

APPENDIX A

Summary of Proposed Changes

Summary of Proposed Service Changes

FAX is continually evaluating its service to improve efficiency and optimize resources. After reviewing service since the Faster FAX network update, and with the availability of additional funding opportunities, FAX has proposed changes to five routes and the creation of a new Route 3, to be implemented in two phases, as funding becomes available. Table 1 summarizes the proposed service changes and implementation schedule, followed by route-by-route details.

Table 1: Summary of Proposed Service Changes

Route	Description of Revised Service	Origin and Destination of Revised Service	Proposed Start Date
Route 28	Dakota Crosstown	From West Fresno via Manchester Transit Center to relocated County of Fresno Department of Social Services (DSS) campus at Dakota and Peach at 20 minute frequencies	August 2020
Route 45	Ashlan Crosstown	From Central High School to Shields and Fowler at 45 minute frequencies	August 2020
New Route "3"	Herndon Crosstown	From El Paseo shopping center to Willow and Herndon at 60 minute frequencies	August 2020
Route 20	El Paseo Shopping Center/ McKinley Crosstown	From El Paseo shopping center to Fresno Yosemite International Airport at 45 minute frequencies	January 2021
Route 12/35 Interline	Merge Olive Avenue (Route 35) and Inspiration Park (Route 12)	Connecting Routes 12 and 35 at 30 minute frequencies	January 2021

Route 28

The current Route 28 serves West Fresno, Courthouse Park in Downtown, the Manchester Center, and travels briefly along Dakota Avenue before serving Fresno State University via First and Shaw. Proposed Route 28 retains the southern portion of the current alignment, but extends the segment on the Dakota Avenue corridor, serving the consolidated Fresno County Department of Social Services (DSS) office, scheduled to open in Fall 2020. The proposed route will maintain the existing route's 20-minute frequency. This change is slated for implementation in Phase 1 (August 2020). The current and proposed alignments are shown in Figure 1 and Figure 2, respectively.

Figure 1: Current Route 28 Alignment

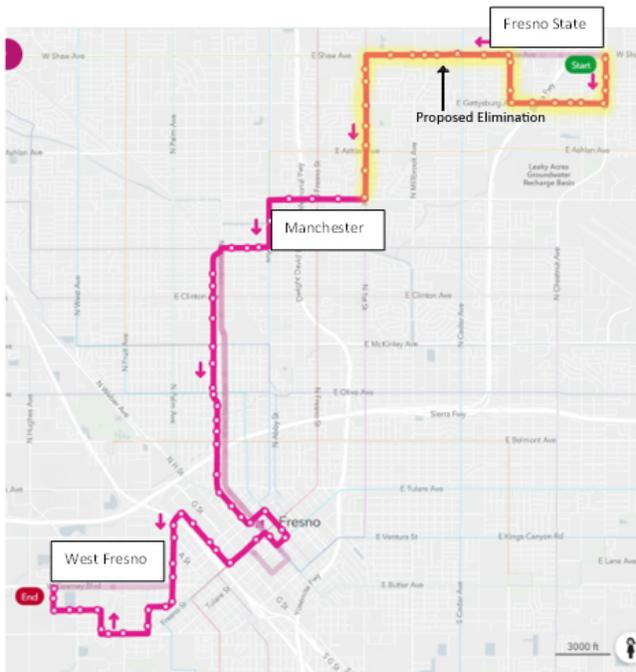


Figure 2: Proposed Route 28 Alignment



Route 45

The current Route 45 begins at Fowler and Shields, travels north to Ashlan Avenue, turns south at Blackstone Avenue to briefly serve McKinley Avenue before following Fruit Avenue north to Herndon, which it follows to Milburn. See Figure 3. Instead of deviating south before turning north, the proposed route simply follows Ashlan Avenue to Central High School – East Campus. See Figure 4. The new route improves frequencies from 60 minutes to 45 minutes. The Route 45 change is part of the first phase of the proposed changes, anticipated for implementation in August 2020.

Figure 3: Current Route 45 Alignment

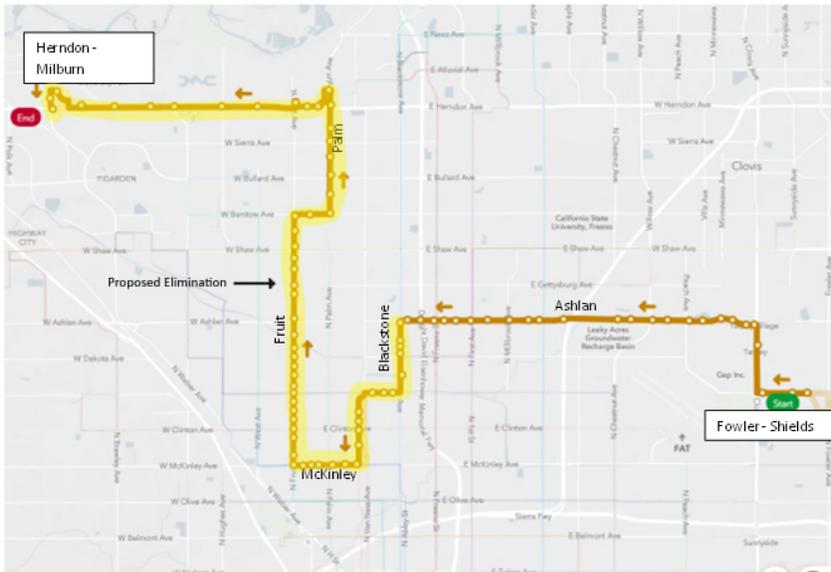
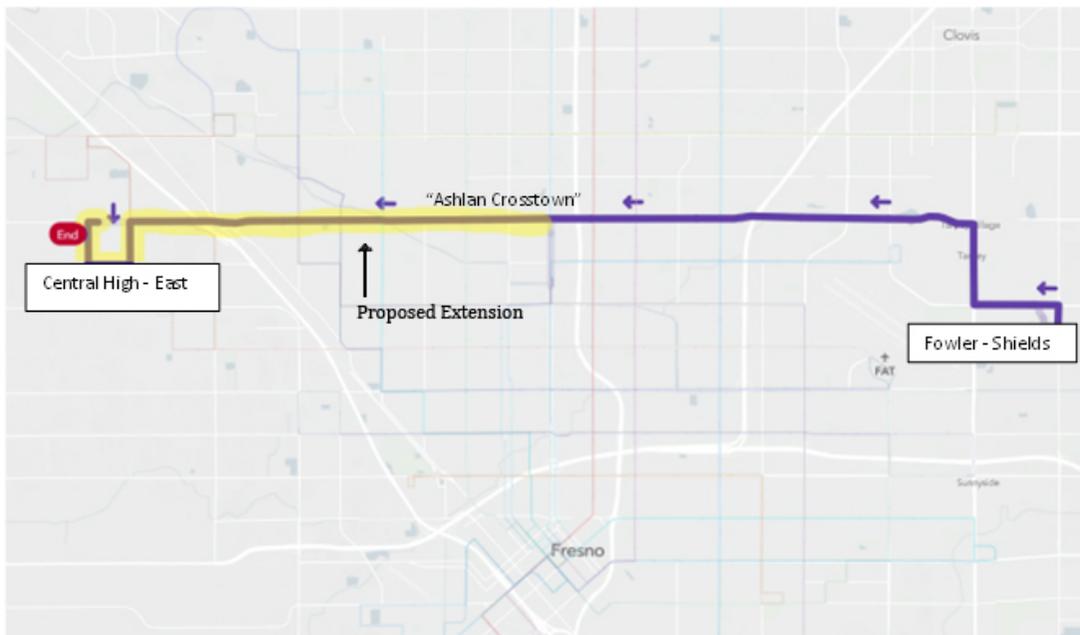


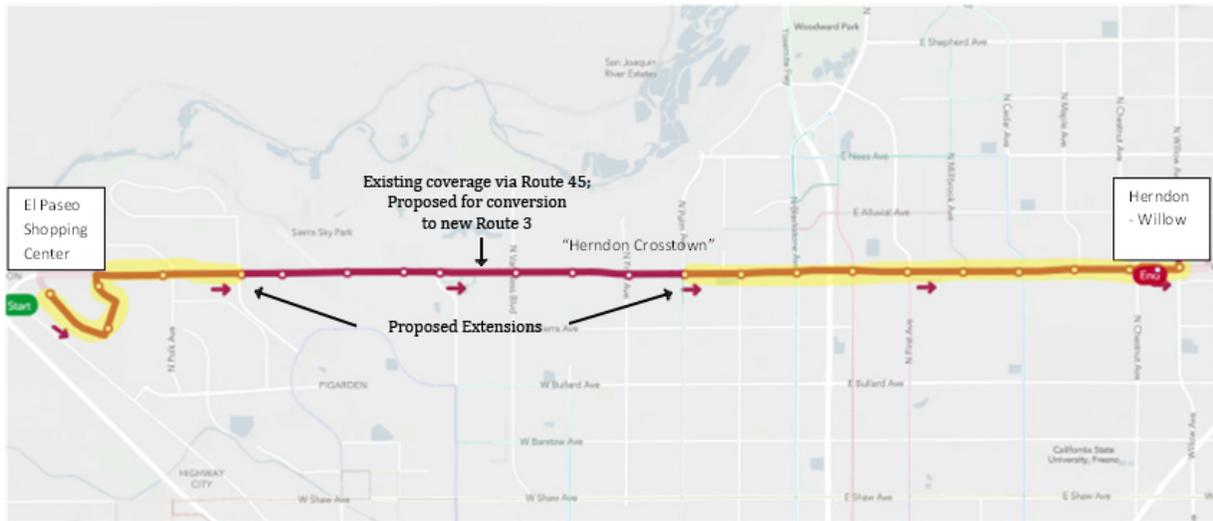
Figure 4: Proposed Route 45 Alignment



New Route 3

The new Route 3 will serve Herndon Avenue from the El Paseo Shopping Center to Willow Avenue, including the section of Herndon Avenue currently served by Route 45. See Figure 5. The route will run at 60-minute frequency and is part of the first phase of proposed changes, anticipated for implementation in August 2020.

Figure 5: New Route 3 Alignment



Route 20

The central portion of Route 20 will stay the same under the proposed changes. However, instead of following Blackstone Avenue south to Downtown Fresno, the proposed Route 20 will continue east along McKinley Avenue to the Fresno Yosemite International Airport. On the other end of the route, Route 20 will follow Shaw Avenue to Brawley Avenue, before traveling along Bullard to Herndon Avenue, where it will connect with the new Route 3. See Figure 6 and Figure 7. The Route 20 change is part of the second phase of the proposed changes, anticipated for implementation in January 2021.

Figure 6: Current Route 20 Alignment

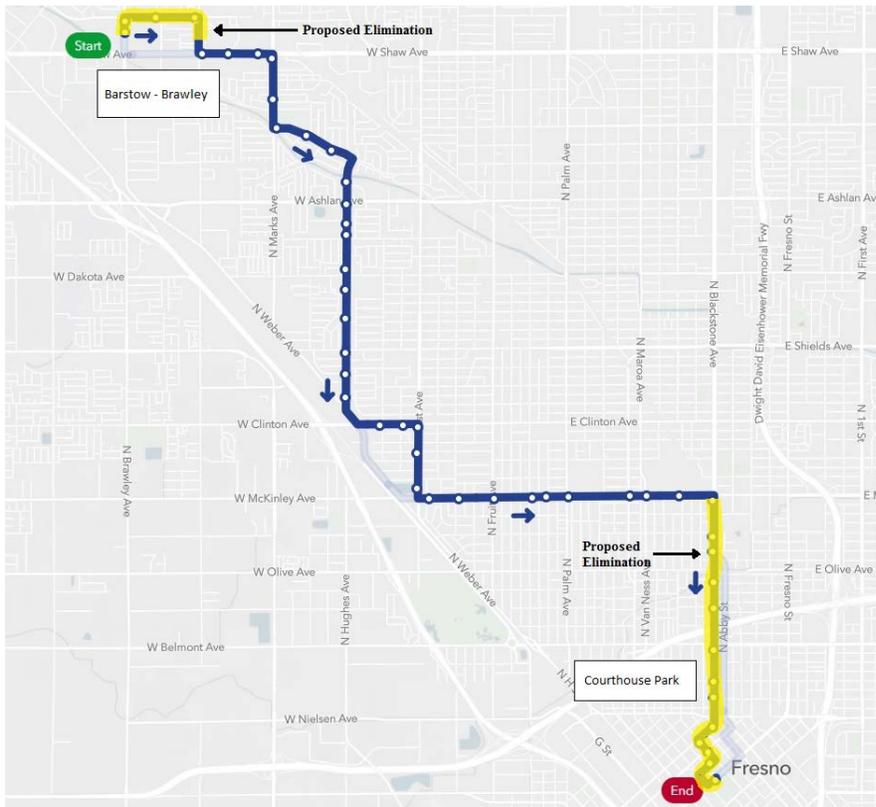
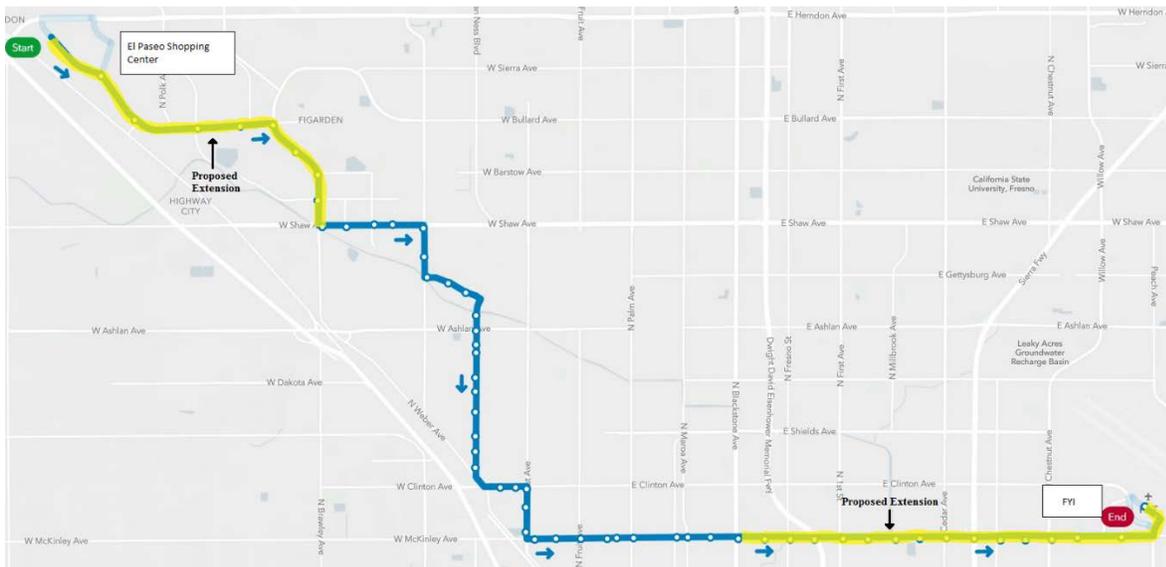


Figure 7: Proposed Route 20 Alignment



APPENDIX B

2020 Rider Survey, English and Spanish

Fresno Area Express (FAX) está considerando realizar cambios en varias rutas de autobuses en los próximos dos años. Tenemos recursos limitados y es posible que necesitemos considerar varias opciones. Por lo tanto, queremos saber directamente de nuestros pasajeros. ¡Complete este cuestionario y devuélvalo para ganar una tarjeta de regalo de \$ 100!

ENCUESTA DE PASAJEROS DE TRÁNSITO. Por favor marque, circule o escriba sus respuestas.
 (This questionnaire in English is on the other side.)

1. ¿En qué ruta está actualmente viajando o en que ruta viajó mas recientemente? _____

2. En una semana promedio, ¿cuántos días viaja en el autobús?
 1 2 3 4 5 6 7

3. ¿Con qué frecuencia se transfiere entre los autobuses de FAX?
 Nunca A veces Siempre

4. ¿Qué le parecería agregar nuevo servicios de autobús ...

	Lo apoyaría fuertemente	Lo apoyaría	No tengo opinión / no sé	Lo opondría	Lo opondría fuertemente
a. ¿A "Central High School" (Este)?	5	4	3	2	1
b. ¿Al aeropuerto internacional Fresno Yosemite?	5	4	3	2	1
c. ¿A los centros de distribución de Amazon y Ulta?	5	4	3	2	1
d. ¿Al centro comercial El Paseo?	5	4	3	2	1
e. ¿A las instalaciones médicas en Herndon Avenue?	5	4	3	2	1
f. ¿A Clovis Community College?	5	4	3	2	1
g. ¿A lo largo de "Fig Garden loop?"	5	4	3	2	1

5. ¿En qué otras áreas cree que debería considerarse un nuevo servicio de autobús? _____

6. FAX tiene recursos limitados y debe elegir entre mejoras de servicio. Para agregar los posibles servicios de autobús enumerados anteriormente, ¿cómo se sentiría acerca de ...

	Lo apoyaría fuertemente	Lo apoyaría	No tengo opinión / no sé	Lo opondría	Lo opondría fuertemente
a. ¿Eliminar algún servicio de autobús existente para que se pueda proporcionar otro servicio de autobús?	5	4	3	2	1
b. ¿Eliminar algún servicio de autobús existente en áreas servidas por más de una ruta?	5	4	3	2	1
c. ¿Potencialmente requiriendo traslados para llegar a más lugares que actualmente no reciben servicios de tránsito?	5	4	3	2	1

7. Si tuviera que elegir, ¿qué preferiría? (Elegir uno)

- Servicio a más lugares de la ciudad, con un servicio de autobús menos frecuente, y con más traslados.
- Servicio a menos lugares en la ciudad, con un servicio de autobús más frecuente y con menos traslados.

8. ¿Cuál es el idioma principal que habla en casa?
 Inglés Español Hmong Otro: _____

9. ¿Cuál se considera a si mismo?
 Afroamericano/Negro Asiático
 Blanco Indio nativo americano
 Hispano Otro: _____

10. ¿Cuál es su ingreso familiar anual aproximado?
 Menos de \$10,000 por año \$35,000 a \$49,999 por año
 \$10,000 a \$19,999 por año \$50,000 a \$99,999 por año
 \$20,000 a \$29,999 por año \$100,000 o más
 \$30,000 a \$34,999 por año No sé / prefiero no decir

11. ¿Cuál es su código postal residencial? _____

12. ¿Cuántos años tiene? _____

Gracias por sus respuestas.
 Si desea participar en un sorteo para ganar una tarjeta de regalo de \$ 100 para Target o Walmart, asegúrese de haber completado TODAS las preguntas de esta encuesta. FAX destacará a los ganadores en un próximo boletín de FAX.

Nombre: _____
 Correo electrónico: _____
 Número de teléfono: _____
 Fecha: _____

Devuelva su cuestionario **a más tardar el 6 de marzo de 2020** entregándolo a un miembro del personal de FAX o enviándolo por correo a la oficina de FAX a:
 Administración de FAX
 Atención: Encuesta
 2223 G Street
 Fresno, CA 93706

Para completar esta encuesta en línea, escanee el código QR:



APPENDIX C

Analysis of 2020 Rider Survey for Title VI Service Equity Analysis

Analysis of 2020 Rider Survey for Title VI Service Equity Analysis

FAX has proposed service changes designed to fully optimize the transit network. To better understand public opinion of the proposed changes, FAX designed and executed a survey, collecting results from mid-February through early March 2020. The survey’s function was to get a general sense of public opinion; the results were not validated for statistical significance.

For any major service change, the Federal Transit Administration (FTA) requires FAX to complete a Title VI equity analysis to determine if the proposed changes create a disparate impact or disproportionate burden for minority or low-income populations, respectively. The Title VI equity analysis for the service changes is based primarily on the 2018 Customer Satisfaction survey, but a summary of public outreach efforts and findings will be included in the report.

TMD completed high-level analysis of the outreach survey results, comparing minority responses to non-minority responses and low-income responses to non-low-income responses to determine if there were trends in support that correlated to minority or income status. The findings are summarized here.

Methodology

Each survey response was categorized as minority or non-minority based on the response to Question 9 of the survey (see below).

<p>9. Which do you consider yourself?</p> <p><input type="checkbox"/> African American/Black</p> <p><input type="checkbox"/> White</p> <p><input type="checkbox"/> Hispanic</p>	<p><input type="checkbox"/> Asian</p> <p><input type="checkbox"/> Native American/Indian</p> <p><input type="checkbox"/> Other: _____</p>
--	---

Responses that indicated African American/Black, Asian, Native American/Indian, Hispanic, or Other were classified as minority. Responses that indicated White were classified as non-minority. Respondents who did not answer Question 9 were not included in the minority/non-minority analysis and were not included in the totals for this analysis.

Survey responses were categorized as low-income or non-low-income based on Question 10 of the survey (see below).

<p>10. What is your approximate annual household income?</p> <p><input type="checkbox"/> Less than \$10,000 per year</p> <p><input type="checkbox"/> \$10,000 to \$19,999 per year</p> <p><input type="checkbox"/> \$20,000 to \$29,999 per year</p> <p><input type="checkbox"/> \$30,000 to \$34,999 per year</p>	<p><input type="checkbox"/> \$35,000 to \$49,999 per year</p> <p><input type="checkbox"/> \$50,000 to \$99,999 per year</p> <p><input type="checkbox"/> \$100,000 or more</p> <p><input type="checkbox"/> Don't know/prefer not to say</p>
---	--

Fresno classifies households earning below 150% of the federal poverty line as low-income. The survey did not collect information on household size, so the average household size for the City of Fresno, approximately 3 people, was applied to each income bracket to determine which are considered low-income. Responses indicating an income of \$34,999 or less were classified as low-income, while responses indicating an income of \$35,000 or more were classified as non-low-income. Responses of “don’t know/prefer not to say” were not included in the low-income analysis.

Once each survey response was coded as minority or non-minority and low-income or non-low-income, two survey questions were analyzed: Question 4 and Question 6 (see below).

4. How would you feel about adding new bus service...					
	Strongly Support	Support	No opinion / don't know	Oppose	Strongly Oppose
a. To Central High School (East)?	5	4	3	2	1
b. To the Fresno Yosemite International Airport?	5	4	3	2	1
c. To the Amazon and Ulta Distribution Centers?	5	4	3	2	1
d. To the El Paseo Shopping Center?	5	4	3	2	1
e. To medical facilities on Herndon Avenue?	5	4	3	2	1
f. To Clovis Community College?	5	4	3	2	1
g. Along the Fig Garden Loop?	5	4	3	2	1

6. FAX has limited resources and must choose between service improvements. In order to add the bus services, how do you feel about the following:					
	Strongly Support	Support	No opinion / don't know	Oppose	Strongly Oppose
a. Removing some existing bus service so that other bus service can be provided?	5	4	3	2	1
b. Removing some bus service in areas served by more than one route?	5	4	3	2	1
c. Potentially requiring transfers to reach more places currently not served by transit?	5	4	3	2	1

Strongly Support and Support responses were grouped for each question, as were Oppose and Strongly Oppose. Then, responses were aggregated for minority and non-minority and low-income and non-low-income categories for comparative analysis.

Results: Minority/Non-Minority

Totals and percentages for each proposed change and tradeoff are summarized for minority respondents in Table 1 and non-minority respondents in Table 2. A comparison of minority and non-minority responses is provided in Table 3.

Table 1: Opinion on Service Changes, Minority Respondents

Minority						
Question	Support or Strongly Support		Oppose or Strongly Oppose		No Opinion or Don't Know	
4a: Central High School	472	77.3%	27	4.4%	112	18.3%
4b: Airport	490	80.2%	29	4.7%	92	15.1%
4c: Amazon/Ulta	466	76.3%	28	4.6%	117	19.1%
4d: El Paseo Shopping Ctr	481	78.7%	42	6.9%	88	14.4%
4e: Herndon medical facilities	521	85.3%	34	5.6%	56	9.2%
4f: Clovis Community College	492	80.5%	36	5.9%	83	13.6%
4g: Fig Garden Loop	481	78.7%	30	4.9%	100	16.4%
6a: Service Reductions	267	43.7%	159	26.0%	185	30.3%
6b: Eliminating Duplication	306	50.1%	138	22.6%	167	27.3%
6c: Transfers	435	71.2%	50	8.2%	126	20.6%

Table 2: Opinion on Service Changes, Non-Minority Respondents

Non-Minority						
Question	Support or Strongly Support		Oppose or Strongly Oppose		No Opinion or Don't Know	
4a: Central High School	154	65.8%	11	4.7%	69	29.5%
4b: Airport	176	75.2%	8	3.4%	50	21.4%
4c: Amazon/Ulta	165	70.5%	8	3.4%	61	26.1%
4d: El Paseo Shopping Ctr	152	65.0%	34	14.5%	48	20.5%
4e: Herndon medical facilities	167	71.4%	18	7.7%	49	20.9%
4f: Clovis Community College	175	74.8%	11	4.7%	48	20.5%
4g: Fig Garden Loop	173	73.9%	16	6.8%	45	19.2%
6a: Service Reductions	114	48.7%	55	23.5%	65	27.8%
6b: Eliminating Duplication	148	63.2%	33	14.1%	53	22.6%
6c: Transfers	175	74.8%	13	5.6%	46	19.7%

Table 3: Comparison of Minority and Non-Minority Support of Service Changes

Question	Support or Strongly Support		Oppose or Strongly Oppose		No Opinion or Don't Know	
	Minority %	Non-Minority %	Minority %	Non-Minority %	Minority %	Non-Minority %
4a: Central High School	77.3%	65.8%	4.4%	4.7%	18.3%	29.5%
4b: Airport	80.2%	75.2%	4.7%	3.4%	15.1%	21.4%
4c: Amazon/Ulta	76.3%	70.5%	4.6%	3.4%	19.1%	26.1%
4d: El Paseo Shopping Ctr	78.7%	65.0%	6.9%	14.5%	14.4%	20.5%
4e: Herndon medical facilities	85.3%	71.4%	5.6%	7.7%	9.2%	20.9%
4f: Clovis Community College	80.5%	74.8%	5.9%	4.7%	13.6%	20.5%
4g: Fig Garden Loop	78.7%	73.9%	4.9%	6.8%	16.4%	19.2%
6a: Service Reductions	43.7%	48.7%	26.0%	23.5%	30.3%	27.8%
6b: Eliminating Duplication	50.1%	63.2%	22.6%	14.1%	27.3%	22.6%
6c: Transfers	71.2%	74.8%	8.2%	5.6%	20.6%	19.7%

Results: Low-Income/Non-Low-Income

The analysis was repeated based on income status categories (low-income and non-low-income). Low-income responses are aggregated in Table 4 and non-low-income responses in Table 5. A comparison of low-income and non-low-income responses is provided in Table 6.

Table 4: Opinion on Service Changes, Low-Income Respondents

Low-Income						
Question	Support or Strongly Support		Oppose or Strongly Oppose		No Opinion or Don't Know	
	Count	%	Count	%	Count	%
4a: Central High School	457	74.8%	26	4.3%	128	20.9%
4b: Airport	492	80.5%	25	4.1%	94	15.4%
4c: Amazon/Ulta	476	77.9%	23	3.8%	112	18.3%
4d: El Paseo Shopping Ctr	466	76.3%	49	8.0%	96	15.7%
4e: Herndon medical facilities	510	83.5%	36	5.9%	65	10.6%
4f: Clovis Community College	481	78.7%	30	4.9%	100	16.4%
4g: Fig Garden Loop	483	79.1%	27	4.4%	101	16.5%
6a: Service Reductions	284	46.5%	156	25.5%	171	28.0%
6b: Eliminating Duplication	329	53.8%	124	20.3%	158	25.9%
6c: Transfers	444	72.7%	40	6.5%	127	20.8%

Table 5: Opinion on Service Changes, Non-Low-Income Respondents

Non-Low-Income						
Question	Support or Strongly Support		Oppose or Strongly Oppose		No Opinion or Don't Know	
	4a: Central High School	47	61.8%	4	5.3%	25
4b: Airport	61	80.3%	3	3.9%	12	15.8%
4c: Amazon/Ulta	56	73.7%	1	1.3%	19	25.0%
4d: El Paseo Shopping Ctr	58	76.3%	4	5.3%	14	18.4%
4e: Herndon medical facilities	69	90.8%	0	0.0%	7	9.2%
4f: Clovis Community College	67	88.2%	2	2.6%	7	9.2%
4g: Fig Garden Loop	55	72.4%	5	6.6%	16	21.1%
6a: Service Reductions	34	44.7%	23	30.3%	19	25.0%
6b: Eliminating Duplication	49	64.5%	11	14.5%	16	21.1%
6c: Transfers	55	72.4%	7	9.2%	14	18.4%

Table 6: Comparison of Low-Income and Non-Low-Income Support of Service Changes

Question	Support or Strongly Support		Oppose or Strongly Oppose		No Opinion or Don't Know	
	Low-Income %	Non-Low-Income %	Low-Income %	Non-Low-Income %	Low-Income %	Non-Low-Income %
4a: Central High School	74.8%	61.8%	4.3%	5.3%	20.9%	32.9%
4b: Airport	80.5%	80.3%	4.1%	3.9%	15.4%	15.8%
4c: Amazon/Ulta	77.9%	73.7%	3.8%	1.3%	18.3%	25.0%
4d: El Paseo Shopping Ctr	76.3%	76.3%	8.0%	5.3%	15.7%	18.4%
4e: Herndon medical facilities	83.5%	90.8%	5.9%	0.0%	10.6%	9.2%
4f: Clovis Community College	78.7%	88.2%	4.9%	2.6%	16.4%	9.2%
4g: Fig Garden Loop	79.1%	72.4%	4.4%	6.6%	16.5%	21.1%
6a: Service Reductions	46.5%	44.7%	25.5%	30.3%	28.0%	25.0%
6b: Eliminating Duplication	53.8%	64.5%	20.3%	14.5%	25.9%	21.1%
6c: Transfers	72.7%	72.4%	6.5%	9.2%	20.8%	18.4%

Findings

Across the board, survey respondents were generally highly supportive of the proposed service changes listed in Question 4. Since Question 6 did not force respondents to choose or prioritize an option for re-allocating resources, some survey respondents may have indicated they were not supportive of any of these choices while still supporting the proposed service improvements. Across all groups, however, the results indicate willingness to make tradeoffs for the service additions.

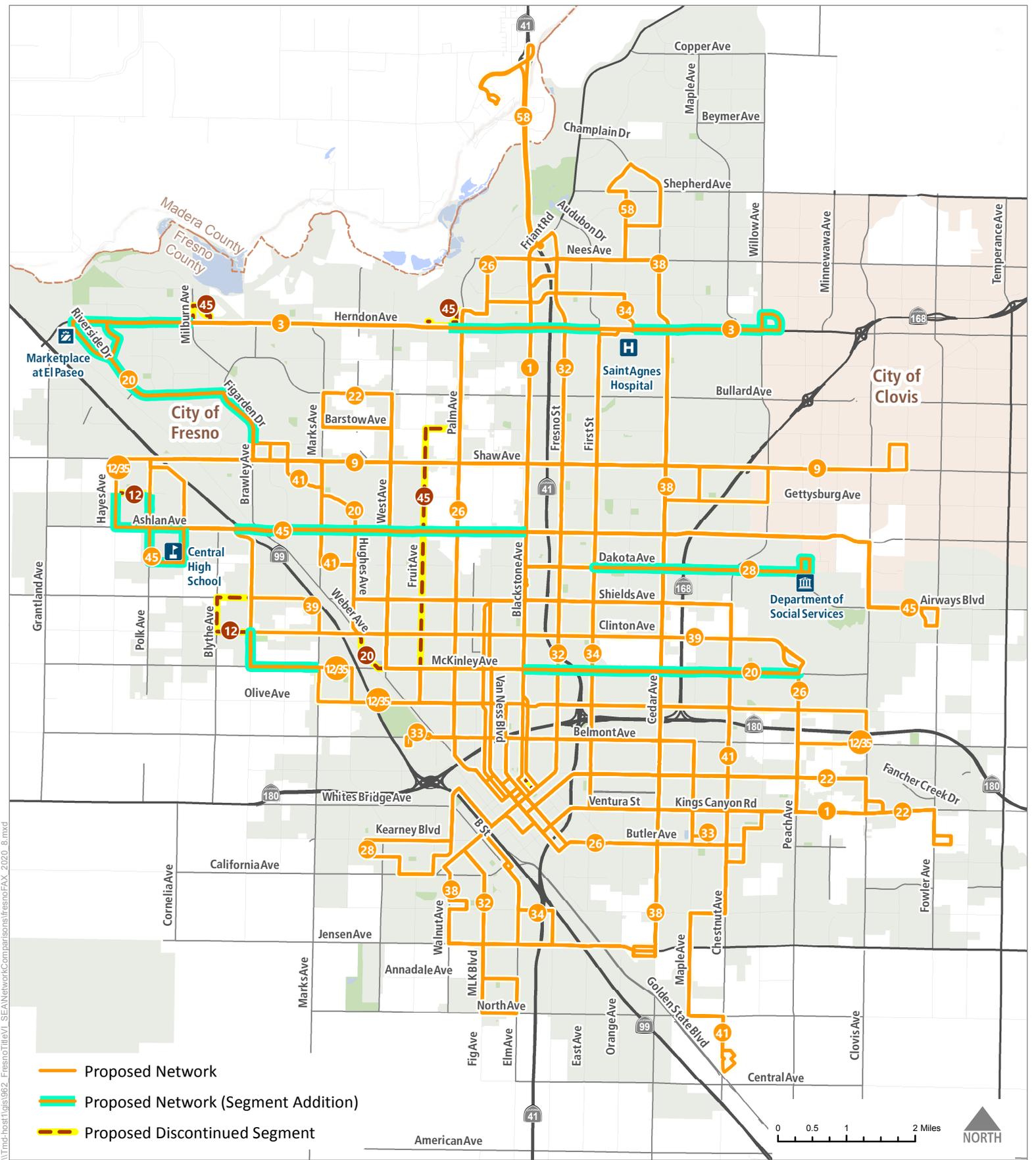
Minority riders were more likely than non-minority riders to support adding new bus service to the locations listed in Question 4. Non-minority riders were more likely to respond “No Opinion/Don’t Know” for these additional service locations. Minority riders were generally less likely to support the resource tradeoffs in Question 6. The resource tradeoff with the greatest gap in support between minority and non-minority riders was eliminating duplicative routes (6b), with minority riders expressing less support for eliminating such services.

Low-income riders were more supportive of additional service to Central High School (East) than non-low-income riders and less supportive of adding service to medical facilities on Herndon Avenue or to Clovis Community College, compared to non-low-income riders. Each of the seven proposed service additions still garnered majority support among low-income riders. Similar to the findings in the minority analysis, 6b (eliminating duplicate services) was the tradeoff option with the greatest gap in support between low-income and non-low-income riders, with low-income riders expressing less support for eliminating duplicative services.

Overall, there were no significant differences in support between minority and non-minority riders and between low-income and non-low-income riders. There is no evidence from this survey that the proposed changes are unwelcome by Title VI populations or that the survey respondents perceive these changes to generate a disparate impact or disproportionate burden.

APPENDIX D

Proposed FAX Network Change Map



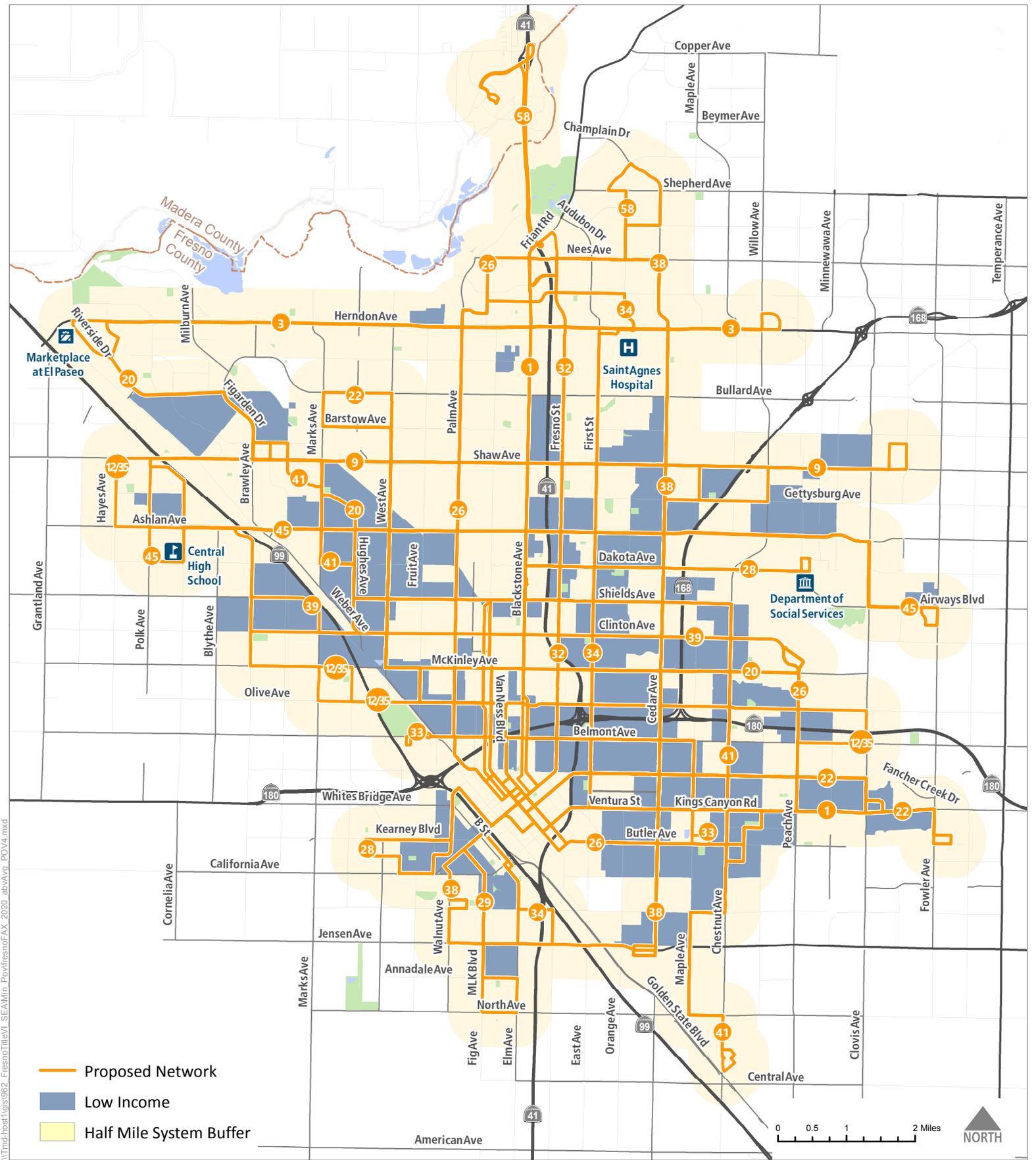
I:\Tmd-host1\gis\062_Fresno\Network\Comparisons\FresnoFAX_2020_8.mxd

Proposed FAX Network



APPENDIX E

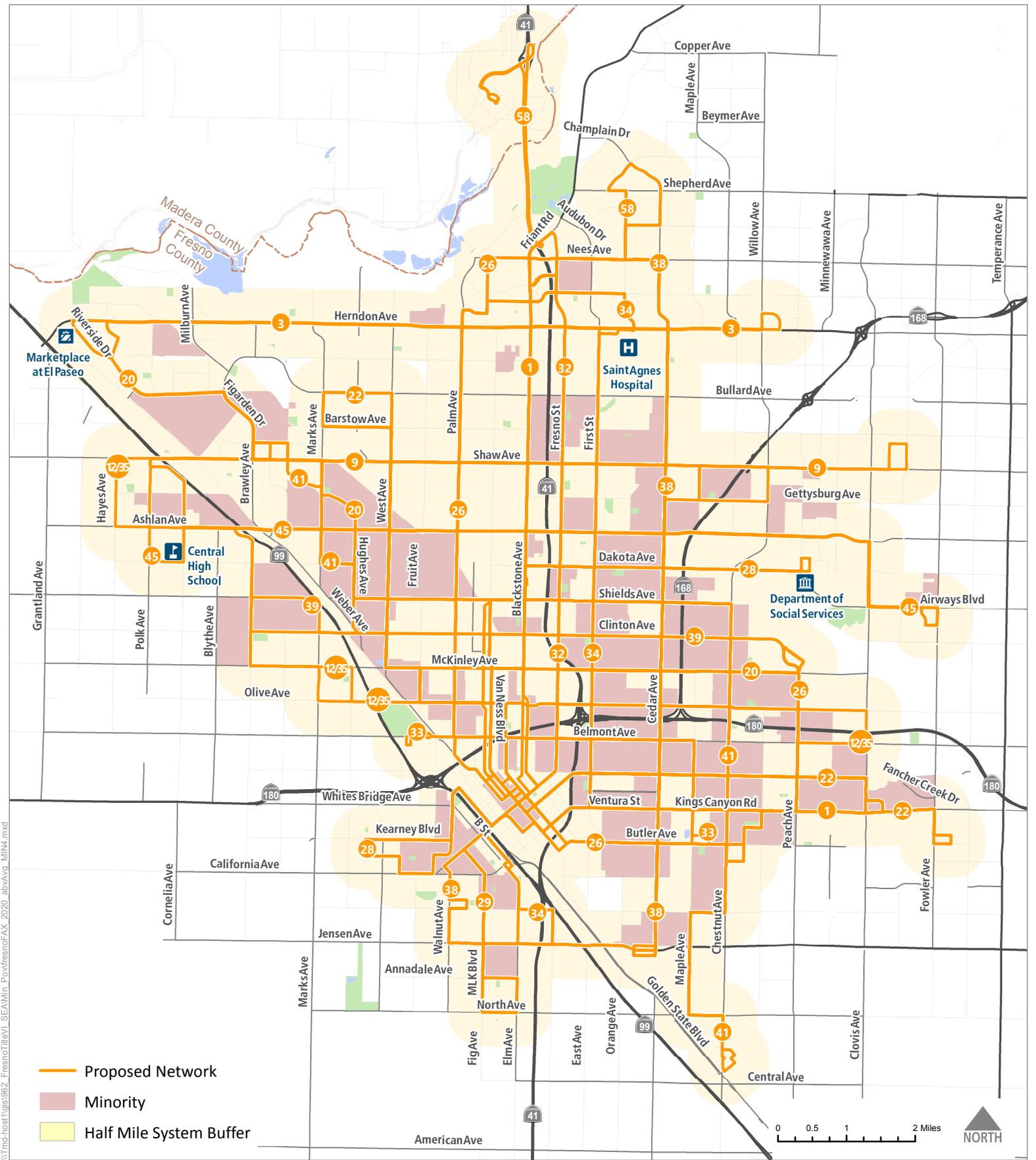
Minority and Low-Income Communities Maps, Proposed Network



I:\Tmd-host1\gis\062_FresnoTitle\1_SEAN\Min_Pov\FresnoFAX_2020_abv\avg_POV14.mxd

Proposed FAX Network; Low Income Communities





Proposed FAX Network; Minority Communities

APPENDIX F

Full American Community Survey Data Tables

Disparate Impact Full Table

Route	Existing					Proposed					Difference		
	Total Population	Minority Pop	Minority %	Non-Minority Pop	Non-Minority %	Total Population	Minority Pop	Minority %	Non-Minority Pop	Non-Minority %	Minority %	Non-Minority %	Disparate Impact
1	90,146	70,010	78%	20,136	22%	90,146	70,010	78%	20,136	22%	0%	0%	No
3	New Route					49,495	25,120	51%	24,375	49%	N/A	N/A	Yes
9	66,028	40,152	61%	25,876	39%	66,028	40,152	61%	25,876	39%	0%	0%	No
12 (Interline)	37,177	29,661	80%	7,516	20%	91,064	74,433	82%	16,631	18%	2%	-2%	No
20	65,031	48,529	75%	16,502	25%	96,827	74,330	77%	22,497	23%	2%	-2%	No
22	106,364	79,699	75%	26,665	25%	106,364	79,699	75%	26,665	25%	0%	0%	No
26	95,323	70,641	74%	24,682	26%	95,326	70,642	74%	24,684	26%	0%	0%	No
28	80,524	58,428	73%	22,096	27%	59,718	44,986	75%	14,732	25%	3%	-3%	No
32	69,264	54,163	78%	15,101	22%	69,264	54,163	78%	15,101	22%	0%	0%	No
33	47,619	42,657	90%	4,962	10%	47,619	42,657	90%	4,962	10%	0%	0%	No
34	82,517	62,554	76%	19,963	24%	82,517	62,554	76%	19,963	24%	0%	0%	No
35 (Interline)	55,248	46,045	83%	9,204	17%	91,064	74,433	82%	16,631	18%	-2%	2%	No
38	104,106	81,669	78%	22,437	22%	104,106	81,669	78%	22,437	22%	0%	0%	No
39	59,763	47,671	80%	12,092	20%	59,763	47,671	80%	12,092	20%	0%	0%	No
41	101,073	82,817	82%	18,257	18%	101,073	82,817	82%	18,257	18%	0%	0%	No
45	100,973	60,712	60%	40,261	40%	75,604	53,121	70%	22,482	30%	10%	-10%	No
58	25,309	11,578	46%	13,731	54%	25,309	11,578	46%	13,731	54%	0%	0%	No
System Total	474,113	345,052	73%	129,062	27%	503,156	36,2775	72%	140,381	28%	-1%	1%	No

Disproportionate Burden Full Table

Route	Existing					Proposed					Difference		
	Total Pop	Low-Income Pop	Low-Income %	Non-Low-Income Pop	Non-Low-Income %	Total Population	Low-Income Pop	Low-Income %	Non-Low-Income Pop	Non-Low-Income %	Low Income %	Non-Low-Income %	Disproportionate Burden
1	90,146	45,649	51%	44,496	49%	90,146	45,649	51%	44,496	49%	0%	0%	No
3	New Route					49,495	9,909	20%	39,586	80%	N/A	N/A	Yes
9	66,028	26,243	40%	39,785	60%	66,028	26,243	40%	39,785	60%	0%	0%	No
12 (Interline)	37,177	14,718	40%	22,459	60%	91,064	45,728	50%	45,335	50%	11%	-11%	No
20	65,031	30,987	48%	34,044	52%	96,827	43,940	45%	52,887	55%	-2%	2%	No
22	106,364	51,160	48%	55,204	52%	106,364	51,160	48%	55,204	52%	0%	0%	No
26	95,323	44,125	46%	51,198	54%	95,326	44,126	46%	51,201	54%	0%	0%	No
28	80,524	39,119	49%	41,405	51%	59,718	29,264	49%	30,454	51%	0%	0%	No
32	69,264	34,701	50%	34,563	50%	69,264	34,701	50%	34,563	50%	0%	0%	No
33	47,619	31,631	66%	15,988	34%	47,619	31,631	66%	15,988	34%	0%	0%	No
34	82,517	39,847	48%	42,670	52%	82,517	39,847	48%	42,670	52%	0%	0%	No
35 (Interline)	55,248	31,340	57%	23,908	43%	91,064	45,728	50%	45,335	50%	-7%	7%	No
38	104,106	51,661	50%	52,445	50%	104,106	51,661	50%	52,445	50%	0%	0%	No
39	59,763	28,531	48%	31,232	52%	59,763	28,531	48%	31,232	52%	0%	0%	No
41	101,073	51,389	51%	49,684	49%	101,073	51,389	51%	49,684	49%	0%	0%	No
45	100,973	36,668	36%	64,306	64%	75,604	32,091	42%	43,513	58%	6%	-6%	No
58	25,309	4,284	17%	21,024	83%	25,309	4,284	17%	21,024	83%	0%	0%	No
System Total	474,113	211,775	45%	262,338	55%	503,156	218,458	43%	284,698	57%	-1%	1%	No