PROGRAM REVIEW OF LOCAL EFFORTS IN TRANSPORTATION SERVICES

FINAL REPORT

31 July 87

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Submitted to:

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ACKNOWLEDGEMENT

Any program review of this nature requires the cooperation of numerous individuals ranging from those responsible for the program at the level of the funding agency to those involved in the day-to-day delivery of the service as well as the recipients of the service. We would like to thank those individuals who took the time and effort to assist us in this endeavor by providing us with information and insights.

It should also be noted that the basic description of SEMTA services contained here came from the report indicated in section three of the report.

We also acknowledge the contribution of Dale R. Lighthizer and Daniel Hardy in reviewing the data provided by the various agencies and collecting both additional quantitative and qualitative information.

These contributions notwithstanding, the responsibility for any errors of omission or commission rests with the authors.

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1.0 EXECUTIVE SUMMARY

The availability of transportation services to all citizens should be considered essential to maintenance of the quality of life. However, the best efforts of public and private agencies notwithstanding, it is clear that there are numerous individuals and groups who do not enjoy the same level of transportation service as the majority of the population. The Bureau of Urban and Public Transportation (UPTRAN) of the Michigan Department of Transportation (MDOT) undertook a demonstration program, Local Efforts in Transportation Services (LETS GO) which was initiated in Fiscal Year 1985 and provides essential transportation services to the elderly and handicapped in specific neighborhoods in the City of Detroit.

The two basic goals for the program were to provide transportation services for the elderly and handicapped who have historically had inadequate access to such services and to evaluate whether such services could be effectively and efficiently provided with local control over day-to-day service delivery. The emphasis of this study was to review two specific programs of the several being funded by UPTRAN. These were the Detroit Assisted Transportation Coalition (DATC) and the Council of Action United for Services Efforts (CAUSE). DATC actually consists of several coordinated groups operating under one umbrella. There are two fundamentally different kinds of transportation services offered by these programs, namely, center-oriented transportation which consists of transporting

clients from their places of residence in the neighborhood to a center for activities within the neighborhood and non-center-oriented where the clients are transported from their residences to non-center locations for essential trip other purposes, such as medical appointments.

The delivery of transportation services to such disadvantaged groups is virtually impossible to evaluate in terms of traditional economic evaluation methods, such as benefit-cost analysis, since the benefits are intangible in monetary terms. However, for the program being evaluated in this study, it is apparent that a classic cost-effectiveness evaluation is appropriate. That is, the evaluation reduces itself to an assessment of whether the service can be more economically or efficiently be provided in some other way. It seems clear that the delivery of services by the participants in the LETS GO program is reasonably cost-effective although there are significant differences in the exact kind of services provided by the various groups.

Not considered in the classic cost-effectiveness evaluation are two important factors. The first is that the participating agencies are providing literally door-to-door, assisted service which is difficult, if not impossible to obtain in other conventional transportation contexts and the second is that the services provided are dictated by a local community based agency operating in the neighborhood. Furthermore, based on virtually any definition of the need for transportation service, the individuals who have been able to take advantage of the services offered under this program had a need that was not being met by

the traditional public transportation services offered in the Detroit metropolitan area. Qualitatively and quantitatively then, the overall program achieved its objectives.

There is a serious question, however, about whether this mode of funding and operation is appropriate from broader viewpoints. These viewpoints include the state as both a provider and a coordinator of a much larger program in which several more groups or institutions have operational and service delivery responsibility in a greatly-expanded program. The current local control aspect of the services is compelling in that identifiable community based groups can provide service specifically tailored to the transportation needs of the community. However, it is not clear that significant expansion of the program could or should be absorbed under the current structure. Further, while the provision of the assisted service is a positive attribute of the service, it is not clear that these agencies are immune to lawsuits which may result from an accident which could easily financially ruin not only the transportation service but also the provider in a more general way. Also, if the program is maintained as it is or expanded, it seems likely that there will eventually be institutional factors such as pressure to unionize the drivers which will drive the costs up.

More importantly, it seems clear that the level of service provided under the auspices of this demonstration will not continue if the state does not provide funding. It seems unrealistic to think that any of the programs will become self-sufficient unless contracts are entered into between the

transportation service provider and organizations providing the services required by the users of the transportation system. For example, contracts might be explored which provide for reimbursement for medical-related trips to major health facilities. From the point of view of the state, commitment to LETS GO should be viewed as a commitment to a relatively high level of participation and continued direct subsidization.

In summary then, it is recommended that for isolated locations the LETS GO model should be used again but with somewhat stricter reporting guidelines and a clearer understanding between the funding agency and the participants in regard to the responsibilities and expectations of each. If the LETS GO-type service is to be expanded in Detroit or elsewhere, and the need appears to be present in the neighborhoods that are currently serviced, as well as others, serious consideration should be given to enhancing the capability of an existing large-scale provider such as the Detroit Department of Transportation (DDOT) or the Southeastern Michigan Transportation Authority (SEMTA). It is anticipated that a SEMTA-administered program with local control of day-to-day services, perhaps a brokerage-type of arrangement, could provide the same level of service as is currently being provided with more uniform coverage of the geographical area, more dependable service, and, in the long run, at a more reasonable or competitive cost.

2.0 INTRODUCTION AND PURPOSE

2.1 PROGRAM BACKGROUND

The existence of a perceived lack of adequate public transportation services to meet the essential transportation needs of the elderly and handicapped in the Detroit metropolitan area resulted in the Michigan Department of Transportation, through its Bureau of Urban Public Transportation, undertaking an unique demonstration project entitled Local Efforts in Transportation Service (LETS GO) during Fiscal Year 1986. This project was designed to effectively and efficiently satisfy the unmet specialized public transportation needs of senior and handicapped citizens in various communities in the City of Detroit. The demonstration program provided state assistance and funding in the form of planning and technical services, the provision of vehicles, vehicle maintenance, vehicle operating costs, and start-up and coordination costs. The immediate objective of the program was to demonstrate the ability of local communities, through community social service centers, to work with various local public agencies to provide specialized transportation services designed in such a manner to satisfy the unique transportation needs of these citizens. The long range objectives of the demonstration program included an analysis of the feasibility and viability of such transit services and a determination of the capability (advisability) of the state to extend such services to other communities within the state when such service was warranted.

2.2 PURPOSE OF STUDY

The purpose of this study was a comprehensive review of the first two projects funded under this program. The results of this review will enable the state to examine the thrusts for possible future expansion of this program to most effectively ensure the maximum benefits for the funds expended. This review included:

a) documentation of the nature and level of the transportation services provided;

b) examination of the unique transportation needs met by this program;

c) evaluation of the process and procedures under which the program has been planned and operated;

d) assessment of the acceptance of the program by users, community providers, and public agencies;

e) examination of other options for the provision of such specialized transportation services; and

f) development of recommended changes, if any, which should occur in the program to more effectively meet the transportation needs of the elderly and handicapped in the most cost-efficient manner.

3.0 THE NEED FOR ELDERLY AND HANDICAPPED SERVICES

The need for special services for the elderly and handicapped (E&H), among other groups considered to be transportation disadvantaged, has long been recognized. The principal question is how best to provide services to these groups. In Michigan there is a history of providing special services for smaller communities through direct state involvement although this has not been specifically directed to E&H services in urban areas. In the Detroit metropolitan area there have been some E&H and related services provided by SEMTA although these have been curtailed of late due to funding problems. UPTRAN has recently given attention to E&H services in the Detroit area through the LETS GO program. The following paragraphs are addressed to existing services in the Detroit area as provided by SEMTA, the Detroit Department of Transportation (DDOT), and others, and to the new LETS GO services provided through the auspices of UPTRAN.

3.1 PUBLIC TRANSPORTATION SMALL BUS OPERATIONS

Both SEMTA and the DDOT operate extensive networks of line-haul bus transit services in the Detroit metropolitan area. These services are operated on densely populated routes on fixed schedules with frequency based on route demand. These line-haul services are less than optimal, at best, for senior and handicapped citizens who often require more personal and flexible services to specialized destinations such as for medical appointments. Normally, these types of trips are most ideally suited to small bus operations which operate in a demand

responsive mode.

Conventional small bus operations designed to meet the needs of the elderly and handicapped in the tri-county area of Wayne, Oakland, and Macomb Counties are provided by SEMTA although funding has been a problem. DDOT operates no small bus service although it has a commitment to provide discounted service to the elderly on its line-haul system.

The SEMTA operations are generally based outside the City of Detroit and consist four types of operations: bus service directly operated by SEMTA; bus service operated under contract to SEMTA by other public carriers; cab service subsidized under a municipal credit funding arrangement; and van service subsidized by SEMTA.

The first major element of these small bus operations is called the SEMTA Connector Service. This service consists mainly of curb-to-curb demand responsive service provided with small buses. This service is either provided directly by SEMTA (the SEMTA Connector) or by a municipality under contract to SEMTA (the Community Connector). SEMTA Connector service is provided throughout most of Wayne, Oakland, and Macomb counties. Four Community Connector services exist consisting of small bus service operated in the municipalities of Harper Woods, Mt. Clemens, and Redford Township, and Nankin Transit which serves Canton Township, Garden City, Inkster, Wayne, and Westland.

The second major element of the SEMTA small bus program consists of operations under the Municipal Credits Program which may be used by local communities to provide several types of transportation service options. These include using the funds to

reduce SEMTA fares for senior citizens, chartering SEMTA buses for special events, subsidizing municipal van operations, or providing subsidized taxicab rides for specific groups. The nature of the service provided under this program depends upon the desires of the individual communities, the level of demand, available SEMTA resources, and available transportation options. The nature of the services provided may change over time depending upon changing conditions and the priorities of the local communities.

3.1.1 The SEMTA Connector Service

The SEMTA Connector Service operates differently in each of the three counties. Each service is set up as a tour but the nature and responsibity of the tour are different in each of these counties. In Macomb County the tours operate in specific municipalities. In Oakland County they operate along semi-prescribed routes serving several municipalities. In Wayne County they operate with a primary and secondary zone of responsibility. In the primary zone of responsibity they operate on prescibed routes, and in the secondary zone of responsibity they operate in a demand-responsive manner, diverting from the prescribed route to meet demand.

The Macomb County Connector servite operates with eighteen vehicles on four tours. One of the tours is a provider service taking clients to rehabilitation and workshop centers in Macomb County. The most recent data indicate an annual volume of over 114,000 passengers during over 21,000 annual hours of revenue service.

The Oakland County Connector service operates with fifty-

one buses on eight tours. The most recent data indicate an annual volume of over 270,000 passengers during over 57,000 annual hours of revenue service.

The Wayne County Connector operates with forty buses on six tours. The most recent data indicate an annual volume of over 227,000 passengers during over 42,000 annual hours of revenue service.

A tabulation of the service characteristics of the SEMTA Connector is given in table 3.1. Later in the report, these figures are compared to those of the LETS GO providers.

Table 3.1 Service Characteristics of SEMTA Connector Service for Fiscal Year 1985

	Macomb	Oakland	Wayne	Total System
Vehicles	18	51	40	109
Service Miles	453,327	1,212,539	955,245	2,621,111
Revenue Hours	21,654	57,032	42,039	120,725
Passengers	114,034	271,203	227,018	612,255
Pssgr per Service Mile	0.25	0.22	0.24	0.23
Pssgr per Revenue Hour	5.27	4.76	5.40	5.07

Source: A Profile of SEMTA'S Tri-County Small Bus Program, Project #F32, January 1986, Southeastern Michigan Transportation Authority, Detroit Michigan.

3.1.2 The SEMTA Community Connector Service

The Harper Woods Community Connector operates principally within the Harper Woods city limits but trips to the Wayne County Association for the Retarded in Detroit are also authorized. Selected destinations outside the service area may be serviced on a limited basis. There are three vehicles in regular service and one back-up vehicle. The back-up vehicle may be periodically used to meet high demand levels. The service operates five days a week during the period from 7:30 am to 6:00 pm. The service is demand responsive requiring sixty minute advance individual

reservations or standing reservations. In the latest fiscal year for which data are available, FY1985, this service serviced over 36,000 passengers during over 6,300 revenue hours of operation.

The Mt. Clemens Community Connector operates within the municipal boundaries of Mt. Clemens. It operates five days a week from 6:00 am to 6:00 pm. There are five vehicles in regular service with two vehicles held for back-up. The back-up vehicles are used to respond to high demand. The service is demand responsive requiring forty-five minute advance individual or standing reservations. In fiscal year 1985, over 108,000 paseengers were served during over 9,000 revenue hours of operation.

The Redford Community Connector operates within the municipal boundaries of Redford Township. It operates five days a week from 8:30 am to 3:30 pm. There are four vehicles in regular service with one vehicle held for back-up. The back-up vehicle is used to respond to high demand. The service is demand responsive and/or by subscription. Elderly and handicapped persons call between 9:00 am and 2:30 pm the day before they wish to travel. The general public will be carried on a space available basis if they call between 2:30 pm and 3:30 pm the day before they wish to travel. Scheduled service is also available to Westland, Livonia, and Wonderland Malls on certain days. Advance reservations must be made for these trips. In fiscal year 1985, over 25,000 paseengers were served during over 3,500 revenue hours of operation.

The Nankin Community Connector operates within the municipal boundaries of Canton Township, Garden City, Inkster,

Wayne, and Westland. It operates five days a week from 7:00 am to 5:30 pm. There are eleven vehicles in regular service with three vehicles held for back-up. The back-up vehicles are used to respond to high demand. Provider service normally includes morning runs to service centers and afternoon return runs scheduled relative to provider program time frames. Demand responsive service is provided on a one-hour reservation service within the confines of pre-scheduled service on a space-available basis provided the client is prepared for a maximum return time of up to two hours. In fiscal year 1985, over 90,000 paseengers were served during over 21,000 revenue hours of operation.

A service summary of the community connector service is given in table 3.2 below. Again, these descriptive statistics are later compared with those of the LETS GO program.

Table 3.2 Service Characteristics of the SEMTA Community Connector for Fiscal Year 1985

	Harper Woods	Mt. Clemens	Redford	Nankin	Total System
Annual Service Miles	68,305	104,197	74,232	278,523	525,257
Annual Revenue Hours	6,305	9,144	3,654	21,327	40,430
Annual Passengers	36,133	108,263	25,743	90,265	260,404
Pass per Service Mile	0.53	1.04	0.35	0.33	0.50
Pass per Revenue Hour	5.73	11.84	7.05	4.23	6.44

Source: A Profile of SEMTA'S Tri-County Small Bus Program, Project #F32, January 1986, Southeastern Michigan Transportation Authority, Detroit Michigan.

3.1.3 The Municipal Credits Program

Municipal credit funds are available to local communities based upon a funding program authorized by the State of Michigan. According to the official policy of the SEMTA Board of Directors, the primary use of these funds is to defray all or part of the net operating costs of the community connector service. If the

community connector service is not available in a particular municipality, these funds may be used for the support of municipality-sponsored special transportation services, user-side subsidy programs, reduced or free fares through the sale of SEMTA tickets for senior or handicapped citizens for use on regular SEMTA services or other SEMTA-approved services, the purchase of subscription or charter service from SEMTA, or other municipal transportation iniatatives which may be sponsored by communities and specifically approved by the SEMTA Board of Directors.

Over the past five years the use of the municipal credit funds has been changing throughout the region. There has been more centralization of resources by using direct SEMTA services, and there has been an increase in more innovative uses of these funds by communities in general. Some of the innovative uses of municipal credit funds include the maintenance of a community park and ride lot, sponsorship of recreation department van programs, partial funding of educational transportation programs, and operation of vans for local community centers. The number of communities contributing these funds to the SEMTA Connector service has been increasing. There has also been a general increase in the number of communities contributing to the purchase of SEMTA charter services and to the purchase of SEMTA tickets. In 1985, 65% of all communities participated directly in SEMTA programs which is an increase from the 46% which did so in 1981.

A tabulation of the use of the Municipal Credit Program funds by the 127 eligible communities during the period from 1981 through 1985 is given in table 3.3. It should be noted that communities

may elect to participate in more than one of the programs listed.

Table 3.3 Municipal Credit Program Fund Use--Number of Municipalities Using Funds for Various Purposes

	Fiscal Year				
	1981	1982	1983	1984	1985
Direct SEMTA Programs	59	60	67	72	82
Charter Services	26	25	20	23	15
SEMTA Fare Tickets	6	7	6	4	2
SEMTA Connector Only	6	6	11	9	18
Multiple SEMTA Programs	17	22	30	36	47
Other Programs	81	77	66	71	74
User-Side Subsidy	15	15	14	15	14
Elderly & Handicapped Vans	49	47	35	37	37
Purchase of Service	16	14	8	8	8
School Programs	0	0	4	5	7
Other Uses	1	1	5	6	8
Did Not Apply for Funds	11	11	0	3	4

Source: A Profile of SEMTA'S Tri-County Small Bus Program, Project #F32, January 1986, Southeastern Michigan Transportation Authority, Detroit Michigan.

Although both the SEMTA Connector service and the Community Connector service provide effective and efficient conventional demand responsive small bus transportation to a large number of communities within the tri-county area, no such service presently exists specifically within the boundaries of the City of Detroit. Furthermore, the nature of the service provided by SEMTA in its small bus program does not allow for anything but curb-to-curb service, which may not be the most desirable service for senior and handicapped citizens who often require assistance in getting to and from their residences or trip destinations.

Therefore, LETS GO was seen as a way to fill a void in essential transportation service within the city limits of Detroit by establishing demonstration programs for community-based and operated assisted transportation service for senior and

handicapped citizens.

A brief description of the first two programs which have been implemented under the LETS GO Program, the Detroit Assisted Transportation Coalition (DATC) and the Council of Action United for Service Efforts (CAUSE), provides an overview of the nature of the organizational structure and the transportation services provided by each.

3.2 THE LOCAL EFFORTS IN TRANSPORTATION SERVICE (LETS GO) PROGRAM

Throughout the urban areas in Michigan a wide variety of community and social service agencies provide essential support services to senior and handicapped citizens. Available specialized transportation services are critical components affecting the ability of these agencies to provide these support services. LETS GO was funded by the legislature of the State of Michigan in fiscal year 1985-1986 budget for the Michigan Department of Transportation (MDOT) for the purpose of funding one or more demonstration projects which might better meet the mobility needs of senior and handicapped citizens.

The program was administered by the Bus Transit Division of the Bureau of Urban and Public Transportation of MDOT and provided for capital and operating assistance for the planning, start-up, coordination, and operation of such services. The capital assistance included the provision of vehicles and other support equipment for the operation of the transportation service. The support equipment included such eligible items as wheelchair lifts, radios, vehicle rehabilitation, and heavy vehicle maintenance requirements. Local contributions to the initial capital assistance were not required. Operating

assistance is provided for the first year of operation and includes such eligible items as administration, operator and dispatcher wages, fringe benefits, regular vehicle maintenance, gas and oil, insurance, and rent. A significant level of local support for operating expenses, twenty to thirty percent, was required. Such local support could be a combination of fare box revenues, provider funds, or donations. These could also be so-called in-kind contributions such as volunteer time and wages.

3.2.1 The Detroit Assisted Transportation Coalition (DATC)

The Detroit Assisted Transportation Coalition (DATC) was initially funded through the Senior Citizens Department of the City of Detroit for the period September 1, 1985 through September 30, 1986 at a level of state funds not to exceed $165,549. Due to a four-month delay in start-up, the grant period was revised from February 3, 1986 through February 3, 1987. A subsequent revision to the budget on July 28, 1986 increased the state funding to $203,917. Of this amount $14,400 was for capital equipment and $189,517 was for operating funds. Additionally, seven rehabilitated buses were loaned to DATC by UPTRAN.

DATC consists of small bus transportation E&H services and started in February 1986 through five community based social service centers. These centers include the Brightmore Community Center, Latino Outreach and Community Service Center, Community Resource and Assistance Center (CRAC), St. Rose Senior Center, and Delray United Action Council. (CRAC and St. Rose are not separated in this report.)

DATC is funded by a grant made by UPTRAN to the Senior

Citizens Department (SCD) of the City of Detroit. Project coordination between the community-based social service centers is provided by United Community Services of Metropolitan Detroit (UCS). SCD administers the grant funds to the individual social service centers through the coordinator at UCS who works directly with these community-based providers. This coordinator oversees the transportation services offered by each of these agencies but all scheduling and dispatching of bus services is done by each provider on a demand-responsive, advance-reservation basis within each of their primary service areas. The office of the coordinator is located at UCS offices but much of the day-to-day work of coordination is conducted at the CRAC location, the largest provider of service within the coalition, since the coordinator is also the administrator of the transportation services provided by this organization.

The function of the coordinator is to meet with the individual social service centers to resolve operating and maintenance problems, receive monthly operating and financial reports from the individual agencies, and transmit them to the UCS, SCD, and UPTRAN, and to operate a radio dispatch system on behalf of the individual centers to communicate with buses which are enroute during operating periods.

A brief description of the various social service agencies within the coalition and the transportation service being provided under the LETS GO Program is provided below.

Brightmoor Community Center. The Brightmoor Community Center is a non-profit community service provider whose social service activities are funded by contributions to the Torch Drive

allocated by the United Foundation. The Detroit Area Agency on Aging currently provides funds for a food and friendship program for senior adults, home support services, and a senior center. UCS employment and training funds supplement the senior center staffing.

The transportation services offered to seniors provide for transportation to and from the center for the various programs conducted at the center, and for occasionally scheduled short group shopping trips and outings for its clients. The transportation service is operated five days a week with a lift-equipped small bus having a passenger capacity of sixteen. Trip reservations must be made twenty-four hours in advance.

Latino Outreach and Community Service Center. Latino Outreach is primarily a preventive mental health facility serving, in effect, the hispanic community in southwestern Detroit. There is a variety of services offered at the center itself ranging from a developmental disabilities program to senior and youth programs.

The transportation service supports not only center programs but also activity trips and medical-related trips (the latter is "advertised" in the center's brochure).

Community Resource and Assistance Center (CRAC). CRAC is an association of 20 eastside Detroit neighborhood associations which administers the Senior Citizen Area Transport (SCAT) program providing free door-to-door, assisted transportation to seniors 55 years of age or older. CRAC also provides transport service to the St.Rose Senior Center. The transportation service is operated with five small buses, which include two lift-

equipped vans accomodating sixteen people and three standard mini-vans which can accomodate from six to eight people. The normal and desirable mode of operation is to keep three vehicles in service and have two back-up vehicles available at all times. However, the demand for this service is very heavy and therefore virtually all vehicles are used with no back-up capability.

One of the largest transportation demands for CRAC is for medical trips. These trips are made for scheduled visits to hospitals to receive treatment for a variety of reasons. For these types of trips, the client is picked up and dropped off at the medical destination, typically a Detroit-area hospital. When treatment is completed, the client telephones and indicates the need for the return trip. For either leg of the trip there may some cross-over among DATC members. That is, the bus assigned to pick up the passenger may be any of the buses operated by the coalition depending upon operating efficiency and scheduling convenience for the passenger. It should be noted that this procedure is more-or-less general for any of the LETS GO providers dealing with medical trips.

At the time of the on-site visit, CRAC was operating out of a Mini-Police Station but since then has moved into its own facilities. Because of the relatively large volume of trips scheduled by CRAC, trip records are kept on a computer housed in their offices. These records include the date and time of each pick-up and the origin and destination of each trip. The office staff includes an administrator, a dispatcher, two people to schedule trips which are reserved by telephone, and a secretary. There are five drivers, three are paid with project funds, one is

paid by CRAC, and one is a volunteer.

CRAC requires a trip to be reserved twenty-four hours in advance and requests a fifty cent donation from its passengers.

Delray United Action Council. Delray operates out of its senior citizen center building on the southwest side of the City of Detroit. Delray operates a daily food and friendship program for seniors, and a daily crafts and exercise program. Programing at the center includes a weekly film series, weekly bowling trips, monthly bookmobile, monthly group shopping trips, and a guest speaker series. It transports seniors and handicappers residing within subcommunity of Delray with one lift-equipped reconditioned small bus with a passenger capacity of sixteen. There is no back-up vehicle.

The office staff consists of a part-time administrator, two volunteers who schedule trips with a twenty-four hour advance reservation, and one paid driver. There is also a part-time driver available occasionally for relief. The service operates five days a week.

3.2.2 Council of Action United for Service Efforts (CAUSE)

CAUSE was initially funded with $140,211 of state funds in May 1986. This funding was subsequently increased on July 8, 1986 to $185,246 and the period of funding was from August 1986 through September 1987. Of this revised funding level, $26,270 was for capital equipment and $158,976 was for operating expenses.

CAUSE is a non-profit, multi-purpose senior citizen community organization operating from their own facility located relatively near the center of Detroit. Funding for the CAUSE

transportation service is provided by UPTRAN to the Senior Citizens Department (SCD) of the City of Detroit. As costs are incurred by CAUSE, monthly invoices are submitted to the SCD. SCD pays these invoices directly to CAUSE and recovers these funds from UPTRAN.

The transportation service operates on a reservation system, eight hours a day, five days a week. Its emphasis is on senior citizen clients but handicappers are also accommodated. The service provides for trips to medical facilities, shopping centers, senior citizen centers and service agencies, food and friendship sites, markets, and banks. It also provides for monthly trips for special events and community meetings of interest to seniors.

The staff consists of two part-time administrators, one dispatcher, one scheduler, and four drivers. The system uses four rehabilitated buses of which three are lift-equipped. The fourth vehicle is used for back-up.

4.0 AN ANALYSIS OF THE LETS GO SERVICE

As implied in the previous sections, any review of a program such as LETS GO should be done on several dimensions. These include: a quantitative evaluation of how much service is being provided and at what cost; a qualitative review of the need for, and quality of the service being delivered; and an assessment of the administrative and/or organizational delivery system (which includes, for example, the relationship between UPTRAN and the community organizations). It is only after a reasonably comprehensive evaluation from all points of view that appropriate decisions can be made. These issues are addressed in this section. There are, however, several points that should be discussed before beginning the detailed review.

The idea of a quantitative evaluation of E&H services is often resisted because of the sensitivity of the issue. The argument is that in such instances transportation services constitute a social service and a significant component of quality of life as opposed to, supposedly, some sort of business endeavor at the transit agency level. This argument is used to try to exempt E&H and similar services from any sort of objective review. E&H services are obviously different from those provided by traditional line-haul systems. However, it should be noted that similar arguments can be made for those systems as well. The provision of any urban public transportation is clearly not a business in the traditional sense--all urban public transportation, for example, is subsidized. The quality of life, access to employment, and similar arguments are no less relevant to the traditional regional line-haul systems than they are to

special service systems administered by social service agencies. In both instances, some assessment must be made as to whether the service is being provided in an economical fashion. That is, can an equivalent or acceptable service be provided at a cheaper price. Therefore, while there may be different criteria for defining acceptable service for line-haul and E&H services, the quantitative analysis is similar.

Throughout the discussion of the various services it must be remembered that the providers are providing somewhat different kinds of services (from one another) and that their service areas are of significantly different size (Delray's, for example, is quite small while CRAC's is relatively large). This is illustrated throughout (except for Brightmoor) in figures showing trip destinations and service area boundaries.

In the following sections it will be seen that while, in general, the LETS GO providers are reasonably efficient, the operations are not without some problems. The service is needed and should be provided in some way. Indeed, the services should probably be expanded both within the neighborhoods where they are currently being provided and to other neighborhoods in and around Detroit (and in any community where the E&H demand warrants it).

Ultimately, the important questions concern the philosophy of the program. If the service is expanded (say in Detroit), what group or agency should administer the program? Does UPTRAN, or MDOT in general, wish to be in the position of subsidizing, and dealing directly with a large number of loosely-organized, community-based providers? Can the current providers expand service or would other groups be included in the program?

4.1 A QUANTITATIVE REVIEW OF LETS GO

The quantitative review of the program consisted of collecting and analyzing operational data from the two providers (and, in the case of DATC, its member agencies) and UPTRAN. The data were arranged in traditional ways to arrive at some indication of, for example, how long the average trip was.

While mentioned again later, it should be noted at the outset that the cost figures are somewhat misleading. They do not reflect the cost of the buses themselves nor the additional costs that each provider sustains in providing the service. For example, each provider had several personnel who had clearly spent considerable effort in organizing, coordinating, and basically operating the services. Specifically, this ranged from provider administrators who participated in meetings with the review team to switchboard operators who fielded calls from potential users and answered questions. Typically, none of these individuals is paid or financially "covered" in any way by the program.

In the following paragraphs, each provider's operational data are presented and discussed. Certain of the data are presented in the body of the report while more complete summaries are provided in the appropriate appendix. Figures are also presented which serve to highlight the kinds of service being provided by each provider and the spatial distribution of the trips themselves. A comparative summary of the DATC member agencies is also presented for a common time period.

4.1.1 Some Comments on the Available Data

In general, while adequate data were eventually obtained, there were significantly different opinions (among the delivery,

funding, and coordinating agencies) concerning what data were appropriate to collect and keep in regard to system operations. Indeed, some data collection procedures were changed after service was initiated.

There are several examples of confusion with the data being collected in the field. Trip purpose definitions were apparently not made clear nor were the types of trips to be reported consistent from one program to another (this seemed to go beyond the basic differences in services being offered by different groups). Differences between "seniors," "handicapped," and "handicapped seniors" were, likewise, apparently not made clear. Further, supposedly duplicate data from UPTRAN and the providers did not agree and had to be adjusted. Other data were apparently just not collected or lost. While most of the problems were resolved, the need for unified guidelines on what data to collect and how to report them is clearly illustrated.

Other data, which would be useful for determining some level of demand for the service are simply not being collected. This was illustrated when virtually all providers indicated that they were "turning away" requests, but could generally provide only anecdotal support for their contentions of unmet demand in their areas (this is not to call to question their comments, but to indicate lack of data). These data would clearly be quite beneficial to UPTRAN and/or others in making a case for expansion or support of such services.

In the following, the DATC component groups are discussed in terms of a common analysis period. This is done since all groups provided service over different total time periods. The

common analysis period is from May, 1986 to March, 1987. Even for this common period there were some missing data (e.g., for May, 1986 there were no data from Delray.

4.1.2 Latino Outreach

A monthly summary of Latino Outreach's service for the common analysis period is provided in table 4.1. As similar tables are presented for each provider, some general comments are appropriate. The trip purposes are shown for each month in the left-hand part of the table. Total trips are shown in the fifth column of numbers. Total miles, total system (available) hours, and total vehicle (actual operating) hours are next, and a breakdown by type of passenger is also shown. At the right-hand side of the table are some typical operating statistics (e.g., trips/system hour).

There are some apparent disagreements within several of the tables (not just 4.1). For example, in several instances the total of passenger types (e.g., senior) does not equal the total of total trips and other times it does. These figures are, roughly, how they were reported which illustrates the need for UPTRAN to require consistency in definition of a "trip." As best as could be done with the available data, a trip was used in the review as a one-way journey from an origin to a destination. The attempt was made to be as consistent as possible in this--in most instances, for example, the number of different types of people carried (or the number of trips by purpose) was multiplied by two to obtain total trips.

In each table there are totals for for the analysis period and summary statistics shown at the bottom of the table. The

Table 4.1 Latino Outreach Monthly Summary for Common Analysis Period

Month	Med	Recr	Nutr	Misc	Total Trips	Total Miles	Sys Hrs	Veh Hrs	Sr	Sr Hcap	Hcap	Trips/ Sys-hr	Trip Lgth	Trips/ Veh-hr	Trips/ Veh-mi
May 86	80	454	36	20	1180	1183	160	136	580	0	0	7.38	1	8.68	0.9974
Jun 86	114	303	2	0	838	1261	160	122	411	0	22	5.24	1.5	6.87	0.6645
Jul 86	122	249	0	0	742	1497	168	120	371	0	19	4.42	2.02	6.18	0.4956
Aug 86	58	210	4	0	544	1415	168	147	544	44	0	3.24	2.6	3.7	0.3844
Sep 86	67	201	12	9	578	1907	160	139	578	4	0	3.61	3.3	4.16	0.3030
Oct 86	75	178	19	0	544	1606	168	140	544	26	0	3.24	2.95	3.89	0.3387
Nov 86	57	247	7	10	642	1504	136	113	642	0	0	4.72	2.34	5.68	0.4268
Dec 86	61	161	17	58	594	1240	136	119	592	34	0	4.37	2.09	4.99	0.4790
Jan 87	90	213	25	99	854	1847	152	133	854	12	0	5.62	2.16	6.42	0.4623
Feb 87	104	215	44	40	806	1653	152	130	814	64	0	5.3	2.05	6.2	0.4875
Mar 87	116	222	22	466	1652	2959	176	154	1630	0	138	9.39	1.79	10.73	0.5582
Total	944	2653	188	702	8974	18072	1736	1453	7560	184	179	----	----	----	----
max	122	454	44	466	1652	2959	176	154	1630	64	138	9.39	3.3	10.73	0.9974
min	57	161	0	0	544	1183	136	113	371	0	0	3.24	1	3.7	0.3030
avg	85.81	241.1	17.09	63.81	815.8	1642.	157.8	132.0	687.	16.7	16.27	5.1390	2.1636	6.1363	0.5089
s.d.	23.52	76.31	13.45	130.6	319.5	472.6	12.34	12.12	328.	21.2	39.28	1.7631	0.6108	2.0137	0.1815

latter include the monthly maximum, minimum, average, and standard deviation for each column of raw trip data and operating statistics.

The Latino Outreach data can now be reviewed. The predominant trip purpose is for "recreation" which is presumably for any one of several possible activities at the center and elsewhere (e.g., an outing to some event). Together, recreation and miscellaneous purposes account for approximately 80% of the trips. The system appears to have a reasonably good record of availability although there were apparently some problems during the latter half of the analysis period. The average trip length is on the order of two miles which further indicates that many trips were probably within the service area. For purposes of comparison, the average trip lengths for CRAC and CAUSE (shown later), where medical trips predominate, are approximately 50-100% longer since most of the medical destinations are outside the neighborhoods were the clients reside.

The trips/vehicle-hour indicate that approximately six people are riding in any given hour of actual vehicle operation although this counts "dead-heading" when, for example, the vehicle is outbound from the center to the clients to pick them up for center activities. The fact that trips/system-hour are lower than trips/vehicle-hour indicates that there is some time when the vehicle is available but not used--approximately 16% of the time. This is also apparent from comparing total system and total vehicle hours.

The variation in the senior, handicapped, and senior-handicpapped columns indicates that there may well have been some

errors in identifying different types of users. Only three months show any senior-handicapped and those are the only ones where there are no handicapped per se shown. If it is assumed that the handicapped and senior-handicapped are really the same thing (for this provider), then something less than five percent of the riders are handicapped.

The abrupt increase in number of trips in March, 1987 was sustained for April and May (not shown in the table) although the number decreased to just over 700 in June (April, May, and June, 1987 data are not shown) which is roughly the same as earlier months. The reasons for this dramatic increase and subsequent decrease are not known. The increase was accompanied by a sizable increase in miles traveled (and miscellaneous trips) but only modest increases in vehicle and system hours.

Figure 4.1 shows the destinations for a sample of trips provided by Latino Outreach. The numbered destinations in the figure are listed in table 4.2. As indicated earlier, the single biggest destination for this service appears to be the center itself. For the sample of 4521 trips, approximately 38% was center-oriented (table 4.2) which would appear to agree with the earlier contention made when trip purposes were considered. In table 4.2, shopping accounted for just over 20% of the trips with medical accounting for approximately another 25%. According to the trip purpose breakdown in table 4.1, the medical trips accounted for 21% of the total.

The service is basically a 24-hour advance reservation service. Radio contact is used to coordinate return trips when necessary (e.g., medical trips). Early in the program there had

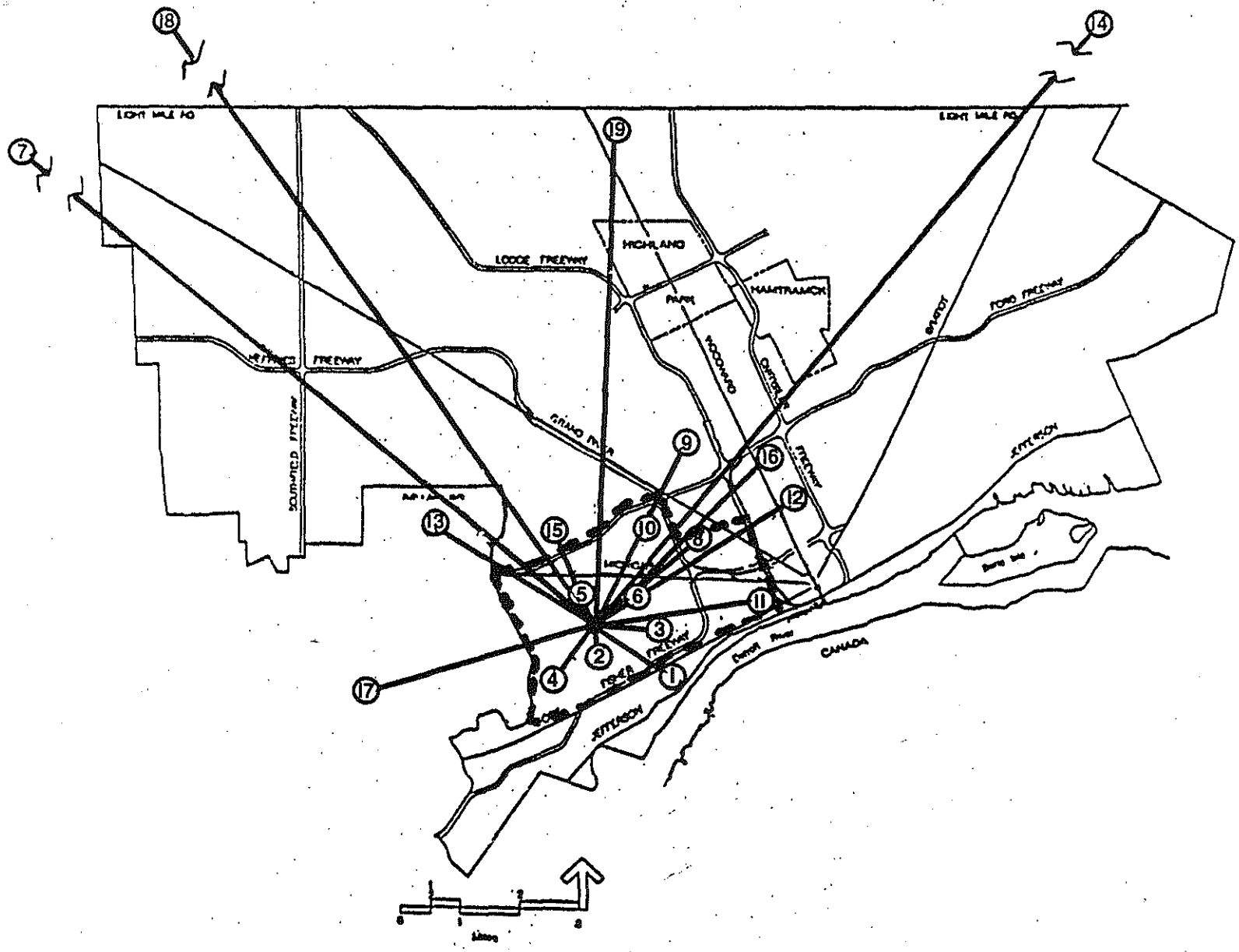

Figure 4.1 Latino Outreach Service Area and Trip Destinations (see tabel 4.2 for listing)

Table 4.2 Trip Destinations for Latino Outreach (1986)

Location #	Destination	No. Trips	% Trips
1	Latino Outreach Community Center	1706	37.74
2	Farmer Jack (Vernor at Central)	941	20.81
	7149 W. Vernor		
	7141 W. Vernor		
	7348 Gartner		
	7747 Navy		
	8121 Whittaker		
	1404 Livernois		
	1702 Evans		
	Focus Hope		
	1652 Infantry		
3	1490 Campbell	329	7.28
	1101 Military		
	1185 Clark		
	3648 W. Vernor		
	1528 Morrell		
	3506 Lafayette		
	2007 Hubbard		
4	8325 Navy	190	4.20
	8314 Calahan		
	8391 Longworth		
5	2565 Central	153	3.38
	2520 Central		
6	2352 Hammond	109	2.41
	3414 Cicotte		
	3418 Cicotte		
7	Lansing Senior Events (Lansing)	90	1.99
8	1320 18th	87	1.93
	Michigan Osteopathic Hospital		
9	Ford Hospital	82	1.81
	Herman Keifer Complex		
10	1402 24th	76	1.68
11	Joe Louis Arena	41	0.91
	Boblo Island Dock		
	1531 8th		
12	Receiving Hospital	37	0.82
	3800 Woodward		
13	6549 Schaefer	34	0.75
14	Lexington Parks & Shopping	33	0.73
	Port Huron Parks & Shopping		
15	5287 Proctor	30	0.66
16	Detroit Institute of Arts	28	0.62
17	15893 Southfield	27	0.60
	7125 Allen		
18	Oakland Community College	19	0.42
19	State Fairgrounds	18	0.40
Total Trips on Map		4030	89.14
	155 Other Locations	491	10.86
Total Trips		4521	100.00

been some problems with their vehicle but they were able to "cover" with their own vehicle. It should be noted that this sort of problem is potentially very troublesome for center or non-center-oriented services--the need for back-up is fairly critical for all providers. With the arrival of a second vehicle (a new mini-van), one vehicle was dedicated to medical trips and one to all other purposes. Although Latino Outreach had their own vehicle prior to their participation in LETS GO, the feeling was that most of the trips currently being serviced were either made by taxi or with friend, or, alternatively, not made at all. For special event outings, vehicles had been rented. The SEMTA connector service was seen as simply not being adequate.

The only person directly covered by LETS GO funds is the driver. Latino Outreach must provide the other driver, a supervisor, one person to take calls and schedule trips, and other administrative time.

4.1.3 Delray

The Delray service is significantly different than that provided by Latino Outreach. While many trips provided by both are center-oriented, Delray has a much higher proportion of special events trips (although this changed during the course of the analysis period), many of which are apparently in, or in close proximity to the neighborhood. It should be noted that Delray reported no service in May, 1986 so the analysis period is less than the others. Further, as indicated earlier, the Delray service area is considerably smaller than the others which would, for example, affect the typicaly trip length to a center activity.

However, even considering that adjustment, Delray provided significantly fewer, but considerably shorter trips than did Latino Outreach. Table 4.3 shows that special events accounted for the greatest number of trips. Medical trips accounted for about 14% which is somewhat less than Latino Outreach's 21%.

Delray's system hours were significantly lower than Latino Outreach's (an average of 135 hours per month versus 158) and vehicle hours were even lower (45 vs. 132) for an average usage ratio of 33% for Delray to 83% for Latino Outreach.

As illustrated in figure 4.2 and in table 4.4, Delray provided, on the average, much shorter trips, somewhat over one mile to Latino's two miles. The monthly and overall trips/vehicle-hour averages support the idea that many of the trips involved taking groups to special events, especially during the earlier months of operation of the service. In the last five months of operation (in the analysis period), there was a significant change in the service with the number of trips somewhat reduced and the number of trips/vehicle-hour decreasing as well.

The above notwithstanding, Delray appears to have provided reasonably efficient service when it was available. Later the relative efficiency of each provider is compared.

4.1.4 Brightmoor

Brightmoor's transportation service, described in table 4.5, has largely been a patchwork program in the past. At various times there has been a vehicle funded for daycare transportation, a van under another social services program, and a driver from yet another program. Transportation is,

Table 4.3 Delray Monthly Summary for Common Analysis Period

	Med	Shop	S.E.	Total Trips	Total Miles	Sys Hrs	Veh Hrs	Sr	Sr Hcap	Hcap	Trips/ Sys-hr	Trip Lgth	Trips/ Veh-hr	Trips/ Veh-mi
May 86	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jun 86	34	54	84	344	190	64	9	172	0	0	5.38	0.55	38.22	1.8105
Jul 86	20	22	226	536	362	128	31	268	0	0	4.19	0.68	17.29	1.4806
Aug 86	14	20	76	220	314	80	11.5	110	0	0	2.75	1.43	19.13	0.7006
Sep 86	30	54	170	508	694	116	21	300	0	4	4.38	1.37	24.19	0.7319
Oct 86	87	54	550	1382	1232	184	36	691	0	0	7.51	0.89	38.39	1.1217
Nov 86	62	12	114	376	743	128	71	188	0	0	2.94	1.98	5.3	0.5060
Dec 86	34	32	100	332	495	152	61	166	0	0	2.18	1.49	5.44	0.6707
Jan 87	22	28	132	364	481	160	72	182	0	0	2.28	1.32	5.06	0.7567
Feb 87	20	48	163	462	578	160	79	231	0	0	2.89	1.25	5.85	0.7993
Mar 87	28	22	84	268	345	176	54	134	0	0	1.52	1.29	4.96	0.7768
Total	351	346	1699	4792	5434	1348	445.5	2442	0	4	----	----	----	----
max	87	54	550	1382	1232	184	79	691	0	4	7.51	1.98	38.39	1.8105
min	14	12	76	220	190	64	9	110	0	0	1.52	0.55	4.96	0.5060
avg	35.1	34.6	169.9	479.2	543.4	134.8	44.55	244.	0	0.4	3.602	1.225	16.383	0.9355
s.d.	21.37	15.49	134.4	315.4	281.7	37.61	24.83	158.	0	1.2	1.7076	0.3977	12.816	0.3904

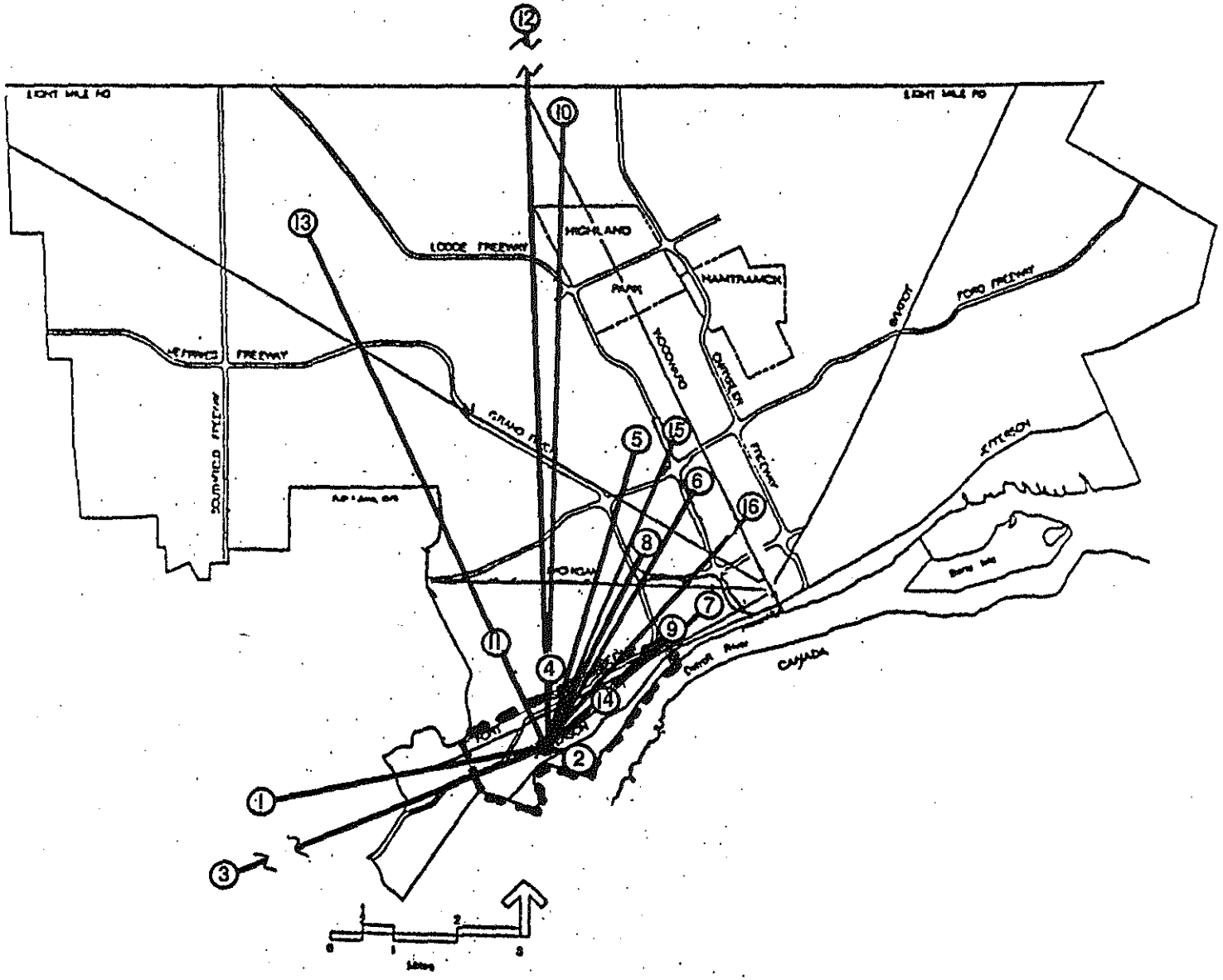

Figure 4.2 Delray Service Area and Trip Destinations
(see table 4.4 for listing)

Table 4.4 Trip Destinations for Delray (1986)

Location #	Destination	No. Trips	% Trips
1	Thunderbowl Lanes Sweden House	473	25.24
2	7914 W. Jefferson	403	21.50
3	Meijers Thrifty Acres (Southland)	220	11.74
4	S.E.R Metro	144	7.68
5	Ford Hospital William Center	114	6.08
6	Neighborhood Services Dept.	82	4.38
7	Cobo Hall	64	3.42
8	Michigan Osteopathic Hospital	63	3.36
9	Salvation Army	34	1.81
10	State Fairgrounds	32	1.71
11	Farmer Jack (Vernor at Central)	28	1.49
12	Detroit Zoo	24	1.28
13	Sinai Hospital	22	1.17
14	6060 Fort	22	1.17
15	Fisher Bldg.	18	0.96
16	Harper Hospital	12	0.64
Total Trips on Map		1755	93.64
	28 Other Locations	119	6.36
Total Trips		1874	100.00

Table 4.5 Brightmoor Monthly Summary for Common Analysis Period

	F&F	Shop	S.E.	Total Trips	Total Miles	Sys Hrs	Veh Hrs	Sr	Hcap	Sr Hcap	Trips/ Sys-hr	Trip Lgth	Trips/ Veh-hr	Trip/ Veh-mi
May 86	191	49	28	536	1236	168	109	176	0	92	3.19	2.31	4.92	0.4336
Jun 86	220	43	30	586	1309	168	115	198	0	95	3.49	2.23	5.1	0.4476
Jul 86	231	24	74	658	1494	168	120	179	64	86	3.92	2.27	5.48	0.4404
Aug 86	240	48	41	674	1575	168	130	241	0	96	4.01	2.34	5.18	0.4279
Sep 86	246	48	98	784	1735	184	148	274	0	108	4.26	2.21	5.3	0.4518
Oct 86	286	47	34	734	1266	184	144	265	0	102	3.99	1.72	5.1	0.5797
Nov 86	256	50	37	686	1487	144	119	245	0	98	4.76	2.17	5.76	0.4613
Dec 86	271	81	119	942	1372	152	132	362	0	119	6.2	1.46	7.14	0.6865
Jan 87	293	65	14	744	1275	160	122	265	0	107	4.65	1.71	6.1	0.5835
Feb 87	312	59	44	830	1094	160	135	303	0	112	5.19	1.32	6.15	0.7586
Mar 87	370	62	16	896	1400	176	145	305	0	143	5.09	1.56	6.18	0.64
Total	2924	576	535	8070	15243	1832	1419	2813	64	1158	----	----	----	----
max	370	81	119	942	1735	184	148	362	64	143	6.2	2.34	7.14	0.7586
min	191	24	14	536	1094	144	109	176	0	86	3.19	1.32	4.92	0.4279
avg	265.8	52.36	48.63	733.6	1385.	166.5	129	255.	5.81	105.2	4.4318	1.9363	5.6736	0.5374
s.d.	46.58	13.79	32.33	118.3	170.6	11.72	12.48	54.2	18.3	14.98	0.8192	0.3663	0.6374	0.1124

nonetheless, a vital part of the service that the center offers. The client group, mainly the elderly of the area which number from 4,000 to 6,000, has no convenient transportation that can be depended upon other than that provided by the center to access the center's programs and other special events such as shopping trips. The prevailing view is that SEMTA cannot provide the appropriate level of service to support the center, but could provide other, supplementary service for the area.

While SEMTA's funding was conceded as a problem, even if funded that service was still not seen as being able to meet the needs of the elderly in terms of passenger assistance--that is door-to-door assistance vs. curb-to-curb. Brightmoor's staff was quite concerned about the human dimension of transportation service and saw the non-assistance criterion of more conventional services as a characteristic problem.

Brightmoor's service was presumed to be the most center-oriented (no table or figure showing trip destinations were prepared), although the average trip length is comparable to Latino Outreach's. The trips/vehicle-hour figures indicate that the passenger loading is somewhat lower than the other centers--which seems reasonable for a center orientation.

Indeed, the "food and friendship" purpose is a center-oriented trip which accounts for almost three-quarters of the trips provided, the rest being shopping and special event trips. The shopping trips account for 14% of the total which is the same as Delray and somewhat less than the 20-25% indicated in the breakdown of Latino Outreach's sample. No medical trips were reported.

While the reported vehicle to system hours ratio is between the other two services, Brightmoor's 78% is significantly higher than Delray's 33%.

4.1.5 CRAC

The CRAC service is considerably more well-established and had the benefit of more than one vehicle in operation at all times--note that the average vehicle to system-hours (table 4.6) ratio is approximately 2.8 versus less than one for all of the other systems examined thus far. Similarly, the trips/system-hour is also quite high since the system, in this case, has multiple vehicles. CRAC (and SCAT) have been in operation for some time and the organization clearly had the benefit of this experience in running their program. It should also be noted that CRAC's service area is quite large (which in itself would account for longer trips).

The sample of reported trip purposes are dominated, by a significant margin, by medical trips as can be seen in table 4.6. Approximately 62% of CRAC's trips are medical-related versus the next highest, Latino Outreach at 21%. The smallest share for CRAC is represented by recreational trips at 12%--a significantly different orientation than the other three services in the DATC.

As might be expected given the orientation to medical trips, CRAC has the highest average trip length and lowest trips/vehicle-mile figures. Table 4.7 and figure 4.3 show that the destinations for CRAC trips are often quite far afield.

4.1.6 CAUSE

The service provided by CAUSE is separate from the DATC and is described in table 4.8. However, the service provided appears

Table 4.6 CRAC Monthly Summary for Common Analysis Period

	Med	Nutr	Rec	Total Trips	Total Miles	Sys Hrs	Veh Hrs	Sr	Hcap	Sr Hcap	Trips/ Sys-hr	Trip Lght	Trips/ Veh-hr	Trips/ Veh-mi
May 86	360	325	156	1682	5045	168	504	668	136	37	10.01	3	3.34	0.3333
Jun 86	377	253	75	1410	4413	168	504	465	146	91	8.39	3.13	2.8	0.3195
Jul 86	643	423	113	2358	5929	176	528	829	207	143	13.4	2.51	4.47	0.3977
Aug 86	506	304	129	1878	6354	168	504	688	191	60	11.18	3.38	3.73	0.2955
Sep 86	644	279	171	2188	6476	168	504	895	169	29	13.02	2.96	4.34	0.3378
Oct 86	853	299	148	2600	7274	184	552	988	275	37	14.13	2.8	4.71	0.3574
Nov 86	864	217	59	2280	5899	144	432	867	175	98	15.83	2.59	5.28	0.3865
Dec 86	657	279	176	2224	5609	160	480	721	277	106	13.9	2.52	4.63	0.3965
Jan 87	817	162	57	2072	9508	160	480	746	226	64	12.95	4.59	4.32	0.2179
Feb 87	833	220	159	2424	6920	160	367	769	367	76	15.15	2.85	6.6	0.3502
Mar 87	949	258	298	3010	9131	176	410	804	633	68	17.1	3.03	7.34	0.3296
Total	7503	3019	1541	24126	72558	1832	5265	8440	2804	809	----	----	----	----
max	949	423	298	3010	9508	184	552	988	633	143	17.1	4.59	7.34	0.3977
min	360	162	57	1410	4413	144	367	465	136	29	8.39	2.51	2.8	0.2179
avg	682.0	274.4	140.0	2193.	6596.	166.5	478.6	767.	254.	73.54	13.187	3.0327	4.6872	0.3383
s.d.	192.1	64.51	64.96	416.7	1496.	10.12	52.00	131.	135.	32.67	2.4273	0.5544	1.2665	0.0491

Table 4.7 Trip Destinations for CRAC (1986)

Location #	Destination	No. Trips	% Trips
1	Northeast Guidance Center	4386	18.97
2	St. Rose	4034	17.46
	Brewer Center		
3	St. John & St. Clair Prof. Bldg.	3527	15.26
	Farmer Jack (Mack at Moross)		
	Kroger (Mack at Moross)		
4	4210 St. Antoine	2715	11.75
	Rehabilitation Institute		
	Childrens Hospital		
5	Focus Hope	1626	7.03
6	Farmer Jack (Harper at 9 Mile)	1509	6.53
	K-Mart (Harper at 9 Mile)		
	A&P (Harper at 9 Mile)		
7	Samaritan Hospital	1060	4.58
	SCAT Senior Club		
8	Hutzel Hospital	714	3.09
9	Eastland Shopping Center	548	2.37
	Eastland Professional Bldg.		
10	Ford Hospital	460	1.99
11	Randazzo's Produce	242	1.05
12	YMCA (Reuther Senior Center)	228	0.99
13	Butzel Center	200	0.87
14	Bon Secours Hospital	190	0.82
	Cottage Hospital		
15	20845 Mack Ave.	168	0.73
16	Macomb Mall	120	0.52
17	Deaconess Hospital	84	0.36
	Doctor's Hospital	42	0.18
18	21501 Kelly Rd.	46	0.20
Total Trips Shown		21899	94.74
	Michigan National Bank	326	1.41
	Miscellaneous Doctor Rides	262	1.13
	First of America Bank	202	0.87
	National Bank of Detroit	188	0.81
	Comerica Bank	140	0.61
	Manufacturers Bank	42	0.18
	Bloomfield Savings	40	0.17
	First Federal Bank	16	0.07
Total Trips not Shown		1216	5.26
Total Trips		23115	100.00

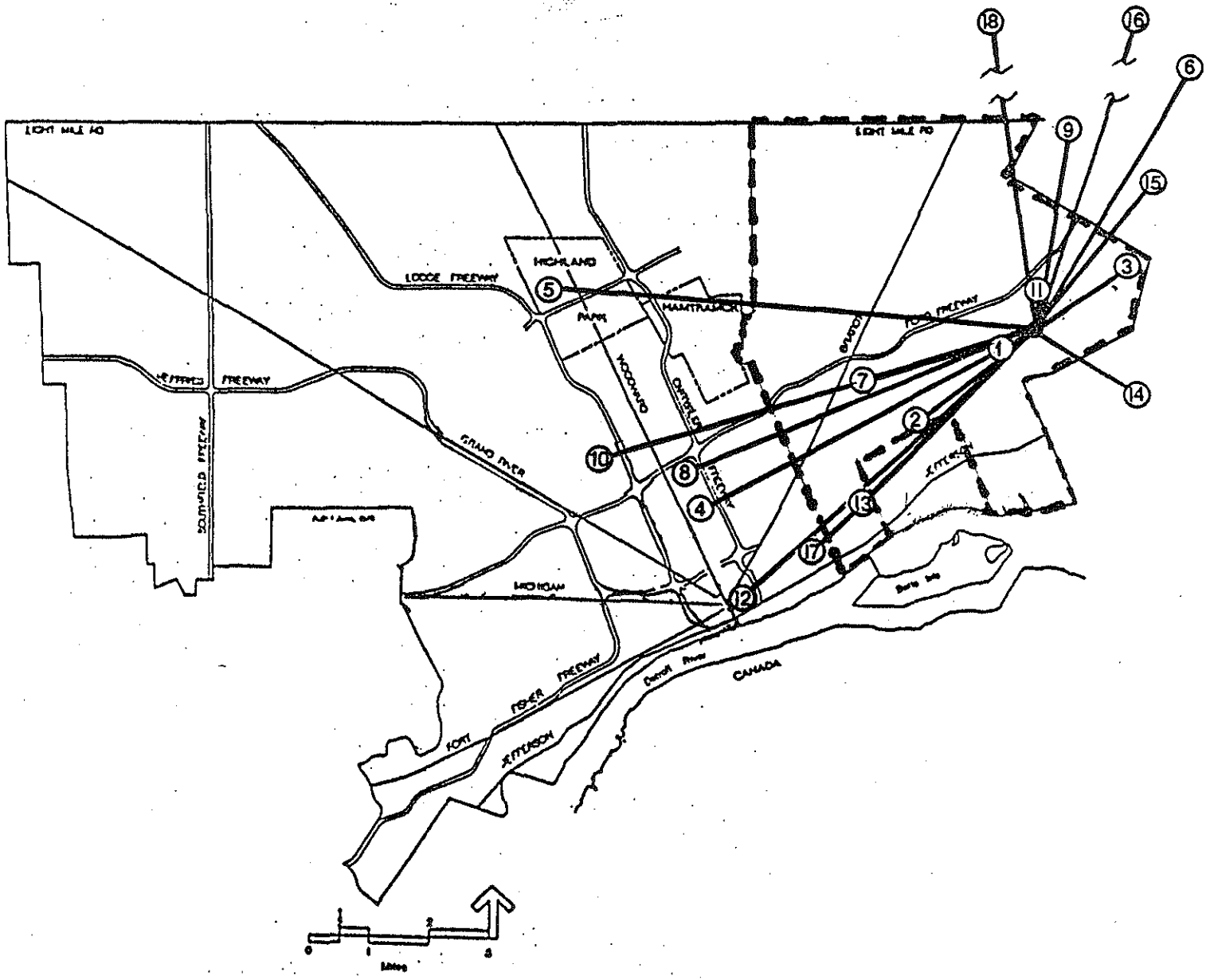

Figure 4.3 CRAC Service Area and Trip Destinations
(see table 4.7 for listing)

Table 4.8 CAUSE Monthly Summary for (partial) Common Analysis Period

	Oth	Util	Bank	Shop	Recr	Nutr	Med	Total Trips	Total Miles	Sys Hrs	Veh Hrs	Sr	Hcap	Sr Hcap	Trips/ Sys-hr	Trip Lgth	Trips/ Veh-hr	Trips Veh-m
Sep 86	0	0	16	129	95	263	397	900	4067	168	412	0	1	88	5.36	4.52	2.18	0.221
Oct 86	0	0	28	54	196	253	689	1220	5556	184	520	0	0	113	6.63	4.55	2.35	0.219
Nov 86	0	5	12	79	67	376	493	1032	4981	152	448	0	0	75	6.79	4.83	2.3	0.207
Dec 86	2	12	20	85	100	245	550	1014	4354	61	435	0	0	73	6.32	4.29	2.33	0.232
Jan 87	22	4	14	135	36	308	700	1219	5183	152	486	0	0	90	8.02	4.25	2.51	0.235
Feb 87	93	10	9	107	28	366	782	1395	6200	160	474	0	0	193	8.72	4.44	2.94	0.225
Mar 87	119	4	12	91	41	284	846	1397	6037	176	449	0	0	136	7.94	4.32	3.11	0.231
Total	236	35	111	680	563	2095	4457	8177	36378	1053	3224	0	1	768	----	----	----	----
max	119	12	28	135	196	376	846	1397	6200	184	520	0	1	193	8.72	4.83	3.11	0.235
min	0	0	9	54	28	245	397	900	4067	61	412	0	0	73	5.36	4.25	2.18	0.207
avg	33.7	5	15.8	97.1	80.4	299.	636.	1168.	5196.	150.	460.	0	0.1	109.7	7.111	4.457	2.531	0.224
s.d.	46.8	4.24	5.91	26.5	53.9	49.3	149.	178.6	744.0	38.1	33.0	0	0.3	39.73	1.077	0.185	0.327	0.008

to be most similar to CRAC's since the dominant trip purpose is medical. Likewise, the average trip length is the longest of any of the providers and very consistent month-to-month (the standard deviation is quite low relative to the others).

Again, it is seen that the high proportion of medical trips (which are typically destined out of the neighborhood) lead to low values of trips/vehicle-mile. Also like CRAC, CAUSE also had multiple vehicles available.

Table 4.9 shows a sample of destinations and figure 4.4 shows the distribution of destinations relative to the CAUSE service area.

Referring to table 4.10, CAUSE can be compared directly to the other providers individually and with DATC in general. In should be borne in mind that CAUSE operated for only the last seven months of the common analysis period although the last four statistics are ratio forms which implicitly account for some differences in total operations.

4.1.7 General Comments on DATC and CAUSE Services

As illustrated above, each of the services offered by the community groups differs along one or more dimensions. For example, Brightmoor is center-oriented with "food and friendship" (center activity) trips, while CRAC and CAUSE are non-center-oriented with medical trips as a primary focus.

A complete economic evaluation is quite difficult since it is virtually impossible to arrive at the real costs of providing the services by any of the groups. (However, it should be noted that a brief cost analysis is provided in a later section.) Furthermore, the services are different, and the number of

Table 4.9 Trip Destinations for CAUSE (40-day sample)

Location #	Destination	No. Trips	% Trips
1	Children's Hospital	329	26.77
	4201 St. Antoine		
	3800 Woodward		
	4160 John R.		
	Urban League		
	261 Mack		
	Mack & John R.		
	Harper Hospital		
	26 Peterboro		
	Woodward & Peterboro		
2	Henry Ford Hospital	266	21.64
	Rosa Park & Euclid		
	Williams Center		
	14th Street Clinic		
	Herman Keifer Complex		
	2100-2400 W. Grand		
3	Focus Hope Livernois	176	14.32
	Livernois & Vernor		
4	Kronk Community Center	74	6.02
	3704 Junction		
5	Hutzel Hospital	43	3.50
6	Focus Hope Oakman	43	3.50
	1200 Oakman		
	Metropolitan Hospital		
7	Perry Drug's (Griswold)	38	3.09
	1550 Woodward		
	1414 Broadway		
	McNamara Federal Building		
8	Bruce Douglas Health Center	37	3.01
9	Mt. Carmel Hosptial	31	2.52
	Sinai Hospital		
10	8305 Grand River	17	1.38
11	Wayne County Comm. Col.	17	1.38
12	General Motors Building	16	1.30
13	Farmer Jack (G.R. & War.)	14	1.14
	Grand River and Warren		
14	Southwest Detroit Hospital	8	0.65
Total Trips on Map		1109	90.24
	52 Other locations	120	9.76
Total Trips		1229	100.00

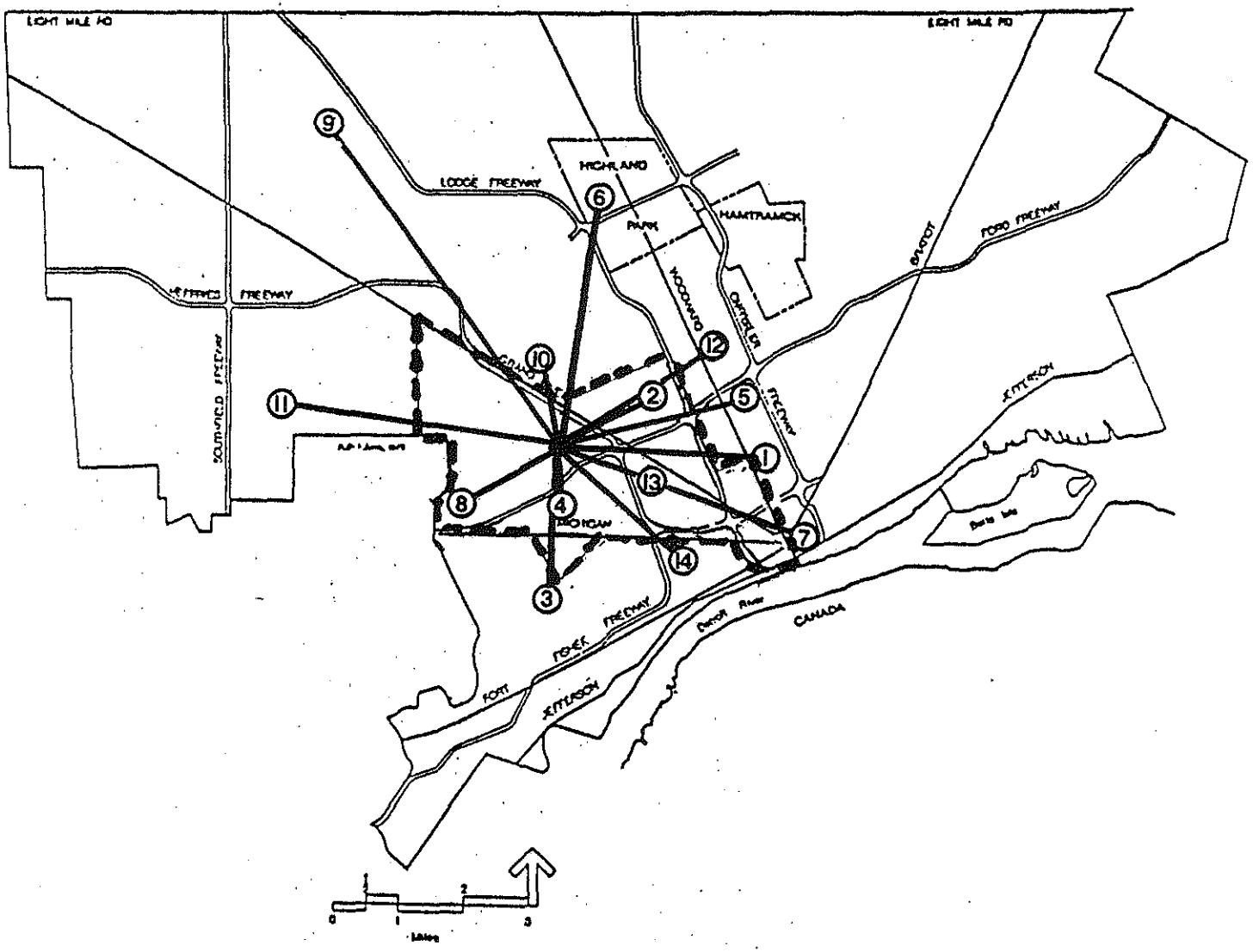

Figure 4.4 CAUSE Service Area and Trip Destinations
(see table 4.9 for listing)

Table 4.10 Comparison of DATC Providers, CAUSE, and SEMTA

Provider	Total Trips	Total Miles	System Hours	Vehicle Hours	Trips/ Sys-hour	Trips/ Veh-hour	Trip Length	Trips/ Veh-mile
SCAT	24126	72558	1832	5265	13.18	4.687	3.032	0.338
Brightmoor	8070	15243	1832	1419	4.431	5.673	1.936	0.537
Delray	4792	5434	1348	446	3.602	16.38	1.225	0.9355
Latino	8974	18072	1736	1453	5.139	6.1363	2.1636	0.5089
Overall	45962	111307	6748	8583	6.81120	5.355004	2.4217	0.41293
CAUSE	8177	36378	1053	3224	7.76543	2.536290	4.4488	0.22477
SEMTA CS	612255	2621111	----	120725	----	5.071484	4.2810	0.23358
SEMTA CC	260404	525257	----	40430	----	6.440860	2.0170	0.49576

vehicles available is different (both in terms of reliability and the actual number of vehicles available). Therefore, perhaps a better indicator of how efficient the service is the trips/vehicle-mile statistic. This number essentially normalizes for vehicle availability and provides a (limited) base for comparing different services. Table 4.10 shows a brief comparison of the DATC providers and CAUSE on the basis of the summary statistics for the analysis period. The fact that the Delray service was available for a shorter time is, therefore, important when the totals are concerned, but is implicitly considered in the ratios. This point notwithstanding, the results are somewhat surprising.

In terms of efficiency (most trips per vehicle-mile), Delray is providing the best service. This is due to the larger number of trips that are provided to "special events" when the vehicle is most likely to be filled and with probably very little dead-heading. CRAC and CAUSE are least efficient given that they are carrying a fairly large number of people to diverse destinations (hospitals, clinics, and so forth). This sort of trip presumably requires a lot of dead-heading. This efficiency measure should be interpeted with caution. For example, an uncritical acceptance of it implies that recreational trips (i.e., a typical special event) are equally important as medical trips. The difference in the relative sizes of the providers' service areas will also affect trip length: Delray's is small which would typically result in shorter center-oriented trips, while CRAC's is large resulting in longer center-oriented trips.

Trips/vehicle-hour is also normalized for the number of

vehicles and how long they are on the road. Again, Delray comes out most favorably--presumably for the same reasons as above. Brightmoor and Latino Outreach offer services that are most similar to one another and their operating statistics are similar as well.

4.1.8 Comparison of DATC, CAUSE, and SEMTA Connector Services

Also shown in table 4.10 are summary figures for the SEMTA-sponsored community connectors (SEMTA CC) and general connector services (SEMTA CS). While the time periods for the SEMTA services are significantly different, which indicates that the totals should not be compared, the efficiency statistics are essentially normalized. In each instance the SEMTA figures fall within the overall range established by CAUSE and the DATC providers. That is, the services are largely comparable--it would appear that SEMTA is meeting (or attempting to meet) a very similar need in the communities in which it operates.

While the above provides some insight into how service could be "improved," the more important point is that all of these providers would rightfully argue that they are providing a needed service in their respective communities. But, it stands to reason that if each of these services is important in the respective neighborhood, the type of trip should be important to all of the neighborhoods. That is, CRAC, for example, with its emphasis on medical trips may be ignoring needed center-oriented trips. On the other hand, Brightmoor and Latino may be ignoring some needed medical trips to destinations outside of their neighborhoods. To assume otherwise is to assume that the demographics of the neighborhoods and/or the needs of the clients

in each neighborhood are radically different. It would seem, therefore, that the full scope of the need for such services is demonstrated when the communities are examined in the aggregate. It is then that it is seen that certain needs are probably not being met in specific neighborhoods (e.g., recreation in the CRAC service area, medical trips in Brightmoor's).

The conclusion from the above is that while in some qualitative sense each of the providers is delivering a needed service, it is likely that another need is not being met. The argument for expanded (more comprehensive) service in each of the neighborhoods is, therefore, supported.

4.1.9 A Comparison of Service Costs

As indicated earlier, a comprehensive cost analysis is very difficult to do. The reasons for this include: capital costs are not known, and neither the complete extent of provider contributions to the program nor the associated assignable costs are known. However, based on reported costs (to UPTRAN) some cost-effectiveness measures have been developed. These are shown in tables 4.11 (CAUSE) and 4.12 (DATC). No comparable figures were obtained from SEMTA. The figures reported do not contain complete start-up costs nor any considerations as noted above. Therefore the cost-related figures reported are all on the conservative side (actual costs would be significantly higher).

The overall costs per vehicle-hour of operation are approximately $22.50 for CAUSE and $20.00 for DATC. Costs per trip are higher for CAUSE, $8.71, than for DATC, $4.77, which is probably due to the difference in the type of trip being provided. A breakdown of DATC by provider would show a

Table 4.11 Cost Summary for CAUSE

Month	Trips	Total Costs	Fares	Avg Fare	Veh Hrs	Total Miles	Trip/ Veh-hr	Cost/ Veh-hr	Cost/ Trip	Cost/ Mile	Fare/ Cost	Trip Lgth
Aug 86	122	5427	68	0.56	82	822	1.5	66.18	44.48	6.60	0.01	6.74
Sep 86	901	7002	280	0.31	411	4067	2.2	17.04	7.77	1.72	0.04	4.51
Oct 86	1220	11194	425	0.35	520	5556	2.3	21.53	9.18	2.01	0.04	4.55
Nov 86	1032	11058	448	0.43	448	4981	2.3	24.68	10.72	2.22	0.04	4.83
Dec 86	1014	9806	286	0.28	435	4354	2.3	22.54	9.67	2.25	0.03	4.29
Jan 87	1221	9668	488	0.40	486	5183	2.5	19.89	7.92	1.87	0.05	4.24
Feb 87	1395	9314	508	0.36	474	6200	2.9	19.65	6.68	1.50	0.05	4.44
Mar 87	1397	9356	478	0.34	449	6037	3.1	20.84	6.70	1.55	0.05	4.32
Apr 87	1477	12334	479	0.32	475	6347	3.1	25.97	8.35	1.94	0.04	4.30
Total	9779	85159	3460	0.35	3780	43547	2.6	22.53	8.71	1.96	0.04	4.45

Table 4.12 Cost Summary for DATC

Month	Trips	Total Costs	Fares	Avg Fare	Veh Hrs	Total Miles	Trip/ Veh-hr	Cost/ Veh-hr	Cost/ Trip	Cost/ Mile	Fare/ Cost	Trip Lgth
Jan 86	862	3742	90	0.10	360	2797	2.4	10.39	4.34	1.34	0.02	3.24
Feb 86	1313	4841	118	0.09	480	3799	2.7	10.09	3.69	1.27	0.02	2.89
Mar 86	2682	6225	1010	0.38	571	5757	4.7	10.90	2.32	1.08	0.16	2.15
Apr 86	2946	22442	1146	0.39	705	5540	4.2	31.83	7.62	4.05	0.05	1.88
May 86	2798	15312	1002	0.36	767	7463	3.6	19.96	5.47	2.05	0.07	2.67
Jun 86	2581	14254	264	0.10	750	7172	3.4	19.01	5.52	1.99	0.02	2.78
Jul 86	3655	18208	1578	0.43	823	9280	4.4	22.12	4.98	1.96	0.09	2.54
Aug 86	3206	11875	1255	0.39	783	9659	4.1	15.17	3.70	1.23	0.11	3.01
Sep 86	3802	18677	182	0.05	837	10912	4.5	22.31	4.91	1.71	0.01	2.87
Oct 86	4569	11891	879	0.19	879	4269	5.2	13.53	2.60	2.79	0.07	0.93
Nov 86	3796	17379	128	0.03	765	9633	5.0	22.72	4.58	1.80	0.01	2.54
Dec 86	3926	29136	2035	0.52	773	8715	5.1	37.69	7.42	3.34	0.07	2.22
Jan 87	3854	12623	980	0.25	807	13011	4.8	15.64	3.28	0.97	0.08	3.38
Total	39128	186605	10667	0.27	9300	98007	4.2	20.07	4.77	1.90	0.06	2.50

differential with CRAC probably being the highest (and comparable to CAUSE). The cost per mile of operation is just under $2.00 for both DATC and CAUSE which indicates that the vehicles are costing about the same to have on the street (this figure tends to be independent of trip purpose and length since most of the travel, regardless of trip purpose and length, is on city streets). Neither system covers an appreciable amount of the costs associated with the service.

From the above it seems reasonably clear that fares will never cover costs--the service must have large-scale subsidies from somewhere. The current best opportunity appears to be a formal linkage with health-care providers where significant costs can be recovered. It is possible, given the above cost figures, that some cross-subsidization within the providers' services could occur if the health-care-related trips could be paid for by the health agency. That is, a "profit" could be realized from medical-related trips which would then cover at least some of the costs of providing other kinds of trips within DATC and CAUSE service areas.

Some cost figures from other programs were recently published by Adiv (in *Transportation Research Record (TRR) 1098*: Issues in Providing Mobility for the Transportation Handicapped, 1986). In Austin, Texas similar (to here) public services cost about $10.80 per trip versus $5.00 by taxi. In San Antonio, Texas, the public-provided service cost $9.75 per trip versus $4.10 for a private provider of handicapped services. In Ann Arbor, Michigan a special public/private-sponsored lift-equipped bus provided trips at about $10.90 per trip versus about $4.75

for taxi. It should be noted that the Ann Arbor costs apparently did not include any consideration of capital investment. It is not known whether the Texas figures included them or not. The Ann Arbor costs can be compared with an estimated $50 per trip for one passenger per trip service ($25 for two persons per trip) provided by the (public) Ann Arbor Transit Authority (AATA). Again, it is not known whether the AATA included consideration of capital costs.

In the same *Record*, there was also a review of SCAT operations by Fondriest wherein it was stated that SCAT is self-sufficient and an example of privatization of service (although virtually all of the reported funding was from public sources including MDOT, SEMTA, and the Michigan Department of Labor among others). However, very little cost information was reported. It is nonetheless clear that CRAC (and/or SCAT) is a principal provider of services in the area and has taken substantive steps to obtain funding from a variety of sources.

While direct comparison of the costs in table 4.11 and 4.12 with those reported above is problematic, it would appear (at least superficially) that the costs being incurred by DATC and CAUSE appear to be "competitive" with those reported elsewhere. While the capital cost of vehicles seems to be consistently overlooked by many providers, the DATC and CAUSE figures are presumably artificially low compared to some of the others because of, for example, some driver salaries being covered by the providers themselves and many administrative costs being not reported. Nonetheless, the conclusion must be that at the current time the costs being reported are similar to or lower

than comparable services elsewhere.

4.2 A QUALITATIVE REVIEW OF LETS GO

The quantitative statistics concerning DATC and CAUSE services represent only one view of what is needed by, and offered to the neighborhoods. The services are unique in that they are the only option for many of the clients. Indeed, one of the most important aspects of the services provided is the "personalized," literally door-to-door nature of the pick-up and delivery of the clients. This is also a major difference between the service that is offered under the auspices of the LETS GO program and that which might be considered as a substitute (e.g., SEMTA connector service or subsidized taxis). As currently structured, the substitutes would almost assuredly <u>not</u> provide the level of service that is currently being delivered. This is due to several factors: liability, unionization of drivers, and general working rules.

Numerous riders were interviewed during the course of the project--some were actually riding on the buses while others were interviewed at the various centers. What follows then is anecdotal information which reflects comments characteristic of those received concerning all of the services. While individual services are indicated, the comments were selected because they are illustrative in general. The following is not meant to be quantitative in nature, but it does provide for another, and important, viewpoint.

> Patron A had his left leg amputated at the knee after an accident a year ago. Patron B broke his leg a few weeks ago. Both are undergoing treatment at Ford Hospital in Detroit. Both rely on CAUSE for transportation two or three times a week. Before A found out about CAUSE, he had been relying on friends or taxicabs for transportation. He'd

found that sometimes cab drivers won't deal with a wheelchair. If they will, it's an arduous task for John to climb out of his wheelchair into the back seat and trust the driver to fold his wheelchair and place it in the trunk of the cab carefully. The same process is followed when he rides with friends. He can save some money that way, but his friends "aren't always available when I need them." A has only made four or five trips to Ford Hospital, and says he doesn't have any idea how he would keep his appointments if CAUSE didn't exist. Patron C is A's mother, and she accompanies him to Ford when possible. She says the CAUSE drivers are "great at helping folks into the bus".

Patron D is a student at Wayne County Community College (WCCC). She has birth defects that have given her dwarfed limbs and confined her to a wheelchair. She started taking classes at WCCC about a year ago and used SEMTA to get to them. SEMTA provides a service for those needing special assistance, but that requires a week's advance notice for a trip, and a one-way ride from her apartment to WCCC costs $1.50 (about 2 miles). The drivers for SEMTA were often impersonal and sometimes rude, and the service was not reliable. "I flunked all my classes one term because I couldn't get to them," she says. Gwen started using CAUSE in February after a friend told her about the service. Now she uses CAUSE daily, thinks the service is "very nice," and she's happily grown used to it. If CAUSE ceased to exist, she'd go back to SEMTA, but with regret.

Patron E is an elderly man with a bad leg. He makes periodic trips to Sinai Hospital for rehabilitation therapy. His daughter used to take him to the hospital, but since she was a night shift worker the loss of sleep put a strain on their relationship. A friend informed him about CAUSE a few weeks ago, and E started using the service, much to his daughter's delight. If the service were stopped, he's afraid he'd have to ask his daughter to start driving him to the hospital again. He says he might try SEMTA or taxicabs, but he can't afford to. He lives in a high-rise housing project for the elderly, and doesn't have any other transportation needs.

Driver A drives a mini-bus for one of the providers. Like other drivers interviewed, he enjoys his job since he emjoys both driving and helping people. His only dissatisfaction is that, due to bureaucratic red tape, his paychecks don't always arrive as promised. His day-to-day routine seems to be quite similar to drivers for the other LETS GO providers in terms of the situations encountered. Some of the problems include passengers having to wait to be transported back from medical facilities to their residences and out-of-service vehicles.

Patron F had never used the DATC program before. She'd always counted on a church organization for shopping trips and friends' help for other transportation needs. Her

neighbor recently informed her about CRAC, and she decided to try the service, since she had a doctor's appointment and nobody to take her. If she hadn't known about CRAC, she would have rescheduled her appointment and hoped she could find a friend who would drive her. After double-checking the return trip arrangement (a phone call to a CRAC dispatcher, who would schedule a driver to pick her up) F stated that she'd like to continue using CRAC.

Patron G was waiting at the curb, although she had no complaints about the response time to her call. At age 75, she receives frequent treatment for cataracts, glaucoma, and diabetes. She uses CRAC three or four times a week to travel to her appointments as well as an occasional shopping trip. Before a friend at church told her about CRAC she relied on her daughter, grandson, or SEMTA for her transportation needs. She is still fighting to be independent, although her age and medical problems are causing her to lose the battle. Not only does asking her family to transport her wound her pride, it often also means lost time at work for them. Mrs. Jones used to walk or ride the bus when she could, but now she is nearly blind, and crossing even a residential street is a real hazard. CRAC has made it possible for her to continue making necessary trips, and she says, "I thank God for it because I really need it."

Many of the Brightmoor neighborhood's original residents still live there, although the suburban atmosphere has been replaced with urban-like decay. The Westbrook Group Home is a few hundred yards from a railroad right-of-way where the stripped remains of stolen and abandoned cars lie in overgrown weeds. A dozen elderly ladies live at and run the home, about half a mile from the Brightmoor Community Center. They are a few of the people who participate in programs at the center. The programs range from social and entertainment gatherings to medical services; on certain days doctors will spend time giving checkups at the center. The members of the Westbrook Group Home are unanimously enthusiastic about the center and the bus that has become their link with the rest of the world. Before the Brightmoor Community Center acquired a transportation service, many of these women walked there. Now, the problems of aging make the walk seem longer, and the rising rate of street crime makes the walk less safe. If they had no means of transportation to the center other than walking, many of them just couldn't go any more.

In general, it was noted that the drivers and passengers typically had a very good relationship: the drivers knew their passengers and vice versa. One of the real problems in considering large-scale enhancements of E&H services is what

happens to this sort of bonding that typically is only achieved with local control of the service.

While the above comments were gathered from users of the systems and are quite compelling in their own right, there are several points that need to be made. First, the services being offered are clearly important to the clients who are taking advantage of them. Second, the comments regarding SEMTA services are not particularly positive, although several were based on heresay. Further, it is not clear whether the comments refer to SEMTA connector service or line-haul (although the former is assumed) and, moreover whether the comments pertain to the SEMTA service before or after the recent budgetary problems. And, last, there is clearly the need for a variety of types of service, although some priority-response may be necessary for the providers.

4.3 ORGANIZATIONAL ISSUES IN MAINTENANCE AND EXPANSION OF SERVICES

The last major area of concern in the analysis, and perhaps the hardest to accurately represent, is the general organizational (and political) climate in which the LETS GO program exists. During the course of the review, numerous meetings were held with representatives of UPTRAN, SEMTA, the providers themselves, UCS, and the Detroit Senior Citizens Department. While most had a similar opinion on the need for E&H services in Detroit, there were varying views on which agencies were best-suited to provide it and even on how the LETS GO program came into being in the first place. It is not the intent here to "name names," but it seems reasonably clear that not every group has the same agenda when the provision of

transportation services is considered.

In general, UPTRAN was approached with the idea of funding a special purpose, pilot transportation program in Detroit with the goal of meeting the "unmet need" for assisted transportation services. There appear to be several versions regarding who actually provided the initial catalyst in this regard but, suffice it to say, the contact was made. UPTRAN was contacted because of a lack of money in other social service-oriented programs. Further, there was the feeling that SEMTA was unable to meet this need for any one of a variety of reasons but presumably primarily because of funding problems. There also seemed to be an undercurrent of SEMTA being somewhat impersonal--a question of local versus "big government" control. The door-to-door assistance issue was also of primary concern given the nature of the client groups.

Because of problems with UPTRAN not being able to contract directly with the actual providers of the service, a rather imaginative, if circuitous, administrative structure evolved which saw, for example, all monies flowing through the City of Detroit's Senior Citizen Department to, in one case, a central clearinghouse agency and then to the providers, and, in the other case, from the city to the provider.

For some of the actual providers, the idea of a central coordinator is seen as a blessing of sorts which relieves the neighborhood-based agency of considerable bureacratic "hassle." Another, however, saw the delays in getting the needed monies (e.g., to pay the drivers) through the pipeline as the hassle. This is not so much an indictment of the structure as it is a

real difference in the needs of different providers.

All of the DATC participants saw real advantages in the coalition idea in terms of "strength in numbers" when UPTRAN (or potentially other groups) needed to be approached. At the same time, there was some disagreement as to whether or not the coalition should be more formalized or expanded (i.e., new members). One view had this as more numbers, more strength. Another saw a relatively small number of resources being divided into smaller and smaller portions.

While most providers had a relatively pessimistic view of SEMTA's present, past, and future responsiveness to the transportation problems being considered, SEMTA's view was, understandably much more positive. SEMTA viewed their limited successes in providing such service as primarily a funding problem. DDOT, on the other hand, was never really mentioned as being an active participant (either currently or in terms of any future role) in providing this sort of demand-responsive service to special client groups. Their's is line-haul service which is likely to remain that way.

One of the original goals of this program was to evaluate whether the providers could become "self-sufficient" in terms of provision of this service. It would seem that much, if not most, of the service being provided under the auspices of the LETS GO program would simply not be offered if the funding were to be withdrawn. Indeed, these providers had turned to UPTRAN <u>because</u> there were no other funding sources for the needed transportation services. As indicated earlier, the question then becomes one of whether UPTRAN should, or can become involved with long-term

support of such programs.

It seems reasonably clear that there is an unmet need for E&H services in Detroit and much of the metropolitan area (and other urban areas as well--e.g., Lansing, Grand Rapids). There are several dimensions to this demand. The client group is typically poor and often lives in relatively unsafe areas. The needed trips are for several purposes ranging from opportunities for special events through shopping and "food and friendship" to medical. While a priority could be placed on different types trips, medical-related trips would seem most important in general, some sort of dependable public transportation is clearly a vital aspect of life for the client groups if their lifestyle is going to approach their richer, safer, and healthier counterparts in more fortunate circumstances. This need exists in a context of typically diminishing funding from transportation and social service agencies alike. The need is unquestionably there and the service should be expanded.

Assuming that increased funding was available from UPTRAN or some other agency, the question becomes how those funds (and/or other resources) could best be parceled out among competing agencies.

While it seems clear that local delivery of services has the great advantage of a personalized service that is important for the client group, it is not at all clear that the individual social service agencies are either providing all of the needed services or could accommodate the needed expansion. Further, it is not at all clear that simple expansion of the current coalition of agencies (or combining, for example, DATC and CAUSE)

would necessarily lead to more efficient or more comprehensive services.

This situation logically requires a reconsideration of SEMTA's role in the provision of such services. Although SEMTA's operating costs were not obtained, it seems clear that delivery of services by SEMTA would, at least (and perhaps only) in the short term, increase per trip costs. However, there are several very positive aspects to a scenario where SEMTA has the lead role in delivering E&H services. These include: SEMTA already has similar established programs in place; it is one of the prime line-haul service providers in the area; it has (or would have) the resources to shuffle between agencies in the event of short-term heavy demand, equipment problems, and so forth; and it has the management and control mechanisms required for a large-scale program in place. SEMTA could also fulfill the role of local arbiter when resources are to be divided among communities. The most significant negative aspects of SEMTA taking on this role include the aura of "big government intervention" and the loss of the personalized and assisted services currently being offered.

It is argued here that SEMTA should receive an opportunity to take this lead role in the context of coordinating the services. That is, SEMTA should have the primary administrative and managerial role for provision of E&H services. The actual delivery of services would be left to the local agencies. Several actual operating scenarios are possible. For example, drivers would be hired by the local delivery agency but paid directly by SEMTA; all vehicle maintenance would be handled by SEMTA directly; SEMTA would provide back-up and extra vehicles;

trip scheduling would be done locally by persons partially covered by SEMTA. Alternatively, all personnel could be hired and administered at the local level with the agency having a contract with SEMTA to actually deliver the services using SEMTA-owned vehicles. Whatever the scenario, the net result of SEMTA involvement should be a smoother delivery of more comprehensive services without compromising the personalized nature of the service.

In further support of the above contention, it is hard to believe that the current administrative arrangement will continue to be productive over time, especially if the number of providers involved and/or the service provided increases.

Over the long term, the alternative of simply expanding the existing services will eventually result in a patchwork of uneven service or, alternatively, if acceptable service continues, a large-scale agency that competes with SEMTA for scarce funds. Neither of these alternatives seems to make sense in an era of plentiful resources, let alone when resources are scarce.

This conclusion can be generalized to other areas. If an established transportation provider exists, primary consideration should be given to that agency providing the assisted E&H service directly, or alternatively (and especially if the area is relatively large) to that agency assuming the key coordinating role with the actual provider being an agency which is actively dealing with the client groups.

5.0 SUMMARY AND CONCLUSIONS

The provision of assisted E&H services in Detroit and other urban areas is clearly needed--there is a sizable population that does not currently receive adquate transportation service benefits. The UPTRAN (MDOT)-funded LETS GO program is an attempt to deliver this service to selected communities in Detroit and elsewhere. The review here was limited to the consideration of the first two projects in Detroit: DATC and its constituent members, and CAUSE.

A substantial service is being delivered by these providers although it is unlikely that any of them is completely meeting the need in their respective neighborhoods. This is indirectly demonstrated by noting that there is a significant variation in the types of trips being serviced in the different neighborhoods, and, yet, all of the services are being "consumed." Thus, it is argued that, for example, there is an unmet need for medical trips in neighborhoods were the emphasis is on social service center-activity trips. Conversely, there is a need for "food and friendship" trips in neighborhoods where the emphasis is on medical trips.

Given that the demand for assisted E&H services is established, the principal questions concern how best to deliver the service. It is the contention here that such services should be expanded both in scope (a more comprehensive service needs to be offered) and geographically (there are other neighborhoods which need such service).

In light of the above, the recommendations resulting from the review of the LETS GO program are:

1. Assisted (as opposed to curb-to-curb) transportation services should be expanded in Detroit and other areas for specific client groups, specifically the elderly and handicapped.

2. There needs to be more work done on the assessment of the scope of the demand both in terms of the services offered and the spatial distribution of the clients.

3. Regardless of the form of any future funding, funding agencies need to explicitly specify to the providers which data must be collected and how collection is to be done. This is not only so that the providers' service delivery can be evaluated, but also so that ongoing need assessment can be made to support, for example, requests for additional resources.

4. Established funding agencies (e.g., UPTRAN) and providers (e.g., SEMTA) need to be made aware of the real needs of the client groups.

5. Local providers need to be made more aware of why operational data need to be collected and reported; and why it is important to track, for example, operating efficiency (regardless of the type of service being offered).

6. SEMTA (and possibly DDOT) should become the focus for program expansion in Detroit. Current providers should continue to be the actual providers of the service under some sort of adminstrative arrangement with SEMTA. Such an arrangement could, for example, consist of the local provider operating under contract to SEMTA. SEMTA would then become responsible for basic support services such as provision and maintenance of principal and back-up vehicles.

7. LETS GO-type programs elsewhere should, where possible, be set up to operate through the principal transit provider on a contractual or some similar basis.

8. It is very unlikely that assisted E&H transportation services can be financially self-sufficient. Therefore, these services will require significant levels of public subsidy if they are continued and/or expanded.

APPENDIX I

Monthly Summaries of Service

DETROIT ASSISTED TRANSPORTATION COALITION

MONTH	RIDERSHIP	TOTAL COSTS	FARES	AVE. FARES	VEH. HOURS	MILES	PASS/ HR	COST/ HR	COST/ PASS.	COST/ MILE	AVE. FARE/ RATIO	TRIP LENGTH
JANUARY 86	862	3742.00	90.00	0.10	360	2797	2.4	10.39	4.34	1.34	0.02	3.24
FEBRUARY	1313	4841.00	118.00	0.09	480	3799	2.7	10.09	3.69	1.27	0.02	2.89
ACC. T	2175	8583.00	208.00	0.10	840	6596	2.6	10.22	3.95	1.30	0.02	3.03
MARCH	2682	6225.00	1010.00	0.38	571	5757	4.7	10.90	2.32	1.08	0.16	2.15
ACC. T	4857	14808.00	1218.00	0.25	1411	12353	3.4	10.49	3.05	1.20	0.08	2.54
APRIL	2946	22442.00	1146.00	0.39	705	5540	4.2	31.83	7.62	4.05	0.05	1.88
ACC. T	7803	37250.00	2364.00	0.30	2116	17893	3.7	17.60	4.77	2.08	0.06	2.29
MAY	2798	15312.00	1002.00	0.36	767	7463	3.6	19.96	5.47	2.05	0.07	2.67
ACC. T	10601	52562.00	3366.00	0.32	2883	25356	3.7	18.23	4.96	2.07	0.06	2.39
JUNE	2581	14254.00	264.00	0.10	750	7172	3.4	19.01	5.52	1.99	0.02	2.78
ACC. T	13182	66816.00	3630.00	0.28	3633	32528	3.6	18.39	5.07	2.05	0.05	2.47
JULY	3655	18208.00	1578.00	0.43	823	9280	4.4	22.12	4.98	1.96	0.09	2.54
ACC. T	16837	85024.00	5208.00	0.31	4456	41808	3.8	19.08	5.05	2.03	0.06	2.48
AUGUST	3206	11875.00	1255.00	0.39	783	9659	4.1	15.17	3.70	1.23	0.11	3.01
ACC. T	20043	96899.00	6463.00	0.32	5239	51467	3.8	18.50	4.83	1.88	0.07	2.57
SEPTEMBER	3802	18677.00	182.00	0.05	837	10912	4.5	22.31	4.91	1.71	0.01	2.87
ACC. T	23845	115576.00	6645.00	0.28	6076	62379	3.9	19.02	4.85	1.85	0.06	2.62
OCTOBER	4569	11891.00	879.00	0.19	879	4269	5.2	13.53	2.60	2.79	0.07	0.93
ACC. T	28414	127467.00	7524.00	0.26	6955	66648	4.1	18.33	4.49	1.91	0.06	2.35
NOVEMBER	3796	17379.00	128.00	0.03	765	9633	5.0	22.72	4.58	1.80	0.01	2.54
ACC. T	32210	144846.00	7652.00	0.24	7720	76281	4.2	18.76	4.50	1.90	0.05	2.37
DECEMBER	3926	29136.00	2035.00	0.52	773	8715	5.1	37.69	7.42	3.34	0.07	2.22
ACC. T	36136	173982.00	9687.00	0.27	8493	84996	4.3	20.49	4.81	2.05	0.06	2.35
JANUARY 87	3854	12623.00	980.00	0.25	807	13011	4.8	15.64	3.28	0.97	0.08	3.38
ACC. T	39990	186605.00	10667.00	0.27	9300	98007	4.3	20.07	4.67	1.90	0.06	2.45

MAY 86 LET'S GO LATINO OUTREACH

DATE		MED	REC	NUT	MISC	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1	T	0	0	0	0	0	0	0	0	0.00	0	0		
2	F	4	24	0	0	56	48	8	7.0	8.00	28	0		
3														
4														
5	M	2	22	2	0	52	30	8	7.0	7.43	26	0		
6	T	0	38	0	0	76	52	8	7.0	10.86	38	0		
7	W	2	30	0	0	64	48	8	7.0	9.14	32	0		
8	T	2	1	0	18	42	32	8	7.0	6.00	21	0		
9	F	2	42	0	0	88	71	9	7.0	12.57	44	0		
10														
11														
12	M	2	25	0	1	56	55	8	7.0	8.00	28	0		
13	T	0	16	22	0	76	33	8	7.0	10.86	38	0		
14	W	8	23	0	1	64	99	8	7.0	9.14	32	0		
15	T	6	24	0	0	60	95	8	7.0	8.57	30	0		
16	F	4	24	0	0	56	59	8	7.0	8.00	28	0		
17														
18														
19	M	0	28	2	0	60	40	8	7.0	8.57	30	0		
20	T	2	0	0	0	4	10	8	7.0	0.57	2	0		
21	W	6	24	4	0	68	48	8	7.0	9.71	28	0		
22	T	6	24	4	0	68	80	8	7.0	9.71	34	0		
23	F	10	30	2	0	84	100	8	7.0	12.00	38	0		
24														
25														
26	M	HOLIDAY												
27	T	4	0	0	0	8	74	8	3.0	2.67	4	0		
28	W	6	30	0	0	72	72	8	7.0	10.29	36	0		
29	T	4	20	0	0	48	39	8	7.0	6.86	24	0		
30	F	10	29	0	0	78	98	8	7.0	11.14	39	0		
31														
TOTAL		80	454	36	20	1180	1183	160	136	8.68	580	0	7.38	1.00
CUMUL		80	454	36	20	1180	1183	160	136	8.68	580	0	7.38	1.00

JUNE 86 LET'S GO LATINO OUTREACH

DATE		MED	REC	NUT	MISC	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR HCAP	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1															
2	M	10	20	0	0	60	72	8	7.0	8.57	26	0	4		
3	T	6	0	0	0	12	59	8	6.0	2.00	2	0	4		
4	W	6	22	0	0	56	66	8	7.0	8.00	28	0	0		
5	T	6	18	0	0	48	59	8	7.0	6.86	24	0	0		
6	F	2	17	0	0	38	95	8	7.0	5.43	19	0	0		
7															
8															
9	M	2	20	0	0	44	69	8	7.0	6.29	22	0	0		
10	T	10	0	0	0	20	61	8	5.0	4.00	10	0	0		
11	W	10	28	0	0	76	84	8	7.0	10.86	38	0	0		
12	T	12	0	0	0	24	124	8	7.0	3.43	12	0	0		
13	F	0	NO SER	0	0	0	0	0	0.0	0.00	0	0	0		
14															
15															
16	M	0	16	0	0	32	50	8	4.0	8.00	16	0	0		
17	T	10	0	0	0	20	44	8	5.0	4.00	10	0	4		
18	W	6	24	0	0	60	93	8	7.0	8.57	30	0	0		
19	T	8	0	2	0	20	46	8	5.0	4.00	10	0	2		
20	F	0	36	0	0	72	47	8	6.0	12.00	36	0	0		
21															
22															
23	M	0	22	0	0	44	50	8	7.0	6.29	22	0	0		
24	T	14	0	0	0	28	70	8	6.0	4.67	14	0	4		
25	W	2	26	0	0	56	52	8	7.0	8.00	28	0	4		
26	T	2	0	0	0	4	20	8	1.0	4.00	2	0	0		
27	F	4	28	0	0	64	63	8	7.0	9.14	32	0	0		
28															
29															
30	M	4	26	0	0	60	37	8	7.0	8.57	30	0	0		
31															
TOTAL		114	303	2	0	838	1261	160	122	6.87	411	0	22	5.24	1.50
CUMUL		194	757	38	20	2018	2444	320	258	7.82	991	0	22	6.31	1.21

JULY 86 LET'S GO LATINO OUTREACH

DATE		MED	REC	NUT	MISC	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR HCAP	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1	T	12	0	0	0	24	30	8	6.0	4.00	12	0	6		
2	W	6	26	0	0	64	100	8	7.0	9.14	32	0	4		
3	T	4	0	0	0	8	16	8	5.0	1.60	4	0	0		
4	F	HOL													
5															
6															
7	M	10	26	0	0	72	129	8	7.0	10.29	36	0	2		
8	T	4	0	0	0	8	64	8	3.0	2.67	4	0	0		
9	W	12	18	0	0	60	119	8	7.0	8.57	30	0	2		
10	T	4	0	0	0	8	25	8	4.0	2.00	4	0	0		
11	F	4	20	0	0	48	55	8	6.0	8.00	24	0	0		
12															
13															
14	M	6	20	0	0	52	110	8	7.0	7.43	26	0	1		
15	T	4	0	0	0	8	15	8	1.0	8.00	4	0	0		
16	W	6	20	0	0	52	106	8	7.0	7.43	26	0	2		
17	T	4	0	0	0	8	43	8	4.0	2.00	4	0	0		
18	F	2	27	0	0	58	119	8	7.0	8.29	29	0	2		
19															
20															
21	M	4	18	0	0	44	60	8	7.0	6.29	22	0	0		
22	T	4	0	0	0	8	30	8	4.0	2.00	4	0	0		
23	W	4	26	0	0	60	107	8	7.0	8.57	30	0	0		
24	T	4	0	0	0	8	32	8	3.0	2.67	4	0	0		
25	F	NO CLIENTS		0	0	0	0	0	0.0	0.00	0	0	0		
26															
27															
28	M	2	22	0	0	48	79	8	7.0	6.86	24	0	0		
29	T	8	0	0	0	16	45	8	7.0	2.29	8	0	0		
30	W	6	26	0	0	64	136	8	7.0	9.14	32	0	0		
31	T	12	0	0	0	24	76	8	7.0	3.43	12	0	0		
TOTAL		122	249	0	0	742	1497	168	120	6.18	371	0	19	4.42	2.02
CUMUL		316	1006	38	20	2760	3940	488	378	7.30	1362	0	41	5.66	1.43

AUG 86 LET'S GO LATINO OUTREACH

DATE		MED	REC	NUT	MISC	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR HCAP	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1	F	1	11	0	0	24	32	8	7	3.43	24	0	0		
2															
3															
4	M	1	13	0	0	28	63	8	7.0	4.00	28	0	0		
5	T	2	11	0	0	26	32	8	7.0	3.71	26	4	0		
6	W	2	14	0	0	32	102	8	7.0	4.57	32	2	0		
7	T	5	0	0	0	10	56	8	7.0	1.43	10	0	0		
8	F	3	18	0	0	42	64	8	7.0	6.00	42	2	0		
9															
10															
11	M	2	12	0	0	28	53	8	7.0	4.00	28	2	0		
12	T	7	0	0	0	14	102	8	7.0	2.00	14	4	0		
13	W	5	15	0	0	40	140	8	7.0	5.71	40	6	0		
14	T	4	0	0	0	8	39	8	7.0	1.14	8	2	0		
15	F	4	12	0	0	32	86	8	7.0	4.57	32	6	0		
16															
17															
18	M	1	15	0	0	32	40	8	7.0	4.57	32	2	0		
19	T	6	0	0	0	12	40	8	7.0	1.71	12	2	0		
20	W	1	14	0	0	30	72	8	7.0	4.29	30	2	0		
21	T	2	0	0	0	4	35	8	7.0	0.57	4	0	0		
22	F	0	15	0	0	30	86	8	7.0	4.29	30	2	0		
23															
24															
25	M	0	28	0	0	56	92	8	7.0	8.00	56	2	0		
26	T	1	0	0	0	2	8	8	7.0	0.29	2	0	0		
27	W	3	15	0	0	36	105	8	7.0	5.14	36	0	0		
28	T	4	0	2	0	12	68	8	7.0	1.71	12	4	0		
29	F	4	17	2	0	46	100	8	7.0	6.57	46	2	0		
30															
31															
TOTAL		58	210	4	0	544	1415	168	147	3.70	544	44	0	3.24	2.60
CUMUL		374	1216	42	20	3304	5355	656	525	6.29	1906	44	41	5.04	1.62

SEPT 86 LET'S GO LATINO OUTREACH

DATE		MED	REC	NUT	MISC	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR HCAP	SR HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1	M	HOL													
2	T	NO CLIENTS		0	0	0	0	0	0.0	0.00	0	0	0		
3	W	0	14	0	0	28	25	8	7.0	4.00	28	0	0		
4	T	2	0	2	9	26	95	8	7.0	3.71	26	0	0		
5	F	2	16	1	0	38	66	8	7.0	5.43	38	0	0		
6															
7															
8	M	3	15	0	0	36	93	8	7.0	5.14	36	0	0		
9	T	5	0	0	0	10	109	8	7.0	1.43	10	0	0		
10	W	4	12	0	0	32	111	8	7.0	4.57	32	0	0		
11	T	3	0	0	0	6	59	8	6.0	1.00	6	0	0		
12	F	3	13	0	0	32	109	8	7.0	4.57	32	2	0		
13															
14															
15	M	0	14	0	0	28	214	8	7.0	4.00	28	0	0		
16	T	10	0	0	0	20	82	8	7.0	2.86	20	0	0		
17	W	0	23	0	0	46	160	8	7.0	6.57	46	0	0		
18	T	10	0	0	0	20	126	8	7.0	2.86	20	0	0		
19	F	1	29	0	0	60	120	8	7.0	8.57	60	0	0		
20															
21															
22	M	6	0	2	0	16	44	8	7.0	2.29	16	0	0		
23	T	2	16	0	0	36	135	8	7.0	5.14	36	0	0		
24	W	0	14	5	0	38	47	8	7.0	5.43	38	0	0		
25	T	2	10	0	0	24	50	8	7.0	3.43	24	0	0		
26	F	2	15	1	0	36	112	8	7.0	5.14	36	0	0		
27															
28															
29	M	2	10	0	0	24	40	8	7.0	3.43	24	2	0		
30	T	10	0	1	0	22	110	8	7.0	3.14	22	0	0		
31															
TOTAL		67	201	12	9	578	1907	160	139	4.16	578	4	0	3.61	3.30
CUMUL		441	1417	54	29	3882	7262	816	664	5.85	2484	48	41	4.76	1.87

OCT 86 LET'S GO LATINO OUTREACH

DATE		MED	REC	NUT	MISC	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1	W	2	15	0	0	34	103	8	7.0	4.86	34	0	0	
2	T	4	30	0	0	68	64	8	7.0	9.71	68	0	0	
3	F	7	0	0	0	14	111	8	7.0	2.00	14	6	0	
4														
5														
6	M	2	13	0	0	30	74	8	7.0	4.29	30	0	0	
7	T	4	0	0	0	8	51	8	7.0	1.14	8	2	0	
8	W	ILLNESS NO SERVICE				0	0	0	0.0	0.00	0	0	0	
9	T	2	0	2	0	8	100	8	7.0	1.14	8	0	0	
10	F	3	14	1	0	36	66	8	7.0	5.14	36	2	0	
11														
12														
13	M	HOL												
14	T	NO	SERVICE	REPAIRS		0	0	8	0.0	0.00	0	0	0	
15	W	1	15	0	0	32	42	8	7.0	4.57	32	0	0	
16	T	7	0	5	0	24	130	8	7.0	3.43	24	0	0	
17	F	0	14	0	0	28	28	8	7.0	4.00	28	0	0	
18														
19														
20	M	5	0	0	0	10	33	8	7.0	1.43	10	2	0	
21	T	12	0	0	0	24	130	8	7.0	3.43	24	4	0	
22	W	0	15	2	0	34	42	8	7.0	4.86	34	0	0	
23	T	6	1	4	0	22	89	8	7.0	3.14	22	4	0	
24	F	0	16	0	0	32	197	8	7.0	4.57	32	0	0	
25														
26														
27	M	2	14	0	0	32	71	8	7.0	4.57	32	0	0	
28	T	4	0	0	0	8	74	8	7.0	1.14	8	2	0	
29	W	5	15	1	0	42	88	8	7.0	6.00	42	2	0	
30	T	4	0	4	0	16	50	8	7.0	2.29	16	0	0	
31	F	5	16	0	0	42	63	8	7.0	6.00	42	2	0	
TOTAL		75	178	19	0	544	1606	168	140	3.89	544	26	0	3.24	2.95
CUMUL		516	1595	73	29	4426	8868	984	804	5.50	3028	74	41.	4.50	2.00

NOV 86 LET'S GO LATINO OUTREACH

DATE		MED	REC	NUT	MISC	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1														
2														
3	M	5	12	1	0	36	84	8	7.0	5.14	36	0	0	
4	T	4	15	0	0	38	141	8	7.0	5.43	38	0	0	
5	W	3	28	0	1	64	161	8	7.0	9.14	64	0	0	
6	T	1	16	0	1	36	50	8	7.0	5.14	36	0	0	
7	F	2	33	0	0	70	0	8	7.0	10.00	70	0	0	
8														
9														
10	M	0	15	0	0	30	45	8	7.0	4.29	30	0	0	
11	T	HOL												
12	W	4	15	0	0	38	92	8	7.0	5.43	38	0	0	
13	T	10	16	2	0	56	151	8	7.0	8.00	56	0	0	
14	F	4	15	0	0	38	115	8	7.0	5.43	38	0	0	
15														
16														
17	M	3	13	0	2	36	87	8	7.0	5.14	36	0	0	
18	T	2	1	0	0	6	22	8	2.0	3.00	6	0	0	
19	W	2	13	0	5	40	120	8	7.0	5.71	40	0	0	
20	T	9	0	2	0	22	187	8	7.0	3.14	22	0	0	
21	F	2	13	0	0	30	50	8	6.0	5.00	30	0	0	
22														
23														
24	M	2	15	0	0	34	42	8	7.0	4.86	34	0	0	
25	T	4	0	2	1	14	97	8	7.0	2.00	14	0	0	
26	W	0	27	0	0	54	60	8	7.0	7.71	54	0	0	
27	T	HOL												
28	F	HOL												
29														
30														
31														
TOTAL		57	247	7	10	642	1504	136	113	5.68	642	0	0	4.72	2.34
CUMUL		573	1842	80	39	5068	10372	1120	917	5.53	3670	74	41	4.53	2.05

DEC 86 LET'S GO LATINO OUTREACH

DATE		MED	REC	NUT	MISC	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1	M	NO	SERVICE											
2	T	6	0	4	2	24	67	8	7.0	3.43	24	2	0	
3	W	3	13	0	0	32	106	8	7.0	4.57	32	2	0	
4	T	7	0	0	4	22	69	8	7.0	3.14	22	0	0	
5	F	0	14	0	2	32	96	8	7.0	4.57	32	0	0	
6														
7														
8	M	2	14	0	0	32	112	8	7.0	4.57	32	4	0	
9	T	3	0	3	2	16	25	8	7.0	2.29	14	2	0	
10	W	0	14	0	47	122	69	8	7.0	17.43	122	10	0	
11	T	5	0	8	0	26	117	8	7.0	3.71	26	0	0	
12	F	4	16	0	0	40	57	8	7.0	5.71	40	2	0	
13														
14														
15	M	3	15	0	0	36	40	8	7.0	5.14	36	0	0	
16	T	6	0	1	1	16	101	8	7.0	2.29	16	0	0	
17	W	1	15	0	0	32	39	8	7.0	4.57	32	2	0	
18	T	7	0	0	0	14	40	8	7.0	2.00	14	4	0	
19	F	5	15	0	0	40	44	8	7.0	5.71	40	0	0	
20														
21														
22	M	1	30	0	0	62	118	8	7.0	8.86	62	4	0	
23	T	8	0	1	0	18	100	8	7.0	2.57	18	2	0	
24	W	HOL												
25	T	HOL												
26	F	HOL												
27														
28														
29	M	0	15	0	0	30	40	8	7.0	4.29	30	0	0	
30	T	HOL												
31	W	HOL												
TOTAL		61	161	17	58	594	1240	136	119	4.99	592	34	0	4.37	2.09
CUMUL		634	2003	97	97	5662	11612	1256	1036	5.47	4262	108	41	4.51	2.05

JAN 87 LET'S GO LATINO OUTREACH

DATE		MED	REC	NUT	MISC	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1	T	HOL												
2	F	HOL												
3														
4														
5	M	6	15	0	3	48	26	8	7.0	6.86	30	0	0	
6	T	0	1	1	28	60	100	8	7.0	8.57	22	0	0	
7	W	0	15	0	16	62	64	8	7.0	8.86	86	0	0	
8	T	5	0	0	0	10	51	8	7.0	1.43	42	0	0	
9	F	1	17	0	21	78	39	8	7.0	11.14	78	0	0	
10														
11														
12	M	6	15	0	1	44	182	8	7.0	6.29	44	0	0	
13	T	6	0	5	2	26	97	8	7.0	3.71	26	0	0	
14	W	5	18	1	4	56	112	8	7.0	8.00	56	6	0	
15	T	9	0	4	3	32	121	8	7.0	4.57	32	6	0	
16	F	2	29	0	12	86	120	8	7.0	12.29	86	0	0	
17														
18														
19	M	HOL												
20	T	7	1	0	4	24	122	8	7.0	3.43	24	0	0	
21	W	2	17	0	0	38	60	8	7.0	5.43	38	0	0	
22	T	10	0	3	1	28	191	8	7.0	4.00	28	0	0	
23	F	3	17	0	0	40	100	8	7.0	5.71	40	0	0	
24														
25														
26	M	5	17	0	1	46	101	8	7.0	6.57	46	0	0	
27	T	8	0	6	0	28	70	8	7.0	4.00	28	0	0	
28	W	3	18	2	0	46	85	8	7.0	6.57	46	0	0	
29	T	8	0	3	3	28	113	8	7.0	4.00	28	0	0	
30	F	4	33	0	0	74	93	8	7.0	10.57	74	0	0	
31														
TOTAL		90	213	25	99	854	1847	152	133	6.42	854	12	0	5.62	2.16
CUMUL		724	2216	122	196	6516	13459	1408	1169	5.57	5116	120	41	4.63	2.07

FEB 87 LET'S GO LATINO OUTREACH

DATE		MED	REC	NUT	MISC	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR HCAP	SR HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1															
2	M	0	28	0	0	56	52	8	7.0	8.00	56	0	0		
3	T	5	0	2	4	22	79	8	7.0	3.14	22	4	0		
4	W	5	20	0	1	52	110	8	7.0	7.43	52	2	0		
5	T	6	0	1	5	24	110	8	7.0	3.43	24	0	0		
6	F	7	15	2	0	48	110	8	7.0	6.86	48	4	0		
7															
8															
9	M	0	19	0	0	38	42	8	7.0	5.43	38	0	0		
10	T	11	0	2	0	26	174	8	7.0	3.71	26	4	0		
11	W	0	22	0	23	90	68	8	7.0	12.86	90	0	0		
12	T	3	1	7	1	24	33	8	6.0	4.00	24	4	0		
13	F	13	19	4	0	72	131	8	7.0	10.29	72	4	0		
14															
15															
16	M	HOL													
17	T	8	0	1	2	22	86	8	5.0	4.40	22	0	0		
18	W	4	18	0	0	44	52	8	7.0	6.29	52	2	0		
19	T	7	1	6	0	28	113	8	7.0	4.00	28	6	0		
20	F	2	19	0	0	42	59	8	7.0	6.00	42	2	0		
21															
22															
23	M	4	17	0	0	42	51	8	7.0	6.00	42	4	0		
24	T	13	2	1	0	32	152	8	7.0	4.57	32	8	0		
25	W	1	19	1	0	42	56	8	7.0	6.00	42	2	0		
26	T	6	0	3	4	26	53	8	7.0	3.71	26	12	0		
27	F	9	15	14	0	76	122	8	7.0	10.86	76	6	0		
28															
29															
30															
31															
TOTAL		104	215	44	40	806	1653	152	130	6.20	814	64	0	5.30	2.05
CUMUL		828	2431	166	236	7322	15112	1560	1299	5.64	5930	184	41	4.69	2.06

MARCH 87 LET'S GO LATINO OUTREACH

DATE		MED	REC	NUT	MISC	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1															
2	M	4	18	1	0	46	148	8	7.0	6.57	46	0	2		
3	T	7	0	1	0	16	121	8	7.0	2.29	16	0	6		
4	W	6	22	0	20	96	154	8	7.0	13.71	96	0	16		
5	T	10	0	3	20	66	187	8	7.0	9.43	66	0	10		
6	F	4	15	2	19	80	172	8	7.0	11.43	80	0	0		
7															
8															
9	M	0	12	0	28	80	58	8	7.0	11.43	58	0	0		
10	T	8	0	0	24	64	147	8	7.0	9.14	64	0	4		
11	W	5	15	0	22	84	103	8	7.0	12.00	84	0	6		
12	T	4	0	4	30	76	90	8	7.0	10.86	76	0	10		
13	F	2	14	2	25	86	114	8	7.0	12.29	86	0	4		
14															
15															
16	M	2	15	0	21	76	108	8	7.0	10.86	76	0	8		
17	T	5	8	0	29	84	140	8	7.0	12.00	84	0	8		
18	W	3	18	0	26	94	114	8	7.0	13.43	94	0	10		
19	T	7	0	2	18	54	123	8	7.0	7.71	54	0	0		
20	F	2	17	0	23	84	99	8	7.0	12.00	84	0	0		
21															
22															
23	M	0	17	1	23	82	94	8	7.0	11.71	82	0	2		
24	T	7	2	3	14	52	140	8	7.0	7.43	52	0	0		
25	W	5	17	1	18	82	147	8	7.0	11.71	82	0	6		
26	T	9	0	2	22	66	65	8	7.0	9.43	66	0	16		
27	F	9	16	0	25	100	218	8	7.0	14.29	100	0	10		
28															
29															
30	M	6	16	0	25	94	180	8	7.0	13.43	94	0	10		
31	T	11	0	0	34	90	237	8	7.0	12.86	90	0	10		
TOTAL		116	222	22	466	1652	2959	176	154	10.73	1630	0	138	9.39	1.79
CUMUL		944	2653	188	702	8974	18071	1736	1453	6.18	7560	184	179	5.17	2.01

SCATSUM

MAY 86 LET'S GO SCAT

DATE		MED	NUT	REC	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS/ SYS HR	TRIP LENGTH
1	T	19	18	13	100	296	8	24	4.17	40	8	2		
2	F	7	13	8	56	149	8	24.0	2.33	24	0	4		
3														
4														
5	M	17	32	7	112	319	8	24.0	4.67	46	8	2		
6	T	30	24	4	116	264	8	24.0	4.83	52	4	2		
7	W	14	23	18	110	295	8	24.0	4.58	42	9	4		
8	T	17	6	4	54	217	8	24.0	2.25	23	4			
9	F	11	8	10	58	309	8	24.0	2.42	21	8	0		
10														
11														
12	M	25	28	7	120	310	8	24.0	5.00	49	9	2		
13	T	20	6	4	60	349	8	24.0	2.50	23	5	2		
14	W	15	24	7	92	274	8	24.0	3.83	37	7	2		
15	T	17	29	4	100	300	8	24.0	4.17	42	6	2		
16	F	5	8	15	56	180	8	24.0	2.33	22	3	3		
17														
18														
19	M	24	3	11	76	182	8	24.0	3.17	28	9	1		
20	T	16	22	4	84	244	8	24.0	3.50	27	5	0		
21	W	21	31	7	118	217	8	24.0	4.92	54	11	4		
22	T	26	23	4	106	249	8	24.0	4.42	37	14	2		
23	F	10	0	4	28	111	8	24.0	1.17	14	0	0		
24														
25														
26	M	HOLIDAY												
27	T	7	2	7	32	87	8	24.0	1.33	9	7	0		
28	W	29	9	18	112	279	8	24.0	4.67	42	11	3		
29	T	16	16	0	64	295	8	24.0	2.67	22	8	2		
30	F	14	0	0	28	120	8	24.0	1.17	14	0	0		
31														
TOTAL		360	325	156	1682	5045	168	504	3.34	668	136	37	10.01	3.00
CUMUL		360	325	156	1682	5045	168	504	3.34	668	136	37	10.01	3.00

JUNE 86 LET'S GO SCAT

DATE		MED	NUT	REC	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS/ SYS HR	TRIP LENGTH
1														
2	M	17	17	4	76	177	8	24.0	3.17	19	7	12		
3	T	19	8	0	54	195	8	24.0	2.25	17	7	3		
4	W	18	16	0	68	184	8	24.0	2.83	24	10	0		
5	T	19	22	2	86	271	8	24.0	3.58	23	9	11		
6	F	12	2	12	52	204	8	24.0	2.17	26	0	0		
7														
8														
9	M	24	12	12	96	232	8	24.0	4.00	28	8	14		
10	T	15	8	0	46	197	8	24.0	1.92	18	3	10		
11	W	23	16	0	78	148	8	24.0	3.25	15	11	10		
12	T	11	16	0	54	216	8	24.0	2.25	14	3	0		
13	F	8	8	12	56	222	8	24.0	2.33	28	0	0		
14														
15														
16	M	18	26	10	108	284	8	24.0	4.50	33	9	12		
17	T	22	21	0	86	324	8	24.0	3.58	28	9	6		
18	W	24	22	1	94	329	8	24.0	3.92	31	14	2		
19	T	24	17	1	84	300	8	24.0	3.50	30	12	0		
20	F	8	9	7	48	140	8	24.0	2.00	22	0	2		
21														
22														
23	M	28	1	5	68	177	8	24.0	2.83	16	18	0		
24	T	11	10	1	44	167	8	24.0	1.83	22	0	0		
25	W	24	6	1	62	268	8	24.0	2.58	15	15	1		
26	T	13	8	1	44	127	8	24.0	1.83	20	0	2		
27	F	12	2	6	40	101	8	24.0	1.67	20	0	0		
28														
29														
30	M	27	6	0	66	152	8	24.0	2.75	16	11	6		
31														
TOTAL		377	253	75	1410	4413	168	504	2.80	465	146	91	8.39	3.13
CUMUL		737	578	231	3092	9458	336	1008	3.07	1133	282	128	9.20	3.06

JULY 86 LET'S GO SCAT

DATE		MED	NUT	REC	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS/ SYS HR	TRIP LENGTH
1	T	24	12	1	74	201	8	24.0	3.08	28	9	0		
2	W	45	22	0	134	342	8	24.0	5.58	50	1[illegible]	3		
3	T	29	7	1	74	100	8	24.0	[illegible].08	37	0	0		
4	F	HOL												
5														
6														
7	M	31	24	0	110	303	8	24.0	4.58	31	0	24		
8	T	16	18	3	74	282	8	24.0	3.08	30	6	1		
9	W	26	1[illegible]	0	90	234	8	24.0	3.75	25	10	10		
10	T	24	30	16	140	405	8	24.0	5.83	43	10	17		
11	F	37	15	0	104	233	8	24.0	4.33	36	16	0		
12														
13														
14	M	18	28	5	102	340	8	24.0	4.25	29	8	14		
15	T	26	25	8	118	369	8	24.0	4.92	45	8	6		
16	W	23	18	1	84	270	8	24.0	3.50	36	5	1		
17	T	33	18	0	102	269	8	24.0	4.25	32	19	0		
18	F	20	20	4	88	175	8	24.0	3.67	40	0	4		
19														
20														
21	M	44	18	0	124	376	8	24.0	5.17	48	14	0		
22	T	35	19	0	108	334	8	24.0	4.50	44	10	0		
23	W	35	22	10	134	340	8	24.0	5.58	40	12	15		
24	T	26	20	1	94	135	8	24.0	3.92	28	8	11		
25	F	29	7	1	74	109	8	24.0	3.08	37	0	0		
26														
27														
28	M	28	19	9	112	329	8	24.0	4.67	33	12	11		
29	T	38	12	9	118	272	8	24.0	4.92	45	9	5		
30	W	31	22	0	106	264	8	24.0	4.42	28	13	12		
31	T	25	28	44	194	249	8	24.0	8.08	64	24	9		
TOTAL		643	423	113	2358	5929	176	528	4.47	829	207	143	13.40	2.51
CUMUL		1380	1001	344	5450	15386	512	1536	3.55	1962	489	271	10.64	2.82

AUG 86 LET'S GO SCAT

DATE		MED	NUT	REC	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS/ SYS HR	TRIP LENGTH
1	F	20	7	0	54	219	8	24	2.25	27	0	0		
2														
3														
4	M	39	16	1	112	399	8	24.0	4.67	43	13	0		
5	T	29	5	0	68	341	8	24.0	2.83	27	7	0		
6	W	42	21	0	126	423	8	24.0	5.25	30	18	15		
7	T	25	28	1	108	370	8	24.0	4.50	35	8	11		
8	F	11	17	0	56	271	8	24.0	2.33	28	0	0		
9														
10														
11	M	25	26	7	116	346	8	24.0	4.83	45	12	1		
12	T	22	18	0	80	328	8	24.0	3.33	36	4	0		
13	W	28	25	0	106	298	8	24.0	4.42	20	16	17		
14	T	19	20	11	100	254	8	24.0	4.17	38	11	1		
15	F	16	4	12	64	218	8	24.0	2.67	32	0	0		
16														
17														
18	M	24	15	8	94	246	8	24.0	3.92	35	12	0		
19	T	21	5	20	92	397	8	24.0	3.83	32	9	5		
20	W	32	20	10	124	270	8	24.0	5.17	37	18	7		
21	T	28	19	2	98	231	8	24.0	4.08	38	11	0		
22	F	14	15	11	80	220	8	24.0	3.33	29	11	0		
23														
24														
25	M	24	0	31	110	302	8	24.0	4.58	44	11	0		
26	T	19	18	1	76	390	8	24.0	3.17	27	11	0		
27	W	31	6	2	78	320	8	24.0	3.25	23	15	1		
28	T	17	12	0	58	293	8	24.0	2.42	24	4	1		
29	F	20	7	12	78	218	8	24.0	3.25	38	0	1		
30														
31														
TOTAL		506	304	129	1878	6354	168	504	3.73	688	191	60	11.18	3.38
CUMUL		1886	1305	473	7328	21740	680	2040	3.59	2650	680	331	10.78	2.97

SEPT 86 LET'S GO SCAT

DATE		MED	NUT	REC	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS/ SYS HR	TRIP LENGTH
1	M	HOL												
2	T	24	4	2	60	302	8	24.0	2.50	26	4	0		
3	W	26	13	2	82	409	8	24.0	3.42	28	13	0		
4	T	16	6	10	64	92	8	24.0	2.67	30	2	0		
5	F	15	0	15	60	177	8	24.0	2.50	19	10	0		
6														
7														
8	M	28	23	0	102	283	8	24.0	4.25	28	11	12		
9	T	29	19	0	96	264	8	24.0	4.00	45	3	0		
10	W	40	18	4	124	378	8	24.0	5.17	41	10	11		
11	T	43	17	1	122	336	8	24.0	5.08	55	6	0		
12	F	44	0	25	138	304	8	24.0	5.75	69	0	0		
13														
14														
15	M	25	23	0	96	318	8	24.0	4.00	38	10	0		
16	T	37	3	10	100	294	8	24.0	4.17	47	3	0		
17	W	30	26	12	136	314	8	24.0	5.67	55	12	1		
18	T	28	21	5	108	296	8	24.0	4.50	44	8	2		
19	F	29	14	34	154	424	8	24.0	6.42	50	27	0		
20														
21														
22	M	31	12	13	112	406	8	24.0	4.67	49	7	0		
23	T	26	20	0	92	292	8	24.0	3.83	39	6	1		
24	W	43	12	0	110	339	8	24.0	4.58	42	13	0		
25	T	28	12	5	90	314	8	24.0	3.75	35	8	2		
26	F	29	9	18	112	359	8	24.0	4.67	56	0	0		
27														
28														
29	M	46	12	0	116	298	8	24.0	4.83	46	12	0		
30	T	27	15	15	114	277	8	24.0	4.75	53	4	0		
31														
TOTAL		644	279	171	2188	6476	168	504	4.34	895	169	29	13.02	2.96
CUMUL		2530	1584	644	9516	28216	848	2544	3.74	3545	849	360	11.22	2.97

OCT 86 LET'S GO SCAT

DATE		MED	NUT	REC	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS/ SYS HR	TRIP LENGTH
1	W	32	15	2	98	269	8	24.0	4.08	39	10	0		
2	T	37	20	5	124	319	8	24.0	5.17	48	14	0		
3	F	25	14	0	78	286	8	24.0	3.25	31	8	1		
4														
5														
6	M	27	10	0	74	298	8	24.0	3.08	23	12	1		
7	T	46	7	0	106	296	8	24.0	4.42	41	10	2		
8	W	48	14	2	128	457	8	24.0	5.33	48	15	1		
9	T	43	8	12	126	412	8	24.0	5.25	54	9	0		
10	F	34	7	17	116	421	8	24.0	4.83	52	6	0		
11														
12														
13	M	27	8	0	70	244	8	24.0	2.92	24	10	1		
14	T	31	7	7	90	261	8	24.0	3.75	34	9	2		
15	W	40	5	7	104	318	8	24.0	4.33	37	14	1		
16	T	37	24	7	136	307	8	24.0	5.67	56	10	2		
17	F	30	14	6	100	365	8	24.0	4.17	44	5	1		
18														
19														
20	M	31	12	2	90	214	8	24.0	3.75	32	13	0		
21	T	25	18	0	86	255	8	24.0	3.58	37	6	0		
22	W	38	53	0	182	321	8	24.0	7.58	73	14	4		
23	T	52	0	0	104	328	8	24.0	4.33	40	10	2		
24	F	44	3	15	124	258	8	24.0	5.17	40	20	2		
25														
26														
27	M	38	14	0	104	335	8	24.0	4.33	36	11	5		
28	T	26	17	16	119	321	8	24.0	4.92	49	7	3		
29	W	39	11	48	196	359	8	24.0	8.17	53	43	2		
30	T	54	15	2	142	335	8	24.0	5.92	57	10	4		
31	F	49	3	0	104	296	8	24.0	4.33	40	9	3		
TOTAL		853	299	148	2600	7274	184	552	4.71	988	275	37	14.13	2.80
CUMUL		3383	1883	792	12116	35490	1032	3096	3.91	4533	1124	397	11.74	2.93

NOV 86 LET'S GO SCAT

DATE		MED	NUT	REC	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS/ SYS HR	TRIP LENGTH
1														
2														
3	M	35	12	0	94	255	8	24.0	3.92	33	12	2		
4	T	49	0	0	98	227	8	24.0	4.08	40	5	4		
5	W	43	18	4	130	417	8	24.0	5.42	45	16	4		
6	T	41	15	0	112	307	8	24.0	4.67	43	9	4		
7	F	39	10	0	98	310	8	24.0	4.08	39	6	4		
8														
9														
10	M	41	9	21	142	346	8	24.0	5.92	55	14	2		
11	T	38	0	0	76	261	8	24.0	3.17	29	5	4		
12	W	55	11	11	154	546	8	24.0	6.42	52	16	9		
13	T	46	10	0	112	303	8	24.0	4.67	46	6	4		
14	F	47	5	0	104	189	8	24.0	4.33	33	11	8		
15														
16														
17	M	57	12	0	138	228	8	24.0	5.75	62	0	7		
18	T	39	20	2	122	352	8	24.0	5.08	53	0	8		
19	W	78	34	0	224	265	8	24.0	9.33	86	18	8		
20	T	49	12	9	140	344	8	24.0	5.83	56	8	6		
21	F	56	11	0	134	292	8	24.0	5.58	50	13	4		
22														
23														
24	M	56	7	0	126	356	8	24.0	5.25	43	13	7		
25	T	46	16	0	124	438	8	24.0	5.17	48	6	8		
26	W	49	15	12	152	465	8	24.0	6.33	54	17	5		
27	T	HOL												
28	F	HOL												
29														
30														
31														
TOTAL		864	217	59	2280	5899	144	432	5.28	867	175	98	15.83	2.59
CUMUL		4247	2100	851	14396	41389	1176	3528	4.08	5400	1299	495	12.24	2.88

DEC 86 LET'S GO SCAT

DATE		MED	NUT	REC	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS/ SYS HR	TRIP LENGTH
1	M	35	13	1	98	284	8	24.0	4.08	22	24	3		
2	T	37	13	3	106	349	8	24.0	4.42	41	5	7		
3	W	40	5	14	118	387	8	24.0	4.92	45	18	6		
4	T	48	12	12	144	279	8	24.0	6.00	50	8	11		
5	F	70	11	11	184	311	8	24.0	7.67	48	31	6		
6														
7														
8	M	39	19	1	118	253	8	24.0	4.92	41	13	5		
9	T	26	5	36	134	386	8	24.0	5.58	37	26	4		
10	W	38	44	8	180	367	8	24.0	7.50	68	20	2		
11	T	25	50	10	170	355	8	24.0	7.08	75	5	5		
12	F	29	25	17	142	264	8	24.0	5.92	52	9	10		
13														
14														
15	M	25	11	7	86	191	8	24.0	3.58	22	15	6		
16	T	19	19	11	98	368	8	24.0	4.08	35	7	7		
17	W	38	3	27	136	300	8	24.0	5.67	34	24	10		
18	T	36	18	0	108	384	8	24.0	4.50	40	8	6		
19	F	36	7	18	122	190	8	24.0	5.08	40	16	5		
20														
21														
22	M	48	16	0	128	398	8	24.0	5.33	44	13	7		
23	T	28	8	0	72	359	8	24.0	3.00	27	3	6		
24	W	HOL												
25	T	HOL												
26	F	8	0	0	16	53	8	24.0	0.67	0	0	0		
27														
28														
29	M	24	0	0	48	86	8	24.0	2.00	0	24	0		
30	T	8	0	0	16	46	8	24.0	0.67	0	8	0		
31	W	HOL												
TOTAL		657	279	176	2224	5609	160	480	4.63	721	277	106	13.90	2.52
CUMUL		4904	2379	1027	16620	46997	1336	4008	4.15	6121	1576	601	12.44	2.83

JAN 87 LET'S GO SCAT

DATE		MED	NUT	REC	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS/ SYS HR	TRIP LENGTH
1	T	HOL												
2	F	HOL												
3														
4														
5	M	23	13	3	78	140	8	24.0	3.25	36	0	3		
6	T	33	16	0	98	467	8	24.0	4.08	41	5	3		
7	W	46	5	0	102	339	8	24.0	4.25	30	18	3		
8	T	41	9	1	102	430	8	24.0	4.25	38	10	3		
9	F	44	0	26	140	480	8	24.0	5.83	45	24	1		
10														
11														
12	M	40	11	0	102	453	8	24.0	4.25	32	17	2		
13	T	40	0	0	80	553	8	24.0	3.33	26	9	5		
14	W	63	22	0	170	450	8	24.0	7.08	67	16	2		
15	T	34	0	4	76	531	8	24.0	3.17	32	4	2		
16	F	50	0	0	100	479	8	24.0	4.17	33	15	2		
17														
18														
19	M	22	0	7	58	503	8	24.0	2.42	26	3	0		
20	T	42	9	3	108	465	8	24.0	4.50	41	7	6		
21	W	41	20	0	122	506	8	24.0	5.08	38	22	1		
22	T	39	10	0	98	437	8	24.0	4.08	35	9	5		
23	F	45	5	13	126	543	8	24.0	5.25	53	5	5		
24														
25														
26	M	43	11	0	108	535	8	24.0	4.50	32	20	4		
27	T	43	0	0	86	550	8	24.0	3.58	29	9	5		
28	W	48	23	0	142	530	8	24.0	5.92	51	17	3		
29	T	34	6	0	80	641	8	24.0	3.33	32	5	3		
30	F	46	2	0	96	478	8	24.0	4.00	29	13	6		
31														
TOTAL		817	162	57	2072	9508	160	480	4.32	746	228	64	12.95	4.59
CUMUL		5721	2541	1084	18692	56505	1496	4488	4.16	6867	1804	665/	12.49	3.02

FEB 87 LET'S GO SCAT

DATE		MED	NUT	REC	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS/ SYS HR	TRIP LENGTH
1														
2	M	47	13	1	122	423	8	22.0	5.55	38	19	4		
3	T	34	19	0	106	444	8	21.5	4.93	38	10	5		
4	W	50	14	6	140	345	8	21.5	6.51	45	20	5		
5	T	46	11	0	114	398	8	21.5	5.30	39	13	5		
6	F	47	4	28	158	260	8	21.5	7.35	42	31	6		
7														
8														
9	M	43	4	8	110	341	8	18.0	6.11	27	23	7		
10	T	46	13	6	130	412	8	22.0	5.91	49	13	3		
11	W	55	10	8	146	383	8	19.0	7.68	42	27	6		
12	T	55	9	10	148	286	8	14.5	10.21	56	11	3		
13	F	20	0	0	40	73	8	3.0	13.33	6	14	0		
14														
15														
16	M	29	25	0	108	136	8	8.0	13.50	36	16	2		
17	T	18	5	6	58	355	8	14.0	4.14	13	13	3		
18	W	52	6	32	180	369	8	22.0	8.18	59	26	5		
19	T	49	8	5	124	448	8	21.5	5.77	41	17	4		
20	F	49	5	5	118	366	8	18.0	6.56	35	21	3		
21														
22														
23	M	25	2	6	66	274	8	17.0	3.88	19	12	2		
24	T	46	5	6	114	358	8	17.0	6.71	37	16	4		
25	W	46	16	9	142	465	8	21.5	6.60	42	28	1		
26	T	39	38	12	178	358	8	22.0	8.09	69	15	5		
27	F	37	13	11	122	427	8	21.5	5.67	36	22	3		
28														
29														
30														
31														
TOTAL		833	220	159	2424	6920	160	367	6.60	769	367	76	15.15	2.85
CUMUL		6554	2761	1243	21116	63425	1656	4855	4.35	7636	2171	741	12.75	3.00

MARCH 87 LET'S GO SCAT

DATE		MED	NUT	REC	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS/ SYS HR	TRIP LENGTH
1														
2	M	41	12	6	118	323	8	17.5	6.74	29	27	3		
3	T	33	16	7	112	437	8	22.5	4.98	36	19	1		
4	W	52	14	8	148	358	8	17.5	8.46	39	32	3		
5	T	35	20	11	132	421	8	20.5	6.44	42	19	5		
6	F	23	0	10	66	230	8	13.5	4.89	18	9	6		
7														
8														
9	M	43	4	9	112	287	8	17.5	6.40	28	25	3		
10	T	44	6	12	124	338	8	17.5	7.09	38	19	5		
11	W	50	25	8	166	377	8	19.5	8.51	46	34	3		
12	T	31	0	19	100	332	8	15.5	6.45	21	28	1		
13	F	51	5	13	138	345	8	16.5	8.36	37	29	3		
14														
15														
16	M	49	17	16	164	415	8	19.5	8.41	43	36	3		
17	T	44	8	17	138	469	8	20.0	6.90	42	25	2		
18	W	53	14	18	170	390	8	19.5	8.72	44	40	1		
19	T	45	26	16	174	610	8	21.5	8.09	51	30	6		
20	F	35	4	16	110	489	8	20.5	5.37	19	32	4		
21														
22														
23	M	42	12	35	178	554	8	15.5	11.48	55	32	2		
24	T	37	11	18	132	406	8	22.5	5.87	34	29	3		
25	W	70	27	0	194	579	8	20.0	9.70	54	37	6		
26	T	44	15	16	150	572	8	20.0	7.50	46	27	2		
27	F	53	0	14	134	474	8	18.0	7.44	20	46	1		
28														
29														
30	M	40	4	14	116	292	8	13.5	8.59	22	32	4		
31	T	34	18	15	134	435	8	21.5	6.23	40	26	1		
TOTAL		949	258	298	3010	9131	176	410	7.34	804	633	68	17.10	3.03
CUMUL		7503	3019	1541	24126	72556	1832	5265	4.58	6440	2804	809	13.17	3.01

BRIGHTHOR

MAY 86 LET'S GO BRIGHTHOR

DATE		F & F	SHOP	S.E.	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1	T	9	0	0	18	48	8	5	3.60	3	0	6		
2	F	10	10	0	40	58	8	6.0	6.67	15	0	5		
3														
4														
5	M	9	0	0	18	100	8	7.0	2.57	7	0	2		
6	T	10	0	0	20	22	8	5.0	4.00	6	0	4		
7	W	10	0	0	20	37	8	4.0	5.00	4	0	6		
8	T	11	0	0	22	55	8	4.0	5.50	6	0	5		
9	F	6	10	0	32	42	8	5.0	6.40	10	0	6		
10														
11														
12	M	8	0	0	16	26	8	3.0	5.33	6	0	2		
13	T	9	0	0	18	70	8	5.0	3.60	5	0	4		
14	W	12	0	0	24	41	8	5.0	4.80	4	0	8		
15	T	8	0	0	16	51	8	6.0	2.67	4	0	4		
16	F	7	11	0	36	48	8	6.0	6.00	11	0	7		
17														
18														
19	M	11	0	0	22	54	8	5.0	4.40	4	0	7		
20	T	7	0	0	14	55	8	4.0	3.50	3	0	4		
21	W	10	0	8	36	75	8	6.0	6.00	14	0	4		
22	T	9	0	0	18	71	8	7.0	2.57	7	0	2		
23	F	10	11	10	62	178	8	8.0	7.75	27	0	4		
24														
25														
26	M	HOLIDAY												
27	T	11	0	10	42	75	8	6.0	7.00	17	0	4		
28	W	8	0	0	16	33	8	3.0	5.33	6	0	2		
29	T	9	0	0	18	41	8	4.0	4.50	7	0	2		
30	F	7	7	0	28	56	8	5.0	5.60	10	0	4		
31														
TOTAL		191	49	28	536	1236	168	109	4.92	176	0	92	3.19	2.31
CUMUL		191	49	28	536	1236	168	109	4.92	176	0	92	3.19	2.31

JUNE 86 LET'S GO BRIGHTNOR

DATE		F & F	SHOP	S.E.	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1														
2	M	11	0	0	22	48	8	5.0	4.40	6	0	5		
3	T	8	0	0	16	58	8	5.0	3.20	6	0	2		
4	W	12	0	0	24	30	8	4.0	6.00	6	0	6		
5	T	10	0	0	20	30	8	4.0	5.00	6	0	4		
6	F	10	10	10	60	68	8	7.0	8.57	23	0	7		
7														
8														
9	M	10	0	0	20	56	8	6.0	3.33	5	0	5		
10	T	11	0	0	22	67	8	5.0	4.40	6	0	5		
11	W	11	0	0	22	78	8	5.0	4.40	7	0	4		
12	T	12	0	0	24	65	8	6.0	4.00	7	0	5		
13	F	13	10	0	46	99	8	6.0	7.67	18	0	5		
14														
15														
16	M	9	0	0	18	78	8	6.0	3.00	6	0	3		
17	T	9	0	0	18	50	8	5.0	3.60	5	0	4		
18	W	10	0	0	20	63	8	5.0	4.00	5	0	5		
19	T	12	0	0	24	67	8	6.0	4.00	8	0	4		
20	F	13	13	0	52	76	8	6.0	8.67	20	0	6		
21														
22														
23	M	12	0	0	24	72	8	5.0	4.80	8	0	4		
24	T	11	0	0	22	33	8	6.0	3.67	6	0	5		
25	W	10	0	0	20	45	8	5.0	4.00	5	0	5		
26	T	9	0	0	18	46	8	5.0	3.60	7	0	2		
27	F	5	10	0	30	59	8	6.0	5.00	12	0	3		
28														
29														
30	M	12	0	20	64	121	8	7.0	9.14	26	0	6		
31														
TOTAL		220	43	30	586	1309	168	115	5.10	198	0	95	3.49	2.23
CUMUL		411	92	58	1122	2545	336	224	5.01	374	0	187	3.34	2.27

JULY 86 LET'S GO BRIGHTMOR

DATE		F & F	SHOP	S.E.	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1	T	13	0	8	42	87	8	5.0	8.40	10	8	3		
2	W	11	0	0	22	11	8	4.0	5.50	5	0	6		
3	T	13	0	0	26	68	8	4.0	6.50	7	0	6		
4	F	HOL												
5														
6														
7	M	7	0	0	14	34	8	4.0	3.50	5	0	2		
8	T	9	0	0	18	36	8	5.0	3.60	6	0	3		
9	W	10	0	0	20	42	8	5.0	4.00	6	0	4		
10	T	10	0	11	42	131	8	7.0	6.00	4	11	6		
11	F	10	11	0	42	87	8	6.0	7.00	16	0	5		
12														
13														
14	M	12	0	0	24	67	8	5.0	4.80	8	0	4		
15	T	DOWN NO SERVICE												
16	W	13	0	0	26	39	8	4.0	6.50	10	0	3		
17	T	12	0	15	54	90	8	6.0	9.00	5	15	7		
18	F	13	13	0	52	52	8	7.0	7.43	20	0	6		
19														
20														
21	M	10	0	0	20	53	8	6.0	3.33	6	0	4		
22	T	12	0	0	24	64	8	7.0	3.43	9	0	3		
23	W	12	0	0	24	63	8	6.0	4.00	10	0	2		
24	T	11	0	15	52	143	8	7.0	7.43	5	15	6		
25	F	10	0	0	20	78	8	6.0	3.33	8	0	2		
26														
27														
28	M	11	0	0	22	61	8	6.0	3.67	8	0	3		
29	T	12	0	10	44	111	8	7.0	6.29	19	0	3		
30	W	10	0	0	20	71	8	6.0	3.33	7	0	3		
31	T	10	0	15	50	106	8	7.0	7.14	5	15	5		
TOTAL		231	24	74	658	1494	168	120	5.48	179	64	86	3.92	2.27
CUMUL		642	116	132	1780	4039	504	344	5.17	553	64	273	3.53	2.27

AUG 86 LET'S GO BRIGHTMOR

DATE		F & F	SHOP	S.E.	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1	F	12	10	0	44	113	8	6	7.33	16	0	6		
2														
3														
4	M	10	0	0	20	51	8	5.0	4.00	5	0	5		
5	T	12	0	0	24	88	8	7.0	3.43	7	0	5		
6	W	12	0	0	24	84	8	5.0	4.80	9	0	3		
7	T	13	0	0	26	77	8	6.0	4.33	9	0	4		
8	F	14	12	0	52	105	8	7.0	7.43	21	0	5		
9														
10														
11	M	10	0	0	20	49	8	6.0	3.33	7	0	3		
12	T	12	0	0	24	76	8	7.0	3.43	8	0	4		
13	W	12	0	15	54	102	8	7.0	7.71	21	0	6		
14	T	12	0	0	24	66	8	6.0	4.00	9	0	3		
15	F	13	10	0	46	78	8	7.0	6.57	18	0	5		
16														
17														
18	M	10	6	10	52	89	8	7.0	7.43	21	0	5		
19	T	10	0	16	52	90	8	7.0	7.43	20	0	6		
20	W	12	0	0	24	51	8	6.0	4.00	8	0	4		
21	T	13	0	0	26	56	8	5.0	5.20	10	0	3		
22	F	10	10	0	40	70	8	7.0	5.71	15	0	5		
23														
24														
25	M	13	0	0	26	51	8	7.0	3.71	8	0	5		
26	T	11	0	0	22	62	8	6.0	3.67	6	0	5		
27	W	13	0	0	26	78	8	7.0	3.71	9	0	4		
28	T	11	0	0	22	60	8	5.0	4.40	5	0	6		
29	F	13	0	0	26	79	8	4.0	6.50	9	0	4		
30														
31														
TOTAL		248	48	41	674	1575	168	130	5.18	241	0	96	4.01	2.34
CUMUL		890	164	173	2454	5614	672	474	5.18	794	64	369	3.65	2.29

SEPT 86 LET'S GO BRIGHTMOR

DATE		F & F	SHOP	S.E.	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1	M	HOL												
2	T	13	0	0	26	68	8	6.0	4.33	8	0	5		
3	W	12	0	15	54	90	8	7.0	7.71	21	0	6		
4	T	14	12	7	66	74	8	7.0	9.43	14	0	7		
5	F	10	0	0	20	56	8	7.0	2.86	16	0	6		
6														
7														
8	M	11	0	0	22	48	8	6.0	3.67	7	0	4		
9	T	12	0	0	24	47	8	6.0	4.00	9	0	3		
10	W	10	0	0	20	72	8	7.0	2.86	5	0	5		
11	T	12	0	0	24	58	8	6.0	4.00	6	0	6		
12	F	14	12	0	52	76	8	7.0	7.43	19	0	7		
13														
14														
15	M	13	0	0	26	56	8	6.0	4.33	9	0	4		
16	T	12	0	0	24	70	8	7.0	3.43	9	0	3		
17	W	10	0	0	20	52	8	5.0	4.00	5	0	5		
18	T	12	0	12	48	70	8	7.0	6.86	8	0	6		
19	F	11	14	0	50	88	8	7.0	7.14	20	0	5		
20														
21														
22	M	10	0	12	44	108	8	7.0	6.29	19	0	3		
23	T	12	0	0	24	78	8	6.0	4.00	7	0	5		
24	W	11	0	10	42	92	8	7.0	6.00	17	0	4		
25	T	13	0	12	50	100	8	7.0	7.14	19	0	6		
26	F	12	10	0	44	104	8	7.0	6.29	17	0	5		
27	S	0	0	10	20	70	8	5.0	4.00	8	0	2		
28	S	0	0	10	20	68	8	5.0	4.00	6	0	4		
29	M	10	0	0	20	70	8	6.0	3.33	8	0	2		
30	T	12	0	10	44	120	8	7.0	6.29	17	0	5		
31														
TOTAL		246	48	98	784	1735	184	148	5.30	274	0	108	4.26	2.21
CUMUL		1136	212	271	3238	7349	856	622	5.21	1068	64	477	3.78	2.27

OCT 86 LET'S GO BRIGHTMOR

DATE		F & F	SHOP	S.E.	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1	W	10	0	0	20	38	8	6.0	3.33	5	0	5		
2	T	10	0	0	20	45	8	6.0	3.33	6	0	4		
3	F	15	12	0	54	88	8	7.0	7.71	21	0	6		
4														
5														
6	M	12	0	0	24	53	8	6.0	4.00	8	0	4		
7	T	15	0	0	30	35	8	5.0	6.00	12	0	3		
8	W	12	0	0	24	40	8	7.0	3.43	7	0	5		
9	T	12	0	0	24	45	8	6.0	4.00	7	0	5		
10	F	12	10	0	44	45	8	6.0	7.33	16	0	6		
11														
12														
13	M	11	0	0	22	58	8	5.0	4.40	6	0	5		
14	T	15	0	0	30	63	8	7.0	4.29	11	0	4		
15	W	12	0	0	24	50	8	6.0	4.00	9	0	3		
16	T	14	0	14	56	104	8	8.0	7.00	22	0	6		
17	F	14	15	0	58	70	8	7.0	8.29	24	0	5		
18														
19														
20	M	15	0	0	30	38	8	5.0	6.00	10	0	5		
21	T	10	0	0	20	39	8	6.0	3.33	6	0	4		
22	W	12	0	10	44	57	8	7.0	6.29	17	0	5		
23	T	13	0	10	46	87	8	7.0	6.57	19	0	4		
24	F	13	0	0	26	33	8	6.0	4.33	10	0	3		
25														
26														
27	M	10	0	0	20	48	8	5.0	4.00	7	0	3		
28	T	10	0	0	20	49	8	6.0	3.33	6	0	4		
29	W	11	0	0	22	46	8	7.0	3.14	6	0	5		
30	T	14	0	0	28	57	8	6.0	4.67	11	0	3		
31	F	14	10	0	48	78	8	7.0	6.86	19	0	5		
TOTAL		286	47	34	734	1266	184	144	5.10	265	0	102	3.99	1.72
CUMUL		1422	259	305	3972	8615	1040	766	5.19	1333	64	579	3.82	2.17

NOV 86 LET'S GO BRIGHTMOR

DATE		F & F	SHOP	S.E.	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1														
2														
3	M	14	0	0	28	35	8	7.0	4.00	9	0	5		
4	T	13	0	0	26	60	8	7.0	3.71	8	0	5		
5	W	13	0	0	26	80	8	6.0	4.33	8	0	5		
6	T	12	0	12	48	92	8	7.0	6.86	19	0	5		
7	F	15	10	0	50	70	8	6.0	8.33	19	0	6		
8														
9														
10	M	14	0	0	28	69	8	7.0	4.00	9	0	5		
11	T	12	0	0	24	54	8	7.0	3.43	6	0	6		
12	W	13	0	0	26	108	8	6.0	4.33	8	0	5		
13	T	15	0	0	30	108	8	6.0	5.00	9	0	6		
14	F	15	12	0	54	92	8	7.0	7.71	21	0	6		
15														
16														
17	M	14	0	0	28	61	8	7.0	4.00	9	0	5		
18	T	15	0	13	56	126	8	7.0	8.00	22	0	6		
19	W	14	0	0	28	94	8	6.0	4.67	8	0	6		
20	T	15	0	0	30	80	8	7.0	4.29	10	0	5		
21	F	15	14	0	58	135	8	7.0	8.29	24	0	5		
22														
23														
24	M	17	0	12	58	60	8	6.0	9.67	23	0	6		
25	T	15	0	0	30	86	8	7.0	4.29	10	0	5		
26	W	15	14	0	58	77	8	6.0	9.67	23	0	6		
27	T	HOL												
28	F	HOL												
29														
30														
31														
TOTAL		256	50	37	686	1487	144	119	5.76	245	0	98	4.76	2.17
CUMUL		1678	309	342	4658	10102	1184	885	5.26	1578	64	677	3.93	2.17

DEC 86 LET'S GO BRIGHTMOR

DATE	F & F	SHOP	S.E.	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1 M	15	0	0	30	61	8	7.0	4.29	10	0	5		
2 T	14	0	14	56	62	8	7.0	8.00	20	0	8		
3 W	15	0	0	30	32	8	7.0	4.29	10	0	5		
4 T	14	15	0	58	95	8	7.0	8.29	20	0	9		
5 F	14	15	0	58	99	8	7.0	8.29	25	0	4		
6													
7													
8 M	14	0	0	28	44	8	7.0	4.00	10	0	4		
9 T	15	0	10	50	66	8	7.0	7.14	20	0	5		
10 W	12	8	0	40	46	8	7.0	5.71	25	0	5		
11 T	15	0	15	60	104	8	7.0	8.57	26	0	4		
12 F	14	14	0	56	80	8	7.0	8.00	20	0	8		
13													
14													
15 M	14	0	15	58	50	8	6.0	9.67	20	0	9		
16 T	15	0	0	30	135	8	7.0	4.29	10	0	5		
17 W	15	0	15	60	98	8	7.0	8.57	22	0	8		
18 T	13	15	0	56	64	8	7.0	8.00	20	0	8		
19 F	15	14	0	58	67	8	7.0	8.29	24	0	5		
20													
21													
22 M	15	0	15	60	81	8	7.0	8.57	25	0	5		
23 T	15	0	35	100	86	8	7.0	14.29	40	0	10		
24 W	HOL												
25 T	HOL												
26 F	HOL												
27													
28													
29 M	12	0	0	24	57	8	7.0	3.43	8	0	4		
30 T	15	0	0	30	45	8	7.0	4.29	7	0	8		
31 W	HOL												
TOTAL	271	81	119	942	1372	152	132	7.14	362	0	119	6.20	1.46
CUMUL	1949	390	461	5600	11474	1336	1017	5.51	1940	64	796	4.19	2.05

JAN 87 LET'S GO BRIGHTMOR

DATE		F & F	SHOP	S.E.	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1	T	HOL												
2	F	10	10	0	40	41	8	7.0	5.71	15	0	5		
3														
4														
5	M	17	0	0	34	50	8	6.0	5.67	12	0	5		
6	T	17	0	0	34	52	8	5.0	6.80	10	0	7		
7	W	15	0	0	30	90	8	5.0	6.00	10	0	5		
8	T	16	0	0	32	118	8	6.0	5.33	11	0	5		
9	F	15	15	0	60	61	8	7.0	8.57	24	0	6		
10														
11														
12	M	16	0	0	32	44	8	6.0	5.33	10	0	6		
13	T	16	0	0	32	80	8	7.0	4.57	11	0	5		
14	W	14	0	0	28	89	8	5.0	5.60	9	0	5		
15	T	14	0	14	56	106	8	6.0	9.33	20	0	8		
16	F	15	15	0	60	70	8	6.0	10.00	24	0	6		
17														
18														
19	M	0	0	0	0	0	0	0.0	0.00	0	0	0		
20	T	14	0	0	28	53	8	5.0	5.60	10	0	4		
21	W	14	0	0	28	53	8	6.0	4.67	9	0	5		
22	T	14	0	0	28	50	8	7.0	4.00	11	0	3		
23	F	14	10	0	48	46	8	7.0	6.86	19	0	5		
24														
25														
26	M	12	0	0	24	74	8	6.0	4.00	7	0	5		
27	T	17	0	0	34	56	8	6.0	5.67	10	0	7		
28	W	16	0	0	32	48	8	6.0	5.33	10	0	6		
29	T	17	0	0	34	42	8	6.0	5.67	13	0	4		
30	F	10	15	0	50	52	8	7.0	7.14	20	0	5		
31														
TOTAL		293	65	14	744	1275	160	122	6.10	265	0	107	4.65	1.71
CUMUL		2242	455	475	6344	12749	1496	1139	5.57	2205	64	903	4.24	2.01

FEB 87 LET'S GO BRIGHTMOR

DATE		F & F	SHOP	S.E.	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1														
2	M	15	0	0	30	41	8	6.0	5.00	10	0	5		
3	T	14	0	0	28	61	8	6.0	4.67	10	0	4		
4	W	14	0	0	28	52	8	7.0	4.00	10	0	4		
5	T	15	0	0	30	63	8	7.0	4.29	12	0	3		
6	F	15	15	0	60	60	8	6.0	10.00	25	0	5		
7														
8														
9	M	15	0	0	30	50	8	7.0	4.29	14	0	1		
10	T	20	0	0	40	45	8	7.0	5.71	15	0	5		
11	W	17	0	0	34	45	8	7.0	4.86	10	0	7		
12	T	15	0	0	30	42	8	6.0	5.00	10	0	5		
13	F	15	14	0	58	70	8	7.0	8.29	24	0	5		
14														
15														
16	M	15	0	0	30	41	8	7.0	4.29	10	0	5		
17	T	20	0	15	70	75	8	7.0	10.00	25	0	10		
18	W	15	0	0	30	70	8	6.0	5.00	10	0	5		
19	T	15	0	0	30	51	8	7.0	4.29	10	0	5		
20	F	14	15	0	58	51	8	7.0	8.29	20	0	9		
21														
22														
23	M	16	0	14	60	23	8	6.0	10.00	25	0	5		
24	T	15	0	0	30	49	8	7.0	4.29	8	0	7		
25	W	16	0	0	32	54	8	6.0	5.33	10	0	6		
26	T	15	15	15	90	76	8	8.0	11.25	20	0	10		
27	F	16	0	0	32	75	8	8.0	4.00	25	0	6		
28														
29														
30														
31														
TOTAL		312	59	44	830	1094	160	135	6.15	303	0	112	5.19	1.32
CUMUL		2554	514	519	7174	13843	1656	1274	5.63	2508	64	1016	4.33	1.93

MARCH 87 LET'S GO BRIGHTMOR

DATE		F & F	SHOP	S.E.	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1														
2	M	16	0	0	32	62	8	6.0	5.33	10	0	6		
3	T	18	0	0	36	65	8	7.0	5.14	12	0	6		
4	W	18	0	0	36	57	8	7.0	5.14	10	0	8		
5	T	16	0	0	32	43	8	7.0	4.57	9	0	7		
6	F	17	15	0	64	78	8	7.0	9.14	25	0	7		
7														
8														
9	M	16	0	0	32	56	8	6.0	5.33	10	0	6		
10	T	17	0	0	34	70	8	6.0	5.67	10	0	7		
11	W	16	0	0	32	57	8	7.0	4.57	9	0	7		
12	T	17	0	16	66	78	8	7.0	9.43	26	0	7		
13	F	16	16	0	64	66	8	7.0	9.14	27	0	5		
14														
15														
16	M	17	0	0	34	53	8	6.0	5.67	10	0	7		
17	T	18	0	0	36	55	8	6.0	6.00	14	0	4		
18	W	18	0	0	36	58	8	7.0	5.14	10	0	8		
19	T	17	0	0	34	53	8	7.0	4.86	11	0	6		
20	F	16	16	0	64	69	8	6.0	10.67	27	0	5		
21														
22														
23	M	16	0	0	32	50	8	6.0	5.33	10	0	6		
24	T	16	0	0	32	50	8	6.0	5.33	9	0	7		
25	W	18	0	0	36	61	8	7.0	5.14	10	0	8		
26	T	17	0	0	34	64	8	7.0	4.86	10	0	7		
27	F	17	15	0	64	126	8	7.0	9.14	27	0	5		
28														
29														
30	M	17	0	0	34	50	8	6.0	5.67	10	0	7		
31	T	16	0	0	32	79	8	7.0	4.57	9	0	7		
TOTAL		370	62	16	896	1400	176	145	6.18	305	0	143	5.09	1.56
CUMUL		2924	576	535	8070	15243	1832	1419	5.69	2813	64	1158	4.41	1.89

MAY 86 LET'S GO DELRAY NO SERVICE THIS MONTH

DATE		MED	NUT	REC	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1	T	0	0	0	0	0	0	0.0	0.00	0	0	0		
2	F	0	0	0	0	0	0	0.0	0.00	0	0	0		
3														
4														
5	M	0	0	0	0	0	0	0.0	0.00	0	0	0		
6	T	0	0	0	0	0	0	0.0	0.00	0	0	0		
7	W	0	0	0	0	0	0	0.0	0.00	0	0	0		
8	T	0	0	0	0	0	0	0.0	0.00	0	0	0		
9	F	0	0	0	0	0	0	0.0	0.00	0	0	0		
10														
11														
12	M	0	0	0	0	0	0	0.0	0.00	0	0	0		
13	T	0	0	0	0	0	0	0.0	0.00	0	0	0		
14	W	0	0	0	0	0	0	0.0	0.00	0	0	0		
15	T	0	0	0	0	0	0	0.0	0.00	0	0	0		
16	F	0	0	0	0	0	0	0.0	0.00	0	0	0		
17														
18														
19	M	0	0	0	0	0	0	0.0	0.00	0	0	0		
20	T	0	0	0	0	0	0	0.0	0.00	0	0	0		
21	W	0	0	0	0	0	0	0.0	0.00	0	0	0		
22	T	0	0	0	0	0	0	0.0	0.00	0	0	0		
23	F	0	0	0	0	0	0	0.0	0.00	0	0	0		
24														
25														
26	M	HOLIDAY												
27	T	0	0	0	0	0	0	0.0	0.00	0	0	0		
28	W	0	0	0	0	0	0	0.0	0.00	0	0	0		
29	T	0	0	0	0	0	0	0.0	0.00	0	0	0		
30	F	0	0	0	0	0	0	0.0	0.00	0	0	0		
31														
TOTAL		0	0	0	0	0	0	0.0	0.00	0	0	0	0.00	0.00
CUMUL		0	0	0	0	0	0	0.0	0.00	0	0	0	0.00	0.00

DELRSUM

DELRSUM

1st COL = 1st

JUNE 86 LET'S GO DELRAY

DATE		MED	SHOP	S.E.	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1														
2	M	0	0	0	0	0	0	0.0	0.00	0	0	0		
3	T	0	0	0	0	0	0	0.0	0.00	0	0	0		
4	W	0	0	0	0	0	0	0.0	0.00	0	0	0		
5	T	0	0	12	24	24	8	1.0	24.00	12	0	0		
6	F	0	0	0	0	0	0	0.0	0.00	0	0	0		
7														
8														
9	M	0	0	0	0	0	0	0.0	0.00	0	0	0		
10	T	0	30	0	60	36	8	1.0	60.00	30	0	0		
11	W	0	0	22	44	14	8	1.0	44.00	22	0	0		
12	T	0	0	0	0	0	0	0.0	0.00	0	0	0		
13	F	0	0	0	0	0	0	0.0	0.00	0	0	0		
14														
15														
16	M	0	0	0	0	0	0	0.0	0.00	0	0	0		
17	T	0	0	0	0	0	0	0.0	0.00	0	0	0		
18	W	0	0	0	0	0	0	0.0	0.00	0	0	0		
19	T	32	0	0	64	12	8	2.0	32.00	32	0	0		
20	F	0	0	34	68	16	8	1.0	68.00	34	0	0		
21														
22														
23	M	0	0	0	0	0	0	0.0	0.00	0	0	0		
24	T	0	24	0	48	36	8	1.0	48.00	24	0	0		
25	W	2	0	0	4	28	8	1.0	4.00	2	0	0		
26	T	0	0	16	32	24	8	1.0	32.00	16	0	0		
27	F	0	0	0	0	0	0	0.0	0.00	0	0	0		
28														
29														
30	M	0	0	0	0	0	0	0.0	0.00	0	0	0		
31														
TOTAL		34	54	84	344	190	64	9	38.22	172	0	0	5.38	0.55
CUMUL		34	54	84	344	190	64	9	38.22	172	0	0	5.38	0.55

JULY 86 LET'S GO DELRAY

DATE		MED	SHOP	S.E.	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1	T	0	0	0	0	0	0	0.0	0.00	0	0	0		
2	W	0	0	0	0	0	0	0.0	0.00	0	0	0		
3	T	0	0	12	24	24	8	1.0	24.00	12	0	0		
4	F	HOL												
5														
6														
7	M	0	0	8	16	12	8	1.0	16.00	8	0	0		
8	T	0	10	20	60	48	8	3.0	20.00	30	0	0		
9	W	0	0	28	56	24	8	2.0	28.00	28	0	0		
10	T	0	0	34	68	24	8	2.0	34.00	34	0	0		
11	F	0	0	12	24	12	8	1.0	24.00	12	0	0		
12														
13														
14	M	0	0	26	52	20	8	4.0	13.00	26	0	0		
15	T	0	0	14	28	12	8	1.0	28.00	14	0	0		
16	W	2	0	14	32	24	8	2.0	16.00	16	0	0		
17	T	4	0	26	60	38	8	4.0	15.00	30	0	0		
18	F	2	0	10	24	26	8	2.0	12.00	12	0	0		
19														
20														
21	M	0	0	0	0	0	0	0.0	0.00	0	0	0		
22	T	2	12	0	28	52	8	3.0	9.33	14	0	0		
23	W	2	0	0	4	6	8	1.0	4.00	2	0	0		
24	T	6	0	0	12	16	8	2.0	6.00	6	0	0		
25	F	2	0	0	4	12	8	1.0	4.00	2	0	0		
26														
27														
28	M	0	0	0	0	0	0	0.0	0.00	0	0	0		
29	T	0	0	0	0	0	0	0.0	0.00	0	0	0		
30	W	0	0	0	0	0	0	0.0	0.00	0	0	0		
31	T	0	0	22	44	12	8	1.0	44.00	22	0	0		
TOTAL		20	22	226	536	362	128	31	17.29	268	0	0	4.19	0.68
CUMUL		54	76	310	880	552	192	40	22.00	440	0	0	4.58	0.63

AUG 86 LET'S GO DELRAY

DATE		MED	SHOP	S.E.	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1	F	0	0	0	0	0	0	0	0.00	0	0	0		
2														
3														
4	M	0	0	0	0	0	0	0.0	0.00	0	0	0		
5	T	0	0	0	0	0	0	0.0	0.00	0	0	0		
6	W	2	0	0	4	20	8	1.0	4.00	2	0	0		
7	T	4	0	0	8	40	8	1.0	8.00	4	0	0		
8	F	0	0	0	0	0	0	0.0	0.00	0	0	0		
9														
10														
11	M	0	0	0	0	0	0	0.0	0.00	0	0	0		
12	T	0	0	0	0	0	0	0.0	0.00	0	0	0		
13	W	0	0	0	0	0	0	0.0	0.00	0	0	0		
14	T	0	0	20	40	28	8	1.0	40.00	20	0	0		
15	F	0	0	0	0	0	0	0.0	0.00	0	0	0		
16														
17														
18	M	0	0	0	0	0	0	0.0	0.00	0	0	0		
19	T	0	0	0	0	44	8	1.0	0.00	0	0	0		
20	W	2	0	0	4	28	8	1.0	4.00	2	0	0		
21	T	0	0	0	0	0	0	0.0	0.00	0	0	0		
22	F	2	0	0	4	22	8	1.0	4.00	2	0	0		
23														
24														
25	M	0	0	32	64	34	8	1.5	42.67	32	0	0		
26	T	0	20	0	40	34	8	1.5	26.67	20	0	0		
27	W	0	0	0	0	0	0	0.0	0.00	0	0	0		
28	T	4	0	0	8	29	8	1.0	8.00	4	0	0		
29	F	0	0	24	48	35	8	1.5	32.00	24	0	0		
30														
31														
TOTAL		14	20	76	220	314	80	11.5	19.13	110	0	0	2.75	1.43
CUMUL		68	96	386	1100	866	272	51.5	21.36	550	0	0	4.04	0.79

SEPT 86 LET'S GO DELRAY

DATE		MED	SHOP	S.E.	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1	M	HOL												
2	T	0	0	0	0	0	0	0.0	0.00	0	0	0		
3	W	0	0	0	0	0	0	0.0	0.00	0	0	0		
4	T	2	0	26	56	34	8	1.0	56.00	28	0	0		
5	F	4	0	0	8	61	8	2.0	4.00	4	0	0		
6														
7														
8	M	0	0	12	24	14	8	1.0	24.00	12	0	0		
9	T	0	24	0	48	45	8	1.0	48.00	24	0	0		
10	W	0	0	0	0	0	0	0.0	0.00	0	0	0		
11	T	2	0	22	48	78	8	2.0	24.00	24	0	0		
12	F	0	0	0	0	0	0	0.0	0.00	0	0	0		
13														
14														
15	M	0	0	0	0	0	0	0.0	0.00	0	0	0		
16	T	0	0	6	12	49	8	1.0	12.00	6	0	0		
17	W	0	0	10	20	65	8	2.0	10.00	10	0	0		
18	T	0	0	24	48	34	8	1.0	48.00	24	0	0		
19	F	0	0	0	0	0	0	0.0	0.00	50	0	0		
20														
21														
22	M	0	0	2	4	8	8	1.0	4.00	0	0	2		
23	T	6	30	6	84	75	8	2.0	42.00	42	0	0		
24	W	4	0	2	12	23	8	1.0	12.00	4	0	2		
25	T	2	0	30	64	73	8	2.0	32.00	32	0	0		
26	F	0	0	0	0	0	0	0.0	0.00	0	0	0		
27	S	0	0	30	60	28	4	1.0	60.00	30	0	0		
28														
29	M	6	0	0	12	40	8	1.0	12.00	6	0	0		
30	T	4	0	0	8	67	8	2.0	4.00	4	0	0		
31														
TOTAL		30	54	170	508	694	116	21	24.19	300	0	4	4.38	1.37
CUMUL		98	150	556	1608	1560	388	72.5	22.18	850	10	4	4.14	0.97

OCT 86 LET'S GO DELRAY

DATE		MED	SHOP	S.E.	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1	W	2	0	6	16	21	8	1.0	16.00	8	0	0		
2	T	0	0	60	120	90	8	2.0	60.00	60	0	0		
3	F	0	0	0	0	7	8	0.0	0.00	0	0	0		
4														
5														
6	M	4	0	0	8	40	8	1.0	8.00	4	0	0		
7	T	4	0	0	8	73	8	2.0	4.00	4	0	0		
8	W	6	0	0	12	73	8	2.0	6.00	6	0	0		
9	T	4	0	34	76	101	8	3.0	25.33	38	0	0		
10	F	0	0	28	56	22	8	1.0	56.00	28	0	0		
11														
12														
13	M	6	0	24	60	42	8	1.0	60.00	30	0	0		
14	T	4	24	24	104	60	8	1.0	104.00	52	0	0		
15	W	8	0	28	72	61	8	2.0	36.00	36	0	0		
16	T	8	0	48	112	55	8	2.0	56.00	56	0	0		
17	F	7	0	24	62	73	8	2.0	31.00	31	0	0		
18														
19														
20	M	6	0	24	60	67	8	2.0	30.00	30	0	0		
21	T	6	0	24	60	43	8	2.0	30.00	30	0	0		
22	W	4	0	24	56	51	8	1.0	56.00	28	0	0		
23	T	4	0	52	112	50	8	2.0	56.00	56	0	0		
24	F	6	0	24	60	63	8	2.0	30.00	30	0	0		
25														
26														
27	M	2	0	24	52	67	8	2.0	26.00	26	0	0		
28	T	0	30	24	108	35	8	1.0	108.00	54	0	0		
29	W	2	0	24	52	51	8	2.0	26.00	26	0	0		
30	T	2	0	54	112	49	8	1.0	112.00	56	0	0		
31	F	2	0	0	4	38	8	1.0	4.00	2	0	0		
TOTAL		87	54	550	1382	1232	184	36	38.39	691	0	0	7.51	0.89
CUMUL		185	204	1106	2990	2792	572	108.5	27.56	1541	0	4	5.23	0.93

NOV 86 LET'S GO DELRAY

DATE		MED	SHOP	S.E.	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1														
2														
3	M	2	0	0	4	47	8	4.0	1.00	2	0	0		
4	T	4	0	0	8	23	8	4.0	2.00	4	0	0		
5	W	6	0	0	12	52	8	5.0	2.40	6	0	0		
6	T	2	0	43	90	53	8	5.0	18.00	45	0	0		
7	F	8	0	0	16	65	8	6.0	2.67	8	0	0		
8														
9														
10	M	4	0	2	12	44	8	4.0	3.00	6	0	0		
11	T	0	0	0	0	0	0	0.0	0.00	0	0	0		
12	W	6	0	3	18	61	8	5.0	3.60	9	0	0		
13	T	4	0	30	68	48	8	4.0	17.00	34	0	0		
14	F	2	0	0	4	46	8	4.0	1.00	2	0	0		
15														
16														
17	M	4	0	2	12	59	8	5.0	2.40	6	0	0		
18	T	6	0	2	16	49	8	4.0	4.00	8	0	0		
19	W	2	0	0	4	17	8	3.0	1.33	2	0	0		
20	T	2	6	32	80	77	8	6.0	13.33	40	0	0		
21	F	2	6	0	16	47	8	4.0	4.00	8	0	0		
22														
23														
24	M	0	0	0	0	0	0	0.0	0.00	0	0	0		
25	T	4	0	0	8	20	8	4.0	2.00	4	0	0		
26	W	4	0	0	8	35	8	4.0	2.00	4	0	0		
27	T	HOL												
28	F	HOL												
29														
30														
31														
TOTAL		62	12	114	376	743	128	71	5.30	188	0	0	2.94	1.98
CUMUL		247	216	1220	3366	3535	700	179.5	18.75	1729	10	4	4.81	1.05

DEC 86 LET'S GO DELRAY

DATE		MED	SHOP	S.E.	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1	M	6	0	0	12	27	8	4.0	3.00	6	0	0		
2	T	6	0	0	12	27	8	4.0	3.00	6	0	0		
3	W	6	0	0	12	30	8	4.0	3.00	6	0	0		
4	T	6	0	12	36	33	8	4.0	9.00	18	0	0		
5	F	2	0	0	4	20	8	4.0	1.00	2	0	0		
6														
7														
8	M	0	0	2	4	30	8	4.0	1.00	2	0	0		
9	T	0	18	0	36	60	8	5.0	7.20	18	0	0		
10	W	4	0	0	8	17	8	3.0	2.67	4	0	0		
11	T	2	0	34	72	34	8	4.0	18.00	36	0	0		
12	F	0	0	32	64	57	8	5.0	12.80	32	0	0		
13														
14														
15	M	2	0	6	16	44	8	4.0	4.00	8	0	0		
16	T	0	0	0	0	0	8	0.0	0.00	0	0	0		
17	W	0	4	0	8	25	8	4.0	2.00	4	0	0		
18	T	0	0	10	20	36	8	4.0	5.00	10	0	0		
19	F	0	0	0	0	0	8	0.0	0.00	0	0	0		
20														
21														
22	M	0	10	4	28	25	8	4.0	7.00	4	0	0		
23	T	0	0	0	0	30	8	4.0	0.00	10	0	0		
24	W	HOL												
25	T	HOL												
26	F	HOL												
27														
28														
29	M	0	0	0	0	0	8	0.0	0.00	0	0	0		
30	T	0	0	0	0	0	8	0.0	0.00	0	0	0		
31	W	HOL												
TOTAL		34	32	100	332	495	152	61	5.44	166	0	0	2.18	1.49
CUMUL		281	248	1320	3698	4030	852	240.5	15.38	1895	0	4	4.34	1.09

JAN 87 LET'S GO DELRAY

DATE		MED	SHOP	S.E.	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1	T	HOL												
2	F	0	0	0	0	0	8	0.0	0.00	0	0	0		
3														
4														
5	M	0	0	0	0	0	8	0.0	0.00	0	0	0		
6	T	0	0	0	0	0	8	0.0	0.00	0	0	0		
7	W	4	0	0	8	29	8	4.0	2.00	4	0	0		
8	T	0	0	26	52	30	8	5.0	10.40	26	0	0		
9	F	0	0	0	0	0	8	0.0	0.00	0	0	0		
10														
11														
12	M	0	0	0	0	0	8	0.0	0.00	0	0	0		
13	T	0	28	0	56	27	8	4.0	14.00	28	0	0		
14	W	2	0	0	4	20	8	4.0	1.00	2	0	0		
15	T	4	0	0	8	22	8	4.0	2.00	4	0	0		
16	F	2	0	12	28	37	8	5.0	5.60	14	0	0		
17														
18														
19	M	HOL												
20	T	2	0	0	4	9	8	4.0	1.00	2	0	0		
21	W	0	0	2	4	9	8	4.0	1.00	2	0	0		
22	T	0	0	16	32	42	8	5.0	6.40	16	0	0		
23	F	4	0	0	8	24	8	4.0	2.00	4	0	0		
24														
25														
26	M	0	0	20	40	50	8	6.0	6.67	20	0	0		
27	T	0	0	16	32	45	8	6.0	5.33	16	0	0		
28	W	0	0	6	12	46	8	6.0	2.00	6	0	0		
29	T	2	0	30	64	27	8	4.0	16.00	32	0	0		
30	F	2	0	4	12	64	8	7.0	1.71	6	0	0		
31														
TOTAL		22	28	132	364	481	160	72	5.06	182	0	0	2.28	1.32
CUMUL		303	276	1452	4062	4511	1012	312.5	13.00	2077	0	4	4.01	1.11

FEB 87 LET'S GO DELRAY

DATE		MED	NUT	REC	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1														
2	M	0	0	2	4	23	8	4.0	1.00	2	0	0		
3	T	0	0	0	0	0	8	0.0	0.00	0	0	0		
4	W	2	0	4	12	45	8	5.0	2.40	6	0	0		
5	T	0	0	18	36	19	8	3.0	12.00	18	0	0		
6	F	0	0	1	2	40	8	5.0	0.40	1	0	0		
7														
8														
9	M	2	0	16	36	49	8	5.0	7.20	18	0	0		
10	T	2	24	0	52	40	8	5.0	10.40	26	0	0		
11	W	0	0	2	4	17	8	3.0	1.33	2	0	0		
12	T	0	0	20	40	32	8	5.0	8.00	20	0	0		
13	F	4	0	6	20	57	8	6.0	3.33	10	0	0		
14														
15														
16	M	0	0	0	0	0	8	0.0	0.00	0	0	0		
17	T	4	0	2	12	25	8	4.0	3.00	6	0	0		
18	W	REPAIRS	VAN	0	0	20	8	4.0	0.00	0	0	0		
19	T	2	0	32	68	40	8	5.0	13.60	34	0	0		
20	F	2	0	52	108	26	8	4.0	27.00	54	0	0		
21														
22														
23	M	0	0	4	8	54	8	6.0	1.33	4	0	0		
24	T	0	24	0	48	30	8	5.0	9.60	24	0	0		
25	W	0	0	4	8	31	8	5.0	1.60	4	0	0		
26	T	2	0	0	4	30	8	5.0	0.80	2	0	0		
27	F	0	0	0	0	0	8	0.0	0.00	0	0	0		
28														
29														
30														
31														
TOTAL		20	48	163	462	578	160	79	5.85	231	0	0	2.89	1.25
CUMUL		323	324	1615	4524	5089	1172	391.5	11.56	2308	0	4	3.86	1.12

MARCH 87 LET'S GO DELRAY

DATE		MED	SHOP	S.E.	TOTAL PASS	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR	HCAP	SR HCAP	PASS./ SYS HR	TRIP LENGTH
1														
2	M	4	0	0	8	15	8	3.0	2.67	4	0	0		
3	T	0	0	0	0	0	8	0.0	0.00	0	0	0		
4	W	4	0	0	8	20	8	3.0	2.67	4	0	0		
5	T	4	0	0	8	35	8	5.0	1.60	4	0	0		
6	F	2	0	0	4	15	8	3.0	1.33	2	0	0		
7														
8														
9	M	2	0	0	4	10	8	2.0	2.00	2	0	0		
10	T	0	22	2	48	48	8	5.0	9.60	24	0	0		
11	W	2	0	0	4	21	8	4.0	1.00	2	0	0		
12	T	0	0	0	0	0	8	0.0	0.00	0	0	0		
13	F	0	0	0	0	0	8	0.0	0.00	0	0	0		
14														
15														
16	M	0	0	0	0	0	8	0.0	0.00	0	0	0		
17	T	2	0	0	4	14	8	3.0	1.33	2	0	0		
18	W	0	0	0	0	0	8	0.0	0.00	0	0	0		
19	T	2	0	14	32	20	8	4.0	8.00	16	0	0		
20	F	0	0	14	28	20	8	4.0	7.00	14	0	0		
21														
22														
23	M	0	0	0	0	0	8	0.0	0.00	0	0	0		
24	T	0	0	20	40	30	8	5.0	8.00	20	0	0		
25	W	0	0	0	0	0	8	0.0	0.00	0	0	0		
26	T	0	0	28	56	27	8	4.0	14.00	28	0	0		
27	F	0	0	0	0	0	8	0.0	0.00	0	0	0		
28														
29														
30	M	0	0	6	12	15	8	3.0	4.00	6	0	0		
31	T	6	0	0	12	55	8	6.0	2.00	6	0	0		
TOTAL		28	22	84	268	345	176	54	4.96	134	0	0	1.52	1.29
CUMUL		351	346	1699	4792	5434	1348	445.5	10.76	2442	0	4	3.55	1.13

C.A.U.S.E.

MONTH	RIDERSHIP	TOTAL COSTS	FARES	AVE. FARES	VEHICLE HOURS	MILES	PASS./ HR.	COSTS/HR	COST/ PASS.	COST/ MILE	AVE. FARE/ COST	TRIP LENGTH
AUGUST 86	122	5427.00	68.00	0.56	82	822	1.5	66.18	44.48	6.60	0.01	6.74
SEPTEMBER	901	7002.00	280.00	0.31	411	4067	2.2	17.04	7.77	1.72	0.04	4.51
ACC. T	1023	12429.00	348.00	0.34	493	4889	2.1	25.21	12.15	2.54	0.03	4.78
OCTOBER	1220	11194.00	425.00	0.35	520	5556	2.3	21.53	9.18	2.01	0.04	4.55
ACC. T	2243	23623.00	773.00	0.34	1013	10445	2.2	23.32	10.53	2.26	0.03	4.66
NOVEMBER	1032	11058.00	448.00	0.43	448	4981	2.3	24.68	10.72	2.22	0.04	4.83
ACC. T	3275	34681.00	1221.00	0.37	1461	15426	2.2	23.74	10.59	2.25	0.04	4.71
DECEMBER	1014	9806.00	286.00	0.28	435	4354	2.3	22.54	9.67	2.25	0.03	4.29
ACC. T	4289	44487.00	1507.00	0.35	1896	19780	2.3	23.46	10.37	2.25	0.03	4.61
JANUARY 87	1221	9668.00	488.00	0.40	486	5183	2.5	19.89	7.92	1.87	0.05	4.24
ACC. T	5510	54155.00	1995.00	0.36	2382	24963	2.3	22.74	9.83	2.17	0.04	4.53
FEBRUARY	1395	9314.00	508.00	0.36	474	6200	2.9	19.65	6.68	1.50	0.05	4.44
ACC. T	6905	63469.00	2503.00	0.36	2856	31163	2.4	22.22	9.19	2.04	0.04	4.51
MARCH	1397	NOT AVAIL	478.00	0.34	449	6037	3.1	0.00	0.00	0.00	0.00	4.32
ACC. T	8302	63469.00	2981.00	0.36	3305	37200	2.5	19.20	7.65	1.71	0.05	4.48
APRIL	1477	NOT AVAIL	479.00	0.32	475	6347	3.1	0.00	0.00	0.00	0.00	4.30
ACC. T	9779	63469.00	3460.00	0.35	3780	43547	2.6	16.79	6.49	1.46	0.05	4.45

AUGUST 1987 LET'S GO CAUSE

DATE		O.	UTIL	BANK	SHOP	REC	NUT	MED	TOTAL PASS	DON	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR HCAP	HCAP	SR HCAP	PASS/ SYS HR	TRIP LENGTH
1	F																		
2																			
3																			
4	M																		
5	T																		
6	W																		
7	T																		
8	F																		
9																			
10																			
11	M																		
12	T																		
13	W																		
14	T																		
15	F																		
16																			
17		BEGIN SERVICE																	
18	M	3	0	1	0	0	0	4	8	$2.00	46	8	6.0	1.33	0	0	0		
19	T	0	0	0	0	0	0	8	8	$3.50	46	8	6.5	1.23	0	0	0		
20	W	2	0	0	0	0	0	4	6	$3.00	30	8	6.0	1.00	0	0	0		
21	T	1	0	0	0	0	0	12	13	$9.50	123	8	8.0	1.63	0	0	0		
22	F	2	0	0	0	0	0	16	18	$10.00	187	8	14.0	1.29	0	0	2		
23																			
24																			
25	M	0	0	0	0	0	0	10	10	$5.10	78	8	7.5	1.33	0	0	2		
26	T	2	0	0	0	0	32	10	44	$15.00	77	8	7.5	5.87	0	0	4		
27	W	0	0	0	0	0	12	12	24	$8.00	114	8	10.5	2.29	0	0	6		
28	T	9	0	0	0	0	2	11	22	$6.40	63	8	8.0	2.75	0	0	6		
29	F	6	0	0	4	0	0	10	20	$6.00	58	8	7.5	2.67	0	0	2		
30																			
31																			
TOTAL		25	0	1	4	0	46	97	173	$68.50	822	80	82	2.12	0	0	22	2.16	4.75
CUMUL		25	0	1	4	0	46	97	173	$68.50	822	80	82	2.12	0	0	22	2.16	4.75

MONTHLY CAUSE OPERATION SUMMARIES FROM - CAUSE

SEPT 86 LET'S GO CAUSE

DATE		O.	UTIL	BANK	SHOP	REC	NUT	MED	TOTAL PASS	DON	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR HCAP		SR HCAP	PASS/ SYS HR	TRIP LENGTH
1	M			HOL															
2	T	0	0	0	0	0	0	12	12	$7.50	57	8	8.0	1.50	0	0	4		
3	W	0	0	0	2	5	0	10	17	$6.00	171	8	16.0	1.06	0	0	4		
4	T	0	0	6	2	0	46	20	74	$20.50	251	8	24.0	3.08	0	0	12		
5	F	0	0	4	48	0	26	18	96	$42.50	248	8	24.0	4.00	0	0	6		
6																			
7																			
8	M	0	0	0	2	2	4	10	18	$7.36	96	8	16.0	1.13	0	0	0		
9	T	0	0	0	10	2	8	20	40	$14.00	228	8	24.0	1.67	0	0	10		
10	W	0	0	0	2	4	28	24	58	$12.50	226	8	24.0	2.42	0	0	8		
11	T	0	0	0	4	2	28	16	50	$15.00	196	8	24.0	2.08	0	0	4		
12	F	0	0	0	2	4	12	20	38	$14.00	220	8	24.0	1.58	0	0	6		
13																			
14																			
15	M	0	0	0	2	2	8	32	44	$16.37	310	8	24.0	1.83	0	1	6		
16	T	0	0	2	0	2	4	16	24	$9.56	252	8	18.0	1.33	0	0	4		
17	W	0	0	0	6	0	6	20	32	$10.55	154	8	18.0	1.78	0	0	2		
18	T	0	0	0	0	0	32	15	47	$23.75	168	8	16.0	2.94	0	0	0		
19	F	0	0	0	12	50	0	20	82	$25.60	229	8	24.0	3.42	0	0	6		
20																			
21																			
22	M	0	0	0	12	0	8	20	40	$6.00	135	8	16.0	2.50	0	0	4		
23	T	0	0	0	15	2	4	22	43	$12.50	220	8	24.0	1.79	0	0	4		
24	W	0	0	4	0	4	2	19	29	$10.50	139	8	16.0	1.81	0	0	0		
25	T	0	0	0	3	2	5	19	29	$11.50	159	8	16.0	1.81	0	0	0		
26	F	0	0	0	2	4	15	25	46	$13.50	206	8	16.0	2.88	0	0	2		
27																			
28																			
29	M	0	0	0	4	2	12	13	31	$12.00	152	8	16.0	1.94	0	0	0		
30	T	0	0	0	1	8	15	26	50	$14.47	250	8	24.0	2.08	0	0	6		
31																			
TOTAL		0	0	16	129	95	263	397	900	$305.66	4067	168	412	2.18	0	1	88	5.36	4.52
CUMUL		25	0	17	133	95	309	494	1073	$374.16	4889	248	494	2.17	0	1	110	4.33	4.56

OCT 96 LET'S GO CAUSE

DATE		O.	UTIL	BANK	SHOP	REC	NUT	MED	TOTAL PASS	DON	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR HCAP	HCAP	SR HCAP	PASS/ SYS HR	TRIP LENGTH
1	W	0	0	5	0	6	2	20	33	$14.41	205	8	16.0	2.06	0	0	2		
2	T	0	0	2	0	36	14	22	74	$24.35	269	8	24.0	3.08	0	0	8		
3	F	0	0	2	8	3	2	25	40	$10.25	213	8	24.0	1.67	0	0	7		
4																			
5																			
6	M	0	0	2	2	0	8	24	36	$22.05	223	8	16.0	2.25	0	0	2		
7	T	0	0	0	6	10	25	24	65	$31.80	295	8	24.0	2.71	0	0	0		
8	W	0	0	2	12	12	34	22	82	$24.93	254	8	24.0	3.42	0	0	6		
9	T	0	0	0	4	3	15	29	51	$15.25	238	8	24.0	2.13	0	0	8		
10	F	0	0	2	0	0	20	27	49	$17.18	275	8	24.0	2.04	0	0	6		
11																			
12																			
13	M	0	0	0	3	5	0	26	34	$11.25	166	8	16.0	2.13	0	0	2		
14	T	0	0	1	0	5	14	34	54	$19.01	271	8	24.0	2.25	0	0	2		
15	W	0	0	7	4	35	16	25	87	$22.20	247	8	24.0	3.63	0	0	8		
16	T	0	0	0	0	3	12	28	43	$30.97	210	8	24.0	1.79	0	0	2		
17	F	0	0	0	2	30	8	30	70	$19.00	215	8	24.0	2.92	0	0	0		
18																			
19																			
20	M	0	0	0	0	23	15	39	77	$18.91	292	8	24.0	3.21	0	0	8		
21	T	0	0	0	1	0	8	36	45	$17.00	278	8	24.0	1.88	0	0	6		
22	W	0	0	0	1	0	2	31	34	$14.66	223	8	24.0	1.42	0	0	5		
23	T	0	0	0	3	6	5	34	48	$13.28	302	8	24.0	2.00	0	0	12		
24	F	0	0	0	3	4	26	29	62	$22.80	285	8	24.0	2.58	0	0	2		
25																			
26																			
27	M	0	0	0	0	4	2	39	45	$8.90	151	8	16.0	2.81	0	0	9		
28	T	0	0	2	2	0	4	45	53	$22.50	278	8	24.0	2.21	0	0	5		
29	W	0	0	0	1	7	10	35	53	$14.50	233	8	24.0	2.21	0	0	4		
30	T	0	0	1	0	3	4	28	36	$14.00	204	8	24.0	1.50	0	0	5		
31	F	0	0	2	2	1	7	37	49	$15.30	229	8	24.0	2.04	0	0	4		
TOTAL		0	0	28	54	196	253	689	1220	$424.50	5556	184	520	2.35	0	0	113	6.63	4.55
CUMUL		25	0	45	187	291	562	1183	2293	$798.66	10445	432	1014	2.26	0	1	223	5.31	4.56

NOV 86 LET'S GO CAUSE

DATE		O.	UTIL	BANK	SHOP	REC	NUT	MED	TOTAL PASS	DON	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR HCAP	HCAP	SR HCAP	PASS/ SYS HR	TRIP LENGTH
1																			
2																			
3	M	0	0	5	0	5	8	10	28	$11.75	212	8	24.0	1.17	0	0	4		
4	T	0	0	0	9	7	0	30	46	$11.75	203	8	24.0	1.92	0	0	2		
5	W	0	0	1	6	3	18	34	62	$21.90	283	8	24.0	2.58	0	0	6		
6	T	0	0	0	2	4	11	33	50	$30.10	315	8	24.0	2.08	0	0	2		
7	F	0	0	2	10	0	13	26	51	$23.60	276	8	24.0	2.13	0	0	0		
8																			
9																			
10	M	0	0	0	2	3	13	24	42	$16.80	263	8	24.0	1.75	0	0	4		
11	T	0	0	0	1	0	9	31	41	$31.05	281	8	24.0	1.71	0	0	5		
12	W	0	0	0	4	3	25	26	58	$21.50	329	8	24.0	2.42	0	0	1		
13	T	0	0	0	0	0	0	24	24	$9.75	171	8	16.0	1.50	0	0	5		
14	F	0	0	0	4	4	13	20	41	$28.40	284	8	24.0	1.71	0	0	8		
15																			
16																			
17	M	0	0	0	2	9	21	24	56	$25.69	314	8	24.0	2.33	0	0	2		
18	T	0	0	2	0	3	4	34	43	$13.86	256	8	24.0	1.79	0	0	5		
19	W	0	0	1	5	6	16	25	53	$33.22	281	8	24.0	2.21	0	0	9		
20	T	0	0	0	2	3	8	39	52	$17.35	234	8	24.0	2.17	0	0	6		
21	F	0	0	1	30	6	5	16	58	$16.55	231	8	24.0	2.42	0	0	6		
22																			
23																			
24	M	0	3	0	0	2	0	42	47	$15.77	294	8	24.0	1.96	0	0	6		
25	T	0	2	0	2	5	16	22	47	$15.85	261	8	24.0	1.96	0	0	0		
26	W	0	0	0	0	4	12	33	49	$20.59	264	8	24.0	2.04	0	0	4		
27	T	HOL					184		184	$132.00	229	8	24.0						
28	F	HOL																	
29																			
30																			
31																			
TOTAL		0	5	12	79	67	376	493	1032	$497.48	4981	152	448	2.30	0	0	75	6.79	4.83
CUMUL		25	5	57	266	358	938	1676	3325	$1,296.14	15426	584	1462	2.28	0	1	298	5.69	4.64

DEC 86 LET'S GO CAUSE

DATE		O.	UTIL	BANK	SHOP	REC	NUT	MED	TOTAL PASS	DON	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR HCAP	HCAP	SR HCAP	PASS/ SYS HR	TRIP LENGTH
1	M	0	0	2	0	5	4	22	33	$5.00	100	8	10.0	3.30	0	0	1		
2	T	0	3	1	4	3	14	30	55	$16.00	280	8	24.0	2.29	0	0	3		
3	W	0	3	2	4	5	8	32	54	$16.25	287	8	24.0	2.25	0	0	3		
4	T	0	1	2	2	3	15	44	67	$11.25	260	8	24.0	2.79	0	0	4		
5	F	0	1	5	2	4	6	30	48	$11.15	218	8	24.0	2.00	0	0	2		
6																			
7																			
8	M	0	1	0	25	4	11	29	70	$22.85	302	8	31.0	2.26	0	0	4		
9	T	0	1	0	23	3	29	29	85	$35.50	324	8	31.5	2.70	0	0	2		
10	W	0	0	0	1	31	15	17	64	$20.00	306	8	31.0	2.06	0	0	1		
11	T	0	0	1	4	5	18	31	59	$14.10	189	8	24.0	2.46	0	0	3		
12	F	0	0	0	0	3	14	39	56	$11.87	241	8	24.0	2.33	0	0	2		
13																			
14																			
15	M	0	0	1	1	0	6	34	42	$12.75	244	8	24.0	1.75	0	0	5		
16	T	0	0	0	3	18	32	32	85	$25.55	233	8	24.0	3.54	0	0	6		
17	W	0	0	1	2	0	4	22	29	$2.25	121	8	11.0	2.64	0	0	2		
18	T	0	0	0	3	2	4	30	39	$21.50	159	8	16.0	2.44	0	0	6		
19	F	0	0	3	1	3	5	24	36	$8.10	207	8	24.0	1.50	0	0	5		
20																			
21																			
22	M	0	1	1	0	9	31	19	61	$18.52	241	8	24.0	2.54	0	0	4		
23	T	0	1	1	2	1	13	32	50	$11.85	243	8	24.0	2.08	0	0	7		
24	W	0	0	0	4	0	0	4	8	$2.00	55	5	5.0	1.60	0	0	3		
25	T			HOL															
26	F			HOL															
27																			
28																			
29	M	0	0	0	0	0	6	10	16	$3.00	81	8	7.5	2.13	0	0	2		
30	T	2	0	0	4	1	10	32	49	$11.25	212	8	24.0	2.04	0	0	8		
31	W	0	0	0	0	0	0	8	8	$5.51	60	4	4.0	2.00	0	0	0		
TOTAL		2	12	20	85	100	245	550	1014	$286.25	4354	161	435	2.33	0	0	73	6.32	4.29
CUMUL		27	17	77	351	458	1183	2226	4339	$1,582.39	19780	745	1897	2.29	0	1	371	5.83	4.56

JAN 87 LET'S GO CAUSE

DATE		O.	UTIL	BANK	SHOP	REC	NUT	MED	TOTAL PASS	DON	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR HCAP	HCAP	SR HCAP	PASS/ SYS HR	TRIP LENGTH
1	T			HOL		SPECIAL	DON			$10.00									
2	F			HOL		SPECIAL	DON			$48.00									
3						SPECIAL	DON			$28.50									
4																			
5	M	0	0	2	0	3	1	11	17	$9.05	83	8	8.0	2.13	0	0	5		
6	T	0	0	3	3	0	16	26	48	$23.40	230	8	24.0	2.00	0	0	13		
7	W	0	0	0	4	3	16	32	55	$15.61	214	8	24.0	2.29	0	0	6		
8	T	3	4	0	11	0	34	40	92	$29.88	278	8	30.0	3.07	0	0	6		
9	F	1	0	1	13	0	0	41	56	$15.75	342	8	32.0	1.75	0	0	3		
10																			
11																			
12	M	0	0	0	20	5	7	52	84	$17.00	276	8	24.0	3.50	0	0	6		
13	T	0	0	0	30	3	22	35	90	$29.20	334	8	28.0	3.21	0	0	2		
14	W	0	0	1	35	6	20	38	100	$20.50	267	8	24.0	4.17	0	0	8		
15	T	2	0	0	3	2	11	31	49	$16.50	234	8	24.0	2.04	0	0	2		
16	F	0	0	2	3	1	33	48	87	$28.85	324	8	30.0	2.90	0	0	0		
17																			
18																			
19	M		HOL																
20	T	0	0	0	2	0	30	30	62	$26.15	242	8	24.0	2.58	0	0	2		
21	W	1	0	0	2	0	18	55	76	$18.25	356	8	31.0	2.45	0	0	8		
22	T	5	0	0	0	0	23	43	71	$19.85	246	8	29.0	2.45	0	0	6		
23	F	0	0	2	1	2	2	43	50	$13.00	274	8	25.0	2.00	0	0	2		
24																			
25																			
26	M	2	0	1	0	5	7	38	53	$17.80	281	8	24.0	2.21	0	0	6		
27	T	2	0	0	1	1	19	39	62	$20.25	311	8	25.0	2.48	0	0	2		
28	W	2	0	0	4	2	20	40	68	$25.01	364	8	32.0	2.13	0	0	7		
29	T	4	0	0	2	1	25	20	52	$17.23	253	8	24.0	2.17	0	0	2		
30	F	0	0	2	1	2	4	38	47	$17.31	274	8	24.0	1.96	0	0	4		
31																			
TOTAL		22	4	14	135	36	308	700	1219	$467.09	5183	152	486	2.51	0	0	90	8.02	4.25
CUMUL		49	21	91	486	494	1491	2926	5558	$2,049.48	24963	697	2383	2.33	0	1	461	6.20	4.49

FEB 87 LET'S GO CAUSE

DATE		D.	UTIL	BANK	SHOP	REC	NUT	MED	TOTAL PASS	DON	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR HCAP	HCAP	SR HCAP	PASS/ SYS HR	TRIP LENGTH
1																			
2	M	3	0	0	5	4	6	38	56	$13.80	356	8	24.0	2.33	0	0	10		
3	T	4	0	3	3	0	6	38	54	$23.80	306	8	24.0	2.25	0	0	5		
4	W	4	1	2	2	3	9	33	54	$20.68	337	8	24.0	2.25	0	0	6		
5	T	8	0	0	41	0	10	32	91	$36.60	348	8	24.0	3.79	0	0	10		
6	F	4	0	0	7	2	0	41	54	$17.80	281	8	24.0	2.25	0	0	10		
7																			
8																			
9	M	5	0	1	2	1	10	29	48	$18.50	289	8	24.0	2.00	0	0	14		
10	T	4	0	0	2	2	2	49	59	$27.95	277	8	24.0	2.46	0	0	10		
11	W	8	0	0	1	0	28	44	81	$25.90	302	8	24.0	3.38	0	0	12		
12	T	2	0	0	0	2	81	47	132	$37.20	326	8	24.0	5.50	0	0	10		
13	F	4	0	2	7	3	0	39	55	$20.20	309	8	24.0	2.29	0	0	8		
14																			
15																			
16	M	9	0	0	0	0	0	38	47	$21.50	306	8	24.0	1.96	0	0	16		
17	T	6	0	0	0	0	86	42	134	$49.86	353	8	24.0	5.58	0	0	14		
18	W	11	0	0	3	0	24	49	87	$21.15	377	8	29.0	3.00	0	0	16		
19	T	3	0	0	1	0	55	36	95	$29.85	332	8	23.0	4.13	0	0	6		
20	F	0	0	0	0	0	0	34	34	$13.50	196	8	15.8	2.16	0	0	6		
21																			
22																			
23	M	0	7	1	4	0	0	37	49	$16.50	286	8	23.5	2.09	0	0	12		
24	T	2	2	0	3	0	5	38	50	$19.90	273	8	23.8	2.10	0	0	10		
25	W	5	0	0	24	0	33	47	109	$22.25	376	8	24.0	4.54	0	0	4		
26	T	7	0	0	0	5	11	34	57	$21.59	293	8	24.0	2.38	0	0	10		
27	F	4	0	0	2	6	0	37	49	$10.32	277	8	23.3	2.10	0	0	4		
28							SPECIAL DON			$45.00									
29																			
30																			
31																			
TOTAL		93	10	9	107	28	366	782	1395	$513.85	6200	160	474	2.94	0	0	193	8.72	4.44
CUMUL		142	31	100	593	522	1857	3708	6953	$2,563.33	31163	1057	2857	2.43	0	1	654	6.58	4.48

MARCH 87 LET'S GO CAUSE

DATE		O.	UTIL	BANK	SHOP	REC	NUT	MED	TOTAL PASS	DON	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR HCAP	HCAP	SR HCAP	PASS/ SYS HR	TRIP LENGTH
1																			
2	M	5	0	0	4	0	0	40	49	$19.50	228	8	14.5	3.38	0	0	4		
3	T	8	0	4	0	0	6	30	48	$17.25	253	8	21.8	2.20	0	0	10		
4	W	6	0	1	5	0	9	37	58	$25.35	305	8	21.8	2.66	0	0	11		
5	T	9	0	1	20	2	16	29	77	$46.10	273	8	21.8	3.53	0	0	7		
6	F	0	0	0	31	0	4	39	74	$20.75	308	8	21.8	3.39	0	0	8		
7																			
8																			
9	M	18	0	2	1	3	0	37	61	$18.20	295	8	21.8	2.80	0	0	16		
10	T	4	0	1	9	3	33	27	77	$30.40	255	8	21.8	3.53	0	0	5		
11	W	6	0	0	0	27	2	79	114	$33.94	326	8	29.0	3.93	0	0	9		
12	T	4	0	0	2	0	66	45	117	$46.10	395	8	28.8	4.06	0	0	10		
13	F	3	0	1	1	2	0	46	53	$17.10	294	8	21.8	2.43	0	0	3		
14																			
15																			
16	M	2	0	0	1	1	0	31	35	$13.00	239	8	14.5	2.41	0	0	3		
17	T	6	0	0	1	0	54	47	108	$39.16	319	8	21.8	4.95	0	0	1		
18	W	3	0	0	1	1	0	37	42	$11.59	231	8	14.5	2.90	0	0	4		
19	T	6	3	0	0	0	13	33	55	$15.50	260	8	21.8	2.52	0	0	3		
20	F	11	1	1	4	2	0	24	43	$16.14	247	8	21.8	1.97	0	0	3		
21																			
22																			
23	M	5	0	0	0	0	4	33	42	$15.50	238	8	15.8	2.66	0	0	6		
24	T	7	0	0	0	0	4	33	44	$11.50	241	8	14.5	3.03	0	0	6		
25	W	3	0	0	1	0	1	43	48	$13.45	229	8	14.5	3.31	0	0	4		
26	T	9	0	0	0	0	45	27	81	$20.25	256	8	19.5	4.15	0	0	6		
27	F	1	0	1	5	0	7	43	57	$17.07	308	8	21.8	2.61	0	0	4		
28																			
29																			
30	M	2	0	0	1	0	12	37	52	$14.50	252	8	21.8	2.39	0	0	5		
31	T	1	0	0	4	0	8	49	62	$15.91	285	8	21.8	2.84	0	0	8		
TOTAL		119	4	12	91	41	284	846	1397	$478.26	6037	176	449	3.11	0	0	136	7.94	4.32
CUMUL		261	35	112	684	563	2141	4554	8350	$3,041.59	37200	1233	3306	2.53	0	1	790	6.77	4.46

APRIL 1987 LET'S GO CAUSE

DATE	G.	UTIL	BANK	SHOP	REC	NUT	MED	TOTAL PASS	DON	MILES	SYS HRS.	VEH. HRS.	PASS. VEH. HR.	SR HCAP	HCAP	SR HCAP	PASS/ SYS HR	TRIP LENGTH
1 W	6	0	1	0	0	4	30	41	$12.61	300	8	21.8	1.88	0	0	7		
2 T	4	0	2	2	0	12	46	66	$22.59	313	8	21.8	3.03	0	0	12		
3 F	2	0	3	7	0	0	36	48	$16.74	303	8	21.8	2.20	0	0	2		
4																		
5																		
6 M	4	0	3	1	0	0	41	49	$13.96	191	8	14.5	3.38	0	0	9		
7 T	6	0	0	15	0	8	39	68	$30.11	307	8	21.8	3.12	0	0	6		
8 W	9	0	0	37	0	22	38	106	$42.25	366	8	21.8	4.86	0	0	11		
9 T	5	0	0	3	0	43	42	93	$25.71	283	8	21.8	4.27	0	0	12		
10 F	2	0	4	3	0	0	50	59	$20.50	278	8	21.8	2.71	0	0	2		
11																		
12																		
13 M	5	0	0	0	0	2	43	50	$15.11	319	8	21.8	2.29	0	0	6		
14 T	18	0	0	4	1	68	32	123	$43.80	284	8	21.8	5.64	0	0	12		
15 W	8	0	0	4	23	36	31	102	$42.53	273	8	21.8	4.68	0	0	3		
16 T	4	0	0	5	0	42	46	97	$28.85	252	8	21.8	4.45	0	0	15		
17 F	1	0	0	1	0	0	17	19	$4.00	198	5	17.0	1.12	0	0	1		
18																		
19																		
20 M	2	0	0	0	0	4	26	32	$5.75	189	8	14.5	2.21	0	0	6		
21 T	4	0	0	0	0	28	45	77	$22.95	292	8	21.8	3.53	0	0	12		
22 W	8	2	0	0	0	14	49	73	$16.40	320	8	21.8	3.35	0	0	6		
23 T	8	2	0	0	0	37	26	73	$28.99	286	8	21.8	3.35	0	0	8		
24 F	15	0	0	5	0	0	46	66	$22.34	358	8	21.8	3.03	0	0	9		
25																		
26																		
27 M	6	0	0	2	0	2	51	61	$16.55	310	8	21.8	2.80	0	0	12		
28 T	4	0	1	1	0	8	46	60	$18.56	304	8	21.8	2.75	0	0	8		
29 W	7	0	0	0	0	19	37	63	$16.86	323	8	29.0	2.17	0	0	10		
30 T	4	0	0	4	0	6	37	51	$12.00	298	8	29.0	1.76	0	0	12		
31 F																		
TOTAL	132	4	14	94	24	355	854	1477	$479.16	6347	173	475	3.11	0	0	181	8.54	4.30
CUMUL	393	39	126	778	587	2496	5408	9827	$3,520.75	43547	1406	3780	2.60	0	1	971	6.99	4.43

APPENDIX II

Additional Anecdotal Comments from Users

Additional anecdotal comments from passengers and drivers.

Patron 1, like Patron 2, had her left leg amputated at the knee and goes to Ford Hospital for treatment. A hospital worker told her about CAUSE She'd had to ask her daughter to drive her or take a cab before she found CAUSE This meant either spending $3.20 for round trip cab fare or making her daughter miss time at work. Patron 1 never had a cab driver refuse to take her anywhere, as Patron 2 had, but she agreed that shuffling between her wheelchair and the cab seat was a hassle. To her, "CAUSE is a blessing."

Driver 1 was the bus driver while I rode. He'd been working for Agency 1 since September 1986, and was quite happy with his job. Previously he'd driven a truck, and had been laid off and rehired five times. He enjoys having a job he can count on. He knew each of the six passengers I talked to by name. That's not always the case; usually each day he picks up someone he's not had as a rider before, but "I find out who they are, and then the next time, I know them." Driver 1 is obviously an optimist, as he consistently underestimated the travel time between two points.

Driver 2 will admit, however, that there are some problems. For instance, Patron 3 waited 90 minutes for his ride this afternoon. He called Agency 2 when his therapy was finished. The Agency 2 dispatcher worked him in to the drivers' schedule to be picked up at the earliest feasible time, which happened to be an hour and a half later. This type of delay can be complicated when any of the three busses with wheelchair lifts are out of service. Agency 2 has two back-up busses without the special lifts, but when these are forced into operation dispatching becomes more difficult since all riders in wheelchairs must be handled by the busses with lifts.

According to Driver 2, such delays don't occur frequently, and when they do, the riders are usually good natured about it, accepting the delay as part of the territory that comes with a free ride.

Patron 4 read a newspaper clipping about S.C.A.T. two years ago, but never used the service until her car broke down, leaving her transportation dependent. Since then, she has used S.C.A.T. three times a week to visit her doctor for theraputic treatment. She admits that she hasn't tried using a SEMTA bus simply because friends have told her it's useless. If she couldn't make use of a service like S.C.A.T., she says she just wouldn't go to the doctor. Her treatment lasts about fifteen minutes, and usually the bus waits for her. While Patron 4 was with the doctor, Driver 3 got a call from the dispatcher, notifiying him of a rider who was ready to be picked up for a ride home. Driver 3 decided to wait for Patron 4, rather than drive an extra ten miles to handle the return trip first.