.9
102.00	26.7	9.0	42.6	22.5	69.3	78.3	10.5	60.4	94.6
103.00	19.1	6.8	25.2	18.8	44.3	51.0	8.0	46.2	72.3
104.00	20.1	12.9	24.1	21.3	44.1	57.0	9.1	52.1	81.5
105.00	36.7	8.4	51.2	36.4	87.9	96.3	15.5	89.1	139.4
106.00	25.9	4.3	27.2	32.7	53.1	57.4	12.5	71.6	112.1
107.00	21.8	5.5	23.2	28.3	45.0	50.5	10.8	62.4	97.6
108.00	31.0	16.3	35.8	36.9	66.8	83.1	14.9	86.0	134.5
109.00	43.4	24.1	39.2	48.5	82.5	106.6	19.4	111.3	174.3
110.00	35.4	7.1	50.9	35.4	86.3	93.4	15.1	86.7	135.6
111.00	35.0	18.0	51.3	32.6	86.3	104.3	14.8	84.9	132.9
112.00	33.6	9.1	44.6	36.3	78.2	87.3	15.0	86.5	135.3
113.00	47.2	12.0	60.3	54.4	107.5	119.5	22.0	126.5	197.9
114.00	31.5	11.4	34.6	41.1	66.2	77.6	15.9	91.7	143.5
115.00	42.3	9.8	45.2	44.6	87.5	97.2	17.8	102.4	160.2
116.00	40.7	8.0	50.6	44.6	91.3	99.3	18.0	103.7	162.3
117.01	36.6	9.2	55.4	35.7	92.1	101.2	15.6	89.6	140.2
117.02	35.6	11.2	47.5	33.9	83.1	94.3	14.6	84.0	131.5
118.00	46.5	15.6	68.0	47.3	114.5	130.1	20.4	117.6	184.0
119.00	45.1	14.7	47.9	45.0	93.0	107.7	18.4	105.7	165.5
120.01	58.2	7.5	81.5	64.4	139.7	147.2	26.4	151.6	237.2
120.02	49.1	17.9	63.9	47.8	113.1	131.0	20.5	117.8	184.4
121.01	24.3	9.1	33.9	26.8	58.3	67.4	11.3	64.9	101.5
121.02	29.4	12.4	38.8	34.1	68.2	80.6	14.1	80.9	126.6
201.01	28.2	5.2	29.5	39.6	57.6	62.8	14.8	85.2	133.4
201.02	17.6	2.6	25.6	18.2	43.2	45.8	7.7	44.0	68.9
202.00	50.5	45.4	26.8	82.9	77.4	122.8	30.4	174.5	273.2
203.01	19.7	8.0	8.8	34.6	28.5	36.6	12.0	68.7	107.6
203.02	16.6	19.6	8.9	23.1	25.5	45.1	8.9	51.3	80.3
203.03	28.5	12.6	13.0	50.2	41.5	54.1	17.4	100.2	156.8
203.04	25.5	6.4	23.2	37.4	48.7	55.1	13.7	79.0	123.7
204.00	37.8	11.3	37.4	50.8	75.2	86.5	19.2	110.4	172.9
205.00	29.6	20.0	34.4	37.7	64.1	84.1	15.3	87.8	137.4
206.00	16.0	9.5	18.6	19.9	34.6	44.1	8.1	46.3	72.5
207.00	32.7	10.0	29.9	48.9	62.6	72.6	18.0	103.5	162.1
208.01	17.8	9.0	17.7	27.3	35.5	44.6	10.3	59.1	92.5
208.02	6.0	3.3	6.2	8.6	12.2	15.5	3.3	19.1	29.9
208.03	16.9	4.4	13.5	27.8	30.5	34.9	9.9	57.1	89.3
209.01	23.9	4.0	20.1	35.5	43.9	47.9	12.8	73.7	115.4
209.02	22.5	0.6	25.2	30.3	47.7	48.3	11.4	65.3	102.2

Metro Mobility Moderate Demand Estimates (Original Area)

210.01	51.2	27.3	31.9	75.5	83.2	110.5	27.5	158.2	247.7
210.02	16.3	0.8	15.4	24.6	31.6	32.4	8.9	51.0	79.8
211.00	18.9	2.3	24.0	20.8	43.0	45.3	8.4	48.2	75.5
212.00	42.0	16.7	63.1	42.3	105.1	121.8	18.6	106.7	167.1
213.00	42.0	10.7	55.1	38.0	97.1	107.8	16.4	94.5	147.9
214.00	30.1	11.8	38.3	35.0	68.3	80.1	14.3	82.3	128.8
215.01	43.1	26.1	32.5	49.5	75.6	101.7	19.3	111.3	174.1
215.02	26.3	19.2	13.5	28.0	39.8	59.0	10.9	62.7	98.1
215.03	38.4	12.8	16.1	71.9	54.5	67.2	24.5	140.7	220.2
215.04	26.8	6.0	12.7	49.2	39.5	45.5	16.7	96.2	150.6
215.05	35.5	9.7	15.7	61.0	51.2	60.9	20.9	120.2	188.1
216.01	28.5	9.7	16.7	49.2	45.2	54.8	17.2	98.9	154.8
216.02	54.3	13.6	39.6	68.1	93.9	107.4	25.1	144.3	225.9
217.00	45.6	5.3	52.8	62.2	98.4	103.7	23.5	135.3	211.8
218.00	19.7	3.4	22.8	23.8	42.5	45.9	9.3	53.3	83.4
219.00	30.2	6.1	24.8	44.4	55.0	61.1	16.1	92.4	144.6
220.00	7.0	3.4	6.1	10.4	13.0	16.5	3.9	22.3	35.0
221.01	19.2	15.1	16.7	26.6	35.9	51.0	10.3	59.4	92.9
221.02	30.0	7.3	31.3	29.9	61.2	68.5	12.1	69.3	108.5
222.00	33.1	3.1	23.2	53.3	56.4	59.4	18.6	107.1	167.6
223.01	11.3	5.2	12.5	14.6	23.8	29.0	5.7	33.1	51.7
223.02	34.1	17.7	36.6	31.5	70.6	88.3	13.5	77.6	121.4
224.00	37.1	21.2	35.1	44.6	72.2	93.4	17.7	101.5	158.9
225.00	22.0	9.4	20.0	31.8	42.0	51.4	11.9	68.4	107.0
226.00	20.7	6.7	22.8	24.9	43.5	50.2	9.8	56.4	88.2
227.00	32.0	10.5	39.2	36.8	71.3	81.7	14.9	85.6	134.0
228.01	18.9	1.2	31.6	19.6	50.6	51.7	8.4	48.5	75.9
228.02	30.8	13.1	49.3	19.8	80.1	93.2	10.4	59.7	93.4
229.01	30.6	8.0	31.9	32.6	62.4	70.5	13.0	74.7	116.9
229.02	16.3	5.2	15.9	20.0	32.2	37.4	7.7	44.3	69.4
230.00	30.0	18.7	35.6	33.0	65.6	84.3	13.9	79.6	124.7
231.00	15.1	4.1	13.6	19.9	28.7	32.8	7.5	42.9	67.2
235.01	37.0	10.1	57.2	33.9	94.2	104.3	15.2	87.4	136.8
235.02	40.2	17.6	47.6	49.8	87.7	105.4	19.9	114.5	179.2
236.00	31.1	4.9	35.2	38.2	66.3	71.2	14.8	85.0	133.1
237.00	38.4	2.7	40.7	56.1	79.2	81.9	20.7	118.8	185.9
238.01	45.2	4.9	68.7	48.4	113.9	118.8	20.3	116.5	182.4
238.02	27.0	2.1	49.3	24.2	76.2	78.4	11.1	64.0	100.2
239.01	29.2	2.7	26.2	46.0	55.3	58.0	16.5	94.7	148.2
239.02	13.2	2.9	8.3	22.7	21.6	24.5	7.9	45.3	71.0
239.03	19.0	2.2	17.7	27.3	36.6	38.9	10.0	57.3	89.7
240.01	44.4	12.4	65.0	31.9	109.4	121.8	15.3	88.0	137.7
240.02	66.0	23.7	98.5	54.3	164.5	188.3	25.3	145.3	227.4
241.00	32.8	11.3	43.2	37.0	76.0	87.3	15.2	87.6	137.1
242.00	29.8	11.2	34.6	39.3	64.4	75.6	15.3	88.2	138.1
243.00	34.4	17.4	26.7	47.9	61.2	78.5	17.9	102.9	161.1
244.00	26.5	13.3	38.4	25.6	64.9	78.2	11.4	65.6	102.7
245.00	20.9	3.8	29.5	25.1	50.4	54.2	10.1	58.2	91.2
246.00	31.9	17.8	35.5	40.6	67.4	85.3	16.2	93.1	145.7
247.00	29.9	5.3	43.5	33.8	73.4	78.7	13.9	80.1	125.3

Metro Mobility Moderate Demand Estimates (Original Area)

248.01	20.0	2.3	24.8	25.4	44.7	47.1	9.9	56.7	88.7
248.02	26.5	12.9	20.1	30.7	46.6	59.5	11.8	68.1	106.5
249.01	18.0	6.9	15.9	26.9	33.8	40.7	9.9	57.2	89.5
249.02	19.3	3.4	15.1	29.5	34.4	37.8	10.5	60.6	94.9
249.03	15.3	4.9	7.1	26.4	22.4	27.3	9.1	52.3	81.8
250.00	2.0	3.5	1.8	1.9	3.8	7.3	0.9	5.1	8.0
251.00	14.9	7.4	7.5	23.7	22.4	29.8	8.4	48.2	75.5
252.01	16.6	10.4	10.0	28.5	26.6	37.0	10.2	58.7	91.8
252.02	18.0	4.0	16.0	26.3	34.0	38.0	9.6	55.4	86.7
252.03	24.7	13.9	13.3	41.5	38.0	51.9	14.7	84.7	132.6
252.04	16.2	8.2	10.5	26.1	26.8	35.0	9.4	53.9	84.4
253.01	25.3	2.3	15.3	38.2	40.6	42.9	13.3	76.5	119.7
253.02	14.3	4.8	11.2	21.9	25.5	30.3	7.9	45.7	71.5
253.03	17.4	12.1	12.5	24.1	29.9	42.0	9.1	52.5	82.2
254.01	15.5	7.5	15.5	23.3	31.0	38.5	8.8	50.6	79.2
254.02	15.6	6.4	15.9	20.9	31.5	37.9	8.0	46.1	72.2
254.03	31.2	10.0	22.4	44.5	53.6	63.6	16.2	93.0	145.5
255.01	14.7	3.1	10.3	23.6	25.0	28.1	8.3	47.9	75.0
255.02	14.5	1.5	7.4	20.3	21.9	23.4	7.0	40.5	63.4
256.01	23.3	8.4	22.5	29.3	45.8	54.2	11.3	64.7	101.3
256.02	16.4	9.3	15.2	23.3	31.7	40.9	8.9	51.1	80.0
256.03	16.5	5.1	8.8	28.2	25.4	30.5	9.8	56.3	88.1
256.04	15.5	5.2	9.3	25.3	24.8	30.0	8.9	51.2	80.1
256.05	30.5	10.8	18.8	49.9	49.3	60.1	17.6	101.3	158.6
257.00	62.9	15.1	34.5	107.7	97.5	112.6	37.2	213.9	334.8
258.01	17.1	6.0	10.5	28.2	27.6	33.5	9.9	57.2	89.5
258.02	21.2	4.0	14.7	36.5	35.9	39.8	12.7	73.2	114.6
258.03	15.4	2.5	7.2	24.1	22.6	25.1	8.3	47.5	74.4
258.04	11.1	10.6	8.0	16.3	19.1	29.7	6.2	35.9	56.2
258.05	20.3	8.8	6.8	37.3	27.1	35.9	12.7	73.1	114.4
259.01	28.5	1.5	20.1	42.5	48.6	50.1	14.9	86.0	134.5
259.02	64.5	12.2	17.2	113.4	81.8	94.0	37.8	217.2	339.9
260.01	48.0	15.4	16.8	91.8	64.8	80.2	30.9	177.9	278.4
260.02	51.5	17.7	16.0	97.2	67.5	85.2	32.7	188.2	294.6
260.03	2.8	1.2	1.7	3.8	4.4	5.6	1.4	8.0	12.5
301.00	46.7	34.4	38.2	57.7	84.9	119.3	22.7	130.4	204.2
302.00	68.9	31.0	77.8	59.9	146.8	177.8	26.1	150.1	234.9
303.00	56.9	18.2	90.2	51.8	147.1	165.3	23.5	135.4	211.9
304.00	37.8	28.4	41.1	45.0	78.9	107.3	18.5	106.5	166.7
305.00	41.6	135.3	37.3	39.4	78.9	214.2	21.8	125.6	196.6
306.01	27.5	28.5	19.9	36.7	47.4	75.9	14.4	83.0	129.9
306.02	38.0	6.0	60.5	35.8	98.5	104.5	15.8	90.9	142.3
307.02	43.0	20.8	50.7	52.2	93.8	114.5	21.1	121.1	189.6
307.03	31.5	20.7	35.2	36.1	66.7	87.3	14.9	85.7	134.2
307.04	32.2	32.3	37.2	34.6	69.5	101.8	15.1	87.1	136.3
308.00	39.6	21.3	53.6	40.7	93.2	114.5	17.7	101.5	158.9
309.00	23.8	18.7	24.2	30.1	48.0	66.7	12.1	69.8	109.2
310.00	33.6	34.4	38.4	33.4	71.9	106.3	15.0	86.1	134.7
311.00	34.1	13.2	49.7	33.1	83.8	97.1	14.6	83.8	131.1
312.00	29.8	31.5	29.9	30.2	59.8	91.3	13.3	76.2	119.3

Metro Mobility Moderate Demand Estimates (Original Area)

313.00	17.7	24.4	20.2	18.0	37.9	62.3	8.3	47.9	75.0
314.00	23.2	54.4	26.6	22.4	49.8	104.2	11.6	66.9	104.7
315.00	22.4	47.9	20.9	25.9	43.4	91.2	12.0	69.1	108.2
316.00	29.1	29.9	34.6	32.1	63.7	93.5	14.0	80.6	126.2
317.00	52.8	99.4	47.7	61.9	100.5	199.9	27.9	160.3	250.8
318.01	34.8	28.6	37.3	40.9	72.2	100.8	17.0	97.5	152.6
318.02	30.0	18.2	36.7	36.7	66.7	84.9	15.0	86.5	135.3
319.00	10.8	6.5	12.5	10.6	23.3	29.8	4.6	26.2	41.0
320.00	26.0	13.9	30.3	27.7	56.3	70.2	11.6	66.6	104.3
321.00	28.6	24.2	29.9	31.0	58.5	82.6	13.1	75.5	118.2
322.00	25.7	31.7	23.5	24.0	49.2	80.9	10.9	62.6	98.0
323.00	31.3	10.4	39.0	34.2	70.3	80.7	14.0	80.7	126.4
324.00	27.8	12.1	42.0	22.9	69.9	82.0	10.8	62.0	97.0
325.00	29.6	44.5	37.9	30.2	67.5	111.9	14.4	82.6	129.3
326.00	24.4	47.2	26.0	24.4	50.4	97.6	11.9	68.4	107.1
327.00	15.5	41.6	14.0	15.1	29.5	71.2	7.8	45.0	70.5
328.00	12.9	22.2	11.1	9.8	24.0	46.2	5.0	29.0	45.4
329.00	16.4	97.6	8.6	6.4	25.1	122.6	7.6	43.6	68.2
330.00	10.0	16.9	12.2	10.6	22.1	39.0	5.0	29.0	45.4
331.00	17.5	21.2	14.9	17.7	32.4	53.6	7.7	44.5	69.6
332.00	18.5	14.3	7.4	19.7	25.9	40.2	7.6	43.5	68.1
333.00	30.2	22.9	28.6	35.0	58.8	81.7	14.2	81.9	128.2
334.00	29.5	46.4	20.9	30.3	50.4	96.8	13.4	77.3	121.0
335.00	25.8	32.9	28.9	27.0	54.6	87.5	12.2	70.2	109.8
336.00	7.4	34.7	3.3	5.9	10.7	45.4	3.8	22.1	34.6
337.00	13.9	17.2	11.3	8.3	25.2	42.4	4.3	25.0	39.1
338.00	14.4	24.4	14.4	17.3	28.7	53.2	7.7	44.1	69.1
339.00	7.8	16.0	3.3	10.4	11.0	27.0	4.3	24.9	38.9
340.00	18.7	42.6	12.1	20.0	30.8	73.4	9.4	53.8	84.2
342.00	34.1	38.0	51.1	14.6	85.1	123.1	10.2	58.5	91.6
344.00	18.8	32.9	10.6	23.3	29.4	62.3	9.8	56.3	88.1
345.00	30.4	22.0	30.6	38.1	61.0	83.0	15.3	87.9	137.6
346.01	41.4	23.4	42.5	36.8	83.9	107.3	15.9	91.3	143.0
346.02	28.5	18.9	34.4	32.5	62.9	81.8	13.6	78.3	122.6
347.01	28.2	16.8	24.1	39.1	52.3	69.1	14.9	85.7	134.1
347.02	32.7	20.0	41.6	38.7	74.3	94.3	16.1	92.5	144.8
348.00	18.9	5.7	18.2	22.9	37.1	42.8	8.8	50.7	79.3
349.00	34.4	21.2	29.4	44.3	63.8	85.0	17.1	98.5	154.2
350.00	23.5	17.2	20.0	32.0	43.5	60.7	12.4	71.1	111.3
351.00	28.3	24.0	22.0	36.5	50.3	74.3	14.3	82.3	128.8
352.00	31.9	26.1	33.3	37.0	65.2	91.3	15.3	88.1	137.9
353.00	38.9	21.3	43.5	43.9	82.5	103.8	18.0	103.6	162.1
354.00	18.0	35.6	9.5	25.9	27.5	63.2	10.7	61.2	95.9
355.00	11.8	15.6	4.2	7.9	16.0	31.6	3.7	21.1	33.0
356.00	15.6	14.4	13.0	19.1	28.6	43.0	7.7	44.1	69.1
357.00	22.1	15.9	17.1	28.6	39.1	55.1	11.1	63.6	99.6
358.00	24.5	26.9	23.3	27.7	47.8	74.7	11.8	67.6	105.8
359.00	13.5	14.2	17.7	9.3	31.2	45.5	4.9	28.2	44.1
360.00	14.5	16.9	8.0	13.8	22.6	39.5	5.8	33.6	52.6
361.00	13.7	33.5	8.5	13.3	22.3	55.8	6.5	37.4	58.6

Metro Mobility Moderate Demand Estimates (Original Area)

362.00	45.5	18.8	64.9	40.3	110.4	129.2	18.2	104.8	164.1
363.00	40.6	17.3	37.2	43.0	77.8	95.1	17.1	98.6	154.3
364.00	39.6	8.7	48.0	41.0	87.7	96.3	16.8	96.6	151.1
365.00	42.7	16.4	63.3	34.8	106.0	122.5	16.3	93.6	146.4
366.00	43.9	7.7	62.7	43.2	106.6	114.3	18.4	105.9	165.7
367.00	42.0	26.0	62.1	36.8	104.0	130.0	17.3	99.2	155.3
368.00	23.3	21.0	29.9	22.4	53.2	74.2	10.2	58.8	92.1
369.00	19.8	16.5	23.6	20.5	43.4	60.0	8.9	51.5	80.5
370.00	26.8	21.7	31.2	30.2	58.0	79.8	12.8	73.7	115.3
371.00	43.7	48.2	47.6	42.0	91.3	139.5	19.1	109.6	171.6
372.00	45.1	40.2	51.2	50.6	96.4	136.6	21.6	124.1	194.3
374.01	39.2	28.2	25.1	63.6	64.3	92.5	23.2	133.6	209.1
374.02	27.7	9.3	23.7	37.3	51.4	60.7	13.9	80.1	125.4
375.00	50.8	12.9	73.3	50.0	124.1	137.0	21.6	123.9	194.0
376.01	45.1	20.4	56.2	39.6	101.4	121.8	17.5	100.8	157.8
376.02	25.2	31.5	32.4	19.9	57.6	89.2	10.1	58.3	91.3
411.03	20.5	7.7	14.9	25.2	35.4	43.0	9.4	54.3	85.0
411.04	16.8	4.5	6.1	27.8	22.9	27.4	9.5	54.4	85.2
411.05	42.2	19.3	22.3	71.6	64.4	83.7	25.1	144.6	226.3
411.06	23.6	17.5	7.9	42.0	31.5	49.0	14.7	84.6	132.4
411.07	45.2	35.2	25.6	72.5	70.8	106.1	26.5	152.2	238.3
412.00	34.4	15.4	16.5	48.3	51.0	66.3	17.3	99.4	155.5
413.01	28.9	10.1	28.2	40.3	57.1	67.1	15.2	87.3	136.6
413.02	26.7	7.9	16.2	43.7	42.9	50.8	15.3	88.2	138.1
414.00	38.9	17.6	43.2	50.2	82.2	99.8	19.7	113.5	177.7
415.00	44.7	8.8	29.0	59.6	73.7	82.6	21.4	123.2	192.9
416.01	47.5	14.9	32.8	77.3	80.4	95.3	27.4	157.8	247.0
416.02	28.5	15.7	24.4	36.6	52.9	68.5	14.1	81.0	126.8
417.00	26.0	7.0	26.5	31.5	52.6	59.6	12.2	70.0	109.5
418.00	40.1	2.7	48.1	45.5	88.3	91.0	17.9	102.8	160.9
419.00	27.8	3.6	40.2	29.6	68.0	71.6	12.3	70.8	110.8
420.01	14.5	34.5	6.1	21.2	20.6	55.1	8.8	50.9	79.6
420.02	15.2	11.3	13.3	20.4	28.5	39.8	7.9	45.7	71.5
421.01	29.3	22.2	22.6	39.7	51.9	74.1	15.3	87.8	137.4
421.02	22.6	13.3	13.4	36.5	36.1	49.4	13.1	75.6	118.3
422.01	15.4	7.6	7.0	27.0	22.4	30.0	9.4	54.0	84.6
422.02	31.1	11.4	30.6	39.0	61.7	73.1	15.1	86.6	135.5
423.01	9.8	8.0	10.8	12.6	20.6	28.6	5.1	29.4	46.0
423.02	36.2	18.1	23.7	55.6	59.9	78.0	20.1	115.8	181.3
424.01	20.9	2.8	9.6	38.2	30.5	33.2	12.9	74.0	115.8
424.02	38.5	14.6	25.4	48.0	63.9	78.4	17.8	102.3	160.1
425.01	25.1	9.3	24.5	34.8	49.6	58.9	13.2	75.7	118.4
425.02	23.6	10.9	15.4	40.3	38.9	49.9	14.3	82.4	129.0
426.01	31.6	21.3	17.4	53.0	49.0	70.3	19.0	109.3	171.1
426.02	22.1	12.5	22.3	25.8	44.4	56.8	10.3	59.5	93.1
427.00	31.9	20.2	20.6	50.2	52.5	72.7	18.3	105.4	165.0
511.01	32.4	12.0	20.0	55.6	52.4	64.3	19.5	112.3	175.8
511.02	39.1	11.1	22.6	62.8	61.7	72.8	22.0	126.6	198.1
511.03	21.8	5.8	8.9	41.0	30.6	36.5	13.9	79.8	124.8
512.01	26.9	19.1	13.9	41.8	40.7	59.8	15.2	87.2	136.4

Metro Mobility Moderate Demand Estimates (Original Area)

512.02	27.1	16.2	16.6	41.0	43.7	59.9	14.9	95.9	134.5
512.03	39.9	21.8	18.9	68.1	58.8	80.6	23.9	137.7	215.5
512.04	0.3	0.0	0.6	0.5	0.9	0.9	0.2	1.2	1.8
512.05	19.5	14.0	14.2	30.6	33.7	47.7	11.4	65.3	102.3
513.01	18.8	18.9	10.7	28.1	29.5	48.3	10.6	60.9	95.3
513.02	31.5	20.9	17.1	47.9	48.6	69.5	17.4	100.1	156.7
513.03	7.3	9.7	7.6	7.1	15.0	24.7	3.3	18.8	29.4
513.04	19.8	5.3	18.8	29.2	38.6	44.0	10.8	62.0	97.1
514.00	35.0	16.1	40.1	43.1	75.1	91.2	17.2	99.0	154.9
515.01	22.7	12.3	23.1	27.3	45.8	58.1	10.9	62.5	97.9
515.02	29.8	10.2	36.6	31.6	66.4	76.6	13.1	75.1	117.6
601.01	32.8	12.7	41.1	37.3	73.9	86.6	15.3	87.8	137.4
601.02	28.5	6.1	41.9	28.1	70.4	76.4	12.1	69.6	108.9
601.03	23.9	7.4	25.6	31.4	49.6	57.0	12.1	69.3	108.5
601.04	40.5	14.7	62.6	36.0	103.1	117.8	16.5	94.7	148.2
601.05	40.7	18.3	37.8	46.1	78.4	96.7	18.2	104.7	163.8
602.01	20.5	10.2	18.8	28.3	39.3	49.5	10.7	61.8	96.7
602.02	28.5	6.8	36.1	31.9	64.6	71.4	12.9	74.4	116.5
603.01	40.7	32.5	52.0	37.4	92.7	125.3	17.1	98.4	154.0
603.02	28.0	10.9	27.8	39.7	55.9	66.8	15.0	86.3	135.0
604.01	22.9	9.8	26.1	28.1	48.9	58.7	11.2	64.3	100.6
604.02	34.4	21.7	26.8	47.4	61.2	82.9	18.0	103.3	161.7
TOTALS:	9950	7679	9849	11707	19798	27478	4778	27475	43004

TABLE 11 27

Metro Mobility Program (Phase I Area)

Transit Demand Estimates-Urban Moderate

Census Tract/ED	Boardings Per Day				Totals		Consl'd Demand Response	Fixed Route
	Handi'p	L. Income	Elderly	Gen.Pub	E & H	E,H & LI	E & H	
232.00	41.8	24.2	33.2	52.0	75.0	99.2	20.0	115.2	180.3
233.00	55.3	24.2	81.1	47.2	136.4	160.6	21.8	125.4	196.2
234.00	38.6	17.5	28.3	52.6	66.8	84.4	19.5	112.2	175.6
261.01	21.4	3.5	16.4	33.3	37.7	41.3	11.8	68.0	106.5
261.02	26.2	4.9	24.0	40.1	50.2	55.1	14.6	83.8	131.1
262.01	17.1	0.3	6.2	31.8	23.3	23.6	10.5	60.5	94.7
262.02	18.3	11.2	16.3	28.9	34.6	45.7	10.8	62.0	97.1
262.03	41.2	3.8	17.7	74.4	58.9	62.7	25.0	143.5	224.6
262.04	48.1	14.2	23.4	74.4	71.5	85.7	25.9	149.2	233.5
263.01	16.4	1.8	4.6	24.5	21.0	22.8	8.2	47.3	74.1
263.02	25.3	7.7	25.1	37.3	50.4	58.1	13.9	80.0	125.2
264.01	32.2	8.3	20.7	52.4	52.9	61.2	18.4	106.0	165.9
264.02	31.2	9.0	32.0	40.7	63.2	72.2	15.6	89.4	140.0
265.03	14.1	3.9	5.1	26.8	19.2	23.1	9.0	51.8	81.0
265.04	53.5	30.4	16.2	92.7	69.6	100.1	32.0	184.1	288.1
265.05	12.5	4.3	6.8	21.4	19.3	23.6	7.4	42.8	67.0
265.06	0.2	0.0	0.3	0.4	0.5	0.5	0.1	0.8	1.2
265.07	23.9	5.3	19.8	38.7	43.8	49.1	13.9	79.7	124.7
266.03	5.4	0.7	3.6	9.5	9.0	9.7	3.3	18.8	29.5
266.04	6.8	7.7	2.8	12.1	9.6	17.2	4.4	25.2	39.5
266.05	5.4	0.8	1.0	11.2	6.4	7.2	3.7	21.0	32.9
266.06	30.8	4.5	10.8	57.8	41.6	46.1	19.3	110.7	173.3
266.07	37.9	7.7	20.8	66.0	58.7	66.4	22.7	130.4	204.2
266.08	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
266.09	20.6	2.6	10.6	36.3	31.2	33.8	12.4	71.0	111.2
267.02	26.8	12.0	17.8	31.5	44.6	56.6	11.9	68.4	107.1
267.03	47.8	14.9	7.2	100.8	55.0	69.9	33.1	190.2	297.8
267.04	48.2	17.6	11.4	93.8	59.5	77.1	31.3	180.1	281.8
267.05	27.8	11.0	13.6	51.3	41.4	52.4	17.7	101.8	159.3
268.01	16.1	12.2	10.5	25.9	26.6	38.8	9.5	54.8	85.8
268.05	42.7	11.8	16.4	80.5	59.1	70.8	27.2	156.1	244.4
268.06	3.5	2.6	3.4	5.9	7.0	9.6	2.2	12.8	20.0
268.07	34.3	12.4	11.1	64.8	45.4	57.9	21.9	125.8	196.9
268.08	82.5	49.8	26.1	149.8	108.6	158.4	51.7	297.3	465.3
268.09	24.5	46.7	6.8	43.0	31.3	78.1	16.4	94.2	147.4
268.10	39.2	50.7	15.4	65.1	54.6	105.3	24.2	139.2	217.8
268.11	30.2	18.2	4.0	60.3	34.2	52.4	20.3	116.4	182.3
269.03	21.2	13.1	11.6	35.9	32.7	45.8	12.8	73.7	115.3
269.04	35.6	2.1	10.9	70.7	46.5	48.6	23.2	133.5	208.9
272.01	38.7	12.0	33.2	57.3	71.8	83.8	21.0	120.8	189.1
272.02	13.3	3.5	7.1	19.9	20.3	23.8	7.0	40.2	62.9
272.03	31.0	10.1	26.8	38.3	57.9	67.9	14.5	83.5	130.8
273.00	33.4	13.2	45.2	33.8	78.6	91.8	14.5	83.3	130.4
274.00	31.6	14.4	27.3	45.4	58.8	73.3	17.0	97.6	152.7

275.01	37.3	14.1	34.6	47.4	72.0	86.0	18.1	104.2	163.1
275.02	32.8	11.0	25.6	51.5	58.4	69.4	18.6	106.9	167.3
276.01	29.1	17.3	23.8	40.1	52.9	70.2	15.2	87.5	137.0
276.02	38.3	30.5	24.3	59.1	62.6	93.1	21.9	125.9	197.1
401.00	25.7	9.6	18.0	43.3	43.7	53.3	15.4	88.5	138.5
402.00	15.3	4.7	20.3	18.0	35.6	40.3	7.3	42.1	65.9
403.01	15.7	0.3	13.6	24.2	29.2	29.5	8.6	49.5	77.5
403.02	44.2	24.0	21.5	76.5	65.8	89.8	26.9	154.5	241.8
404.01	25.2	6.5	13.9	43.5	39.1	45.6	15.1	86.5	135.5
404.02	26.2	9.3	14.8	46.2	41.0	50.3	16.1	92.5	144.8
405.01	24.1	11.7	14.4	41.3	38.5	50.2	14.6	84.1	131.7
405.02	24.8	10.5	20.6	30.2	45.3	55.9	11.6	66.5	104.1
406.01	20.1	4.8	11.7	32.9	31.8	36.6	11.5	66.0	103.3
406.02	32.8	15.3	16.4	58.1	49.2	64.5	20.3	116.4	182.3
407.01	39.8	9.2	15.4	74.0	55.2	64.4	24.9	143.3	224.2
407.03	35.5	15.3	23.9	60.8	59.4	74.7	21.6	124.3	194.6
407.04	38.5	8.4	25.0	64.9	63.5	72.0	22.7	130.3	204.0
408.00	60.4	21.0	32.1	90.7	92.4	113.4	32.0	184.3	288.4
409.01	15.8	8.7	4.9	29.5	20.8	29.5	10.1	58.1	91.0
409.02	25.4	20.8	13.3	45.2	38.7	59.5	16.2	93.2	145.9
410.01	20.0	5.9	9.0	35.8	29.0	34.9	12.2	70.4	110.2
410.02	20.5	8.1	11.4	34.9	31.9	40.0	12.2	70.4	110.1
502.03	36.6	21.5	17.6	64.9	54.1	75.7	22.8	131.1	205.2
503.00	3.0	0.0	0.0	0.0	0.0	0.0	1.6	9.1	14.3
504.00	34.6	39.1	26.5	44.9	61.1	100.2	18.0	103.6	162.2
505.01	29.3	20.9	41.4	27.9	70.7	91.6	12.7	73.3	114.7
505.02	52.5	30.2	28.9	84.2	81.5	111.7	30.2	173.6	271.7
506.01	24.6	10.3	10.7	45.8	35.3	45.6	15.7	90.4	141.4
506.02	17.4	5.7	4.5	34.5	21.9	27.5	11.5	66.1	103.5
506.04	24.0	10.9	10.6	44.6	34.6	45.5	15.4	88.4	138.4
506.05	40.6	23.1	8.8	78.0	49.4	72.5	26.4	151.9	237.8
506.06	15.5	15.6	10.9	19.2	26.4	42.0	7.6	44.0	68.8
507.01	23.3	13.1	7.6	40.5	30.9	44.0	14.0	80.6	126.1
507.02	16.9	3.0	3.1	34.2	19.9	22.9	11.2	64.3	100.6
507.04	28.6	6.9	2.0	58.3	30.5	37.5	18.9	108.8	170.4
507.05	19.5	15.7	14.3	32.1	33.8	49.5	11.9	68.4	107.0
507.06	16.3	11.1	6.2	30.5	22.5	33.6	10.6	61.1	95.7
508.04	36.9	33.9	14.0	66.9	50.9	84.8	23.8	136.9	214.2
508.05	24.8	2.1	3.3	53.2	28.1	30.2	17.1	98.6	154.3
508.06	19.7	11.3	2.4	40.9	22.1	33.5	13.7	78.6	123.0
508.07	25.8	15.7	9.2	49.0	35.0	50.7	16.9	97.1	152.0
508.08	18.9	13.1	4.2	36.6	23.1	36.2	12.5	72.0	112.6
508.09	14.3	8.0	4.4	26.7	18.7	26.7	9.2	52.7	82.5
508.10	10.3	8.7	5.7	18.1	16.0	24.7	6.5	37.7	58.9
508.11	23.7	11.3	11.1	41.7	34.8	46.0	14.5	83.4	130.5
509.01	13.7	11.5	6.0	24.1	19.7	31.3	8.6	49.5	77.4
509.02	20.1	15.2	7.7	38.0	27.8	43.0	13.3	76.4	119.6
510.01	10.1	5.8	4.2	18.0	14.4	20.2	6.3	36.0	56.4
510.02	30.2	18.2	12.4	55.2	42.6	60.8	19.2	110.4	172.8
TOTALS:	2531	1176	1418	4192	3947	5123	1485	8538	13364

TABLE 11 28

Metro Mobility Program (Phase II Area)

Transit Demand Estimates-Urban Moderate

Census Tract/ED	Boardings Per Day				Totals		Consl'd Demand Response	Fixed Route
	Handi'p	L. Income	Elderly	Gen.Pub	E & H	E,H & LI	E & H	
605.01	38.5	21.2	21.2	58.6	59.7	80.9	121.3	189.9
605.02	25.6	4.6	6.4	48.7	32.0	36.6	92.5	144.8
605.03	32.5	23.1	13.1	60.8	45.6	68.7	122.3	191.4
605.04	19.2	18.0	11.9	31.2	31.1	49.1	66.7	104.3
606.01	39.3	10.6	45.1	56.0	84.4	94.9	122.5	191.8
606.02	13.9	7.0	16.2	20.2	30.1	37.1	45.1	70.6
606.03	6.7	3.0	12.4	4.9	19.0	22.0	14.6	22.9
607.02	36.2	11.6	8.8	70.0	44.9	56.5	134.0	209.8
607.07	31.8	23.8	5.6	59.9	37.3	61.1	118.1	184.9
607.08	17.5	4.6	4.9	34.7	22.4	27.0	66.4	103.9
607.09	23.8	9.2	7.3	46.3	31.1	40.3	89.6	140.3
607.10	21.5	11.8	9.2	39.3	30.7	42.5	78.5	122.8
607.11	21.6	8.4	7.1	35.4	28.7	37.2	69.9	109.4
607.12	30.5	7.3	16.6	53.2	47.1	54.4	105.5	165.1
607.13	17.7	2.6	3.4	35.8	21.1	23.7	67.2	105.1
607.14	24.4	7.4	7.0	47.6	31.3	38.8	91.4	143.1
607.15	23.7	15.1	8.9	42.0	32.6	47.8	84.4	132.0
607.16	7.8	1.3	3.0	14.9	10.7	12.0	28.6	44.8
607.17	7.3	0.9	3.1	13.4	10.4	11.3	25.9	40.6
607.18	8.4	5.4	1.7	14.2	10.1	15.5	28.1	44.0
607.19	16.9	7.0	4.9	33.5	21.7	28.8	64.8	101.4
607.20	10.5	1.9	4.0	20.5	14.5	16.4	39.4	61.6
607.21	13.5	6.1	3.1	25.6	16.6	22.7	49.7	77.7
607.22	25.0	14.8	5.5	49.1	30.5	45.3	95.7	149.9
607.23	15.4	6.6	1.9	31.2	17.3	23.9	59.5	93.1
608.03	28.4	3.9	3.6	61.8	32.0	35.9	114.7	179.6
608.04	26.8	11.0	2.7	56.4	29.5	40.5	106.7	167.0
608.05	12.2	7.9	4.1	20.7	16.3	24.2	41.7	65.2
608.06	16.0	6.1	2.8	32.1	18.9	24.9	61.3	95.9
608.07	45.5	15.3	5.1	94.1	50.6	65.9	177.4	277.7
610.02	33.1	21.3	20.2	56.6	53.3	74.6	116.9	183.0
703.01	6.8	0.8	3.9	11.4	10.8	11.5	22.5	35.2
703.02	41.9	27.1	35.5	61.8	77.3	104.5	134.1	209.9
704.01	28.1	17.9	12.7	48.8	40.7	58.6	98.9	154.7
704.02	36.2	22.2	22.6	58.6	58.7	80.9	121.8	190.7
705.00	49.9	25.1	43.8	56.2	93.7	118.8	127.5	199.5
706.01	23.3	10.6	9.4	42.3	32.7	43.3	83.7	131.0
706.02	28.7	12.6	29.7	36.3	58.5	71.1	81.4	127.5
707.01	15.0	4.2	8.9	24.9	23.8	28.1	50.1	78.4
707.02	33.6	12.0	36.4	41.6	70.0	82.0	93.6	146.5
708.00	8.1	0.0	0.0	0.0	0.0	0.0	26.8	42.0
709.01	5.0	3.4	3.6	7.2	8.6	12.0	15.6	24.4
709.04	33.4	24.1	14.8	58.9	48.2	72.2	119.9	187.7
709.05	14.5	1.4	7.6	25.4	22.1	23.4	49.6	77.7

709.06	9.3	3.0	4.8	17.5	14.2	17.1	6.0	34.5	54.0
709.07	22.2	27.8	16.1	33.2	38.3	66.1	13.0	74.8	117.0
710.01	23.8	8.9	8.0	45.5	31.8	40.7	15.4	88.4	138.3
710.03	23.3	14.6	16.8	36.1	40.1	54.7	13.3	76.4	119.6
710.04	33.6	6.1	7.4	61.4	40.9	47.0	20.3	116.6	182.5
710.05	9.3	3.6	6.0	15.6	15.3	18.9	5.5	31.8	49.8
712.02	29.1	3.8	9.4	55.9	38.5	42.3	18.5	106.4	166.6
712.03	5.0	7.0	3.9	7.3	8.9	15.9	2.9	16.8	26.3
712.04	43.1	13.0	10.2	86.4	53.3	66.3	28.7	164.9	258.0
712.05	37.4	13.6	7.9	78.0	45.3	58.9	25.9	148.7	232.8
713.01	7.7	5.7	5.0	12.3	12.7	18.4	4.5	26.0	40.7
713.02	25.4	11.3	16.7	41.8	42.0	53.4	14.9	85.9	134.4
801.00	9.5	9.0	7.6	14.3	17.1	26.1	5.5	31.7	49.6
802.00	15.7	4.9	5.2	30.7	20.9	25.8	10.3	59.2	92.7
803.00	18.0	14.2	6.9	29.9	24.9	39.2	10.7	61.4	96.0
804.00	24.8	29.4	19.0	32.5	43.9	73.2	13.1	75.3	117.8
805.00	21.0	6.3	13.4	26.0	34.4	40.7	9.5	54.8	85.8
809.00	56.0	22.7	37.2	93.5	93.2	115.9	33.2	191.2	299.2
905.00	15.4	7.4	11.0	23.7	26.4	33.8	8.6	49.6	77.6
906.00	18.6	2.2	7.8	32.7	26.4	28.7	11.0	63.2	98.9
907.00	9.4	7.6	4.9	16.1	14.3	21.8	5.8	33.3	52.1
908.00	19.1	12.6	10.0	32.8	29.1	41.7	11.7	67.2	105.2
909.00	10.0	4.8	2.4	18.0	12.4	17.2	6.1	35.2	55.1
910.00	30.6	13.5	30.1	40.5	60.7	74.1	15.6	89.6	140.2
TOTALS:	1533	713	767	2624	2292	3005	923	5309	8310

TABLE 11 29

Metro Mobility Program (County Area)

Transit Demand Estimates-Urban Moderate

Census Tract/ED	Boardings Per Day				Totals		Consl'd	Demand	Fixed
	Handi'p	L. Income	Elderly	Gen.Pub	E & H	E,H & LI	E & H	Response	Route
269.01	43.0	26.3	19.8	75.8	62.8	89.2	26.7	153.3	240.0
270.00	41.9	17.0	28.4	64.8	70.3	87.4	23.3	134.1	210.0
271.01	20.6	8.4	15.6	32.2	36.3	44.7	11.7	67.2	105.1
271.02	26.9	20.6	9.2	48.5	36.1	56.7	17.0	97.8	153.1
277.00	29.2	18.2	20.3	44.4	49.5	67.8	16.4	94.1	147.3
501.01	60.1	40.3	28.6	107.2	88.7	128.9	37.9	217.7	340.7
501.02	47.6	22.3	21.9	84.8	69.5	91.8	29.4	169.2	264.9
502.04	36.4	10.5	6.7	75.0	43.1	53.6	24.7	141.9	222.2
502.05	23.4	3.7	6.7	47.6	30.1	33.7	15.7	90.2	141.2
502.06	20.8	7.7	3.6	41.8	24.4	32.1	13.9	79.6	124.7
502.07	28.3	17.4	2.4	57.0	30.7	48.1	19.1	109.6	171.5
502.08	7.0	4.9	0.8	13.7	7.8	12.8	4.6	26.7	41.8
502.09	48.2	11.0	13.7	94.4	61.8	72.9	31.3	180.1	282.0
502.10	20.9	13.3	8.9	36.8	29.8	43.1	12.9	74.3	116.4
608.08	22.6	2.3	7.0	44.1	29.6	31.9	14.5	83.6	130.8
608.09	35.6	27.5	3.6	74.3	39.1	66.7	25.1	144.3	225.9
608.10	32.5	17.1	19.8	54.7	52.3	69.4	19.5	112.2	175.7
609.00	34.6	27.4	27.7	44.7	62.3	89.7	17.5	100.5	157.3
610.01	25.5	17.3	18.3	40.3	43.8	61.1	14.9	85.4	133.7
611.01	4.7	1.3	7.4	1.7	12.1	13.4	1.1	6.5	10.1
611.02	22.1	12.8	20.2	29.8	42.2	55.0	11.5	66.0	103.3
611.03	49.7	29.6	25.1	80.7	74.7	104.4	28.8	165.4	258.9
612.00	18.9	8.4	18.7	23.8	37.6	45.9	9.3	53.2	83.3
613.00	1.9	0.0	0.0	0.0	0.0	0.0	0.6	3.6	5.6
614.00	41.2	43.9	23.9	65.4	65.1	109.0	24.5	141.0	220.6
615.00	29.1	16.6	27.2	41.8	56.3	72.9	15.9	91.5	143.2
701.01	42.3	32.7	34.6	49.5	76.8	109.6	19.8	113.7	178.0
701.02	33.5	4.4	21.1	57.8	54.5	58.9	19.9	114.6	179.4
702.01	38.8	14.0	31.1	60.3	69.9	83.9	21.9	126.0	197.2
702.02	25.0	15.2	15.5	41.9	40.5	55.8	15.1	86.7	135.8
711.01	23.8	12.1	17.9	38.6	41.6	53.7	14.0	80.7	126.3
711.02	26.4	15.9	18.3	40.3	44.8	60.6	14.8	85.2	133.4
713.03	2.6	1.0	2.9	3.7	5.5	6.5	1.4	8.1	12.6
806.00	9.6	0.0	0.6	20.3	10.2	10.2	6.5	37.2	58.2
807.00	9.1	5.3	3.5	17.2	12.6	17.9	5.9	34.1	53.4
808.00	36.0	22.5	24.4	54.2	60.4	82.9	20.0	114.8	179.7
810.00	24.9	11.3	11.9	45.1	36.7	48.1	15.6	89.8	140.6
811.00	24.6	12.0	12.0	42.3	36.6	48.7	14.8	85.2	133.3
812.00	27.9	20.3	24.5	30.6	52.4	72.7	12.5	71.6	112.1
813.00	37.0	25.5	35.5	43.5	72.5	98.0	17.5	100.8	157.8
901.00	25.3	14.1	22.6	33.9	47.9	62.0	13.0	74.7	116.9
902.00	20.6	25.5	19.1	26.4	39.8	65.3	11.0	63.0	98.6
903.00	35.2	19.7	32.7	40.5	67.9	87.6	16.1	92.8	145.2
904.00	27.1	8.5	17.2	43.5	44.3	52.8	15.4	88.5	138.6
911.00	19.6	13.0	12.8	29.5	32.4	45.4	10.9	62.6	98.0
912.00	46.4	41.3	48.4	55.6	94.8	136.1	23.0	132.4	207.3
TOTALS:	1308	740	792	2100	2098	2839	757	4352	6811