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Dimensions of Bus Performance of Peer Groups of Transit Agencies in Fiscal Years 1980 and 1981 Using Section 15 Data

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Authors

Fielding, Gordon J.
Faust, Katherine

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Gordon J. Fielding
Katherine Faust

School of Social Sciences and
Institute of Transportation Studies
University of California, Irvine

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Institute of Transportation Studies
University of California, Irvine
Irvine, CA 92697-3600, U.S.A.
<http://www.its.uci.edu>

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CONSTRUCTION OF PEER GROUPS

Comparison of performance of transit systems and discussion of changes in the transit industry across years is facilitated by comparison of systems which are similar in their operating characteristics. Analysts and policy makers can be misled by comparing performance of systems which are essentially unlike one another. Construction of peer groups of transit systems which are similar in their operating characteristics allows individual systems to be compared to others which are similar, the relationship between operating characteristics and performance to be examined by focusing on differences between groups and to detect changes across years in the performance of systems with certain operating characteristics.

This report focuses on fixed route motor bus transit systems which reported data for Section 15 for FY1980 and FY1981. Peer groups of these systems were constructed on the basis of variables reflecting inherent differences in operations and operating environments. Ideally one would use demographic variables to determine operating environment for each system. However, since these are not available in a form compatible with the level of reporting in the Section 15 data, four variables, tapping different aspects of the operating characteristics, of transit systems were selected as the basis for measuring the similarity among transit systems.

These four differentiating variables are: total vehicle miles, number of peak vehicles, speed, and peak to base ratio. Each reflects some aspect of the operating character and/or the environment within

which a transit system operates. Total vehicle miles and number of peak vehicles measure the overall size of the system. Total vehicle miles relates to maintenance and capital needs of the transit system because it measures the actual usage of vehicles. Peak vehicles reflect the daily maximum capacity of the system and the resultant labor needs in terms of drivers and management. Differences in speed capture the difference between urban and suburban systems. Peak to base ratio indicates the degree to which a system is oriented to peak service. In the absence of demographic data directly measuring service area characteristics like population density, household income and trip patterns, these variables which are available in the Section 15 data, tap important variations in operating characteristics of transit systems.

The Data

All data were obtained from the magnetic tape prepared by the Transportation Systems Center, Cambridge, Massachusetts, and not from the book.¹ For FY1981 the data were obtained in Spring 1983, before final adjustments were made in particular mileage measures. All data were prepared for use on the UCI Dec-10 computer following procedures developed by ITS.² Variables were checked for reasonableness, and obviously erroneous values were corrected with other data from the tape or treated as missing. Some problems remain, however. One general problem arising in the reporting of data, which should be kept in mind in interpreting the results, is that some systems reported the same number for revenue vehicle miles and for total vehicle miles, in one year, but in the other year reported these values correctly. This has

the effect of inflating the number of revenue vehicle miles, and misrepresenting the performance measures based on this variable. Since two performance indicators, cost efficiency and service effectiveness incorporate revenue vehicle hours, large changes from FY1980 to FY1981 might be due to this reporting change. No attempt was made to check these changes with the operators.

Peer_Groups

Separating transit systems into peer groups which share similar operating characteristics is analogous to separating any set of objects into a small number of sets in which members of the same set are more similar to each other than to objects in other subsets, and the sets differ from one another. One common application of such analysis is in biological sciences where researchers are interested in classifying plants or animals into clusters in which members are anatomically similar. The result of such an analysis is the assignment of each object to one and only one of the sets or clusters.

Hierarchical clustering analysis is a data analytic technique ideally suited for forming such clusters.³ Such a clustering procedure is hierarchical since it forms clusters in a series of steps. It begins with each object belonging in a cluster by itself, and at each step joins two clusters from the previous step into one more inclusive cluster. The procedure continues, joining clusters at each step until at the final step all objects are joined into one all inclusive cluster. At each step in the process, cases which are relatively more similar to each other will be in the same group. Since

a hierarchical clustering solution provides a series of groupings from one in which each case is an individual cluster, to one in which all cases are joined into the same cluster, the researcher must choose a level in the hierarchical series of clusters which provides a useful and meaningful number of clusters of the data.

Many procedures are available for doing hierarchical clustering. The current analysis was done using the BMDP clustering of cases program, using the centroid method of clustering. This method joins clusters together on the basis of the Euclidean distance between them on the variables selected.

Clustering was done on the basis of the four differentiating variables: number of peak vehicles, total vehicle miles, speed and peak to base ratio, taken from the FY1980 Section 15 data. All variables were standardized prior to analysis. Of the 304 systems included in the FY1980 data, 30 had data missing on one or more of these variables, and were therefore excluded from the analysis. In the current analysis 12 clusters of transit systems were identified. Only two systems were not joined with any others because of their unique combinations of differentiating characteristics. Three of the clusters are quite small; fewer than 5 agencies. They are retained as separate groups because as more agencies report complete Section 15 data they may be assigned to these groups.

For the FY1981 data, cases were assigned to the same peer group they occupied in FY1980. Cases which were in the FY1980 sample but not in the FY1981 sample were dropped from their 1980 peer groups for the

purpose of computing statistics and comparing FY1980 to FY1981. This was done so that peer groups would contain the same systems across years and allow comparisons to be made on identical sets of systems. Complete listings of all cases, their ID number, name, peer group assignment and the years for which they reported data are given in Appendix I. In these listings peer groups are given for all FY1980 cases, even though some of these agencies are dropped from later analyses. There are 304 cases in the FY1980 data and 302 cases in the FY1981 data. A total of 272 agencies reported data in both FY1980 and FY1981.

TYPOLOGY OF TRANSIT SYSTEMS

Although cluster analysis constructs a set of groups from data on characteristics of systems, it does not handle the problem of the assignment of new cases to existing peer groups. That is, given a system with certain operating characteristics, which peer group does it belong in? Assignment of new cases to existing peer groups requires a formula or a set of decision rules for placing a system in a peer group based on its operating characteristics. Figure 1 presents such a decision tree which makes a prediction of which peer group a transit system belongs in based on its number of peak vehicles, peak to base ratio and speed. Since the variables number of peak vehicles and total number of vehicle miles are highly correlated for the sample of cases, only the number of peak vehicles was necessary in the decision tree to distinguish among the peer groups.

By starting at the top of the decision tree, and following the

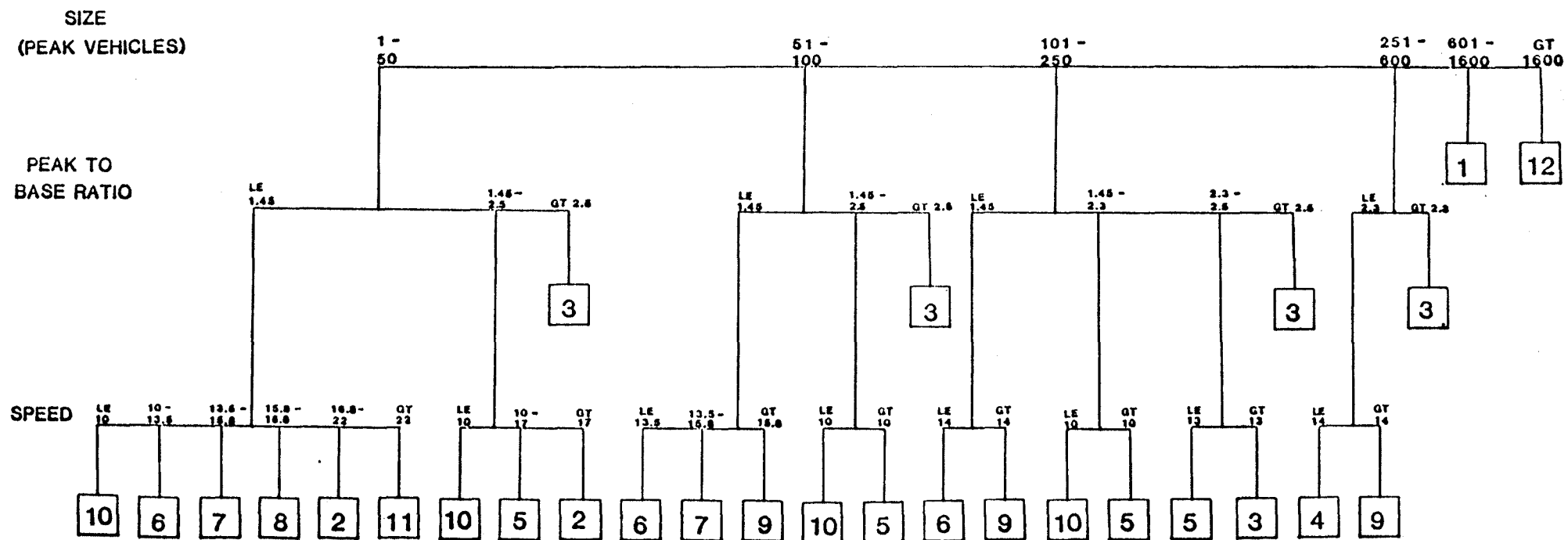
path corresponding to the operating characteristics of a system, a transit system can be assigned to its appropriate peer group. A test of this typology on the FY1980 data correctly predicted peer group membership of 97% of the cases. This typology could also be used to construct peer groups from other years' data. As noted above this method was not used for assignment of cases to peer groups based on FY1981 data, rather, systems were assigned to the same peer group they had occupied in FY1980 to allow cross year comparisons.

Selection of Marker Performance Indicators

From a set of 30 performance indicators calculated from the 1980 Section 15 data, seven were selected as the best set to summarize performance of transit systems in a parsimonious and reliable way. Principal components factor analysis on the original set of 30 factors revealed that the data contained in these 30 variables could be summarized in 7 factors, accounting for 83% of the variance in the performance data. The first three of these factors corresponded to the three dimensions of performance illustrated in Figure 2. The seven marker performance indicators were selected so that each one corresponded primarily to one of each of the seven factors in the principal components solution. Further, care was taken that the indicators had relatively complete data and were subject to a minimum of measurement error. Each of the seven variables taps a different aspect of performance.

1. Cost Efficiency: Revenue Vehicle hours per Operating Expense.
Revenue vehicle hours per operating expense targets system output units

1980 PEER GROUP DECISION TREE



NOTE: LE = LESS THAN OR EQUAL TO GT = GREATER THAN

FIGURE 1

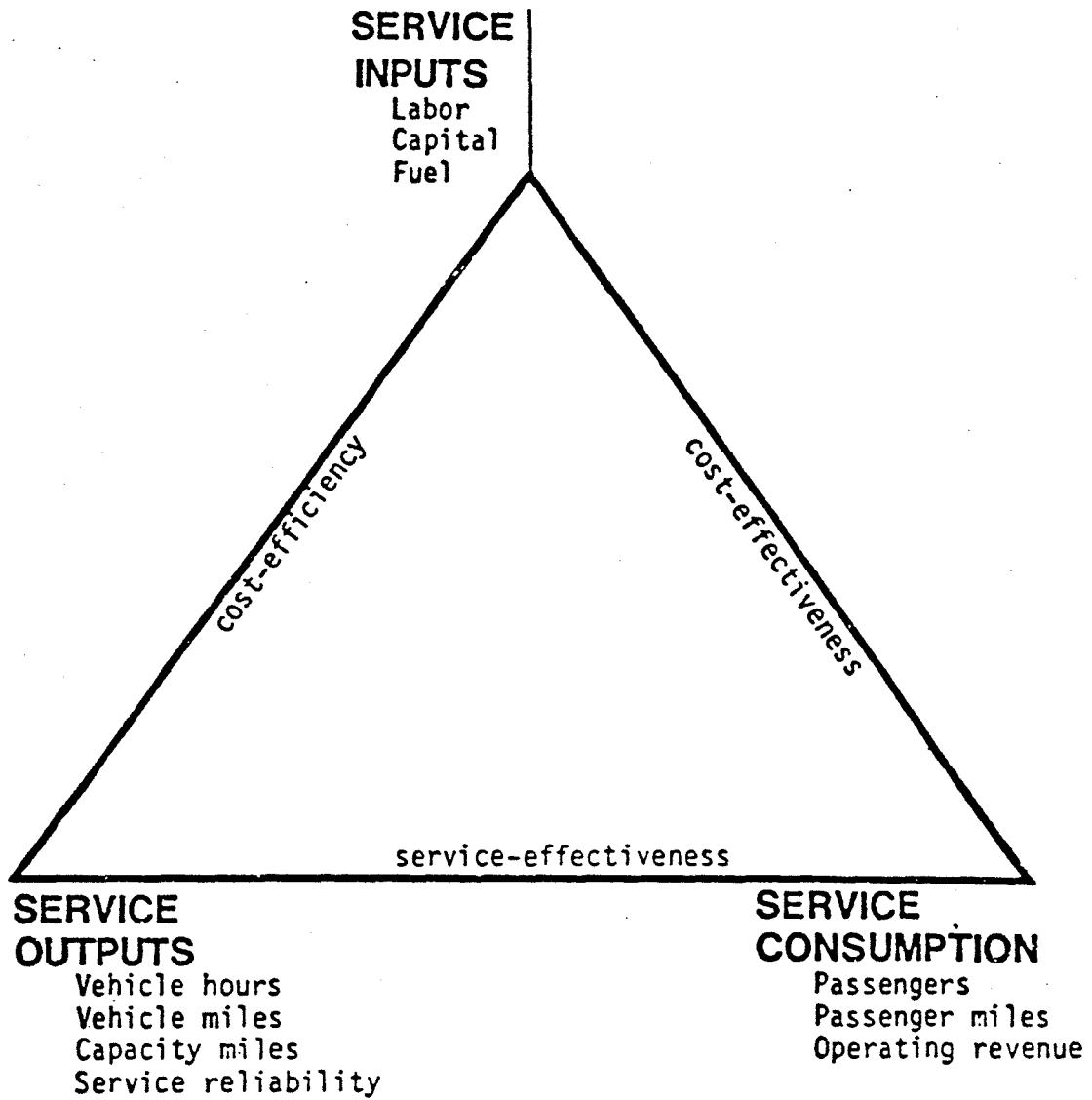


FIGURE 2. FRAMEWORK FOR TRANSIT PERFORMANCE CONCEPTS

produced for each dollar of expense. It is probably the best overall measure of output. Values of this indicator for FY1981 have been adjusted to remove the effects of inflation. The "Implicit Price Deflator" based upon the gross domestic product contained in the annual Economic Report of the President to Congress was used to adjust the values to constant \$1980.⁴

2. Service Effectiveness: Unlinked passenger Trips per Revenue Vehicle Hour. Total passengers per revenue vehicle hour provides an indication of how service is utilized.

3. Revenue Generation: Operating Revenue per Operating Expense. Operating revenue per operating expense is an indicator of the percent of operating expense recovered from the passenger revenues. Because revenue statistics are reported by mode it was necessary to develop a weighting strategy for revenue to differentiate that portion derived from bus transportation in multi-modal systems.

4. Labor Efficiency: Total Vehicle Hours per Employee. Total vehicle hours per employee, i.e., a labor efficiency measure, indicates the number of output hours per employee. Many employees compared to the number of hours would generate rather low values on this indicator.

5. Vehicle Efficiency: Total Vehicle Miles per Peak Vehicle. Total vehicle miles per peak vehicle is a measure of vehicle efficiency.

6. Maintenance Efficiency: Total Vehicle Miles per Maintenance Employee. Total vehicle miles per maintenance employee report

Information on the names of systems, along with their ID number, peer group number and an indication of which years' (1980 and/or 1981) samples they are in is given in Appendix I, and also on Disk I.

Statistics describing the operating characteristics of the peer groups and their values on the seven marker performance indicators for FY1980 and FY1981 are in Appendix V and on Disk II: "FY 1980 & 1981 Section 15 Univariate Statistics". In each of these tables, statistics for the peer groups are computed on only those cases which were present in both the 1980 and the 1981 data. Aggregate statistics (totals) are computed for the entire sample and may include cases not in the peer groups. These tables are also in Appendix V and on Disk II.

DESCRIPTIONS OF PEER GROUPS

In this section each of the 12 peer groups is described in terms of the differentiating characteristics and performance of the systems in the group.

Peer group 1 includes public transit agencies in major urban areas (1.4 to 16 million) in all regions of the United States. They have a high number of peak vehicles (666 to 1573) and are second in size only to peer group 12. These systems are above average in peak to base ratio and are average in speed. As a group they carry more passengers per hour than any others except systems in peer group 12. They have a slightly above average amount of operating revenue per operating expense. All of them have significantly above average costs for each

hour of revenue service. Their performance on all other aspects --efficiency, vehicle efficiency, safety and maintenance--is slightly below average. They are quite homogeneous on most aspects of performance.

Peer group 2 consists of transit providers primarily located in small urban areas or suburban areas across the United States with populations under 1/2 million. They are small (1 to 46 peak vehicles), fast (17 to 22 revenue vehicle miles per revenue vehicle hour) systems with average peak to base ratios. They excel in vehicle efficiency, safety and maintenance efficiency--having high mileage for each peak vehicle, per maintenance employee and per accident. On all other performance measures they are slightly below average although they show great variation in their cost efficiency, service effectiveness and ratio of operating revenue to operating expense.

Peer group 3 has primarily mid-western and eastern small to medium-sized cities, although a few of its members are from the outer suburban sections of New York and Chicago. It differs from other peer groups in its high average peak to base ratio (all above 2.3). Systems in this peer group range widely in speed and size, though there are no systems over 400 peak vehicles in this group. Their major strength is a relatively high proportion of operating revenue relative to expense, i.e., they cover much of their expenses from the fare box. However, they have the poorest vehicle efficiency, probably because of their strong peak orientation. They are slightly below average on the other measures of performance with little variation among them.

Transit systems in Peer Group 4 are all public agencies in large urban areas (1 to 3 million), predominantly outside of the Northeast. These systems have an above average number of peak vehicles (260 to 506) and usually below average speeds, with a wide range of peak to base ratios. Peer group 4 is similar to Peer Group 1, though the systems are smaller on average and have slightly lower peak to base ratios. They are similar to Peer Group 1 in that they have a relatively high number of passengers per service hour, and low cost efficiency. However, unlike Peer Group 1, they are above average in vehicle efficiency, reflecting their lower peak to base ratios. On other measures they are slightly below average.

Members of the largest peer group, Peer Group 5, are found in all parts of the United States. They primarily serve small cities and large towns (77,000 to 500,000), although a number are in towns in metropolitan New York. Systems in this peer group are average in size and speed, but above average in peak to base ratios. In performance they are slightly above average in cost efficiency, labor efficiency and cost effectiveness. They are slightly below average on all other measures. Their worst performance, relative to other peer groups, is on vehicle efficiency.

Peer Group 6 draws systems from most regions of the United States but with a particular emphasis on the mid-west and South central regions. While a few medium sized cities are included, many of the systems serve small towns or somewhat rural areas; three-quarters of these systems are in areas with populations under 250,000. Systems in this peer group range in size, but are generally below average in

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number of peak vehicles. They have low peak to base ratios. Cost efficiency is a major strength of these systems, which is also reflected in their performance on labor vehicle and maintenance efficiency. Their below average service effectiveness as a group is actually a function of a few systems with very low numbers of passengers per service hour. Overall, this group has a very good level of performance, rivalled only by Peer Group 7.

Although Peer Group 7 is a cross-national group, Southwestern systems are disproportionately represented. While a few systems are in the suburban fringes of major urban areas, most are in small cities or towns. These systems are small (2 to 74 peak vehicles) with low peak to base ratios (1.0 to 1.15) and above average in speed. Peer Group 7 has a performance profile which is quite similar to Peer Group 6, except that a slightly lower level of cost efficiency is traded off for a higher level of vehicle efficiency, reflecting the somewhat higher average speeds of this group. Although Peer Group 7 has a just below average number of passengers per hour, its revenue generation is the second lowest among the peer groups.

Peer Group 8 draws from all parts of the country despite its small size. These systems serve small cities with suburban characteristics. Systems in Peer Group 8 have a high average speed (15.9 to 16.8 miles per revenue vehicle hour), they tend to be small (fewer than 50 peak vehicles) with low peak to base ratios. Their speed is consistent with their suburban locations. The group's performance profile is around average on all measures; on none of the measures do they perform well or poorly in comparison to other peer groups. Systems in this group

are slightly above average on service effectiveness, vehicle efficiency and safety, and below average on all other measures.

Systems in Peer Group 9 are all from the Southwestern areas of the United States. They are predominately in in suburban, low density areas with populations between .5 and 1.5 million. Systems in this peer group are above average in size and speed, and about average in their peak to base ratios. Very high vehicle efficiency and above average numbers of passengers are weighed against quite low cost-efficiency, revenue generation and labor efficiency. Safety and vehicle maintenance efficiency are just below average. However, the poor showing on revenue generation is a result of two systems with unusually high levels of subsidization by local governments

Peer Group 10 is unusual in that nearly half of its members are private bus companies in the urban New York City area, while most of the rest are small mid-western city agencies. The systems in this group are distinguished by their very low speeds. They are slightly below average in size, and average in peak to base ratios. Peer Group 10's performance profile is the inverse of group 9, with well above average performance in cost efficiency, revenue generation and employee efficiency. Poor showings are made in service effectiveness and vehicle efficiency. This is in large part a result of long passenger trip lengths and slow speeds. Because this group has a mixture of private and public companies, revenue generation is a very heterogeneous variable, and this peer group has both the highest and lowest levels of subsidization to be found among all transit systems.

The two private bus companies in Peer Group 11 stand out because of their extremely high average speed and long passenger trips. They are also the smallest in size and the lowest in peak to base ratios relative to other peer groups. Although both have exceptionally high revenue generation and vehicle efficiency, they are below average on most other measures. All performance measures for this peer group should be interpreted with caution since there are great differences between the two systems on the performance measures, and the means therefore do not give a stable representation of the performance of such systems. Although there were only two systems in this peer group in FY1980, preliminary analyses of the FY1981 data indicate that there are an increasing number of systems with high speeds which would join this peer group.

The transit agencies in Peer Group 12 are the major public transit providers in the three largest urban areas of the United States. All three have over 1900 peak vehicles. They are one of the two slowest groups of systems, and they have slightly above average peak to base ratios. As a group they have the highest level of service effectiveness, and are second in terms of revenue generation relative to the other peer groups. However, they have uniformly high expenses and low labor efficiency. Vehicle efficiency is average because two systems are below average, but one is well above average. They also have the lowest safety and maintenance records as a group.

PERFORMANCE INDICATORS: COMPARISON OF PEER GROUPS FROM 1980 AND 1981

1. Cost Efficiency: Revenue Vehicle Hours per Operating Expense

The most efficient peer groups are numbers 10, 6 and 7. These three groups contain primarily small systems with average to low peak to base ratios. They are likely to be from small towns or suburban areas. The least efficient peer groups 1, 9 and 12 are made up of large systems which operate in suburban or urban areas. The 2 peer groups with the largest systems are also the least cost efficient.

Cost efficiency declined slightly from FY1980 to FY1981. The decline is evident across all peer groups and is unrelated to the size, speed or peak to base ratio of the systems. Peer Group 8 shows a slight rise in efficiency, however since this group is small, and many of its members did not report in 1980 to 1981 these results could be due to measurement error, or shifts in a few of the systems. Comparisons between FY1980 and FY1981 refer to the FY1981 values corrected for inflation.

2. Service Effectiveness: Unlinked Passenger Trips per Revenue Vehicle Hour

Peer groups 1,4, and 12 are the most effective in terms of passenger trips per revenue vehicle hour. These peer groups, which are in large urban areas contain the largest systems and tend to operate at a low speed and have slightly higher than average peak to base ratios. Peer groups 6, 7, 10, and 11, with systems tending to be from suburban areas or small cities, carry fewer passengers per hour. Systems in these peer groups are likely to be small to average in size, and have a low peak to base ratio. Clearly the number of passenger trips per hour

is related to whether the system operates in a dense urban area, and whether or not the system primarily serves the peak demand periods.

From 1980 to 1981 the average service effectiveness decreased for the industry as a whole. However, increases occurred in peer groups with large systems in urban areas (peer groups 1, 4, and 12). Declines in service effectiveness were more likely in peer groups with small systems (peer groups 2 and 7). Dramatic declines in effectiveness in peer groups 8 and 11 can be attributed to measurement error and unreliability of estimates for small samples.

3. Revenue Generation: Operating Revenue per Operating Expense

The three peer groups which perform best in terms of recovering their expenses from the fare box are groups 10, 11 and 12. These peer groups differ from each other considerably, and there are probably different reasons for the good performance of each group. Peer Group 12 contains the three largest systems, in large urban areas. Peer groups 10 and 11, on the other hand are made up of small to average size systems, which are likely to be privately owned or managed. Peer groups which have a poor showing on revenue generation are 6, 7, and 9. These are likely to be small to average size systems in suburbs and small cities in the midwest, south and southwest.

From 1980 to 1981 revenue generation declined for the industry as a whole. In comparing peer groups' changes there seems to be a tendency for systems to be more homogenous on this variable in 1981, so that peer groups with high levels of revenue generation in 1980 decline

on average in 1981, while peer groups with low levels in 1980 improve on average in 1981. In part this could be due to the much improved quality of data in FY1981.

As noted above, one should be cautious in using this measure as a performance indicator, since this measure is strongly influenced by differences in policy regarding level of subsidy.

4. Labor Efficiency: Total Vehicle Hours per Employee

The least labor efficient peer groups are the ones containing the large urban systems (peer groups 1 and 12). The most efficient peer group (peer group 10) has medium size systems with average peak to base ratios. These are a combination of private systems around New York and small mid-western city agencies. The next most labor efficient peer groups (5, 6, 7 and 8) vary in their operating characteristics, but tend to be from small towns and suburban areas, rather than large urban areas, and except for group 5 have among the lowest peak to base ratios, on average.

On average labor efficiency improved from 1980 to 1981, however there does not seem to be a systematic relationship with peer group characteristics.

5. Vehicle Efficiency: Total Vehicle Miles per Peak Vehicle

Peer groups with small fast systems operating in suburban or small urban areas are the most efficient in terms of total vehicle miles per

peak vehicle (peer groups 2, 7, 9 and 11). The least efficient moderate sized systems with a medium high peak to base ratio and below average speed (peer groups 3, 5 and 10). These are likely to be in small cities or large towns.

There was no overall change in vehicle efficiency for the transit industry as a whole between 1980 and 1981. Small improvements were found in peer groups 1, 3 and 5 which all have above average peak to base ratios.

6. Maintenance Efficiency: Total Vehicle Miles per Maintenance Employee

Peer groups 2, 7 and 11 are the most efficient in terms of total vehicle miles per maintenance employee. These are all peer groups of small systems and likely to have below average peak to base ratios. One possible reason for their apparent efficiency is the tendency to contract out some maintenance functions rather than maintaining a full maintenance staff. The least maintenance efficient peer groups are 4 and 12 which are made up of large urban systems.

From 1980 to 1981 maintenance efficiency within the industry was unchanged. However, across peer groups the trend was mixed, and seems to be unrelated to the operating characteristics of the groups.

Caution should be used in interpreting this performance indicator since use of contract maintenance may unrealistically inflate this measure.

7. Safety: Total Vehicle Miles per Accident

Peer groups with small systems operating in suburban or small urban areas are the safest groups (peer groups 2 and 7). The least safe peer groups have large systems operating in large urban areas (peer groups 1 and 12).

There was a slight improvement in safety from 1980 to 1981 which is reflected in improvement in most of the peer groups. The apparent drop in average safety in peer group 2 is due to measurement error problem in the 1980 data, and it should be noted that the median safety in this group improves from 1980 to 1981.

CONCLUSION

Using the 7 performance indicators to describe changes in transit performance nationally, and in each of the 12 peer groups, conveys an appreciation of what is happening in the nation's transit industry. Both cost efficiency and revenue generation declined slightly between 1980 and 1981. However, labor efficiency improved and may indicate that transit is managing its workforce more efficiently.

Section 15 data is an invaluable source for analyzing transit performance. Both the quality and completeness of the data are improving. It provides the basis for selecting indicators representing the major dimensions of transit performance as well as enabling transit agencies to be assigned to peer groups, within which, individual

performance can be compared with the performance of other similar systems.

FOOTNOTES

1. Morin, Stephen J. National Urban Mass Transportation Statistics. Second Annual Report Section 15 Reporting System. Washington, D.C.: United States Department of Transportation. Urban Mass Transportation Administration 1982 (UMTA-MA-06-0170-82-1).
2. Fielding, Gordon J., Brenner, Mary E. and de la Rocha, Olivia Using Section 15 Data for Transit Performance Analysis. Interim Report prepared for the U.S. Department of Transportation, Urban Mass Transportation Administration, January, 1983.
3. Everitt, Brian Cluster Analysis. London: John Wiley 1980.
4. 1982 Economic Report of the President to Congress, p. 237.

APPENDIX I

IDENTIFICATION OF AGENCIES IN FY1980 AND FY1981 SECTION 15 DATA

1. Identification numbers and transit agency names are consistent with the numbers in the book.¹
2. Peer group numbers indicate peer group assignment from FY1980 cluster analysis.
3. Inclusion of an agency in FY1980 and FY1981 Section 15 data is indicated by a 0 (no) or a 1 (yes).

ID	PEER	AGENCY NAME	1980	1981
1	1	SEATTLE METRO	1	1
2	10	CITY OF SPOKANE TS	1	1
3	5	TACOMA TRANSIT SYSTEM	1	1
4	8	VANCOUVER TS	1	0
5	5	CITY OF EVERETT TRANS	1	1
6	5	CITY OF YAKIMA TRANSIT	1	1
7	7	LANE COUNTY MTD	1	1
8	4	TRI-COUNTY MTD	1	1
9	5	CITY OF SALEM MTD	1	1
10	11	CALDWELL BUS COMPANY	1	1
11	5	BOISE URBAN STAGES	1	1
12	2	MUNICIPALITY OF ANCHORAGE	1	1
1001	5	RHODE ISLAND PTA-RIPTA	1	1
1002	-9	MANCHESTER TA	1	1
1003	1	MBTA	1	1
1004	6	BROCKTON AREA TRANSIT	1	1
1005	5	LOWELL RTA	1	1
1006	5	NEW BEDFORD SERTA	1	1
1007	7	BERKSHIRE RTA	1	1
1008	5	PIONEER VALLEY TRANSIT	1	1
1013	-9	MERRIMACK VALLEY RTA	1	1
1014	5	WORCESTER RTA	1	1
1015	6	HUDSON BUS LINES	1	0
1016	5	GREATER PORTLAND TRANSIT	1	1
1040	-9	SOUTHEAST AREA TRANS DIST	1	1
1041	5	WESTPORT TRANSIT DISTRICT	1	1
1043	8	WATERBURY-NE TRANS	1	0
1045	-9	DATTCO INC	1	1
1046	-9	CANDLEWOOD VALLEY BUS CO	1	1
1047	6	THE NEW BRITAIN TRANS CO	1	1
1048	3	CONN. TRANSIT-HARTFORD	1	1
1050	6	GRTR BRIDGEPORT TRAN DIST	1	1
1051	-8	HOUSATONIC AREA RTD	0	1
1052	7	THE NEW BRITAIN TRANS CO	1	1
1053	-9	CAPE ANN TRANS	1	1
1055	5	CONN. TRANSIT-NEW HAVEN	1	1
1056	5	CONN. TRANSIT-STAMFORD	1	1
1057	6	NORWALK TRANSIT DISTRICT	1	1
1061	-8	MONTACHUSETT RTA	0	1
1064	-9	GRTR ATTLEBORO-TAUNTON RT	1	1
2001	4	HATO REY-MBA	1	1
2002	5	ALBANY-CAPITAL DTA	1	1
2003	5	BROOME COUNTY TRANSIT	1	1
2004	3	NIAGARA FRONTIER TA	1	1
2006	5	CITY OF LONG BEACH	1	1
2007	4	METRO. SUB. BUS AUTH.	1	1
2008	12	N. Y. C. TR. AUTH.	1	1
2009	6	CITY OF POUGHKEEPSIE	1	1
2010	2	DUTCHESS COUNTY LOOP	1	1
2012	-9	MOUNTAIN VIEW COACH	1	1
2013	3	REGIONAL T. S.	1	1
2015	7	CITY OF ROME VIP	1	1
2016	-9	ONONDAGA COACH CORP	1	1
2017	5	SYRACUSE & OSWEGO ML	1	1
2018	5	CENTRAL NEW YORK RTA	1	1

2020	-8	CENTRAL NY COACH LINES	0	1
2021	-9	UTICA TRANSIT AUTHORITY	1	1
2025	5	CLUB TRANSPORTATION CO	1	1
2029	10	LIBERTY COACHES, INC.	1	1
2034	5	WESTCHESTER ST. TR. CO.	1	1
2038	-8	GREEN BUS LINES	0	1
2039	3	JAMAICA BUSES	1	1
2040	5	NEW YORK BUS TOURS	1	0
2041	10	PELHAM PKY BUS SERVICE	1	1
2043	3	QUEENS TRANSIT CORP.	1	1
2044	5	RIVERDALE TRANSIT CORP	1	1
2045	3	STEINWAY TRANSIT CORP.	1	1
2046	10	TRIBORO COACH CORP	1	1
2049	7	BAYVIEW BUS LINE	1	0
2050	5	BORO BUSES COMPANY	1	0
2051	6	COAST CITIES COACHES	1	0
2052	5	COMMUNITY BUS LINES	1	0
2055	6	GARFIELD-PASSAIC TS	1	0
2056	-9	FAIRLAWN TRANSPORTATION	1	0
2058	2	LNCLN TRANSIT CO	1	0
2059	3	MALPEWOOD EQUIPMENT CO	1	0
2060	7	MERCER COUNTY METRO	1	0
2061	10	MIDDLESEX BUS COMPANY	1	0
2063	10	PASSAIC-ATHENIA BUS CO	1	0
2064	8	PLAINFIELD TRANSIT	1	0
2065	2	SALEM COUNTY METRO	1	0
2066	-9	SOMERSET BUS CO	1	0
2067	5	TRACKLESS TRANSIT	1	0
2068	1	NEW JERSEY TRANSPORT OF	1	0
2069	2	DELAWARE RIVER COACH	1	0
2070	10	WATCHUNG MOUNTAIN TS	1	0
2071	-8	HUNTINGTON AREA RT	0	1
2072	7	SUFFOLK COUNTY D O T	1	1
2073	-8	COMMAND BUS CO INC	0	1
2074	2	WEST FORDHAM TRANS. CORP.	1	1
2076	-8	WESTCHESTER CNTY. DOT	0	1
2080	-8	N. J. TRAN. CORP.	0	1
3001	5	KANAWHA VALLEY RTA	1	1
3002	6	TRI-STATE TRANSIT	1	1
3003	7	MID-OHIO VALLEY TRANSIT	1	1
3004	3	PENTRAN-HAMPTON	1	1
3005	-8	TIDEWATER TDC-NORFOLK	0	1
3006	5	GREATER RICHMOND TRANS	1	1
3007	6	GREATER ROANOKE TRANSIT	1	1
3008	7	GREATER LYNCHBURG TRANSIT	1	1
3009	6	PETERSBURG AREA TRANSIT	1	1
3010	5	LEHIGH/NORTHAMPTON TA	1	1
3011	3	ALTOONA-TRANSP/MOTOR BUS	1	1
3012	7	CAMBRIA COUNTY TRANSIT	1	1
3013	5	ERIE MTA	1	1
3014	5	HARRISBURG-CAP. AREA TA	1	1
3015	5	LUZERNE COUNTY TA	1	1
3016	-9	WILLIAMS BUS LINES	1	0
3017	10	NANTICOKE PUBLIC SERVICE	1	1
3018	-9	RED ROSE TRANSIT	1	1
3019	1	SEPTA-PHILADELPHIA	1	1
3020	7	POTTSTOWN TRANSIT	1	1
3021	2	REEDER'S INC.	1	0

3022	1	PAT-PITTSBURGH	1	1
3024	10	BERKS AREA READING TA	1	0
3025	6	CNTY OF LACKAWANNA TS	1	1
3026	7	WILLIAMSPORT TRANSPORT	1	1
3027	7	YORK AREA TA	1	1
3028	-9	GREATER ALIQUIPPA TRANS	1	1
3030	1	WMATA	1	1
3031	5	DART-WILMINGTON	1	1
3034	1	BALTIMORE MTA	1	1
3035	-8	OHIO VLY REGIONAL TA	0	1
4001	3	CHATTANOOGA AREA RTA	1	1
4002	5	KNOXVILLE TRANSIT	1	1
4003	3	MEMPHIS AREA TRANSIT	1	1
4004	3	NASHVILLE-MTA	1	1
4005	5	ASHEVILLE TA	1	1
4006	6	WILMINGTON TA	1	1
4007	5	CITY OF RALEIGH TS	1	1
4008	5	CHARLOTTE TS	1	1
4009	7	FAYETTEVILLE AREA TS	1	1
4010	-8	CITY OF GASTONIA TD	0	1
4011	5	HIGH POINT CITY TS	1	1
4012	7	WINSTON-SALEM MTS	1	1
4014	2	MISSISSIPPI COAST TA	1	1
4015	5	CITY OF JACKSON TRANSIT	1	1
4016	-8	ASHLAND BUS SYSTEM	0	1
4017	5	LEX/FAYETTE UCG	1	1
4018	3	TA OF RIVER CITY	1	1
4019	3	TA OF NORTHERN KY	1	1
4020	-9	OWENSBORO TRANSIT SYSTEM	1	1
4021	7	ALBANY TRANSIT SYSTEM	1	1
4022	1	MARTA	1	1
4023	6	AUGUSTA TRANSIT	1	1
4024	-8	METRA	0	1
4025	6	SAVANNAH TA	1	1
4026	6	MANATEE COUNTY TRANSIT	1	1
4027	6	CENTRAL PINELLAS TA	1	1
4028	7	LEE COUNTY TRANSIT SYSTEM	1	1
4029	6	BROWARD COUNTY COMMISSION	1	1
4030	7	ALACHUA COUNTY RTA	1	1
4032	7	EAST VOLUSIA TA	1	1
4033	-9	BREVARD T. A.	1	1
4034	-9	METRO DADE COUNTY TA	1	1
4035	8	ORANGE-SEMINOLE-OSCEOLA	1	1
4036	6	TALTRAN	1	1
4037	6	FLORIDA TRANSIT MGMT INC	1	1
4038	2	ESCAMBIA TRANSIT SYSTEM	1	1
4039	-9	ST. PETERSBURG MTS	1	1
4040	3	JACKSONVILLE TA	1	1
4041	5	TAMPA DEPT OF PARK & TRAN	1	1
4042	3	BIRM/JEFFERSON CNTY TA	1	1
4043	5	MOBILE TRANSIT AUTHORITY	1	1
4044	5	MONTGOMERY AREA TS	1	1
4045	7	TUSCALOOSA CNTY F & T AUT	1	1
4046	-8	SARASOTA COUNTY TRANSIT	0	1
4050	-8	SMYRNA TRANSIT SYSTEM	0	1
5001	5	APPLETON/VALLEY TS	1	1
5002	7	GREEN BAY TRANSIT	1	1
5003	3	KENOSHA TRANSIT	1	1

5004	-9	LA CROSSE MUNICIPAL TU	1	1
5005	3	MADISON METRO	1	1
5006	6	BELLE URBAN SYSTEM	1	1
5008	4	MILWAUKEE COUNTY TS	1	1
5009	5	OSHKOSH TRANSIT SYSTEM	1	1
5010	-9	AKRON METRO RTA	1	1
5011	3	CANTON RTA	1	1
5012	3	SORTA-CINCINNATI	1	1
5013	10	NORWOOD TRANSIT	1	1
5015	1	GREATER CLEVELAND RTA	1	1
5016	5	CENTRAL OHIO T. A.	1	1
5017	3	MIAMI VALLEY RTA	1	1
5018	2	HAMILTON CITY LINES	1	1
5019	6	MIDDLETOWN TRANSIT	1	1
5020	5	SPRINGFIELD BUS CO	1	1
5021	10	STEUENVILLE BUS SYSTEM	1	1
5022	3	TOLEDO AREA RTA	1	1
5023	2	VANDALIA CITY OF	1	0
5024	99	WESTERN RESERVE TRANSIT	1	1
5025	3	DULUTH TRANSIT AUTH	1	1
5026	-8	MOORHEAD TRANSIT	0	1
5027	1	ST. PAUL-MTC	1	1
5028	5	ST. CLOUD MTC	1	1
5029	2	BAY CNTY METRO TRANS AUTH	1	1
5030	8	BATTLE CREEK TRANSIT	1	1
5031	1	S. E. MICHIGAN T. A.	1	1
5032	5	MASS TRANS AUTHORITY	1	1
5033	5	GRAND RAPIDS AREA TRANSIT	1	0
5034	7	JACKSON PTC	1	1
5035	6	KALAMAZOO MTS	1	1
5037	6	MUSKEGON AREA TRANSIT	1	1
5039	5	SAGINAW TRANSIT SERVICE	1	1
5040	-8	ANN ARBOR TA	0	1
5041	7	CITY OF ANDERSON TRANS	1	1
5042	-8	EAST CHICAGO BUS T. S.	0	1
5043	7	METRO EVANSVILLE TRANS	1	1
5044	5	FT WAYNE PTC	1	1
5045	5	GARY PTC	1	1
5047	7	BLOOMINGTON-NORMAL PTC	1	1
5050	3	INDIANAPOLIS PTC	1	1
5051	6	GREATER LAFAYETTE PTC	1	1
5052	5	SOUTH BEND PTC	1	1
5053	-9	TERRE HAUTE TRANSIT	1	1
5054	6	MUNCIE CITY LINES INC	1	0
5055	5	LOVES PARK TRANSIT	1	1
5056	5	GREATER PEORIA MTD	1	1
5057	7	ROCK ISLAND METRO MTD	1	1
5058	5	ROCKFORD MTD	1	1
5059	5	SPRINGFIELD MTD	1	1
5060	6	CHAMPAIGN-URBANA T. D.	1	1
5061	6	DECATUR PTS	1	1
5063	6	AURORA TRANSIT	1	1
5064	3	BENSENVILLE D-A-R	1	1
5065	6	PEKIN MBS	1	1
5066	12	CHICAGO TRANSIT AUTH	1	1
5068	7	CITY OF ELGIN DOT	1	1
5073	-8	GLEN ELLYN TRANSIT	0	1
5074	7	CITY OF HIGHLAND PARK	1	1

5075	-8	JOLIET MTD	0	1
5077	3	GREATER NAPERVILLE T. S.	1	1
5080	3	NORTH SUBURBAN MTD	1	1
5082	5	SUBURBAN SAFEWAY	1	0
5084	2	WAUKEGAN-N CHICAGO TRANS	1	1
5086	-9	W TOWNS BUS CO	1	0
5087	-9	VILLAGE OF WILMETTE	1	1
5090	6	RICHLAND CNTY. TR. BD.	1	1
5091	3	WAUSAU AREA TRANSIT	1	1
5092	-8	CITY OF ROCHESTER	0	1
5093	6	ALLEN CNTY TRANS AUTH	1	1
5094	-8	WAUKESHA COUNTY	0	1
5097	6	CAMPUS BUS SERVICE	1	1
6001	7	AMARILLO TRANSIT SYSTEM	1	1
6002	5	AUSTIN TRANSIT SYSTEM	1	1
6003	-8	CORPUS CHRISTI TRANSIT	0	1
6004	3	DALLAS TRANSIT SYSTEM	1	1
6005	11	DALLAS/FT WORTH SURTRAN	1	1
6006	-8	SUN CITY AREA TRANSIT	0	1
6007	5	CITRAN-FORT WORTH	1	1
6008	4	TRANS AUTH OF HARRIS CNTY	1	1
6009	10	LAREDO MTS	1	1
6010	7	CITY OF LUBBOCK TRANSIT	1	1
6011	9	VIA MTS-SAN ANTONIO	1	1
6012	5	WACO TRANSIT SYSTEM	1	1
6013	-8	PORT ARTHUR TRANSIT	0	1
6014	-9	BROWNSVILLE URBAN SYSTEM	1	1
6015	6	ISLAND TRANSIT	1	1
6016	6	BEAUMONT TRANSIT SYSTEM	1	1
6017	3	MASSTRANS-OKLAHOMA CITY	1	1
6018	5	METROPOLITAN TULSA T. A.	1	1
6019	7	SUN-TRAN OF ALBUQUERQUE	1	1
6021	5	LOUISIANA TRANSIT CO	1	1
6022	5	BATON ROUGE-CTC	1	1
6023	6	LAKE CHARLES TRANSIT	1	1
6024	5	SHREVEPORT TRANSIT	1	1
6025	7	ALEXANDRIA M. B. L.	1	1
6026	6	MONROE TRANSIT SYSTEM	1	1
6029	5	WESTSIDE TRANSIT LINES	1	1
6030	10	HARVEY TRANSIT LINES	1	1
6032	4	NEW ORLEANS PUBLIC SERV	1	1
6033	10	CENTRAL ARKANSAS TRANS	1	1
6034	6	PINE BLUFF CITY BUS CO	1	1
6035	7	WICHITA FALLS TRANSIT	1	1
6037	7	SAN ANGELO TRANSIT	1	1
6038	6	LAFAYETTE MTS	1	1
6040	-8	ABILENE TRANSIT SYSTEM	0	1
7001	5	LINCOLN TS	1	1
7002	5	OMAHA TA	1	1
7005	3	KANSAS CITY AREA TA	1	1
7006	1	BI-STATE DA-ST. LOUIS	1	1
7007	2	BETTENDORF MTS	1	1
7008	5	CEDAR RAPIDS BUS	1	1
7009	6	DAVENPORT DOT	1	1
7010	3	DES MOINES MTA	1	1
7011	5	CITY OF DUBUQUE-KEYLINE	1	1
7012	5	SIOUX CITY TRANSIT	1	1
7013	5	METRO T. A. OF BLACK HAWK	1	1

7014	5	TOPEKA MTA	1	1
7015	-9	WICHITA MTA	1	1
7016	-9	COLUMBIA AREA TRANSIT	1	1
8001	9	UTAH TRANSIT AUTHORITY	1	1
8002	3	CITY OF SIOUX FALLS T. S.	1	1
8003	-9	FARGO AREA TRANSIT	1	1
8004	10	BILLINGS MTA	1	1
8005	5	COLORADO SPRINGS TRANS	1	1
8006	4	RTD-DENVER	1	1
8007	8	PUEBLO TRANSPORTATION CO	1	1
9001	6	TRANS COMM OF WASHOE CNTY	1	1
9002	9	HONOLULU DOT	1	1
9004	7	GOLDEN EMPIRE TRANSIT	1	1
9005	7	SALINAS TRANSIT SYSTEM	1	1
9006	7	SANTA CRUZ MTD	1	1
9007	7	MODESTO MOTOR BUS SERVICE	1	1
9008	6	SANTA MONICA MBL	1	1
9009	6	SAN MATEO COUNTY TD	1	1
9010	2	CITY OF TORRANCE TS	1	1
9012	6	STOCKTON MTD	1	1
9013	9	SANTA CLARA COUNTY TD	1	1
9014	1	AC TRANSIT	1	1
9015	4	SAN FRAN. MUNI. RAILWAY	1	1
9016	99	GOLDEN GATE BRIDGE HTD	1	1
9017	7	SANTA ROSA MTD	1	1
9018	2	MONTEREY PENINSULA TR.	1	1
9019	9	SACRAMENTO RTD	1	1
9020	8	SANTA BARBARA METRO T. D.	1	1
9021	12	SOUTHERN CALIFORNIA RTD	1	1
9022	7	NORWALK TRANSIT SYSTEM	1	1
9023	6	LONG BEACH PTC	1	1
9026	9	SAN DIEGO TRANSIT CORP	1	1
9027	7	FRESNO TRANSIT SYSTEM	1	1
9028	7	CITY OF VALLEJO TRANSIT	1	1
9029	-8	OMNITRANS	0	1
9030	9	OCEANSIDE-COUNTY TS	1	1
9031	-9	RIVERSIDE TRANSIT AGENCY	1	1
9032	5	PHOENIX TRANSIT	1	1
9033	5	SUNTRAN OF TUCSON	1	1
9035	7	SOUTH COAST AREA TRANS	1	1
9036	9	ORANGE COUNTY TRANSIT	1	1
9039	-8	CULVER CITY M. B. L.	0	1
9041	7	MONTEBELLO MBL	1	1
9042	5	GARDENA MBL	1	1
9043	-9	CITY OF COMMERCE	1	1

APPENDIX II

DATA FOR TRANSIT AGENCIES IN FY1980 SECTION 15 DATA

1. Data files PEER1.DAT to PEER12.DAT; data for peer groups 1 to 12.
2. Data file PEER99.DAT; data for agencies not assigned to a peer group.
3. Data file PEERM.DAT; data for excluded from the cluster analysis.
4. Codebook for these data is in Appendix IV.

1	1	17	666	3010	18.40	2.82	.023	49.58	.298	.088	4.52	8.43	1.28
1003	1	7	811	2496	12.70	2.56	.020	52.76	.250	.066	3.08	2.63	2.34
2068	1	76	1149	5688	16.00	1.66	.026	36.45	.587	.101	4.95	7.09	1.42
3019	1	4	1076	3761	10.17	2.21	.030	67.08	.509	.099	3.50	4.24	.96
3022	1	11	785	3377	13.10	2.18	.030	38.88	.406	.101	4.30	6.98	.65
3030	1	8	1573	5374	11.05	2.97	.024	52.53	.440	.097	3.42	5.36	1.11
3034	1	14	786	2684	12.12	3.14	.027	57.99	.448	.103	3.42	7.42	.84
4022	1	20	738	2967	13.05	2.68	.030	53.97	.251	.082	4.02	6.22	3.01
5015	1	9	689	2406	14.89	2.06	.021	68.62	.254	.116	3.49	7.69	.50
5027	1	12	829	2885	13.92	2.91	.026	61.90	.320	.096	3.48	7.55	.55
5031	1	5	948	4349	13.50	2.47	.022	44.37	.255	.099	4.59	6.86	1.06
7006	1	10	783	2870	12.56	2.30	.024	43.87	.178	.094	3.67	5.42	.81
9014	1	6	718	3188	14.40	2.21	.025	59.55	.334	.099	4.44	10.96	1.38

12	2	170	28	168	17.21	1.40	.022	25.11	.130	.120	6.00	9.95	3.25
2010	2	177	9	52	17.21	1.29	.056	11.35	.269	-9.000	5.80	-9.00	13.00
2058	2	1	46	406	20.49	2.30	.027	9.70	.750	.102	8.82	10.56	6.40
2065	2	61	2	14	21.34	1.00	.044	17.10	.192	.047	7.24	14.48	3.60
2069	2	63	2	7	19.71	1.00	.023	-9.00	.258	.108	3.62	-9.00	7.20
2074	2	1	16	74	19.19	1.00	.024	84.51	.805	.073	4.64	10.45	2.25
3021	2	4	3	18	17.79	1.00	.068	-9.00	.511	.110	5.85	5.85	3.50
4014	2	160	12	42	19.33	1.00	.046	20.49	.529	.082	3.50	8.09	4.20
4038	2	121	16	93	18.05	1.00	.049	17.32	.395	.092	5.83	9.32	1.80
5018	2	197	11	48	18.47	1.38	.035	-9.00	.210	.106	4.38	16.08	6.00
5023	2	35	1	7	21.25	1.00	.048	-9.00	.305	.070	6.58	10.96	6.50
5029	2	215	15	79	20.75	1.36	.037	82.23	.111	.061	5.25	9.26	15.70
5084	2	3	24	124	20.49	2.00	.031	24.86	.197	.092	5.16	9.53	2.30
7007	2	78	1	7	21.01	1.00	.060	17.97	.177	.133	7.44	74.42	7.40
9010	2	2	19	129	18.95	1.06	.030	30.82	.272	.119	6.77	25.74	1.40
9018	2	193	20	119	18.33	1.11	.038	44.32	.361	.106	5.93	14.81	1.60

1048	3	53	240	702	12.11	2.61	.039	37.87	.453	.111	2.92	8.24	1.20
2004	3	23	357	1040	10.96	2.93	.037	39.80	.467	.097	2.91	4.19	1.11
2013	3	41	212	700	11.83	2.68	.032	46.78	.404	.107	3.30	6.53	.79
2039	3	1	85	209	9.66	3.40	.025	-9.00	.701	.095	2.46	3.73	1.31
2043	3	1	197	448	8.33	3.03	.032	52.99	.717	.120	2.27	4.43	1.09
2045	3	1	105	267	9.46	2.92	.029	53.50	.662	.115	2.54	4.45	.72
2059	3	1	191	615	18.14	3.35	.020	36.50	.821	.072	3.22	6.02	2.00
3004	3	77	83	242	14.37	3.61	.042	16.15	.367	.088	2.92	6.73	1.34
3011	3	208	26	60	11.04	2.89	.036	12.14	.161	.096	2.32	7.54	2.32
4001	3	97	61	222	15.25	2.65	.070	29.77	.927	.100	3.64	6.00	1.63
4003	3	38	240	1038	13.69	2.40	.041	33.20	.453	.111	4.33	9.09	1.04
4004	3	54	128	492	14.25	2.67	.041	54.77	.436	.118	3.85	8.49	1.62
4018	3	34	215	760	13.18	2.39	.033	40.22	.235	.095	3.54	6.50	.82
4019	3	21	79	264	13.35	2.82	.035	33.00	.422	.110	3.34	5.89	-9.00
4040	3	46	166	625	13.87	2.31	.043	38.69	.481	.115	3.77	7.62	3.02
4042	3	44	158	487	14.82	3.51	.041	-9.00	.494	.127	3.08	11.59	3.77
5003	3	206	27	67	10.34	2.70	.058	8.61	.208	.165	2.48	12.17	1.34
5005	3	103	143	424	12.55	2.65	.041	10.79	.388	.125	2.97	8.84	1.53
5011	3	87	74	183	9.22	2.96	.040	14.46	.124	.104	2.47	5.39	.65
5012	3	21	351	1207	13.01	2.90	.034	36.31	.305	.099	3.44	5.41	-9.00
5017	3	35	33	107	12.72	2.75	.030	37.30	.351	.045	3.25	2.54	.87
5022	3	50	175	669	12.81	2.87	.062	15.74	.222	.170	3.82	15.56	1.68
5025	3	147	86	243	13.03	3.19	.033	35.68	.371	.107	2.82	7.83	.76
5050	3	30	166	598	13.05	2.59	.037	-9.00	.475	.097	3.60	7.71	.56
5064	3	3	3	5	13.38	3.00	.053	9.38	.146	.097	1.57	7.84	.78
5077	3	3	13	25	15.61	3.25	.024	35.89	.250	-9.000	1.92	-9.00	-9.00
5080	3	3	113	421	13.28	2.63	.035	30.10	.365	.124	3.73	9.36	1.45
5091	3	0	23	47	13.41	3.29	.061	44.07	.242	.110	2.05	9.41	1.24
6004	3	15	387	1349	14.16	2.87	.036	45.43	.549	.101	3.49	8.82	.77
6017	3	43	62	199	11.36	2.82	.038	18.14	.287	.103	3.21	6.63	1.33
7005	3	22	260	982	12.89	2.57	.035	34.01	.299	.109	3.78	6.59	1.06
7010	3	82	80	239	13.22	2.96	.035	36.04	.426	.122	2.99	7.73	2.22
8002	3	224	14	34	10.49	2.80	.073	7.13	.306	.130	2.44	11.77	2.44

8	4	28	473	2131	12.88	2.00	.028	32.50	.306	.107	4.50	11.46	1.74
2001	4	29	273	1403	8.18	1.11	.048	29.01	.303	.109	5.14	4.45	3.34
2007	4	1	260	1059	11.15	1.95	.033	-9.00	.453	.117	4.07	6.01	2.08
5008	4	16	475	2089	11.27	1.80	.046	46.77	.489	.128	4.40	9.27	1.02
6008	4	13	355	1752	13.65	2.03	.026	29.85	.271	.079	4.94	3.68	.56
6032	4	26	368	1371	10.33	2.07	.041	73.98	.461	.101	3.73	4.53	.91
8006	4	24	506	2385	11.94	1.66	.032	26.10	.191	.102	4.71	6.24	1.26
9015	4	6	434	1595	9.43	1.49	.028	89.78	.273	.106	3.67	4.22	.77

3	5	67	92	320	13.44	2.24	.038	31.64	.331	.108	3.48	8.99	1.64
5	5	17	15	70	14.12	1.67	.040	5.01	.123	.135	4.69	24.28	14.08
6	5	252	9	34	15.22	1.80	.030	-9.00	.184	.102	3.73	33.53	1.52
9	5	194	30	110	12.07	1.67	.042	32.74	.123	.127	3.66	11.43	1.83
11	5	205	20	77	13.72	1.67	.053	-9.00	.209	.124	3.85	13.05	1.00
1001	5	31	204	818	13.23	1.69	.037	50.79	.342	.107	4.01	8.61	.90
1005	5	111	21	71	10.40	1.62	.045	34.11	.284	.135	3.36	11.76	2.82
1006	5	149	73	190	10.32	2.09	.046	32.26	.168	.115	2.61	6.56	1.28
1008	5	47	156	505	12.48	1.86	.037	33.62	.227	.096	3.24	8.70	1.98
1014	5	84	65	216	11.68	1.48	.033	37.31	.385	.110	3.33	7.89	1.48
1016	5	172	47	135	12.10	1.88	.047	30.91	.501	.105	2.88	5.41	.82
1041	5	57	13	42	11.73	1.86	.044	22.50	.539	.126	3.25	16.92	4.23
1055	5	65	110	397	12.55	1.96	.037	57.76	.454	.108	3.60	7.36	.92
1056	5	110	25	93	10.77	1.47	.048	22.63	.389	.129	3.73	10.71	.98
2002	5	51	186	636	12.55	2.09	.039	34.51	.390	.150	3.42	7.07	4.92
2003	5	120	29	100	13.61	1.53	.045	42.97	.395	.105	3.45	9.53	.94
2006	5	1	6	23	10.83	2.00	.039	-9.00	.354	.098	3.80	4.56	1.90
2017	5	59	17	49	15.71	1.70	.053	35.58	.572	.055	2.89	8.18	1.14
2018	5	59	137	422	11.84	2.17	.039	42.84	.355	.122	3.08	7.85	1.99
2025	5	1	56	238	12.29	1.87	.039	40.84	.747	.141	4.25	11.33	2.52
2034	5	1	93	255	11.02	2.21	.033	54.07	.680	.115	2.75	7.40	2.09
2040	5	1	140	357	-9.00	1.79	-9.000	-9.00	1.080	.094	2.55	12.32	1.97
2044	5	1	89	232	11.35	1.75	.030	26.08	.948	.110	2.61	6.75	1.12
2050	5	1	14	50	14.28	1.56	.037	29.75	.439	.106	3.58	10.02	3.34
2052	5	1	7	43	14.33	1.75	.056	-9.00	.429	.115	6.15	10.75	3.07
2067	5	1	24	80	10.95	2.00	.033	34.68	.554	.122	3.35	6.18	.86
3001	5	126	57	293	16.26	2.19	.042	22.12	.385	.104	5.15	7.93	1.52
3006	5	56	168	543	10.69	2.47	.040	52.54	.608	.116	3.23	6.96	.81
3010	5	63	52	206	13.21	1.73	.037	36.22	.336	.117	3.95	8.50	4.47
3013	5	116	61	186	11.88	2.35	.040	10.31	.339	.122	3.06	10.36	1.85
3014	5	89	61	168	11.45	2.26	.036	52.31	.387	.110	2.75	7.81	-9.00
3015	5	98	50	180	12.14	1.79	-9.000	37.83	-9.000	.127	3.60	9.63	2.65
3031	5	61	90	232	12.64	2.05	.030	43.72	.447	.109	2.58	6.44	1.87
4002	5	108	64	222	13.89	1.73	.046	27.31	.371	.119	3.46	10.55	1.17
4005	5	231	26	71	10.98	2.17	.058	28.75	.391	.137	2.71	7.84	2.71
4007	5	132	37	141	11.29	1.95	.060	27.62	.362	.137	3.80	10.81	3.20
4008	5	75	88	380	13.70	2.00	.041	40.42	.375	.116	4.32	9.76	1.24
4011	5	192	13	46	14.29	1.86	.047	29.28	.303	.100	3.51	22.78	2.52
4015	5	109	28	84	15.16	2.00	.044	35.81	.269	.105	2.99	6.75	2.79
4017	5	125	37	139	10.62	1.37	.044	15.94	.282	.129	3.75	8.16	2.39
4041	5	210	68	298	14.49	1.79	.064	22.10	.454	.130	4.39	10.66	1.49
4043	5	81	32	133	13.04	1.45	.050	21.46	.492	.119	4.14	7.80	1.30
4044	5	146	27	97	12.95	1.69	.057	44.06	.552	.117	3.58	7.49	1.15
5001	5	154	25	72	13.62	2.27	.051	35.48	.337	.125	2.88	8.00	1.85
5009	5	273	16	36	13.55	2.29	.043	33.80	.308	.115	2.26	7.70	-9.00
5016	5	32	223	754	12.89	2.19	-9.000	-9.00	-9.000	.094	3.38	7.37	.92
5020	5	191	10	31	12.72	2.00	.051	13.12	.176	.088	3.12	6.24	4.46
5028	5	277	15	65	13.08	1.50	.057	24.85	.110	.166	4.34	-9.00	2.82
5032	5	68	36	151	13.06	1.44	.036	11.74	.183	.097	4.18	5.58	.85
5033	5	64	69	244	13.49	1.77	.042	27.51	.236	.115	3.53	7.16	1.60
5039	5	139	14	36	12.21	1.75	.072	21.69	.256	.130	2.61	7.93	-9.00
5044	5	96	59	214	11.26	1.59	.050	21.75	.264	.132	3.63	11.91	1.24
5045	5	3	84	273	12.90	1.68	.032	27.83	.349	.118	3.25	7.00	-9.00
5052	5	73	40	172	12.89	1.48	.036	-9.00	.208	.107	4.30	7.97	1.61
5055	5	102	4	14	13.94	2.00	.055	-9.00	.197	.104	3.62	4.83	2.41
5056	5	85	39	158	14.19	1.63	.035	22.94	.217	.099	4.06	6.88	.95
5058	5	102	38	117	11.27	1.81	.035	33.26	.188	.249	3.07	7.15	.99
5059	5	162	34	96	11.50	1.48	.032	45.60	.213	.107	2.83	6.01	1.50

5082	5	3	80	413	13.49	1.70	.037	34.95	.423	.128	5.16	7.24	1.42
6002	5	79	59	261	11.43	1.55	.055	34.83	.244	-9.000	4.42	-9.00	1.33
6007	5	36	92	282	12.30	2.14	.045	29.36	.339	.110	3.06	9.88	1.19
6012	5	163	12	43	12.56	1.50	.054	38.52	.233	.110	3.61	10.83	2.06
6018	5	60	80	312	15.84	2.05	.042	20.86	.238	.108	3.90	8.21	.77
6021	5	26	25	139	15.93	1.92	.054	44.58	.691	.157	5.55	15.95	1.29
6022	5	83	33	123	11.06	1.43	.053	-9.00	.389	.111	3.74	6.67	1.19
6024	5	91	43	185	12.76	1.48	.055	-9.00	.536	.133	4.30	8.41	-9.00
6029	5	26	19	88	14.40	2.38	.037	-9.00	.455	.097	4.64	6.30	1.52
7001	5	131	38	153	10.60	1.46	.074	-9.00	-9.000	.155	4.02	10.39	1.05
7002	5	49	158	603	13.35	2.11	.043	31.90	.317	.118	3.81	9.31	1.05
7008	5	151	31	97	12.68	1.82	.048	27.24	.313	.114	3.13	9.60	1.67
7011	5	249	21	59	12.25	1.75	.043	35.27	.394	.108	2.81	8.19	1.03
7012	5	187	24	62	9.63	2.18	.046	-9.00	.418	.139	2.57	10.29	1.95
7013	5	169	20	72	13.36	2.00	.053	-9.00	.303	.138	3.60	12.01	8.00
7014	5	150	22	80	13.27	1.57	.049	24.81	.377	.107	3.62	9.37	1.19
8005	5	104	35	197	15.89	1.75	.063	22.72	.301	.142	5.64	15.17	1.67
9032	5	27	163	686	14.05	1.63	.036	30.04	.275	.104	4.21	7.60	1.94
9033	5	72	96	524	14.74	1.55	.040	27.55	.250	.123	5.45	10.93	2.42
9042	5	2	27	94	12.03	1.93	.038	31.28	.250	.140	3.48	9.49	2.94

1004	6	138	36	148	11.55	1.00	.031	33.84	.219	.093	4.10	5.20	2.50
1015	6	250	15	32	12.21	1.00	.077	26.23	.574	.092	2.16	3.60	4.63
1047	6	152	8	35	12.73	1.33	.051	-9.00	.390	.122	4.33	10.84	5.78
1050	6	57	34	140	11.42	1.26	.046	-9.00	.370	.101	4.10	9.97	1.64
1057	6	171	17	79	12.06	1.06	.051	24.87	.338	.121	4.66	21.41	1.52
2009	6	177	5	24	13.05	1.00	.047	42.30	.476	.167	4.77	-9.00	1.49
2051	6	1	13	64	12.14	1.00	.088	14.81	.268	.183	4.95	12.87	5.36
2055	6	1	9	37	11.45	1.13	.059	21.53	.531	.135	4.15	9.33	1.97
3002	6	118	19	76	12.48	1.00	.046	22.07	.285	.111	3.99	6.32	2.17
3007	6	129	29	133	11.98	1.12	.056	23.82	.336	.126	4.58	10.21	1.09
3009	6	179	10	37	11.95	1.00	.073	33.36	.763	.129	3.70	7.40	1.28
3025	6	105	30	130	12.69	1.25	.040	37.45	.313	.114	4.33	7.22	3.25
4006	6	270	11	52	12.54	1.22	.055	35.41	.324	.126	4.75	5.80	-9.00
4023	6	137	21	97	12.07	1.31	.053	-9.00	.309	.112	4.60	6.66	1.53
4025	6	122	41	188	12.01	1.28	.058	30.44	.566	.121	4.60	6.73	1.76
4026	6	119	11	63	12.04	1.00	.082	21.08	.233	.131	5.71	7.86	3.49
4027	6	48	35	128	11.38	1.00	.032	44.34	.232	.075	3.66	9.79	1.21
4029	6	40	105	600	13.00	1.07	.045	-9.00	.226	.118	5.72	9.82	1.07
4036	6	218	19	85	11.64	1.19	.066	27.06	.328	.109	4.45	7.04	3.84
4037	6	74	49	288	12.69	1.00	.072	13.19	.177	.151	5.87	11.51	.80
5006	6	164	21	103	11.99	1.00	.058	20.39	.352	.160	4.89	11.81	1.71
5019	6	35	8	36	12.18	1.00	.079	-9.00	.274	.157	4.47	14.31	1.08
5035	6	134	37	152	11.45	1.16	.052	19.37	.171	.160	4.10	9.85	1.01
5037	6	174	12	92	12.89	1.00	.051	6.73	.145	.129	7.63	-9.00	3.98
5051	6	212	12	58	13.26	1.09	.051	26.91	.201	.102	4.80	9.45	1.37
5054	6	200	11	54	11.68	1.00	.047	-9.00	.166	.115	4.95	6.80	1.65
5060	6	180	34	161	13.13	1.26	.039	25.38	.244	.112	4.75	8.87	1.97
5061	6	181	13	54	12.85	1.08	.038	31.26	.209	.103	4.17	6.23	1.35
5063	6	92	17	79	12.41	1.00	.051	28.37	.242	.129	4.65	9.88	1.55
5065	6	85	2	7	11.61	1.00	.039	5.41	.098	.096	3.63	4.84	7.26
5090	6	220	6	23	11.01	1.00	.052	8.67	.100	.109	3.83	11.48	2.87
5093	6	238	8	35	12.54	1.00	.072	-9.00	.233	.106	4.32	17.27	1.28
5097	6	-9	24	63	11.69	1.26	.048	73.50	.219	.031	2.61	2.98	2.02
6015	6	259	11	52	12.49	1.10	.055	47.95	.474	.138	4.72	6.93	1.68
6016	6	167	13	56	12.36	1.18	.063	29.70	.360	.122	4.28	6.95	.74
6023	6	201	9	27	11.51	1.29	.072	31.89	.389	.098	3.05	8.31	1.61
6026	6	199	13	64	12.27	1.08	.054	28.16	.266	.134	4.94	6.43	1.61
6034	6	261	8	51	13.07	1.00	.121	17.01	.512	.216	6.32	12.64	5.62
6038	6	214	12	46	11.82	1.20	.062	26.71	.273	.130	3.82	9.16	5.09
7009	6	78	18	71	10.79	1.13	.037	-9.00	.128	.096	3.96	3.17	1.42
9001	6	182	5	34	12.46	1.00	.039	29.51	.459	.118	6.72	11.20	.65
9008	6	2	92	359	11.43	1.23	.042	55.87	.523	.158	3.91	14.10	.74
9009	6	6	192	851	13.49	1.10	.033	31.93	.243	.170	4.43	13.29	.93
9012	6	124	35	133	12.60	1.30	.041	26.96	.230	.123	3.80	60.49	2.89
9023	6	2	129	605	12.64	1.39	.036	41.07	.248	.135	4.69	13.15	1.11

7	7	144	52	335	13.76	1.18	.040	26.49	.214	.117	6.44	10.03	2.8
1007	7	257	9	52	15.39	1.00	.052	29.37	.472	.140	5.77	34.59	5.1
1052	7	152	2	10	15.38	1.00	.090	12.38	.172	.115	5.17	6.90	5.1
2015	7	112	4	4	13.66	.80	-9.000	79.06	-9.000	.028	1.10	1.76	1.4
2049	7	1	7	45	15.19	1.00	.054	22.27	.448	.129	6.47	8.23	3.7
2060	7	76	72	270	15.64	1.01	.026	39.67	.354	.083	3.75	6.32	1.1
2072	7	-9	11	69	15.46	1.00	-9.000	-9.00	-9.000	-9.000	6.27	-9.00	17.2
3003	7	251	5	25	15.31	1.00	.058	-9.00	-9.000	.134	5.04	8.39	5.0
3008	7	236	19	110	13.81	1.00	.054	30.16	.388	.116	5.81	7.88	.8
3012	7	185	26	118	13.98	1.24	.043	81.26	.291	.102	4.55	6.97	2.8
3020	7	4	4	18	13.73	1.00	.056	-9.00	.361	.100	4.53	6.05	2.5
3026	7	254	11	64	14.42	1.10	.048	28.42	.254	.125	5.83	9.16	1.2
3027	7	159	15	70	15.57	1.50	.034	19.04	.166	.108	4.68	7.98	2.5
4009	7	123	18	81	13.60	1.38	.061	19.75	.331	.107	4.52	6.26	2.8
4012	7	141	44	184	14.64	1.42	.042	-9.00	.297	.119	4.17	10.80	1.6
4021	7	222	6	30	14.70	1.20	.045	55.52	.337	.080	5.06	6.19	2.3
4028	7	243	12	74	14.98	1.00	.054	14.55	.279	.115	6.19	14.02	3.9
4030	7	242	30	123	15.36	1.00	.063	25.41	.373	.109	4.09	11.14	1.3
4032	7	168	24	114	13.78	1.00	.062	30.78	.320	.119	4.76	9.44	3.6
4045	7	202	4	19	14.87	1.00	.064	27.37	.240	.084	4.77	4.77	1.5
5002	7	155	17	109	14.57	1.13	.057	16.16	.321	.143	6.40	12.10	2.4
5034	7	213	11	58	15.00	1.00	.049	36.46	.212	.109	5.25	10.51	-9.0
5041	7	211	13	53	13.74	1.00	.044	-9.00	.117	.085	4.11	4.86	1.3
5043	7	142	16	85	14.44	1.00	.068	24.96	.401	.109	5.30	12.29	-9.0
5047	7	241	12	62	13.94	1.00	.048	-9.00	.170	.123	5.16	11.25	1.1
5057	7	78	26	120	14.08	1.44	.035	25.12	.129	.142	4.62	-9.00	1.3
5068	7	3	19	79	13.71	1.36	.045	28.80	.265	.158	4.18	-9.00	1.1
5074	7	3	4	20	14.77	1.33	.051	20.73	.285	.122	5.10	10.21	1.7
6001	7	158	17	82	15.13	1.31	.063	13.33	.172	.164	4.85	-9.00	2.2
6010	7	135	26	109	13.92	1.24	.066	9.16	.167	.126	4.19	10.57	-9.0
6019	7	71	73	296	14.37	1.24	.041	35.75	.261	.113	4.06	8.23	2.1
6025	7	219	12	64	14.20	1.00	.059	22.29	.331	.128	5.30	9.79	2.5
6035	7	184	4	28	14.26	1.00	.069	15.47	.380	.121	7.07	11.79	7.0
6037	7	253	5	27	14.57	1.00	.073	17.70	.196	.170	5.41	-9.00	4.5
9004	7	115	21	105	13.66	1.05	.044	38.60	.238	.134	5.00	19.43	2.6
9005	7	258	6	30	13.54	1.00	.034	24.50	.191	.091	4.97	7.64	1.2
9006	7	227	43	353	14.64	1.00	.045	26.72	.159	.117	8.21	23.54	2.9
9007	7	173	12	87	15.65	1.00	.050	22.22	.190	.119	7.27	12.46	5.8
9017	7	225	9	47	14.30	1.00	.046	27.89	.173	.148	5.26	47.30	2.1
9022	7	2	16	101	15.28	1.00	.040	-9.00	.111	.140	6.29	12.57	1.7
9027	7	80	74	435	14.01	1.35	.040	34.02	.192	.116	5.88	7.34	1.1
9028	7	6	15	72	14.26	1.00	.044	32.09	.223	.137	4.81	11.09	2.4
9035	7	86	22	118	15.08	1.10	.033	41.19	.265	.105	5.36	12.28	-9.0
9041	7	2	21	113	14.16	1.05	.031	57.26	.303	.115	5.37	9.99	1.6

4	8	28	10	42	16.75	1.11	.029	21.00	.097	.105	4.15	13.85	6.92
1043	8	128	24	89	15.99	1.14	.042	51.24	.440	.100	3.70	8.08	2.96
2064	8	1	11	39	16.26	1.00	.054	21.42	.355	.121	3.57	6.54	3.57
4035	8	69	38	214	15.88	1.15	.055	28.44	.482	.141	5.63	13.99	1.22
5030	8	217	14	65	15.95	1.08	.037	38.95	.181	.111	4.62	5.30	2.31
8007	8	176	11	50	16.03	1.10	.041	33.06	.235	.107	4.55	7.36	.94
9020	8	153	47	258	16.76	1.09	.034	71.50	.340	.102	5.48	12.26	2.83

6011	9	33	329	1460	14.67	1.86	.040	41.01	.244	.117	4.44	8.11	1.57
8001	9	52	229	1133	16.42	1.73	.031	32.46	.095	.074	4.95	5.42	2.19
9002	9	55	303	1635	14.56	1.58	.029	72.22	.415	.095	5.40	6.73	1.21
9013	9	25	244	1256	14.93	1.28	.015	39.36	.070	.077	5.15	3.74	1.66
9019	9	39	172	887	16.51	1.32	.025	36.83	.258	.084	5.16	8.14	-9.00
9026	9	19	225	1332	16.27	1.11	.024	47.25	.408	.109	5.92	7.93	.66
9030	9	19	96	769	17.32	1.17	.045	18.98	.235	.142	8.01	10.99	1.99
9036	9	2	241	1602	15.10	1.16	.028	32.31	.208	.093	6.65	9.15	1.52

2	10	93	71	240	8.20	1.58	.056	27.38	.328	.195	3.38	8.58	2.61
2029	10	1	29	87	9.08	1.45	.043	49.91	.829	.122	3.00	7.01	2.35
2041	10	1	34	78	9.44	1.79	.033	24.45	1.073	-9.000	2.28	-9.00	1.32
2046	10	1	107	318	7.96	2.10	.031	-9.00	.803	.104	2.98	4.49	1.12
2061	10	1	6	18	8.15	1.00	.060	16.12	.440	.157	2.94	5.88	2.52
2063	10	1	8	23	9.61	1.33	.055	18.21	.308	.125	2.86	4.58	1.64
2070	10	1	20	53	7.93	1.18	.070	6.36	.245	.228	2.66	6.64	17.70
3017	10	98	1	1	7.50	1.00	.103	30.00	.084	.229	1.44	-9.00	1.44
3024	10	117	41	150	9.38	1.37	.050	34.56	.438	.148	3.67	6.63	2.95
5013	10	21	1	4	9.32	1.00	.040	21.83	.080	.147	3.70	12.33	3.70
5021	10	203	6	11	9.32	1.50	.036	-9.00	.333	.094	1.90	3.80	1.04
6009	10	239	20	88	9.57	1.25	.072	-9.00	.585	.172	4.38	5.47	.84
6030	10	26	1	3	8.00	1.00	.076	-9.00	.410	.053	3.39	.68	.46
6033	10	99	38	142	9.31	1.73	.055	19.36	.283	.119	3.73	6.99	1.46
8004	10	234	4	38	10.86	.57	.055	22.23	.165	.141	9.55	-9.00	1.12

10	11	205	1	3	30.00	1.00	.025	11.50	.423	.060	3.04	15.18	3.04
6005	11	15	25	384	25.77	1.04	.036	-9.00	.870	.087	15.38	15.38	2.73

2008	12	1	3378	10869	6.45	1.63	.027	83.45	.807	.113	3.22	3.21	1.41
5066	12	3	2138	8343	12.07	2.00	.025	82.20	.549	.085	3.90	5.52	.98
9021	12	2	1914	10339	13.23	1.60	.026	58.51	.386	.097	5.40	7.35	.74

2008	12	1	3378	10869	6.45	1.63	.027	83.45	.807	.113	3.22	3.21	1.41
5066	12	3	2138	8343	12.07	2.00	.025	82.20	.549	.085	3.90	5.52	.96
9021	12	2	1914	10339	13.23	1.60	.026	58.51	.386	.097	5.40	7.35	.74

5024 99	58	67	81	4.81	2.68	.047	14.68	.107	.113	1.21	2.91	.65
9016 99	6	235	872	21.72	5.11	.017	31.03	.522	.065	3.71	10.07	3.71

1002	-9	189	32	70	-9.00	1.78	-9.000	-9.00	.327	.064	2.18	4.10	2.58
1013	-9	106	11	-9	-9.00	1.00	-9.000	-9.00	-9.000	-9.000	-9.00	-9.00	-9.00
1040	-9	-9	15	-9	-9.00	1.00	-9.000	-9.00	.212	-9.000	-9.00	-9.00	-9.00
1045	-9	152	5	-9	-9.00	1.67	-9.000	-9.00	.482	-9.000	-9.00	-9.00	-9.00
1046	-9	-9	-9	-9	-9.00	-9.00	-9.000	-9.00	.303	-9.000	-9.00	-9.00	-9.00
1053	-9	7	2	-9	-9.00	1.00	-9.000	-9.00	.122	-9.000	-9.00	-9.00	-9.00
1064	-9	-9	5	-9	20.00	1.25	.048	-9.00	-9.000	-9.000	-9.00	-9.00	-9.00
2012	-9	177	52	-9	-9.00	1.00	-9.000	-9.00	.599	-9.000	-9.00	-9.00	-9.00
2016	-9	59	-9	-9	-9.00	-9.00	-9.000	-9.00	-9.000	-9.000	-9.00	-9.00	-9.00
2021	-9	112	-9	87	13.97	-9.00	.042	-9.00	.409	.104	-9.00	6.44	2.12
2056	-9	1	4	-9	-9.00	1.33	-9.000	-9.00	.382	.094	-9.00	-9.00	-9.00
2066	-9	1	55	334	-9.00	1.67	-9.000	-9.00	.619	-9.000	6.07	83.47	3.79
3016	-9	98	1	-9	-9.00	1.00	-9.000	-9.00	.159	-9.000	-9.00	-9.00	-9.00
3018	-9	165	-9	-9	-9.00	-9.00	-9.000	-9.00	.343	-9.000	-9.00	-9.00	-9.00
3028	-9	11	13	93	12.60	13.00	-9.000	8.82	-9.000	.422	7.13	30.92	-9.00
4020	-9	275	5	-9	-9.00	1.00	-9.000	-9.00	.170	-9.000	-9.00	-9.00	-9.00
4033	-9	113	5	-9	-9.00	1.00	-9.000	-9.00	.201	-9.000	-9.00	-9.00	-9.00
4034	-9	18	425	-9	-9.00	1.38	-9.000	-9.00	.464	-9.000	-9.00	-9.00	-9.00
4039	-9	48	-9	232	12.59	-9.00	.051	40.58	.454	.112	-9.00	12.68	.93
5004	-9	255	9	-9	-9.00	1.00	-9.000	-9.00	.269	-9.000	-9.00	-9.00	-9.00
5010	-9	45	84	-9	-9.00	1.79	-9.000	-9.00	.243	-9.000	-9.00	-9.00	-9.00
5053	-9	210	-9	-9	-9.00	-9.00	-9.000	-9.00	.238	-9.000	-9.00	-9.00	-9.00
5086	=9	3	86	-9	-9.00	1.04	-9.000	-9.00	.311	-9.000	-9.00	-9.00	-9.00
5087	-9	3	13	-9	-9.00	2.60	.041	50.51	.438	.100	-9.00	-9.00	-9.00
6014	-9	276	11	-9	-9.00	1.00	-9.000	-9.00	.415	-9.000	-9.00	-9.00	-9.00
7015	-9	70	-9	-9	-9.00	-9.00	-9.000	-9.00	.321	-9.000	-9.00	-9.00	-9.00
7016	-9	22	14	-9	-9.00	2.80	-9.000	-9.00	.165	-9.000	-9.00	-9.00	-9.00
8003	-9	204	8	-9	-9.00	1.00	-.196	-9.00	.293	-9.000	-9.00	-9.00	-9.00
9031	-9	-9	18	-9	-9.00	1.06	-9.000	-9.00	.143	-9.000	-9.00	-9.00	-9.00
9043	-9	2	5	-9	-9.00	1.25	-9.000	-9.00	-9.000	-9.000	-9.00	-9.00	-9.00

APPENDIX III

DATA FOR TRANSIT AGENCIES IN FY1981 SECTION 15 DATA

1. Data files P81GR1.DAT to P81GR12.DAT; data for peer groups 1 to 12.
2. Data file P81GR99.DAT; data for agencies not assigned to a peer group.
3. Data file P81GRM.DAT; data for excluded from the cluster analysis.
4. Codebook for these data is in Appendix IV.

1	1	20	777	3295	20.46	2.35	0.019	48.98	0.273	0.098	4.24	8.65	1.43
1003	1	8	822	2639	12.70	2.50	0.018	64.56	0.319	0.070	3.21	2.83	1.08
3019	1	4	1082	3595	10.01	2.16	0.027	71.58	0.551	0.100	3.32	4.21	0.97
3022	1	12	810	3429	13.10	2.26	0.027	37.62	0.454	0.102	4.23	6.63	0.69
3030	1	7	1545	5303	13.91	2.94	0.017	62.87	0.450	0.089	3.43	5.29	1.03
3034	1	14	791	2679	13.45	2.80	0.021	62.15	0.482	0.103	3.39	7.09	1.00
4022	1	17	658	2985	13.20	2.42	0.026	56.24	0.310	0.092	4.54	6.23	3.29
5015	1	15	721	2578	14.88	2.10	0.020	72.47	0.273	0.116	3.58	8.82	0.57
5027	1	13	855	3112	13.60	3.04	0.024	50.72	0.366	0.091	3.64	7.50	0.72
5031	1	5	887	4284	14.65	2.23	0.020	35.53	0.280	0.096	4.83	7.25	1.32
7006	1	11	765	2780	12.60	1.81	0.021	39.33	0.252	0.095	3.63	5.07	0.92
9014	1	6	745	3307	14.17	2.20	0.024	53.94	0.333	0.105	4.44	10.67	1.49

12	2	134	28	168	17.25	1.40	0.018	25.18	0.139	0.111	6.00	9.95	4.42
2010	2	161	12	-9	-9.00	1.71	-9.000	-9.00	0.298	-9.000	-9.00	-9.00	-9.00
2074	2	1	16	79	12.44	1.00	0.032	46.01	0.748	0.107	4.93	11.10	5.26
4014	2	124	12	42	19.33	1.00	0.041	23.75	0.544	0.089	3.50	8.09	4.21
4038	2	106	16	93	17.78	1.00	0.040	31.69	0.403	0.085	5.79	7.13	3.31
5018	2	196	11	48	19.65	1.38	0.029	33.10	0.199	0.106	4.38	16.08	4.82
5029	2	250	45	90	10.35	2.25	0.056	9.54	0.078	0.089	1.99	5.28	0.90
5084	2	3	24	124	20.49	2.00	0.030	25.79	0.200	0.090	5.16	9.53	3.64
7007	2	86	3	16	17.52	1.00	0.049	7.44	0.078	0.093	5.41	-9.00	5.41
9010	2	2	21	136	14.75	1.05	0.031	24.33	0.213	0.140	6.50	22.75	1.35
9018	2	180	21	124	18.27	1.24	0.031	43.48	0.424	0.110	5.93	12.44	1.94

1048	3	52	234	712	13.25	2.41	0.029	44.72	0.427	0.097	3.04	7.26	2.82
2004	3	29	472	1051	10.95	3.81	0.033	37.72	0.435	0.097	2.23	4.26	1.04
2013	3	42	199	691	11.96	1.81	0.028	45.25	0.431	0.104	3.47	6.40	0.79
2039	3	1	87	179	7.53	3.35	0.024	31.36	0.615	0.095	2.06	3.20	1.28
2043	3	1	197	471	8.56	3.03	0.031	48.18	0.671	0.122	2.39	4.36	0.88
2045	3	1	105	312	11.74	2.92	0.026	49.24	0.671	0.122	2.97	4.80	1.07
3004	3	78	88	197	14.39	3.26	0.026	31.30	0.333	0.063	2.23	4.57	1.37
3011	3	245	26	60	11.60	2.89	0.037	27.07	0.176	0.100	2.32	7.55	1.26
4001	3	83	55	222	15.27	2.75	0.031	30.84	0.491	0.103	4.04	6.16	2.47
4003	3	36	234	1024	13.70	2.39	0.037	21.24	0.449	0.115	4.38	9.80	1.21
4004	3	49	120	452	14.13	2.61	0.035	30.86	0.437	0.113	3.76	8.29	2.14
4018	3	38	219	815	15.00	2.31	0.026	39.67	0.269	0.087	3.72	5.99	0.88
4019	3	24	80	232	12.05	4.71	0.031	38.80	0.456	0.094	2.90	5.70	0.66
4040	3	44	171	635	13.11	2.34	0.042	34.39	0.456	0.121	3.71	6.98	3.49
4042	3	43	153	465	14.02	3.40	0.032	-9.00	0.487	0.098	3.04	8.92	3.23
5003	3	230	25	120	14.32	1.25	0.051	6.90	0.151	0.165	4.80	23.99	3.75
5005	3	109	146	533	13.87	1.32	0.042	44.12	0.356	0.122	3.65	11.34	2.32
5011	3	100	79	189	10.99	1.22	0.042	11.46	0.121	0.111	2.39	5.55	1.16
5012	3	24	346	1200	14.21	2.88	0.026	45.74	0.267	0.088	3.47	5.08	0.61
5017	3	45	92	376	14.38	1.96	0.044	29.02	0.357	0.088	4.08	8.52	1.66
5022	3	57	173	545	12.82	2.84	0.044	42.91	0.205	0.121	3.15	11.35	1.30
5025	3	168	77	225	13.06	2.85	0.025	38.27	0.336	0.102	2.92	7.25	3.04
5050	3	31	180	611	12.87	2.65	0.033	35.76	0.399	0.097	3.40	7.45	0.64
5064	3	3	3	5	13.38	3.00	0.044	9.08	0.131	0.097	1.57	7.84	4.71
5077	3	3	13	25	15.61	3.25	0.020	36.37	0.279	-9.000	1.92	-9.00	-9.00
5080	3	3	109	445	13.29	2.53	0.033	27.02	0.382	0.133	4.08	10.84	1.94
6004	3	9	394	1392	14.43	2.94	0.030	44.59	0.551	0.096	3.53	8.19	0.85
6017	3	40	68	231	15.28	2.62	0.030	25.86	0.241	0.090	3.40	7.00	2.38
7005	3	25	270	1011	13.65	2.67	0.028	37.34	0.264	0.103	3.74	5.78	1.31
7010	3	91	76	255	12.83	2.92	0.031	32.95	0.388	0.108	3.35	7.96	1.93
8002	3	229	14	34	11.94	2.80	0.050	21.51	0.268	0.112	2.45	6.25	2.45

8	4	27	473	2172	15.42	1.89	0.021	38.43	0.326	0.099	4.59	9.87	1.80
2001	4	999	291	1408	9.93	1.10	0.041	28.92	0.264	0.089	4.84	2.54	3.90
2007	4	1	252	1068	11.49	1.73	0.029	33.45	0.422	0.119	4.24	5.78	2.38
5008	4	23	512	2184	12.48	1.91	0.036	49.00	0.424	0.119	4.27	8.45	1.30
6008	4	10	356	1633	13.59	2.02	0.017	44.78	0.244	0.070	4.59	3.75	0.51
6032	4	26	374	1311	10.32	2.13	0.033	69.54	0.548	0.098	3.51	4.39	0.86
8006	4	21	534	2355	13.04	1.77	0.023	35.65	0.194	0.089	4.41	5.44	1.45
9015	4	6	386	1664	9.41	1.49	0.025	85.03	0.376	0.096	4.31	5.60	0.74

3	5	66	104	349	13.39	2.36	0.027	38.37	0.239	0.075	3.35	5.96	1.15
5	5	20	18	81	13.58	1.29	0.032	32.91	0.105	0.128	4.51	18.02	5.79
6	5	240	10	46	13.15	1.25	0.044	25.86	0.187	0.139	4.62	46.19	15.40
9	5	164	34	124	14.52	1.55	0.029	42.42	0.114	0.084	3.66	8.89	1.05
11	5	165	20	78	14.22	1.67	0.043	17.94	0.244	0.125	3.92	13.07	1.60
1001	5	35	204	818	13.23	1.69	0.032	51.59	0.354	0.107	4.01	8.70	0.88
1005	5	143	21	68	10.26	1.62	0.030	27.50	0.272	0.129	3.24	10.80	2.43
1006	5	157	73	181	11.00	2.09	0.037	42.08	0.164	0.106	2.49	6.72	1.15
1008	5	53	127	537	12.28	1.37	0.040	21.84	0.212	0.119	4.23	9.26	1.54
1014	5	90	63	222	11.52	1.26	0.031	37.80	0.385	0.119	3.52	8.56	1.36
1016	5	190	48	151	11.06	1.92	0.044	28.71	0.460	0.116	3.15	6.29	0.75
1041	5	63	13	60	8.92	1.63	0.092	7.69	0.366	0.233	4.60	13.29	3.32
1055	5	73	105	401	13.78	1.75	0.028	56.26	0.429	0.095	3.82	7.75	0.82
1056	5	120	22	88	13.08	1.29	0.030	43.60	0.384	0.101	4.00	8.98	0.93
2002	5	55	186	626	12.45	2.09	0.034	34.36	0.419	0.113	3.37	6.45	3.10
2003	5	138	32	122	13.86	1.52	0.045	39.42	0.355	0.123	3.82	11.11	0.94
2006	5	1	6	13	6.21	2.00	0.035	46.93	0.332	0.101	2.20	2.64	13.22
2017	5	70	17	53	15.92	1.70	0.048	17.34	0.610	0.058	3.09	8.75	1.12
2018	5	70	137	422	11.60	2.17	0.034	41.65	0.410	0.120	3.08	7.73	1.89
2025	5	1	56	259	12.27	1.87	0.036	43.31	0.636	0.150	4.62	9.25	5.51
2034	5	1	94	326	11.33	2.19	0.035	42.20	0.637	0.135	3.47	9.44	5.17
2044	5	1	90	279	11.41	1.76	0.027	22.30	1.055	0.116	3.10	8.10	2.81
3001	5	149	57	295	16.31	2.19	0.036	21.70	0.321	0.115	5.18	8.44	2.31
3006	5	54	175	559	10.83	2.57	0.036	53.82	0.580	0.116	3.20	7.26	0.79
3010	5	68	52	209	13.30	1.73	0.034	36.87	0.334	0.117	4.01	8.41	3.31
3013	5	125	66	196	11.93	2.36	0.037	43.91	0.319	0.128	2.96	10.29	1.33
3014	5	88	62	176	11.72	2.30	0.031	86.08	0.388	0.113	2.83	8.25	3.14
3015	5	64	50	182	13.19	1.79	0.037	43.84	0.331	0.120	3.63	10.87	2.21
3031	5	65	90	252	12.29	2.05	0.029	35.31	0.388	0.115	2.80	7.00	2.21
4002	5	87	61	222	13.95	2.35	0.039	22.96	0.389	0.115	3.64	10.08	1.50
4005	5	201	26	71	10.98	2.17	0.052	32.03	0.341	0.137	2.71	7.84	2.94
4007	5	113	42	144	13.65	1.50	0.044	25.27	0.395	0.117	3.42	9.58	3.12
4008	5	74	92	407	14.51	2.14	0.032	40.13	0.402	0.107	4.43	9.06	1.28
4011	5	205	13	44	14.14	1.86	0.037	36.51	0.268	0.076	3.41	11.08	1.64
4015	5	93	31	86	12.11	1.94	0.041	26.88	0.301	0.106	2.77	4.80	2.10
4017	5	118	39	117	11.99	1.56	0.035	5.42	0.310	0.115	2.99	6.87	2.05
4041	5	48	76	332	14.57	1.90	0.053	37.99	0.397	0.105	4.36	8.66	1.59
4043	5	84	32	134	13.12	1.45	0.041	29.88	0.487	0.115	4.18	7.05	1.26
4044	5	117	28	98	12.71	1.75	0.050	40.50	0.531	0.121	3.51	7.62	1.01
5001	5	156	25	80	13.41	2.08	0.048	38.27	0.328	0.137	3.22	10.05	1.75
5009	5	340	22	51	12.44	2.00	0.049	28.60	0.253	0.138	2.34	10.96	2.57
5016	5	32	228	750	12.26	2.21	0.034	33.03	0.484	0.101	3.29	7.52	1.01
5020	5	227	11	33	12.12	1.83	0.046	14.85	0.149	0.094	3.01	6.62	4.73
5028	5	315	14	66	12.99	1.27	0.048	28.14	0.110	0.146	4.74	66.31	2.76
5032	5	76	43	204	14.62	1.13	0.031	18.61	0.162	0.094	4.74	7.68	1.41
5039	5	153	22	81	13.48	1.83	0.053	24.36	0.125	0.130	3.68	12.67	1.05
5044	5	101	63	237	14.35	1.66	0.035	27.08	0.244	0.109	3.76	9.87	1.30
5045	5	3	88	269	12.65	1.66	0.031	22.38	0.321	0.115	3.06	7.91	1.05
5052	5	103	40	170	13.38	1.48	0.032	-9.00	0.196	0.100	4.25	7.87	1.68
5055	5	115	4	14	15.45	2.00	0.039	4.13	0.209	0.094	3.62	4.82	7.23
5056	5	95	42	175	13.70	1.75	0.033	19.04	0.302	0.102	4.17	8.35	1.36
5058	5	115	38	125	11.34	1.81	0.034	30.61	0.173	0.111	3.28	8.10	1.25
5059	5	175	35	103	12.17	1.52	0.028	46.08	0.188	0.103	2.94	5.71	1.90
6002	5	69	59	261	11.46	1.55	0.046	31.73	0.265	0.117	4.42	8.97	1.66
6007	5	9	92	300	12.67	2.14	0.035	36.77	0.315	0.106	3.26	6.38	2.13
6012	5	166	13	42	13.13	1.30	0.045	24.68	0.265	0.099	3.27	6.15	0.72
6018	5	60	82	308	16.84	2.10	0.034	18.46	0.251	0.104	3.75	7.70	1.51
6021	5	26	25	139	15.93	1.92	0.040	53.53	0.631	0.136	5.55	12.62	1.22

6022	5	75	33	123	11.59	1.43	0.044	51.45	0.381	0.111	3.74	6.67	1.01
6024	5	94	47	205	12.95	1.42	0.047	37.32	0.446	0.134	4.37	8.21	2.89
6029	5	26	22	97	14.52	2.20	0.036	46.60	0.428	0.108	4.42	6.49	1.23
7001	5	129	38	138	10.64	1.46	0.053	24.82	0.345	0.136	3.62	9.97	1.07
7002	5	51	164	609	13.99	2.22	0.036	35.34	0.319	0.115	3.71	8.34	1.33
7008	5	163	31	96	12.60	1.82	0.043	26.92	0.317	0.114	3.09	9.39	2.52
7011	5	274	21	60	12.49	1.75	0.039	30.28	0.359	0.112	2.83	9.16	1.65
7012	5	208	24	61	9.70	2.18	0.046	28.48	0.345	0.140	2.54	10.16	3.21
7013	5	176	22	76	13.02	1.83	-9.000	18.69	-9.000	0.146	3.45	10.84	5.42
7014	5	171	22	82	15.15	1.47	0.037	28.90	0.317	0.100	3.73	9.11	2.05
8005	5	89	38	202	14.14	1.46	0.050	26.17	0.359	0.136	5.32	14.44	2.25
9032	5	19	198	729	16.01	2.00	0.025	38.61	0.265	0.087	3.68	6.94	1.89
9033	5	59	105	552	14.69	1.67	0.033	22.96	0.257	0.114	5.25	9.35	2.27
9042	5	2	29	124	13.27	1.71	0.035	32.26	0.246	0.139	4.28	11.93	3.35

1004	6	126	36	141	12.01	1.00	0.026	34.28	0.230	0.088	3.93	5.05	3.53
1047	6	162	8	35	13.14	1.33	0.041	-9.00	0.432	0.107	4.33	5.88	1.24
1050	6	63	41	180	8.66	1.28	0.043	27.96	0.380	0.126	4.39	8.53	1.22
1057	6	189	17	79	12.06	1.06	0.043	25.07	0.302	0.116	4.67	21.45	2.94
2009	6	161	6	27	12.48	1.00	0.047	21.38	0.471	0.196	4.48	-9.00	6.72
3002	6	123	19	63	12.80	1.00	0.037	20.59	0.310	0.096	3.30	6.27	6.27
3007	6	127	32	145	13.79	1.23	0.048	22.76	0.346	0.133	4.53	13.17	2.16
3009	6	193	9	34	11.46	1.00	0.058	35.97	0.626	0.123	3.75	6.76	1.78
3025	6	64	30	137	12.97	1.25	0.033	47.00	0.257	0.108	4.58	7.64	4.30
4006	6	224	11	51	12.66	1.10	0.047	36.87	0.295	0.116	4.68	5.71	4.29
4023	6	98	24	100	12.03	1.50	0.049	-9.00	0.290	0.107	4.19	5.58	1.97
4025	6	119	40	188	12.04	1.29	0.050	30.63	0.539	0.116	4.70	6.72	1.96
4026	6	82	11	66	15.36	1.00	0.070	19.59	0.187	0.125	5.98	9.67	2.63
4027	6	33	36	193	15.49	1.16	0.043	30.32	0.290	0.106	5.36	10.16	2.80
4029	6	28	109	652	13.34	1.10	0.040	20.01	0.208	0.126	5.98	10.67	1.38
4036	6	177	25	99	11.64	1.19	0.060	39.39	0.308	0.126	3.96	6.60	2.48
4037	6	56	64	314	12.73	1.00	0.052	7.98	0.126	0.141	4.90	9.51	1.11
5006	6	178	22	109	12.18	1.05	0.053	31.17	0.341	0.155	4.95	12.52	2.87
5019	6	45	8	44	14.82	1.00	0.058	25.55	0.229	0.150	5.44	17.42	1.81
5035	6	147	37	153	10.26	1.23	0.044	34.17	0.172	0.136	4.14	8.33	1.13
5037	6	195	12	43	11.08	1.00	0.048	14.16	0.146	0.109	3.60	-9.00	2.70
5051	6	218	13	58	13.32	1.18	0.039	23.90	0.211	0.102	4.45	8.39	1.23
5060	6	186	37	164	12.92	1.37	0.036	24.25	0.249	0.115	4.43	9.00	1.84
5061	6	188	13	56	13.17	1.08	0.032	23.43	0.215	0.104	4.27	6.77	1.59
5063	6	141	17	81	13.11	1.00	0.040	29.80	0.211	0.119	4.74	10.06	0.80
5065	6	95	2	7	11.61	1.00	0.045	7.72	0.146	0.096	3.63	4.84	7.26
5090	6	243	8	22	11.56	1.00	0.047	15.17	0.140	-9.000	2.80	-9.00	1.60
5093	6	269	8	40	14.62	1.00	0.057	8.26	0.205	0.115	5.03	13.42	1.83
5097	6	50	24	63	11.78	1.26	0.044	59.61	0.274	0.035	2.60	3.29	2.08
6015	6	298	10	43	10.45	1.11	0.048	29.71	0.466	0.134	4.34	5.78	1.17
6016	6	173	13	56	12.36	1.18	0.048	20.86	0.317	0.098	4.28	6.95	0.66
6023	6	172	8	35	9.91	1.00	0.081	14.18	0.283	0.122	4.36	8.11	1.52
6026	6	183	12	61	14.16	1.00	0.044	31.43	0.248	0.123	5.10	7.65	8.75
6034	6	293	8	42	14.70	1.00	0.084	23.02	0.455	0.137	5.31	8.50	2.83
6038	6	182	-9	40	13.02	-9.00	0.036	33.32	0.227	0.106	-9.00	7.94	9.92
7009	6	86	18	76	11.48	1.13	0.038	44.54	0.151	0.091	4.25	3.06	1.30
9001	6	137	11	57	12.89	1.00	0.044	21.24	0.465	0.141	5.22	10.63	1.51
9008	6	2	92	385	11.76	1.30	0.035	73.11	0.550	0.159	4.18	12.61	0.69
9009	6	6	211	872	12.65	1.10	0.027	35.08	0.235	0.170	4.13	13.11	1.31
9012	6	116	37	139	12.52	1.28	0.032	24.98	0.213	0.120	3.76	8.49	5.16
9023	6	2	129	664	14.39	1.39	0.032	41.09	0.280	0.123	5.14	11.85	1.00

7	7	121	48	282	14.00	1.20	0.031	20.75	0.231	0.105	5.87	7.81	4.27
1007	7	319	12	72	19.62	1.00	0.039	34.16	0.506	0.108	6.01	20.62	5.55
1052	7	162	2	10	15.13	1.00	0.040	11.46	0.162	0.111	5.10	6.80	3.40
2015	7	146	4	21	14.18	0.80	0.058	15.39	0.229	0.078	5.30	8.48	5.30
2072	7	1	12	79	17.08	1.00	0.044	14.19	0.238	0.257	6.56	19.67	15.73
3003	7	291	5	25	15.31	1.00	0.046	19.26	0.377	0.141	5.04	9.33	6.29
3008	7	213	19	113	12.99	1.00	0.050	24.62	0.354	0.128	5.95	8.69	1.03
3012	7	219	22	108	15.04	1.22	0.029	28.84	0.268	0.079	4.91	5.40	1.97
3020	7	4	4	18	13.49	1.00	0.049	50.23	0.348	0.100	4.53	6.04	2.59
3026	7	312	11	64	14.42	1.10	0.044	30.50	0.287	0.125	5.83	10.68	1.46
3027	7	170	15	63	14.03	1.50	0.038	31.07	0.239	0.109	4.17	6.59	1.42
4009	7	107	18	86	13.84	1.38	0.052	19.35	0.326	0.102	4.77	6.61	2.77
4012	7	131	44	184	14.54	1.42	0.040	30.04	0.332	0.119	4.17	10.20	1.61
4021	7	225	6	23	10.18	1.20	0.036	23.25	0.337	0.077	3.76	3.27	1.41
4028	7	158	14	87	15.28	1.00	0.057	17.84	0.348	0.132	6.22	13.01	4.36
4030	7	198	30	122	15.22	1.00	0.050	45.25	0.365	0.111	4.05	11.06	2.30
4032	7	132	24	108	13.60	1.00	0.051	31.48	0.322	0.112	4.52	7.75	1.87
4045	7	207	4	-9	-9.00	4.00	-9.000	-9.00	0.342	-9.000	-9.00	-9.00	-9.00
5002	7	155	22	118	13.07	1.22	0.056	18.00	0.335	0.144	5.35	11.78	6.54
5034	7	239	20	80	17.57	1.00	0.037	18.75	0.153	0.093	3.99	7.98	1.70
5041	7	246	12	27	6.62	1.00	0.041	13.00	0.091	0.094	2.22	2.47	0.72
5043	7	122	16	87	14.88	1.00	0.053	24.96	0.318	0.128	5.46	14.57	3.12
5047	7	237	12	62	16.06	1.00	0.036	21.46	0.178	0.110	5.16	9.52	0.84
5057	7	86	26	109	13.61	1.44	0.030	25.61	0.167	0.104	4.20	4.56	1.92
5068	7	3	22	122	17.11	1.38	0.033	-9.00	0.200	0.128	5.55	-9.00	1.74
5074	7	3	4	20	14.77	1.33	0.046	20.37	0.285	0.124	5.07	10.14	1.69
6001	7	151	17	99	13.02	1.31	0.058	11.13	0.155	0.224	5.81	-9.00	2.67
6010	7	128	26	107	13.90	1.24	0.061	16.43	0.191	0.116	4.11	8.28	2.23
6019	7	62	73	326	14.68	1.24	0.037	28.89	0.257	0.106	4.46	8.35	2.33
6025	7	214	11	56	13.07	1.00	0.055	23.98	0.286	0.140	5.08	10.16	2.54
6035	7	212	4	28	14.37	1.00	0.059	9.78	0.369	0.123	7.07	12.30	4.72
6037	7	259	5	26	13.73	1.00	0.056	24.18	0.169	0.154	5.10	****	3.65
9004	7	105	24	133	15.45	1.00	0.042	29.30	0.238	0.114	5.56	16.68	4.17
9005	7	236	7	39	17.36	1.00	0.027	23.51	0.242	0.083	5.53	10.76	1.11
9006	7	174	53	408	16.05	1.08	0.031	29.59	0.122	0.109	7.70	21.94	3.37
9007	7	140	16	98	13.41	1.00	0.044	16.55	0.184	0.116	6.16	8.21	2.90
9017	7	160	10	48	14.18	1.00	0.036	32.99	0.138	0.146	4.83	48.31	2.20
9022	7	2	15	96	15.00	1.00	0.036	17.60	0.125	0.118	6.38	11.96	1.49
9027	7	77	74	437	15.02	1.35	0.034	34.62	0.226	0.127	5.90	7.53	1.99
9028	7	6	15	72	14.26	1.00	0.040	32.09	0.213	0.091	4.81	9.01	1.13
9035	7	71	25	133	14.42	1.04	0.031	23.38	0.302	0.136	5.33	9.52	1.35
9041	7	2	26	119	11.39	1.24	0.035	45.42	0.301	0.124	4.59	7.46	1.44

4035	8	47	39	214	15.44	1.18	0.046	41.00	0.502	0.131	5.49	12.59	1.47
5030	8	249	14	53	13.47	1.08	0.035	32.25	0.216	0.110	3.75	4.31	1.07
8007	8	185	12	57	14.24	1.20	0.045	31.25	0.254	0.112	4.72	5.61	1.07
9020	8	150	47	263	14.61	1.09	0.035	28.63	0.308	0.131	5.59	13.14	2.14

6011	9	30	338	1506	14.09	2.24	0.042	32.13	0.295	0.113	4.46	7.93	1.62
8001	9	137	229	1096	-9.00	1.73	-9.000	-9.00	0.169	-9.000	4.78	5.53	2.48
9002	9	46	336	1555	13.98	1.73	0.023	79.09	0.419	0.092	4.63	6.03	1.11
9013	9	22	256	1541	15.62	1.30	0.012	40.15	0.070	0.080	6.02	4.27	1.76
9019	9	34	175	885	15.20	1.31	0.022	40.06	0.261	0.095	5.06	7.56	0.99
9026	9	16	206	1156	12.94	1.14	0.023	48.96	0.418	0.097	5.61	6.92	0.67
9030	9	16	83	605	17.13	1.36	0.033	19.58	0.251	0.115	7.29	8.67	2.20
9036	9	2	352	1981	14.92	1.27	0.023	24.79	0.200	0.103	5.63	9.60	1.59

2	10	92	71	240	8.20	1.58	0.045	27.43	0.311	0.130	3.38	8.58	1.92
2029	10	1	28	88	9.90	1.40	0.033	50.20	0.739	0.119	3.13	7.07	2.92
2041	10	1	35	99	11.73	1.84	0.025	25.33	1.136	0.114	2.83	9.51	3.00
2046	10	1	107	318	7.96	2.10	0.027	53.95	0.768	0.104	2.98	4.36	0.86
3017	10	64	1	2	8.33	1.00	0.097	32.50	0.068	0.229	1.59	-9.00	1.59
5013	10	24	2	4	9.16	1.00	0.046	26.88	0.081	0.141	1.99	19.86	3.97
5021	10	251	5	18	12.50	1.00	0.037	15.37	0.254	0.134	3.67	6.12	1.31
6009	10	211	20	95	10.34	1.25	0.056	31.35	0.620	0.120	4.73	5.91	0.67
6030	10	26	1	4	8.54	1.00	0.052	21.57	0.280	0.141	3.61	7.23	0.60
6033	10	85	48	184	13.22	1.78	0.047	26.65	0.326	0.117	3.83	9.28	1.63
8004	10	232	13	46	12.12	1.86	0.047	16.88	0.168	0.144	3.52	-9.00	2.08

10	11	165	1	3	30.00	1.00	0.012	30.00	0.435	0.067	3.04	10.12	3.04
6005	11	9	26	257	26.36	1.00	0.020	8.16	0.752	0.072	9.89	11.68	2.20

2008	12	1	3396	10411	7.50	1.62	0.020	92.72	0.658	0.094	3.07	2.97	1.35
5066	12	3	2109	8350	12.12	1.94	0.020	78.09	0.491	0.083	3.96	4.78	1.18
9021	12	2	1948	10740	13.45	1.46	0.021	56.65	0.433	0.094	5.51	6.11	0.74

5024	99	67	67	148	10.57	1.72	0.032	23.25	0.100	0.107	2.21	4.93	1.31
9016	99	6	238	927	21.71	5.53	0.017	29.75	0.536	0.072	3.90	9.87	4.42

1002	-9	200	32	70	8.48	1.78	0.041	-9.00	0.280	0.094	2.18	4.11	2.05
1013	-9	111	19	79	13.68	1.00	0.041	-9.00	0.219	0.141	4.14	10.49	1.36
1040	-9	152	16	86	15.20	1.00	0.046	-9.00	0.330	0.141	5.35	42.79	3.89
1045	-9	162	7	24	14.24	2.33	0.075	25.20	0.439	0.077	3.37	1.90	1.69
1046	-9	210	4	21	14.64	1.00	0.050	-9.00	0.310	0.159	5.16	17.19	1.72
1053	-9	8	3	3	-9.00	1.00	-9.000	31.15	0.085	-9.000	-9.00	3.42	1.71
1064	-9	35	7	33	17.60	1.75	0.041	14.31	0.168	0.101	4.71	16.49	6.60
2012	-9	161	52	467	47.40	1.00	0.021	6.43	0.588	0.062	8.98	11.67	6.67
2016	-9	70	5	31	18.79	1.00	0.021	12.19	0.317	0.062	6.21	6.21	3.45
2021	-9	146	21	80	14.63	1.40	0.034	34.51	0.413	0.098	3.82	5.94	2.50
3018	-9	144	34	-9	-9.00	1.70	-9.000	-9.00	0.352	-9.000	-9.00	-9.00	-9.00
3028	-9	12	13	32	13.21	-9.00	0.032	20.21	0.320	0.138	2.44	10.57	-9.00
4020	-9	320	6	32	13.43	1.00	0.060	9.45	0.128	0.113	5.35	22.93	8.02
4033	-9	110	7	17	8.68	1.00	0.058	7.89	0.165	0.096	2.39	4.17	2.09
4034	-9	18	428	2455	12.71	1.35	0.030	44.68	0.407	0.114	5.74	6.35	1.08
4039	-9	33	50	247	12.85	1.00	0.044	39.10	0.467	0.134	4.95	13.37	1.61
5004	-9	275	11	73	12.42	1.00	0.050	31.13	0.294	0.126	6.64	10.59	2.61
5010	-9	50	87	308	13.43	1.74	0.033	38.53	0.281	0.104	3.54	12.33	2.03
5053	-9	257	15	64	11.81	1.36	0.065	34.75	0.184	0.155	4.27	10.67	1.94
5087	-9	3	13	41	12.85	2.60	0.048	35.99	0.451	0.143	3.16	12.84	1.42
6014	-9	216	14	53	12.59	1.00	0.037	43.40	0.355	0.059	3.80	3.97	1.83
7015	-9	81	52	216	15.17	1.79	0.043	26.26	0.344	0.147	4.16	19.47	1.43
7016	-9	285	14	43	15.31	2.80	0.039	31.24	0.203	0.127	3.06	-9.00	1.48
8003	-9	197	8	33	13.45	1.00	0.035	11.65	0.317	-9.000	4.10	-9.00	3.65
9031	-9	39	24	111	14.39	1.26	0.025	-9.00	0.290	0.088	4.61	10.05	1.22
9043	-9	2	4	25	17.86	1.00	0.019	47.05	-9.000	0.077	6.23	4.98	4.98

APPENDIX IV

CODEBOOK FOR FY1980 AND FY1981 SECTION 15 DATA FILES

1. Data files for FY1980 and FY1981 Section 15 data in Appendices II and III, and on diskette are in the form described in this codebook.

COLUMN**VARIABLE**

1	ID	: Transit System ID Number
2	PEER GROUP	: Peer Group ID Number
3	URBAN AREA	: Urban Area Code
4	PVEH	: Peak Vehicles
5	TVM	: Total Vehicle Miles
6	SPEED	: Miles per Hour
7	PKTOBS	: Peak to Base Ratio
8	RVH/OEXP	: Revenue Vehicle Hours per Operating Expense
9	TPAS/RVH	: Passenger Trips per Revenue Vehicle Hour
10	WORV/OXP	: Weighted Operating Revenue per Operating Expense
11	TVH/EMP	: Vehicle Hours per Employee
12	TVM/PVEH	: Total Vehicle Miles per Peak Vehicle
13	TVM/MNT	: Vehicle Miles per Maintenance per Employee
14	TVM/ACC	: Total Vehicle Miles per Accident

APPENDIX V

STATISTICS ON DIFFERENTIATING CHARACTERISTICS AND MARKER PERFORMANCE INDICATORS FOR FY1980 AND FY1981, BY PEER GROUP

1. Number of Peak Vehicles
2. Total Vehicle Miles
3. Speed
4. Peak to Base Ratio
5. Cost Efficiency: Revenue Vehicle Hours per Operating Expense
6. Service Effectiveness: Unlinked Passenger Trips per Revenue Vehicle Hour
7. Revenue Generation: Operating Revenue per Operating Expense
8. Labor Efficiency: Total Vehicle Hours per Employee
9. Vehicle Efficiency: Total Vehicle Miles per Peak Vehicle
10. Maintenance Efficiency: Total Vehicle Miles per Maintenance Employee
11. Safety: Total Vehicle Miles per Accident

Table 1
Number of Peak Vehicles

PEER GROUP		1980	1981
1	mean	867	872
	median	786	797
	std. dev.	249	237
	range	907	887
	number	12	12
2	mean	16	19
	median	16	16
	std. dev.	7	11
	range	27	42
	number	11	11
3	mean	140	145
	median	113	109
	std. dev.	104	113
	range	384	469
	number	31	31
4	mean	393	397
	median	369	380
	std. dev.	94	102
	range	246	282
	number	8	8
5	mean	57	58
	median	38	40
	std. dev.	50	51
	range	219	224
	number	72	72
6	mean	30	32
	median	17	18
	std. dev.	37	40
	range	190	209
	number	41	40
7	mean	19	20
	median	15	16
	std. dev.	17	17
	range	72	72
	number	42	42

Table 1, continued
Number of Peak Vehicles

PEER GROUP		1980	1981
8	mean	28	28
	median	16	15
	std. dev.	18	18
	range	36	35
	number	4	4
9	mean	230	247
	median	230	269
	std. dev.	72	94
	range	233	269
	number	8	8
10	mean	31	30
	median	22	20
	std. dev.	35	34
	range	106	106
	number	10	11
11	mean	13	14
	median	13	14
	std. dev.	17	188
	range	24	25
	number	2	2
12	mean	2477	2484
	median	2138	2109
	std. dev.	789	794
	range	1464	1448
	number	3	3
Total	mean	125	127
	median	28	30
	std. dev.	317	321
	range	3377	3395
	number	296	300

Table 2
Total Vehicle Miles

PEER GROUP		1980	1981
1	mean	3280.6	3332.2
	median	2974.5	3118
	std. dev.	853.1	787.4
	range	2968	2725
	number	12	12
2	mean	85	92
	median	79	91.5
	std. dev.	47.0	47.3
	range	161	152
	number	11	10
3	mean	140	474.7
	median	421	445
	std. dev.	369.3	367.5
	range	1344	1387
	number	31	31
4	mean	1723.1	1724.4
	median	1611	1639
	std. dev.	450.9	466.5
	range	1326	1287
	number	8	8
5	mean	204.2	213.8
	median	141.5	144.5
	std. dev.	182.4	185.5
	range	804	805
	number	72	72
6	mean	134.5	141.8
	median	76	66.0
	std. dev.	174.2	185.8
	range	844	865.0
	number	41	41
7	mean	98.9	105.2
	median	74.5	86.8
	std. dev.	93.7	96.6
	range	431	427
	number	42	41
8	mean	146.8	146.8
	median	72.5	59
	std. dev.	104.8	107.8
	range	208	210
	number	4	4

Table 2 continued
Total Vehicle Miles

PEER GROUP		1980	1981
9	mean	1259.2	1290.6
	median	1272.5	1163
	std. dev.	316.0	438.5
	range	866	1376
	number	8	8
10	mean	91.8	99.8
	median	78	88
	std. dev.	104.5	105.8
	range	317	316
	number	11	11
11	mean	193.5	130
	median	193.5	130
	std. dev.	269.4	179.6
	range	381	254
	number	2	2
12	mean	9850.3	9833.7
	median	10339	10411.0
	std. dev.	1332.0	1295.3
	range	2526	1448
	number	3	3
Total	mean	519.8	518.1
	median	118.5	123.4
	std. dev.	1270.3	1280.9
	range	10867.3	10739.2
	number	279	297

Table 3

Speed

PEER GROUP		1980	1981
1	mean	13.3	13.9
	median	13.1	13.5
	std. dev.	2.1	2.4
	range	8.2	10.4
	number	12	12
2	mean	19.0	16.8
	median	19.0	17.6
	std. dev.	1.3	3.3
	range	3.8	10.1
	number	11	10
3	mean	12.5	13.0
	median	13.0	13.3
	std. dev.	1.8	1.8
	range	7.3	8.1
	number	31	31
4	mean	11.1	12.0
	median	11.2	11.7
	std. dev.	1.8	2.1
	range	5.5	6.0
	number	8	8
5	mean	12.8	12.9
	median	12.7	13.0
	std. dev.	1.5	1.8
	range	6.6	10.6
	number	72	72
6	mean	12.2	12.6
	median	12.3	12.6
	std. dev.	0.6	1.4
	range	2.7	6.8
	number	41	41
7	mean	14.5	14.4
	median	14.4	14.4
	std. dev.	0.6	2.1
	range	2.1	13
	number	42	41
8	mean	16.2	14.4
	median	16.0	14.4
	std. dev.	0.4	0.8
	range	0.9	2.07
	number	4	4

Table 3, continued

		Speed	
PEER GROUP		1980	1981
9	mean	15.7	14.8
	median	15.1	14.9
	std. dev.	1.0	1.3
	range	2.86	4.2
	number	8	7
10	mean	9.0	10.182
	median	9.3	9.9
	std. dev.	1.0	1.921
	range	3.3	5.26
	number	11	11
11	mean	27.9	28.2
	median	27.8	28.2
	std. dev.	3.0	2.6
	range	4.2	3.6
	number	2	2
12	mean	10.6	10.2
	median	12.1	12.1
	std. dev.	3.6	3.1
	range	6.8	5.9
	number	3	3
Total	mean	13.4	13.6
	median	13.1	13.4
	std. dev.	2.9	3.4
	range	25.2	41.2
	number	277	299

Table 4
Peak to Base Ratio

PEER GROUP		1980	1981
1	mean	2.5	2.4
	median	2.5	2.3
	std. dev.	0.4	0.4
	range	1.1	1.2
	number	12	12
2	mean	1.2	1.4
	median	1.1	1.2
	std. dev.	0.3	0.4
	range	1.0	1.2
	number	11	11
3	mean	2.8	2.7
	median	2.8	2.8
	std. dev.	0.3	0.7
	range	1.3	3.5
	number	31	31
4	mean	1.8	1.8
	median	1.8	1.8
	std. dev.	0.3	2.1
	range	1.0	6.0
	number	8	8
5	mean	1.8	1.8
	median	1.8	1.8
	std. dev.	0.3	0.3
	range	1.1	1.4
	number	72	72
6	mean	1.1	1.1
	median	1.1	1.1
	std. dev.	0.1	0.1
	range	0.4	0.5
	number	41	40
7	mean	1.1	1.2
	median	1.0	1.0
	std. dev.	0.2	0.5
	range	0.7	3.2
	number	42	42
8	mean	1.1	1.1
	median	1.1	1.1
	std. dev.	0.0	0.1
	range	0.1	0.1
	number	4	4

Table 4, continued

Peak to Base Ratio

PEER GROUP		1980	1981
9	mean	1.4	1.5
	median	1.3	1.3
	std. dev.	0.3	0.4
	range	0.8	1.1
	number	8	8
10	mean	1.4	1.4
	median	1.5	1.4
	std. dev.	0.4	0.4
	range	1.1	1.1
	number	10	11
11	mean	1.0	1.0
	median	1.0	1.0
	std. dev.	0.0	0.0
	range	0.0	0.0
	number	2	2
12	mean	1.7	1.7
	median	1.6	1.6
	std. dev.	0.2	0.2
	range	0.4	0.5
	number	3	3
Total	mean	1.7	1.7
	median	1.5	1.5
	std. dev.	0.9	0.9
	range	12.2	12.4
	number	296	297

Table 5
COST EFFICIENCY
 Revenue Vehicle Hours per Operating Expense

PEER GROUP		1980	1981	1981 in \$ 1980
1	mean	0.025	0.022	0.024
	median	0.025	0.021	0.023
	std. dev.	0.004	0.003	0.004
	range	0.010	0.010	0.011
	number	12	12	12
2	mean	0.039	0.036	0.039
	median	0.037	0.032	0.034
	std. dev.	0.012	0.011	0.012
	range	0.038	0.038	0.041
	number	11	10	10
3	mean	0.040	0.034	0.037
	median	0.037	0.031	0.034
	std. dev.	0.012	0.008	0.009
	range	0.049	0.031	0.034
	number	31	31	31
4	mean	0.035	0.028	0.031
	median	0.033	0.026	0.028
	std. dev.	0.009	0.008	0.009
	range	0.022	0.024	0.026
	number	8	8	8
5	mean	0.045	0.039	0.042
	median	0.044	0.036	0.040
	std. dev.	0.010	0.010	0.011
	range	0.044	0.067	0.073
	number	70	71	71
6	mean	0.053	0.046	0.050
	median	0.051	0.044	0.048
	std. dev.	0.017	0.012	0.014
	range	0.090	0.058	0.063
	number	41	41	41
7	mean	0.051	0.043	0.047
	median	0.049	0.041	0.045
	std. dev.	0.013	0.010	0.011
	range	0.059	0.034	0.037
	number	40	41	41
8	mean	0.042	0.040	0.044
	median	0.039	0.036	0.039
	std. dev.	0.009	0.006	0.007
	range	0.021	0.011	0.012
	number	4	4	4

Table 5, continued

COST EFFICIENCY
Revenue Vehicle Hours per Operating Expense

PEER GROUP		1980	1981	1981 in \$ 1980
9	mean	0.030	0.025	0.028
	median	0.029	0.023	0.025
	std. dev.	0.009	0.010	0.010
	range	0.030	0.030	0.033
	number	8	7	7
10	mean	0.055	0.047	0.051
	median	0.055	0.046	0.050
	std. dev.	0.022	0.019	0.021
	range	0.072	0.072	0.079
	number	11	11	11
11	mean	0.030	0.016	0.017
	median	0.030	0.016	0.017
	std. dev.	0.008	0.006	0.006
	range	0.011	0.008	0.009
	number	2	2	2
12	mean	0.026	0.020	0.022
	median	0.026	0.020	0.022
	std. dev.	0.001	0.001	0.001
	range	0.002	0.001	0.001
	number	3	3	3
Total	mean	0.045	0.039	0.042
	median	0.042	0.037	0.040
	std. dev.	0.015	0.013	0.015
	range	0.106	0.095	0.104
	number	273	291	291

Table 6

SERVICE EFFECTIVENESS
Unlinked Passenger Trips per Revenue Vehicle Hour

PEER GROUP		1980	1981
1	mean	54.3	54.7
	median	52.9	54.3
	std. dev.	9.2	12.7
	range	29.7	36.9
	number	12	12
2	mean	30.8	29.0
	median	24.9	25.8
	std. dev.	22.3	11.5
	range	73.2	38.6
	number	9	9
3	mean	30.9	33.3
	median	34.1	34.4
	std. dev.	14.4	11.2
	range	47.6	42.3
	number	28	30
4	mean	46.9	48.1
	median	32.5	39.5
	std. dev.	25.2	19.5
	range	63.7	56.1
	number	7	8
5	mean	31.8	32.8
	median	31.6	32.0
	std. dev.	10.9	13.0
	range	52.8	82.0
	number	60	71
6	mean	29.5	28.4
	median	28.2	25.6
	std. dev.	13.5	13.1
	range	68.1	65.4
	number	34	39
7	mean	30.0	24.7
	median	26.7	23.5
	std. dev.	16.4	9.3
	range	72.1	40.4
	number	35	40
8	mean	43.0	33.3
	median	35.4	31.8
	std. dev.	19.5	5.4
	range	43.1	12.4
	number	4	4

Table 6, continued

SERVICE EFFECTIVENESS
Unlinked Passenger Trips per Revenue Vehicle Hour

PEER GROUP		1980	1981
9	mean	40.1	40.7
	median	36.9	40.1
	std. dev.	15.4	19.7
	range	53.2	59.5
	number	8	7
10	mean	27.9	29.8
	median	24.4	26.9
	std. dev.	10.4	12.2
	range	30.6	38.6
	number	7	11
11	mean	11.5	19.1
	median	11.5	19.1
	std. dev.	0.0	15.4
	range	0.0	21.8
	number	1	2
12	mean	74.7	75.8
	median	82.2	78.1
	std. dev.	14.1	18.1
	range	24.9	36.1
	number	3	3
Total	mean	32.9	31.6
	median	30.8	30.0
	std. dev.	16.0	14.9
	range	84.8	88.7
	number	234	284

Table 7
REVENUE GENERATION
Operating Revenue per Operating Expense

PEER GROUP	1980	1981	
1	mean	0.329	0.362
	median	0.299	0.321
	std. dev.	0.101	0.098
	range	0.331	0.299
	number	12	12
2	mean	0.314	0.302
	median	0.269	0.321
	std. dev.	0.205	0.209
	range	0.694	0.670
	number	11	11
3	mean	0.402	0.371
	median	0.388	0.382
	std. dev.	0.178	0.146
	range	0.803	0.550
	number	31	31
4	mean	0.343	0.350
	median	0.304	0.327
	std. dev.	0.109	0.116
	range	0.298	0.354
	number	8	8
5	mean	0.353	0.341
	median	0.339	0.328
	std. dev.	0.153	0.150
	range	0.838	0.950
	number	69	71
6	mean	0.304	0.293
	median	0.273	0.274
	std. dev.	0.135	0.122
	range	0.665	0.500
	number	41	41
7	mean	0.255	0.258
	median	0.254	0.242
	std. dev.	0.087	0.088
	range	0.361	0.415
	number	39	42
8	mean	0.310	0.320
	median	0.262	0.273
	std. dev.	0.133	0.127
	range	0.301	0.286
	number	4	4

Table 7, continued

REVENUE GENERATION
Operating Revenue per Operating Expense

PEER GROUP		1980	1981
9	mean	0.242	0.260
	median	0.238	0.251
	std. dev.	0.125	0.119
	range	0.345	0.349
	number	8	8
10	mean	0.452	0.432
	median	0.333	0.311
	std. dev.	0.329	0.338
	range	0.993	1.068
	number	11	11
11	mean	0.646	0.593
	median	0.646	0.593
	std. dev.	0.316	0.224
	range	0.447	0.317
	number	2	2
12	mean	0.581	0.527
	median	0.549	0.491
	std. dev.	0.212	0.117
	range	0.421	0.225
	number	3	3
Total	mean	0.344	0.324
	median	0.313	0.308
	std. dev.	0.172	0.157
	range	1.010	1.134
	number	293	294

Table 8

LABOR EFFICIENCY
Total Vehicle Hours (in 10,000's) per Employee

PEER GROUP		1980	1981
1	mean	0.095	0.096
	median	0.098	0.096
	std. dev.	0.012	0.011
	range	0.050	0.046
	number	12	12
2	mean	0.098	0.102
	median	0.093	0.094
	std. dev.	0.023	0.017
	range	0.072	0.055
	number	10	10
3	mean	0.110	0.105
	median	0.107	0.103
	std. dev.	0.022	0.018
	range	0.125	0.102
	number	30	30
4	mean	0.106	0.097
	median	0.106	0.096
	std. dev.	0.014	0.016
	range	0.049	0.049
	number	8	8
5	mean	0.119	0.116
	median	0.116	0.115
	std. dev.	0.024	0.022
	range	0.194	0.175
	number	71	72
6	mean	0.123	0.120
	median	0.122	0.120
	std. dev.	0.030	0.026
	range	0.185	0.161
	number	41	40
7	mean	0.118	0.121
	median	0.117	0.116
	std. dev.	0.025	0.033
	range	0.142	0.180
	number	41	41
8	mean	0.115	0.121
	median	0.109	0.113
	std. dev.	0.018	0.012
	range	0.039	0.021
	number	4	4

Table 8, continued

LABOR EFFICIENCY
Total Vehicle Hours (in 10,000's) per Employee

PEER GROUP		1980	1981
9	mean	0.099	0.099
	median	0.094	0.097
	std. dev.	0.023	0.012
	range	0.068	0.035
	number	8	7
10	mean	0.138	0.136
	median	0.124	0.130
	std. dev.	0.051	0.033
	range	0.176	0.125
	number	10	11
11	mean	0.073	0.070
	median	0.073	0.070
	std. dev.	0.019	0.004
	range	0.027	0.005
	number	2	2
12	mean	0.098	0.090
	median	0.097	0.091
	std. dev.	0.014	0.006
	range	0.028	0.011
	number	3	3
Total	mean	0.116	0.145
	median	1.112	0.111
	std. dev.	0.034	0.243
	range	0.394	2.934
	number	275	296

Table 9

VEHICLE EFFICIENCY
Total Vehicle Miles (in 10,000's) per Peak Vehicle

PEER GROUP		1980	1981
1	mean	3.828	3.873
	median	3.505	3.635
	std. dev.	0.518	0.549
	range	1.510	1.620
	number	12	12
2	mean	5.518	4.959
	median	5.800	5.195
	std. dev.	1.104	1.359
	range	3.940	4.510
	number	11	10
3	mean	3.070	3.166
	median	3.080	3.350
	std. dev.	0.673	0.780
	range	2.760	3.230
	number	31	31
4	mean	4.395	4.345
	median	4.430	4.325
	std. dev.	0.539	0.394
	range	1.470	1.330
	number	8	8
5	mean	3.607	3.671
	median	3.598	3.625
	std. dev.	0.716	0.727
	range	3.380	3.350
	number	72	72
6	mean	4.547	4.447
	median	4.450	4.395
	std. dev.	0.927	0.727
	range	5.020	3.380
	number	41	40
7	mean	5.195	5.175
	median	5.105	5.103
	std. dev.	1.118	0.985
	range	7.110	5.480
	number	42	41
8	mean	5.070	4.887
	median	4.655	4.770
	std. dev.	0.564	0.852
	range	1.080	1.840
	number	4	4

Table 9, continued

VEHICLE EFFICIENCY
Total Vehicle Miles (in 10,000's) per Peak Vehicle

PEER GROUP		1980	1981
9	mean	5.710	5.435
	median	5.165	5.070
	std. dev.	1.141	0.927
	range	3.570	2.830
	number	8	8
10	mean	3.018	3.205
	median	3.005	3.380
	std. dev.	0.906	0.866
	range	2.940	3.140
	number	10	11
11	mean	9.210	6.465
	median	9.210	6.465
	std. dev.	8.726	4.844
	range	12.340	6.850
	number	2	2
12	mean	4.173	4.180
	median	3.900	3.960
	std. dev.	1.115	1.235
	range	2.180	2.440
	number	3	3
Total	mean	4.222	4.245
	median	4.020	4.180
	std. dev.	1.430	1.231
	range	14.280	8.319
	number	276	292

Table 10

MAINTENANCE EFFICIENCY
Total Vehicle Miles (in 10,000's) per Maintenance Employee

PEER GROUP		1980	1981
1	mean	6.65	6.69
	median	6.89	6.71
	std. dev.	2.13	2.16
	range	8.33	7.84
	number	12	12
2	mean	12.58	11.37
	median	9.95	9.95
	std. dev.	5.62	5.29
	range	17.65	17.47
	number	9	9
3	mean	7.51	7.62
	median	7.54	7.00
	std. dev.	2.75	3.71
	range	13.02	20.79
	number	30	30
4	mean	6.23	5.73
	median	4.57	5.52
	std. dev.	2.76	2.41
	range	7.78	7.33
	number	8	8
5	mean	9.59	10.09
	median	8.20	8.56
	std. dev.	4.49	8.38
	range	28.97	63.67
	number	70	72
6	mean	10.68	8.90
	median	9.45	8.34
	std. dev.	8.98	3.69
	range	57.51	18.39
	number	39	38
7	mean	11.56	13.87
	median	10.03	9.33
	std. dev.	8.24	20.13
	range	45.54	125.13
	number	37	39
8	mean	9.73	8.91
	median	8.22	5.88
	std. dev.	4.07	4.60
	range	8.69	8.83
	number	4	4

Table 10, continued

MAINTENANCE EFFICIENCY
Total Vehicle Miles (in 10,000's) per Maintenance Employee

PEER GROUP		1980	1981
9	mean	7.53	7.06
	median	7.94	7.10
	std. dev.	2.23	1.74
	range	7.25	5.33
	number	8	8
10	mean	6.17	8.66
	median	5.48	7.23
	std. dev.	3.47	4.52
	range	11.65	15.50
	number	8	9
11	mean	15.28	10.90
	median	15.28	10.90
	std. dev.	0.14	1.10
	range	0.20	1.56
	number	2	2
12	mean	5.36	4.62
	median	5.52	4.78
	std. dev.	2.08	1.57
	range	4.14	3.14
	number	3	3
Total	mean	9.68	9.93
	median	8.14	8.14
	std. dev.	7.50	8.48
	range	82.77	82.79
	number	263	264

Table 11

SAFETY
Total Vehicle Miles (in 10,000's) per Accident

PEER GROUP		1980	1981
1	mean	1.21	1.21
	median	0.98	1.02
	std. dev.	0.74	0.72
	range	2.51	2.72
	number	12	12
2	mean	5.38	3.53
	median	3.23	3.72
	std. dev.	4.87	1.62
	range	14.28	4.51
	number	11	10
3	mean	1.40	1.82
	median	1.20	1.32
	std. dev.	0.76	1.05
	range	3.21	4.10
	number	28	30
4	mean	1.46	1.62
	median	1.08	1.36
	std. dev.	0.91	1.10
	range	2.78	3.39
	number	8	8
5	mean	2.08	2.45
	median	1.53	1.66
	std. dev.	1.91	2.42
	range	13.31	14.68
	number	67	72
6	mean	2.15	2.72
	median	1.56	1.84
	std. dev.	1.54	2.21
	range	6.61	9.26
	number	40	41
7	mean	2.99	2.95
	median	2.34	2.23
	std. dev.	2.80	2.53
	range	16.36	15.01
	number	38	41
8	mean	1.82	1.44
	median	1.36	1.27
	std. dev.	0.89	0.50
	range	1.89	1.07
	number	4	4

Table 11, continued

SAFETY
Total Vehicle Miles (in 10,000's) per Accident

PEER GROUP		1980	1981
9	mean	1.54	1.55
	median	1.57	1.60
	std. dev.	0.50	0.61
	range	1.53	1.81
	number	7	8
10	mean	1.59	1.87
	median	1.32	1.63
	std. dev.	0.93	1.07
	range	3.22	3.37
	number	11	11
11	mean	2.88	2.62
	median	2.88	2.62
	std. dev.	0.22	0.59
	range	0.31	0.84
	number	2	2
12	mean	1.05	1.09
	median	0.99	1.18
	std. dev.	0.34	0.32
	range	0.68	0.61
	number	3	3
Total	mean	2.36	2.53
	median	1.62	1.83
	std. dev.	2.34	2.32
	range	17.22	19.55
	number	264	293