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**IOWA TRANSIT: A REPORT ON
URBAN, REGIONAL, INTERCITY, AND
TAXICAB OPERATIONS FOR 1975**

**Iowa Department of Transportation
Public Transit Division**

Introduction

This report, Iowa Transit, provides an update of Iowa's urban, regional, intercity, and taxi operations for calendar year 1975. It provides a summary of operations, an inventory of available vehicles, operating statistics, transit service indicators, and estimated capital needs through 1981.

The report is comprised of four sections: (1) Urban Transit Operations, (2) Regional Transit Systems, (3) Iowa Intercity Bus Operations, and (4) Iowa Taxicab Operations.

Iowa Transit uses the basic 1974 data and categories established in the Transit Assistance Program for Iowa prepared by the Engineering Research Institute, Iowa State University. This report also expands those categories, collects comparable 1975 data, compares the changes from 1974 to 1975, and summarizes the 1975 operations of Iowa transit operators. It is the intent of this report to present the first annual update and evaluation of all Iowa transit operations, to compare the changes in Iowa transit, and to establish valid evaluation criteria.

This report is not all-inclusive of Iowa transit since participation in the survey was voluntary. However, it is hoped that those regional transit systems and taxicab operators who did not respond in 1975 will be encouraged to do so after review of this report. It is believed that those regional transit systems that did respond are a representative sample of similar systems in Iowa. Of the 192 identified regional transit systems, 46, or 24%, participated in the report survey. Of the 84 known taxicab operators, 17, or 20%, participated. However, the information supplied by the taxicab operators was not complete, and this information may not be truly representative. 100% of the urban transit operations participated. By using reports required by the Transportation Regulation Board of the Iowa Department of Transportation, 100% participation by intercity bus operations was obtained.

For identification and location of all Iowa Transit operations, refer to You Can Get There From Here: Bus and Taxi Services in Iowa published by the Iowa Department of Transportation, Public Transit Division.

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Urban Transit Operations

Urban transit operations are divided into large urban areas and small urban areas. There are seven large urban operations with populations served ranging from 60,348 to 201,404. There are eight small urban areas with populations served ranging from 6,605 to 47,744.

The large urban area transit operation had an average of 32 buses running an average 9 routes with an average base fare of \$.36. The small urban transit operation had an average of 9 buses running an average of 6 routes with an average base fare of \$.31.

1975 was a good year for urban transit operations in terms of an increase in ridership, revenue miles, and operating revenue. Statewide, there was a 3% increase in passengers, a 3% increase in revenue miles, and a 5% increase in operating revenue. Countering this to some extent, there was an increase in operating expenses and an increase in operating deficits. Statewide, there was an 11% increase in operating expenses, and a 20% increase in operating deficits. It is significant that Iowa urban transit operations carried more passengers over more miles while generating more revenue in 1975 than had been done in 1974.

The capital needs of urban transit operations are great. It is estimated that for 1976 \$7.6 million is needed, and through 1981 a minimum of \$21.6 million will be needed.

Inventory of Buses Available to Urban Transit
Properties for Scheduled Operations, December 31, 1975

<u>City</u>	<u>Number of Buses</u>	<u>Passenger Capacity</u>	<u>Year(s)</u>
<u>Large Urban Areas:</u>			
Cedar Rapids	20	53	1965
	<u>2</u>	31	1974
	22		
Council Bluffs	2	45	1960
	3	45	1961
	1	45	1962
	1	45	1963
	2	45	1964
	1	45	1965
	1	51	1970
	1	47	1973
	<u>3</u>	41	1973
	15		
Davenport	2	36	1950
	11	35	1967
	<u>9</u>	31	1974
	22		
Des Moines	39	17 buses are 45 pass.	1955
	3	67 buses are 51 pass.	1957
	7	6 buses are 53 pass.	1958
	5		1960
	5		1961
	6		1963
	<u>25</u>		1975
	90		
Dubuque	13	37	1954-1960
	<u>14</u>	45	1964-1969
	27		

Inventory of Buses
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<u>City</u>	<u>Number of Buses</u>	<u>Passenger Capacity</u>	<u>Year (s)</u>
<u>Large Urban Areas:</u>			
Sioux City	2	32	1956
	15	35	1968
	4	31	1972
	<u>6</u>	45	1974
	27		
Waterloo	19	35	1966
	<u>2</u>	35	1967
	21		
<u>Small Urban Areas:</u>			
Ames	5	15	1975
Burlington	2	31	1949
	1	31	1951
	2	31	1952
	5	25	1975
	<u>2</u>	31	1975
	12		
Clinton	5	35	1964
	2	35	1967
	2	35	1968
	2	33	1969
	<u>1</u>	33	1970
	12		
Coralville	9	36	1949
Iowa City	1	53	1952
	12	45	1971
	<u>2</u>	51	1974
	15		

Inventory of Buses
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<u>City</u>	<u>Number of Buses</u>	<u>Passenger Capacity</u>	<u>Year(s)</u>
<u>Small Urban Areas:</u>			
Marshalltown	1	52	1960
Mason City	3	19	1973
Ottumwa	11	37-45	1953-1956

Source: Transit Operations Update, 1975, Public Transit Division,
Iowa DOT, June 1976. Information provided by transit
operators.

Operating Statistics for Transit Properties in Iowa, December 31, 1975

(1974 figures in parentheses)

<u>City</u>	<u>Passengers</u>	<u>% of* Change</u>	<u>Revenue Miles</u>	<u>% of Change</u>	<u>Operating Revenue, \$</u>	<u>% of Change</u>	<u>Operating Expenses, \$</u>	<u>% of Change</u>	<u>Operating Deficit, \$</u>	<u>% of Change</u>
<u>Large Urban Areas:</u>										
Cedar Rapids	1,491,432 (1,392,189)	+ 7	780,318 (764,882)	+ 2	438,425 (415,679)	+ 5	649,144 (606,993)	+ 7	210,719 (191,314)	+10
Council Bluffs	913,013 (742,845)	+23	516,392 (527,810)	+ 2	252,445 (271,260)	- 7	519,594 (453,758)	+15	267,149 (182,498)	+46
Davenport	922,210 (939,123)	- 2	633,900 (672,206)	+ 6	264,600 (254,188)	+ 4	514,294 (555,884)	- 7	249,694 (301,696)	-17
Des Moines	4,081,283 (4,156,004)	- 2	1,999,816 (1,842,540)	+ 9	1,469,265 (1,511,016)	- 3	2,585,155 (2,219,187)	+16	1,115,890 (708,171)	+58
Dubuque	1,146,636 (1,177,816)	- 3	568,595 (573,667)	- 1	319,896 (329,930)	- 3	702,745 (732,175)	+11	382,849 (302,245)	+27
Sioux City	1,631,099 (1,387,816)	+18	579,525 (630,486)	- 8	477,939 (344,862)	+39	637,564 (669,049)	- 5	159,625 (324,187)	-51
Waterloo	733,117 (744,897)	- 2	538,338 (521,722)	+ 3	168,496 (166,853)	+ 1	453,543 (422,745)	+ 7	285,047 (255,892)	+11
Subtotal	10,918,790 (10,542,690)	+ 4	5,616,884 (5,533,313)	+ 2	3,391,066 (3,293,788)	+ 3	6,062,039 (5,559,791)	+ 9	2,670,973 (2,266,003)	+18
<u>Small Urban Areas:</u>										
Ames	130,728 (104,000)*	+26	156,575 (101,000)*	+55	27,453 (23,901)*	+15	86,738 (56,777)	+53	59,285 (32,876)	+80

* Estimated

* % of Change is plus or minus percentage change from 1974 to 1975.

Operating Statistics
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City	Passengers	% of* Change	Revenue Miles	% of Change	Operating Revenue, \$	% of Change	Operating Expenses, \$	% of Change	Operating Deficit, \$	% of Change
<u>Small Urban Areas:</u>										
Burlington	447,245 (328,196)	+36	305,134 (244,377)	+25	129,347 (51,403)	+152	298,322 (158,379)	+88	168,975 (106,976)	+59
Clinton	503,364 (523,187)	- 4	271,873 (281,050)	- 3	120,736 (102,888)	+17	273,870 (219,866)	+25	153,134 (116,978)	+32
Coralville	192,931 (179,434)	+ 8	183,330 (185,670)	- 1	59,646 (56,987)	+ 5	134,439 (122,536)	+10	74,793 (65,551)	+14
Iowa City	1,431,775 (1,413,400)	+ 1	493,072 (475,057)	+ 4	214,766 (212,691)	+ 1	491,421 (468,000)	+ 5	276,655 (255,309)	+ 8
Marshalltown	57,220 (85,000)*	-33	35,360 (45,000)*	-21	14,230 (21,237)*	-33	37,750 (40,350)	- 6	23,520 (19,113)	+23
Mason City	80,000 (98,000)*	-18	90,000* (90,000)*	0	31,885 (29,000)*	+10	58,253 (47,000)*	+24	26,368 (18,000)*	+46
Ottumwa	294,882 (356,460)	-17	226,950 (219,726)*	- 1	82,513 (87,898)	- 6	192,736 (187,855)	+ 3	110,223 (99,957)	+10
Subtotal	3,138,145 (3,087,677)	+ 2	1,762,294 (1,641,880)	+ 7	680,576 (586,005)	+16	1,573,529 (1,300,763)	+21	892,953 (714,760)	+25
Total	14,056,935 (13,630,367)	+ 3	7,379,178 (7,175,193)	+ 3	4,071,642 (3,879,793)	+ 5	7,635,568 (6,860,554)	+11	3,563,926 (2,980,763)	+20

* Estimated

* % of Change is plus or minus percentage change from 1974 to 1975.

Source: 1974 data from Transit Assistance Program for Iowa, Engineering Research Institute, Iowa State University, June 1975
1975 data from Transit Operations Update, 1975, Public Transit Division, Iowa DOT, June 1976. Information provided by transit operators.

Transit Service Indicators from Operating Statistics in Iowa,
December 31, 1975 (1974 figures in parentheses)

City	Rides Per Capita	% of* Change	Revenue Miles Per Capita	% of Change	Average Fare, \$	% of Change	Average Cost Per Revenue Mile, \$	% of Change	Ratio Revenue/Expense	% of Change	Operating Deficit Per Ride, \$	% of Change	Operating Deficit Per Capita, \$	% of Change
<u>Large Urban Areas:</u>														
Cedar Rapids	11.80 (10.47)	+ 8	5.91 (5.75)	+ 3	0.29 (0.30)	- 3	0.83 (0.79)	+ 5	0.67 (0.68)	- 1	0.14 (0.14)	0	1.60 (1.45) *	+10
Council Bluffs	15.13 (12.10)	+25	8.56 (8.60)	- ½	0.28 (0.37)	-24	1.00 (0.86)	+16	0.48 (0.60)	-20	0.29 (0.25)	+16	4.43 (3.17) *	+40
Davenport	9.37 (9.46)	- 1	6.44 (6.77)	- 5	0.27 (0.27)	0	0.81 (0.83)	- 2	0.51 (0.46)	+11	0.27 (0.32)	-16	2.54 (3.06)	-17
Des Moines	15.95 (16.64)	- 4	7.82 (7.38)	+ 6	0.36 (0.36)	0	1.29 (1.20)	+ 8	0.57 (0.68)	-16	0.27 (0.17)	+59	4.36 (2.77) *	+57
Dubuque	18.40 (18.26)	+ 1	9.13 (8.88)	+ 3	0.28 (0.28)	0	1.23 (1.10)	+12	0.45 (0.52)	-13	0.33 (0.23)	+43	6.14 (4.85) *	+27
Sioux City	18.98 (14.18)	+34	6.74 (6.44)	+ 5	0.29 (0.25)	+16	1.10 (1.06)	+ 4	0.74 (0.52)	+42	0.09 (0.23)	-61	1.86 (3.77) *	-51
Waterloo	6.49 (6.86)	- 5	4.77 (4.81)	- 1	0.23 (0.22)	+ 5	0.84 (0.81)	+ 4	0.37 (0.39)	- 5	0.38 (0.34)	+12	2.53 (2.27) *	+11
Average	13.52 (12.95)	+ 4	6.95 (6.79)	+ 2	0.31 (0.31)	0	1.08 (1.00)	+ 8	0.56 (0.59)	- 5	0.24 (0.21)	+14	3.31 (2.81) *	+18
<u>Small Urban Areas:</u>														
Ames	3.31 (2.50) *	+32	3.96 (2.40) *	+65	0.21 (0.24) *	-13	0.55 (0.55) *	0	0.32 (0.42) *	-24	0.45 (0.32) *	+41	0.45 (0.83) *	-46

* Estimated

% of Change is plus or minus percentage change from 1974 to 1975.

Transit Service Indicators
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City	Rides Per Capita	% of* Change	Revenue Miles Per Capita	% of Change	Average Fare, \$	% of Change	Average Cost Per Revenue Mile, \$	% of Change	Ratio Revenue/Expense	% of Change	Operating Deficit Per Ride, \$	% of Change	Operating Deficit Per Capita, \$	% of Change
<u>Small Urban Areas:</u>														
Burlington	13.82 (9.43)	+47	9.43 (7.03)	+34	0.28 (0.16)	+75	0.97 (0.65)	+49	0.43 (0.32)	+34	0.37 (0.33)	+12	5.22 (3.29)*	+57
Clinton	14.50 (14.68)	- 1	7.83 (7.89)	- 1	0.23 (0.20)	+15	1.00 (0.78)	+28	0.44 (0.47)	- 6	0.30 (0.22)	+36	4.41 (3.35)*	+32
Coralville	31.47 (27.20)	+16	29.91 (28.11)	+ 6	0.30 (0.32)	- 6	0.73 (0.66)	+11	0.44 (0.47)	- 6	0.38 (0.37)	+ 3	12.20 (10.69)*	+14
Iowa City	30.56 (29.24)	+ 5	10.52 (9.83)	+ 7	0.14 (0.15)	- 7	0.99 (0.98)	+ 1	0.43 (0.45)	- 4	0.19 (0.18)	+ 6	5.91 (5.45)*	+ 8
Marshalltown	2.18 (3.10)*	-30	1.35 (1.70)*	-21	0.25 (0.25)*	0	1.07 (0.90)*	+19	0.38 (0.53)*	-28	0.41 (0.22)*	+86	0.90 (0.73)*	+23
Mason City	2.63 (3.10)	-15	2.90 (2.90)	0	0.40 (0.37)*	+ 8	0.65 (0.52)*	+25	0.55 (0.62)*	-11	0.33 (0.18)*	+83	0.87 (0.59)*	+47
Ottumwa	9.96 (11.90)	-16	7.66 (7.40)*	+ 4	0.28 (0.25)*	+12	0.85 (0.85)*	0	0.43 (0.47)*	- 9	0.37 (0.28)*	+32	3.72 (1.35)*	+176
Average	12.77 (12.56)	+ 2	7.17 (6.68)	+ 7	0.22 (0.19)	+16	0.89 (0.79)	+13	0.43 (0.45)	- 4	0.28 (0.23)	+22	3.63 (2.91)*	+25
Overall Average	13.34 (12.94)	+ 3	7.00 (6.81)	+ 3	0.29 (0.28)	+ 4	1.03 (0.96)	+ 7	0.53 (0.57)	- 7	0.25 (0.22)	+14	3.38 (2.83)	+19

* Estimated

** % of Change is plus or minus percentage change from 1974 to 1975.

Source: 1974 data from Transit Assistance Program for Iowa, Engineering Research Institute, Iowa State University, June 1975.
1975 data from Transit Operations Update, 1975, Public Transit Division, Iowa SOT, June 1976. Information Provided by transit operators.

Estimated Capital Needs for Urban Transit Properties in Iowa, 1976

<u>City</u>	<u>New Buses</u>	<u>Radio & Station Equipment</u>	<u>Shelters, Benches, Signs</u>	<u>Garage & Office Modernization</u>	<u>Office & Shop Equipment</u>	<u>Supervision Utility Vehicles</u>	<u>Fare Collection System</u>	<u>Other</u>	<u>Total</u>
<u>Large Urban Areas:</u>									
Cedar Rapids	---	\$12,000	\$2,000	---	---	---	---	---	\$14,000
Council Bluffs	---	---	---	---	---	---	---	---	---
Davenport	---	---	966	---	\$5,491	\$12,154	---	\$39,339	57,950
Des Moines	\$1,381,936	---	---	4,001,390	35,597	15,213	---	---	5,434,136
Dubuque	849,225	45,650	27,500	---	---	---	---	92,240	1,014,615
Sioux City	---	---	---	---	---	---	---	---	---
Waterloo	---	---	---	---	---	---	---	---	---
Subtotal	2,231,161	57,650	30,466	4,001,390	41,088	27,367	---	131,579	6,520,701
<u>Small Urban Areas:</u>									
Ames	---	---	3,000	---	---	---	---	---	3,000
Burlington	420,000	---	28,500	37,378	---	---	---	14,000	499,878
Clinton	---	---	---	---	---	---	---	---	---
Coralville	325,000	3,000	---	50,000	---	---	Inc. w/buses	---	378,000
Iowa City	195,000	---	---	---	---	---	4,500	---	199,500

Estimated Capital Needs (1976)

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<u>City</u>	<u>New Buses</u>	<u>Radio & Station Equipment</u>	<u>Shelters, Benches, Signs</u>	<u>Garage & Office Modernization</u>	<u>Office & Shop Equipment</u>	<u>Supervision Utility Vehicles</u>	<u>Fare Collection System</u>	<u>Other</u>	<u>Total</u>
<u>Small Urban Areas:</u>									
Marshalltown	---	---	---	---	---	---	---	---	---
Mason City	---	---	---	---	---	---	---	---	---
Ottumwa	---	---	---	---	---	---	---	---	---
Subtotal	940,000	3,000	31,500	87,378	---	---	4,500	14,000	1,080,378
Total	3,171,161	60,650	61,966	4,088,768	41,088	27,367	4,500	145,579	7,601,079

Source: Transit Operations Update, 1975, Public Transit Division, Iowa DOT, June 1976. Information provided by transit operators.

Estimated Capital Needs for Urban Transit Properties in Iowa, 1977-1981

<u>City</u>	<u>New Buses</u>	<u>Radio & Station Equipment</u>	<u>Shelters, Benches, Signs</u>	<u>Garage & Office Modernization</u>	<u>Office & Shop Equipment</u>	<u>Supervision Utility Vehicles</u>	<u>Fare Collection System</u>	<u>Other</u>	<u>Total</u>
<u>Large Urban Areas:</u>									
Cedar Rapids	\$1,200,000	\$80,000	\$25,000	\$100,000	\$20,000	\$14,000	\$40,000	---	\$1,479,000
Council Bluffs	650,000	---	62,500	---	---	---	---	---	712,500
Davenport	1,190,000	40,000	---	2,000,000	20,000	10,000	50,000	---	3,310,000
Des Moines	2,200,000	---	---	---	---	---	---	---	2,200,000
Dubuque	---	---	---	---	---	---	---	---	---
Sioux City	195,000	56,000	12,000	1,236,000	---	---	---	\$700,000	2,199,000
Waterloo	<u>1,377,165</u>	<u>45,050</u>	<u>39,342</u>	<u>121,570</u>	<u>32,000</u>	<u>14,294</u>	<u>---</u>	<u>249,640</u>	<u>1,879,061</u>
Subtotal	6,812,165	221,050	138,842	3,457,570	72,000	38,294	90,000	949,640	11,779,561
<u>Small Urban Areas:</u>									
Ames	---	---	---	---	---	---	---	---	---
Burlington	384,000	22,000	15,000	75,000	---	---	14,000	---	510,000
Clinton	409,000	11,930	15,549	693,612	10,233	6,000	10,967	835	1,158,126

Estimated Capital Needs (1977-1981)
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<u>City</u>	<u>New Buses</u>	<u>Radio & Station Equipment</u>	<u>Shelters, Benches, Signs</u>	<u>Garage & Office Modernization</u>	<u>Office & Shop Equipment</u>	<u>Supervision Utility Vehicles</u>	<u>Fare Collection System</u>	<u>Other</u>	<u>Total</u>
<u>Small Urban Areas:</u>									
Coralville	---	\$1,500	\$10,000	---	\$8,000	\$10,000	---	---	\$29,500
Iowa City	\$400,000	---	---	---	---	---	---	---	400,000
Marshalltown	90,000	---	---	---	---	---	---	---	90,000
Mason City	---	---	---	---	---	---	---	---	---
Ottumwa	---	---	---	---	---	---	---	---	---
Subtotal	1,283,000	35,430	40,549	768,612	18,233	16,000	24,967	835	2,187,626
Total	\$8,095,165	\$256,480	\$179,391	\$4,226,182	\$90,233	\$54,294	\$114,967	\$950,475	\$13,967,187

Source: Transit Operations Update, 1975, Public Transit Division, Iowa DOT, June 1976. Information provided by transit operators.

Urban Transit Operators

Cedar Rapids: Cedar Rapids Regional Transit Authority

Council Bluffs: Omaha Metro Area Transit

Davenport: Davenport Municipal Transit Authority

Des Moines: Des Moines Metropolitan Transit Authority

Dubuque: Keyline

Sioux City: Sioux City Transit System

Waterloo: Black Hawk County Metropolitan Transit Authority,
Inc.

Ames: Ames Cy-Ride

Burlington: Burlington Urban Service

Clinton: Clinton Municipal Transit Authority

Coralville: Coralville Transit System

Iowa City: Iowa City Transit

Marshalltown: Marshall Motor Coach

Mason City: Public Transit Company

Ottumwa: Ottumwa Transit Lines

Regional Transit Systems

Regional transit systems are those transit operations that are within one of the sixteen regional planning areas designated by the Governor of Iowa that are not a large or small urban transit operation, intercity bus operation, or taxicab operation. The regional transit systems category is an "other" category. It encompasses transit operations that serve a part of a county, a single county, a specific client group, all the way to a ten county operation serving an entire region. These transit systems are grouped by region to identify existing operators and to encourage the coordination of transit services within the region. Iowa DOT used the existing regional planning areas to avoid establishing a new regional area and the resulting confusion and duplication conflicting regional areas would cause the transit operator and rider.

This is the first time operating data has been collected for the regional transit systems. Thus, there is no comparison to 1974 data. Also, there are no figures given for statewide averages for the regional transit systems. This is because during the collection of data it was discovered that most of these transit operations are simply one part of a total agency operation, and often no attempt was made to distinguish and separate transit operating costs from the agency operating budget. For example, an Area Aging office might run a county transit system, but not keep a separate cost account for the transit system operations. To complicate the issue, many regional transit systems are not using modern record keeping procedures. To further complicate the issue, many of these transit systems rely on federal funds for their program support and are not allowed to charge fares; they may only accept donations. Thus, a transit system may consider that it breaks even or makes a profit, when in fact operating deficits are made up by federal grants, contributions from counties, municipalities, school boards, or private donations. This requires one to view the current regional transit system operating data with some skepticism.

To counter the reliability issue, the Public Transit Division has developed a Regional Transit System State Average which can be used to compare individual regional transit systems. The Public Transit Division believes the state average developed is the "best estimate" available for comparative purposes for this first year's data. Hopefully, more reliable data will be available for 1976, and a better evaluation will be possible when that data is analyzed.

Inventory of Vehicles Available to Regional
Transit Systems, December 30, 1975

<u>City/Agency</u>	<u>Number of Vehicles*</u>	<u>Passenger Capacity</u>	<u>Year(s)</u>	<u>No. of Routes</u>	<u>Base Fare, \$</u>
<u>Region 1:</u>					
Decorah -	8 SW	9	1971-1973	N.A.	N.A.
N.E. Iowa Community Action Corporation	3 C	6	1974	4	
Waukon -	2 V	15	1975	7	N.A.
N.E. Iowa Child Development Center	1 SW	6	1973		
<u>Region 2:</u>					
Burt -	2 V	15	1975	3	N.A.
Exceptional Opportunities, Inc.	1 SW	9	1974		
Charles City -	5 V	24	1972-1975	N.A.	N.A.
Comprehensive Systems	1 C	6	1970		
Forest City -	1 SW	9	1975	1	N.A.
Winnebago Handicapped Services					
Mason City -	1 V	7	1971	1	.10 per mile
Easter Seal Society of Iowa, Inc.					.15 per mile for agencies
Mason City -	4 V	2-12 pass.	2-1975	4	N.A.
Migrant Action Program, Inc.		2-10 pass.	2-1971		

Inventory of Vehicles (Regional Transit)
 Page Two (2)

<u>City/Agency</u>	<u>Number of Vehicles</u>	<u>Passenger Capacity</u>	<u>Year(s)</u>	<u>No. of Routes</u>	<u>Base Fare, \$</u>
<u>Region 3:</u>					
Emmetsburg - Upper Des Moines Opportunity, Inc.	1 V	16	1975	2	N.A.
Estherville - Emmet Co. Handicapped Opportunities	1 V	12	1974	N.A.	.15 per mile for elderly free to clients
Orange City - Orange City Dial-A-Ride	1 SW	5	1969	N.A.	N.A.
Rock Valley - Hope Haven School	15 V 1 B 1 C	15 42 6	1973-1974 1967 1975	16	N.A.
<u>Region 4:</u>					
Holstein - City Car	1 SW	5	1968	N.A.	N.A.
Ida Grove - Am. Association of Retired Persons	1 C	5	1966	1	.50
<u>Region 5:</u>					
Livermore - The Opportunity Center	2 V	1-16 pass. 1-7 pass.	1972 1973	2	N.A.

Inventory of Vehicles (Regional Transit)
Page Three (3)

<u>City/Agency</u>	<u>Number of Vehicles</u>	<u>Passenger Capacity</u>	<u>Year(s)</u>	<u>No. of Routes</u>	<u>Base Fare, \$</u>
<u>Region 7:</u>					
Waterloo -	10 V	12	1973-1975	37	.36 per mile
Exceptional Persons	21 B	35	1966-1975		
Waterloo -	1 SW	5	1973	15	N.A.
Northeast Iowa	2 V	11	1974 & 1975		
Council on Aging	3 C	5	1969, 1971, 1973		
<u>Region 8:</u>					
Dubuque -	1 SW	7	1976	N.A.	donations
Project Concern	1 V	11	1974		
	1 C	4	1976		
Peosta -	2 B	36	1960	24	donations
Operation: New View	2 V	12	1975		
	2 SW	7	1971		
Tipton -	1 V	15	1974	N.A.	.25 in county
Cedar Co. Elderly					1.00 out of
Transportation					county
<u>Region 9:</u>					
Davenport -	2 V	14	1974	N.A.	donations
Commission on Aging	1 C	5	1969		
for Senior Iowans					
Muscatine -	1 V	11	1976	N.A.	.50 in county
Great River Bend					1.50 to Iowa City
Transit System					.75 to Davenport

Inventory of Vehicles (Regional Transit)
 Page Four (4)

<u>City/Agency</u>	<u>Number of Vehicles</u>	<u>Passenger Capacity</u>	<u>Year(s)</u>	<u>No. of Routes</u>	<u>Base Fare, \$</u>
Muscatine - Senior Transportation System	4 L	3-11 pass. 1-9 pass.	1-1965 2-1974 1-1975	N.A.	.25
<u>Region 10:</u>					
Cedar Rapids - St. Luke's Methodist Hospital Rehabilitation	1 V	7	1975	8	N.A.
Iowa City - Johnson Co. SEATS	1 V	14	1974	N.A.	.50
Iowa City - Systems Unlimited	6 V	12	1973-1975	N.A.	N.A.
Washington - Washington Co. Community Action Organization	2 V	14	1-1974 1-1975	5	.50 in county .75 if non- member
<u>Region 11:</u>					
Adel - Dallas Co. Transportation	1 V	12	1975	4	1.00
Boone - Boone Co. Opportunity Programs, Inc.	1 V	12	1970	N.A.	donations
Dallas Center - Dallas Co. Center for the Handicapped	1 V	10	1975	1	N.A.
Des Moines - Delaware Community Center	1 V	11	1975	N.A.	N.A.

Inventory of Vehicles (Regional Transit)
 Page Five (5)

<u>City/Agency</u>	<u>Number of Vehicles</u>	<u>Passenger Capacity</u>	<u>Year(s)</u>	<u>No. of Routes</u>	<u>Base Fare, \$</u>
Des Moines - Developmental Day Care	1 V	9	1971	2	N.A.
Des Moines - Iowa Methodist Medical Center	1 B 1 V	18 5	1951 1971	N.A. N.A.	N.A. 2.00 per trip
Des Moines - United Cerebral Palsy of Central Iowa	2 V	8	1974 & 1975	4	.43 per mile
Indianola - Warren Co. Community Action Center	2 V	15	1975	5	donations
Indianola - Winifred Law Opportunity Center	1 V 1 SW	12 8	1974 1966	4	N.A.
Knoxville - Marion Co. Community Elderly Transportation System	1 V 2 C	15 5	1975 1972 & 1974	5	.25 donation requested
Nevada - Story Co. Council on Aging	1 V	12	1976	4	donations
Newton - Jasper Co. Opportunity Center	1 V 1 SW	15 9	1975 1975	5	N.A.
Pella - Christian Opportunity Center	3 V 1 B	12 24	1971-1974 1968	4	N.A.

Inventory of Vehicles (Regional Transit)
 Page Six (6)

<u>City/Agency</u>	<u>Number of Vehicles</u>	<u>Passenger Capacity</u>	<u>Year(s)</u>	<u>No. of Routes</u>	<u>Base Fare, \$</u>
Winterset - Madison Co. Multi-Purpose Center	1 C	5	1968	N.A.	donation
Winterset - Madison Co. Transportation System	1 V	11	1975	N.A.	.50 donation in country .35 donation in town
<u>Region 13:</u>					
Harlan - West Central Development Corp.	2 V	10	1-1974 1-1975	10	1.00 donation
Shenandoah - Nishna Productions	2 V	12	N.A.	N.A.	N.A.
<u>Region 14:</u>					
Creston - Area Agency on Aging	6 V	4-12 pass. 2-15 pass.	N.A.	6	donations of .25 in town .50 in country 1.00 out of county requested
<u>Region 15:</u>					
Ottumwa - Area Agency on Aging	10 V	4-12 pass. 6-15 pass.	9-1974 1-1973	N.A.	.35 in town .60 in country .35 (inter-county) per mile

Inventory of Vehicles (Regional Transit)
 Page Seven (7)

<u>City/Agency</u>	<u>Number of Vehicles</u>	<u>Passenger Capacity</u>	<u>Year(s)</u>	<u>No. of Routes</u>	<u>Base Fare, \$</u>
Ottumwa -	10 V	1-2 pass.	1-1970	10	N.A.
Tenco Workshop		1-8 pass.	1-1972		
		1-12 pass.	3-1974		
		7-15 pass.	5-1975		

*:

B --- Bus

V --- Van

SW--- Station Wagon

C --- Car

L --- Limousine

Source: Transit Operations Update, 1975, Public Transit Division, Iowa DOT, June 1976. Information provided by transit operators.

Operating Statistics for Regional Transit
Systems in Iowa, December 31, 1975

<u>City/Agency</u>	<u>Passengers</u>	<u>Revenue Miles</u>	<u>Operating Revenue, \$</u>	<u>Operating Expenses, \$</u>	<u>Operating Profit/ (Deficit), \$</u>
<u>Region 1:</u>					
Decorah - N.E. Iowa Community Action Corporation	2,400	N.A.	N.A.	10,700	(10,700)
Waukon - N.E. Iowa Child Development Center	7,000	94,000	N.A.	N.A.	N.A.
<u>Region 2:</u>					
Burt - Exceptional Opportunities	12,282	N.A.	N.A.	7,177	(7,177)
Charles City - Comprehensive Systems	20,000	N.A.	N.A.	11,645	(11,645)
Forest City - Winnebago Handicapped Services	1,560	40,000	2,460	2,460	0
Mason City - Easter Seal Society	2,880	20,400	3,992	5,768	(1,776)

Operating Statistics (Regional Transit)
Page Two (2)

<u>City/Agency</u>	<u>Passengers</u>	<u>Revenue Miles</u>	<u>Operating Revenue, \$</u>	<u>Operating Expenses, \$</u>	<u>Operating Profit/ (Deficit), \$</u>
Mason City - Migrant Action Program	10,000	4,000	N.A.	N.A.	N.A.
<u>Region 3:</u>					
Emmetsburg - Upper Des Moines Opportunity	2,651	41,159	11,402	11,402	0
Estherville - Emmet Co. Handicapped Opportunity	5,200	28,000	317	2,283	(1,966)
Orange City - Orange City Dial-A-Ride	2,023	N.A.	500	3,215	(2,715)
Rock Valley - Hope Haven School	1,070	128,173	N.A.	25,844	(25,844)
<u>Region 4:</u>					
Holstein - City Car ¹	N.A.	N.A.	N.A.	N.A.	N.A.

Operating Statistics (Regional Transit)
 Page Three (3)

<u>City/Agency</u>	<u>Passengers</u>	<u>Revenue Miles</u>	<u>Operating Revenue, \$</u>	<u>Operating Expenses, \$</u>	<u>Operating Profit/ (Deficit), \$</u>
Ida Grove - Am. Association of Retired Persons	1,000	N.A.	750	750	0
<u>Region 5:</u>					
Livermore - The Opportunity Center	4,800	32,330	10,028	11,990	(1,962)
<u>Region 7:</u>					
Waterloo - Exceptional Persons	364,306	534,669	292,620	278,924	13,696
Waterloo - N.E. Iowa Council on Aging	11,525	91,368	600	30,241	(29,641)
<u>Region 8:</u>					
Dubuque - Project Concern	16,396	52,320	3,013	31,698	(28,685)
Peosta - Operation: New View	5,179	51,264	4,079	18,817	(14,738)

Operating Statistics (Regional Transit)

Page Four (4)

<u>City/Agency</u>	<u>Passengers</u>	<u>Revenue Miles</u>	<u>Operating Revenue, \$</u>	<u>Operating Expenses, \$</u>	<u>Operating Profit/ (Deficit), \$</u>
Tipton - Cedar Co. Elderly Transportation	N.A.	24,285	N.A.	N.A.	N.A.
<u>Region 9:</u>					
Davenport - Commission on Aging for Senior Iowans	12,649	33,048	1,718	20,244	(18,531)
Muscatine - Great River Bend Transit System ²	281	2,062	110	3,619	(3,509)
Muscatine - Senior Transit System	26,937	61,616	3,448	40,648	(37,200)
<u>Region 10:</u>					
Cedar Rapids - St. Luke's Methodist Hospital Rehabilitation	1,836	11,194	N.A.	457	(457)
Iowa City - Johnson Co. SEATS ³	8	204	8	120	(112)

Operating Statistics (Regional Transit)
Page Five (5)

<u>City/Agency</u>	<u>Passengers</u>	<u>Revenue Miles</u>	<u>Operating Revenue, \$</u>	<u>Operating Expenses, \$</u>	<u>Operating Profit/ (Deficit), \$</u>
Iowa City - Systems Unlimited	N.A.	N.A.	N.A.	N.A.	N.A.
Washington - Washington Co. Community Action Organization	1,588	18,564	15,320	12,857	2,463
<u>Region 11:</u>					
Adel - Dallas Co. Transportation	497	6,856	9,477	726	(339)
Boone - Boone Co. Opportunity Programs, Inc.	1,649	20,986	5,998	6,665	(667)
Dallas Center - Dallas Co. Center for the Handicapped	1,560	98,800	N.A.	2,700	(2,700)
Des Moines - Delaware Community Center, Inc.	3,043	15,235	3,699	3,827	(128)
Des Moines - Developmental Day Care	2,554	12,488	N.A.	6,445	(6,445)

Operating Statistics (Regional Transit)
 Page Six (6)

<u>City/Agency</u>	<u>Passengers</u>	<u>Revenue Miles</u>	<u>Operating Revenue, \$</u>	<u>Operating Expenses, \$</u>	<u>Operating Profit/ (Deficit), \$</u>
Des Moines - Iowa Methodist Medical Center	1,224	10,045	1,543	10,307	(8,764)
Des Moines - United Cerebral Palsy of Central Iowa	N.A.	N.A.	N.A.	N.A.	N.A.
Indianola - Warren Co. Community Action Center	9,020	48,664	17,000	16,000	1,000
Indianola - Winifred Law Opportunity Center	11,282	66,417	10,465	14,756	(4,291)
Knoxville - Marion Co. Community Elderly Transportation System	977	23,300	11,000	11,000	0
Nevada - Story Co. Council on Aging	85	3,962	870	870	0
Newton - Jasper Co. Opportunity Center	4,451	16,700	602	19,000	(18,398)

Operating Statistics (Regional Transit)
Page Seven (7)

<u>City/Agency</u>	<u>Passengers</u>	<u>Revenue Miles</u>	<u>Operating Revenue, \$</u>	<u>Operating Expenses, \$</u>	<u>Operating Profit/ (Deficit), \$</u>
Pella - Christian Opportunity Center	10,500	43,470	4,185	4,922	(737)
Winterset - Madison County Multi-Purpose Center	2,773	6,047	2,569	2,658	(89)
Winterset - Madison Co. Transportation System	4,500	22,989	13,705	14,132	(427)
<u>Region 13:</u>					
Harlan - West Central Development Corporation	2,000	N.A.	14,000	14,000	0
Shenandoah - Nishna Productions	5,890	96,000	300	7,404	(7,104)
<u>Region 14:</u>					
Creston - Area Agency on Aging	8,400	72,000	4,200	51,600	(47,400)

Operating Statistics (Regional Transit)
Page Eight (8)

<u>City/Agency</u>	<u>Passengers</u>	<u>Revenue Miles</u>	<u>Operating Revenue, \$</u>	<u>Operating Expenses, \$</u>	<u>Operating Profit/ (Deficit), \$</u>
<u>Region 15:</u>					
Ottumwa - Area Agency on Aging	70,264	136,699	24,669	121,972	(19,327)
Ottumwa - Tenco Workshop	33,840	69,306	N.A.	N.A.	N.A.

¹ Started operations December 1975.

² Started operations November 1975.

³ Started operations December 1975.

Source: Transit Operations Update, 1975, Public Transit Division, Iowa DOT, June 1976. Data provided by transit operators.

Transit Service Indicators from Operating Statistics, December 31, 1975

<u>City/Agency</u>	<u>Rides Per Capita</u>	<u>Revenue Miles Per Capita</u>	<u>Average Fare, \$</u>	<u>Average Cost Per Revenue Mile, \$</u>	<u>Ratio Revenue/Expense</u>	<u>Operating Deficit Per Ride, \$</u>	<u>Operating Deficit Per Capita, \$</u>
<u>Region 1:</u>							
Decorah - N.E. Iowa Community Action Corporation	0.03	N.A.	N.A.	N.A.	N.A.	4.46	0.11
Waukon - N.E. Iowa Child Development Center	0.06	0.85	N.A.	N.A.	N.A.	N.A.	N.A.
<u>Region 2:</u>							
Burt - Exceptional Opportunities	0.54	N.A.	N.A.	N.A.	N.A.	0.58	0.31
Charles City - Comprehensive Systems	0.34	N.A.	N.A.	N.A.	N.A.	0.58	0.20
Forest City - Winnebago Handicapped Services	0.12	3.08	1.58	0.06	1.00	0	0
Mason City - Easter Seal Society of Iowa	0.05	0.35	1.39	0.28	0.69	0.62	0.03

Transit Service Indicators (Regional Transit)

Page Three (3)

<u>City/Agency</u>	<u>Rides Per Capita</u>	<u>Revenue Miles Per Capita</u>	<u>Average Fare, \$</u>	<u>Average Cost Per Revenue Mile, \$</u>	<u>Ratio Revenue/Expense</u>	<u>Operating Deficit Per Ride, \$</u>	<u>Operating Deficit Per Capita, \$</u>
Ida Grove - Am. Association of Retired Persons	0.44	N.A.	0.75	N.A.	1.00	0	0
<u>Region 5:</u>							
Livermore - The Opportunity Center	0.38	2.58	2.09	0.37	0.84	0.41	0.16
<u>Region 7:</u>							
Waterloo - Exceptional Persons	1.35	1.98	0.80	0.52	1.05	0	0
Waterloo - N.E. Iowa Council on Aging	0.09	0.69	0.05	0.33	0.02	2.57	0.22
<u>Region 8:</u>							
Dubuque - Project Concern	0.18	0.58	0.18	0.61	0.10	1.75	0.32
Peosta - Operation: New View	0.04	0.39	0.79	0.37	0.22	2.85	0.11

Transit Service Indicators (Regional Transit)
Page Four (4)

<u>City/Agency</u>	<u>Rides Per Capita</u>	<u>Revenue Miles Per Capita</u>	<u>Average Fare, \$</u>	<u>Average Cost Per Revenue Mile, \$</u>	<u>Ratio Revenue/Expense</u>	<u>Operating Deficit Per Ride, \$</u>	<u>Operating Deficit Per Capita, \$</u>
Tipton - Cedar Co. Elderly Transportation	N.A.	1.38	N.A.	N.A.	N.A.	N.A.	N.A.
<u>Region 9:</u>							
Davenport - Commission on Aging for Senior Iowans	0.09	0.23	0.14	0.62	0.08	1.47	0.13
Muscatine - Great River Bend Transit System ²	0.01	0.06	0.39	1.76	0.03	12.49	0.09
Muscatine - Senior Transportation System	0.72	1.66	0.13	1.51	0.08	1.38	1.00
<u>Region 10:</u>							
Cedar Rapids - St. Luke's Methodist Hospital Rehabilitation	0.01	0.07	N.A.	0.04	N.A.	0.25	0.01

Transit Service Indicators (Regional Transit)
Page Five (5)

<u>City/Agency</u>	<u>Rides Per Capita</u>	<u>Revenue Miles Per Capita</u>	<u>Average Fare, \$</u>	<u>Average Cost Per Revenue Mile, \$</u>	<u>Ratio Revenue/Expense</u>	<u>Operating Deficit Per Ride</u>	<u>Operating Deficit Per Capita, \$</u>
Iowa City - Johnson Co. SEATS ³	N.A.	N.A.	1.00	0.59	0.07	14.00	N.A.
Iowa City - Systems Unlimited	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Washington - Washington Co. Community Action Organization	0.08	0.98	9.65	0.69	1.19	0	0
<u>Region 11:</u>							
Adel - Dallas Co. Transportation	0.02	0.26	2.14	0.11	1.47	0	0
Boone - Boone Co. Opportunity Programs, Inc.	0.06	0.79	3.64	0.32	0.90	0.40	0.03
Dallas Center - Dallas Co. Center for the Handicapped	0.16	3.79	N.A.	0.03	N.A.	0.65	0.10
Des Moines - Delaware Community Center, Inc.	0.04	0.21	1.22	0.25	0.97	0.04	0.01

Transit Service Indicators (Regional Transit)
 Page Six (6)

<u>City/Agency</u>	<u>Rides Per Capita</u>	<u>Revenue Miles Per Capita</u>	<u>Average Fare, \$</u>	<u>Average Cost Per Revenue Mile, \$</u>	<u>Ratio Revenue/Expense</u>	<u>Operating Deficit Per Ride, \$</u>	<u>Operating Deficit Per Capita, \$</u>
Des Moines - Developmental Day Care	0.01	0.06	N.A.	0.52	N.A.	2.52	0.03
Des Moines - Iowa Methodist Medical Center	0.01	0.04	1.26	1.03	0.15	7.16	0.03
Des Moines - United Cerebral Palsy of Central Iowa	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Indianola - Warren Co. Community Action Center	0.33	1.77	1.88	0.33	1.06	0	0
Indianola - Winifred Law Opportunity Center	0.31	1.83	0.93	0.22	0.71	0.38	0.12
Knoxville - Marion Co. Community Elderly Transportation System	0.04	0.88	11.26	0.47	1.00	0	0

Transit Service Indicators (Regional Transit)
 Page Seven (7)

<u>City/Agency</u>	<u>Rides Per Capita</u>	<u>Revenue Miles Per Capita</u>	<u>Average Fare, \$</u>	<u>Average Cost Per Revenue Mile, \$</u>	<u>Ratio Revenue/Expense</u>	<u>Operating Deficit Per Ride, \$</u>	<u>Operating Deficit Per Capita, \$</u>
Nevada - Story Co. Council on Aging	0.01	0.06	10.24	0.22	1.00	0	0
Newton - Jasper Co. Opportunity Center	0.13	0.47	0.14	1.14	0.03	1.10	0.52
Pella - Christian Opportunity Center	0.13	0.52	0.40	0.10	0.85	0.07	0.01
Winterset - Madison Co. Multi- Purpose Center	0.76	1.66	0.93	0.44	0.97	0.03	0.02
Winterset - Madison Co. Transportation System	0.39	1.99	3.05	0.61	0.97	0.09	0.04
<u>Region 13:</u>							
Harlan - West Central Development Corporation	0.04	N.A.	7.00	N.A.	1.00	0	0

Transit Service Indicators (Regional Transit)
Page Eight (8)

<u>City/Agency</u>	<u>Rides Per Capita</u>	<u>Revenue Miles Per Capita</u>	<u>Average Fare, \$</u>	<u>Average Cost Per Revenue Mile, \$</u>	<u>Ratio Revenue/Expense</u>	<u>Operating Deficit Per Ride,</u>	<u>Operating Deficit Per Capita, \$</u>
Shenandoah - Nishna Productions	0.15	2.36	0.05	0.08	0.04	1.21	0.17
<u>Region 14:</u>							
Creston - Area Agency on Aging	0.14	1.16	0.50	0.72	0.08	5.64	0.77
<u>Region 15:</u>							
Ottumwa - Area Agency on Aging	0.46	0.89	0.35	0.89	0.20	0.28	0.13
Ottumwa - Tenco Workshop	0.30	0.62	N.A.	N.A.	N.A.	N.A.	N.A.

¹Started operations December 1975.

²Started operations November 1975.

³Started operations December 1975.

Source: Transit Operations Update, 1975, Public Transit Division, Iowa DOT, June 1976. Data provided by transit operators.

**Typical
Regional Transit System
Annual State Average**

Area of Service:	5 counties
	2,825 sq. miles
Passengers:	36,000
Revenue Miles:	90,000
Riders Per Capita:	0.25
Revenue Miles Per Capita:	0.63
Operating Revenue:	\$22,000
Operating Expenses:	\$90,000
Ratio of Revenue/Expense	0.24
Operating Deficit:	\$68,000
Operating Deficit Per Ride:	\$1.88
Operating Deficit Per Capita:	\$.47

Intercity Bus Operations

Data for the intercity bus operations was taken from annual reports submitted to the Transportation Regulation Board of the Iowa DOT. This was done because of the low number of responses to the survey, and because of the desire to include all transit elements in this report on Iowa transit.

Intercity bus operations are divided into Class I and Class II Carriers. A Class I Carrier has annual gross operating revenues greater than \$200,000. A Class II Carrier has annual gross operating revenues greater than \$50,000 and not more than \$200,000.

Class I Carriers in 1975 averaged an 8% decrease in passengers carried, traveled an average of 4% less miles, generated an average 1% more revenue, and increased operating expenses an average 5%.

Class II carriers in 1975 averaged a 3% increase in passengers carried, traveled an average of 21% more miles, generated an average 17% more revenue, and increased operating expenses an average 3%.

Passenger Data for Iowa Intercity Bus Operations
Class I Carriers

Company	Year	Number of Passengers				Total	% of Change	Average Miles Traveled Per Passenger	% of Change
		Regular Fare	% of* Change	Charter	% of Change				
Arrow Stage Lines	1975	373	+ 42	6,384	- 6	6,757	- 4	---	---
	1974	262		6,802		7,064		---	
Continental Trailways	1975	203,717	- 19	17,586	- 22	221,303	- 20	111	+ 13
	1974	252,557		22,541		275,098		98	
Fort Dodge Transportation	1975	---	---	---	---	---	---	---	---
	1974	5,140		29,113		34,253		10	
Greyhound Lines	1975	654,846	- 8	47,228	+ 9	702,134	- 7	139	0
	1974	708,045		43,185		751,230		139	
Iowa Coaches	1975	---	---	---	---	---	---	---	---
	1974	66,632		48,804		115,436		52	
Jack Rabbit Lines	1975	6,214	- 17	---	---	6,214	- 17	3	0
	1974	7,516		---		7,516		3	
Jefferson Lines	1975	919,143	+ 340	20,698	+ 28	211,841	- 6	99	- 5
	1974	208,793		16,203		224,996		104	
Midwest Coaches	1975	23,786	- 3	1,776	+ 172	25,562	+ 1	67	- 8
	1974	24,559		653		25,212		73	
Missouri Transit Lines	1975	49,615	- 8	2,363	- 37	51,978	- 10	.77	+ 18
	1974	53,785		3,775		57,560		.65	
Scenic Hawkeye Stages	1975	69,176	- 8	16,840	+ .2	86,016	- 7	121	+ 3
	1974	75,405		16,805		92,210		117	
S. M. B. Stage Line	1975	17,999	- 12	23,744	+ 11	41,743	+ .2	84	+ 11
	1974	20,341		21,315		41,656		76	

* % of Change is plus or minus percentage change from 1974 to 1975

Source: Transportation Regulation Board, Iowa DOT, Annual Reports.

Passenger Data for Iowa Intercity Bus Operations
Class II Carriers

Company	Year	Number of Passengers				Total	% of Change	Average Miles Traveled Per Passenger	% of Change
		Regular Fare	% of * Change	Charter	% of Change				
Arnold J. Henn	1975	9,780	---	---	---	9,780	---	---	---
	1974	---		---		---		---	
Inter City Airport Transit	1975	6,340	+ 174	---	---	6,340	+ 174	---	---
	1974	2,317		---		2,317		36	
Lane Brothers	1975	539	- 26	8	0	547	- 26	---	---
	1974	730		8		738		---	
Limousine Service	1975	---	---	---	---	---	---	---	---
	1974	1,422		---		1,422		---	
Reid Bus Lines	1975	1,033	- 23	---	---	1,033	- 23	---	---
	1974	1,337		---		1,337		---	
River Trails Transit Lines	1975	7,200	- 38	10,639	+ 21	17,839	- 12	58	- 31
	1974	11,585		8,765		20,350		84	
Scenic Stage Line	1975	---	---	---	---	---	---	---	---
	1974	---		7,964		7,964		---	
Sperry Transportation	1975	202	+ 45	170	- 55	372	- 29	50	0
	1974	139		382		521		50	

* % of Change is plus or minus percentage change from 1974 to 1975.
Source: Transportation Regulation Board, Iowa Dot, Annual Reports.

Operating Statistics for Iowa Intercity Bus Operations, 1975

Class I Carriers
(1974 figures in parentheses)

Company	Passengers	% of * Change	Revenue Miles	% of Change	Operating Revenue, \$	% of Change	Operating Expenses, \$	% of Change	Operating Profit/ Deficit, \$	% of Change
Arrow Stage Lines	6,757 (7,064)	- 4	100,475 (103,963)	- 3	130,462 (117,786)	+ 11	126,126 (115,224)	+ 9	4,336 (2,562)	+ 69
Continental Trailways	221,303 (275,098)	- 20	1,951,052 (2,113,890)	- 8	1,594,903 (1,624,318)	- 2	1,356,796 (1,293,114)	+ 5	238,107 (331,204)	- 28
Fort Dodge Transportation	--- (34,268)	---	--- (92,144)	---	--- (1,360,310)	---	--- (1,280,906)	---	--- (79,404)	---
Greyhound Lines	704,019 (753,260)	- 7	5,068,393 (5,271,219)	- 4	5,258,077 (5,243,313)	+ .2	5,630,424 (5,316,266)	+ 6	<u>372,347</u> <u>(72,953)</u>	+410
Iowa Coaches	--- (115,436)	---	--- (1,002,210)	---	--- (754,693)	---	--- (551,181)	---	--- (203,512)	---
Jack Rabbit Lines	6,214 (7,516)	- 17	2,190 (2,724)	- 20	1,748 (2,480)	- 30	1,703 (2,458)	- 31	45 (22)	+105
Jefferson Lines	212,047 (225,202)	- 6	1,519,694 (1,632,884)	- 7	1,751,865 (1,700,100)	+ 3	1,550,777 (1,527,340)	+ 2	201,088 (172,760)	+ 16
Midwest Coaches	25,562 (25,218)	+ 1	182,158 (181,241)	+ 1	139,596 (111,191)	+ 26	124,380 (121,541)	+ 2	15,216 <u>(10,350)</u>	+ 47
Missouri Transit Lines	52,016 (57,594)	- 10	382,285 (372,102)	+ 3	245,477 (221,051)	+ 11	248,928 (216,550)	+ 15	<u>3,451</u> <u>(4,501)</u>	- 23
Scenic Hawkeye Stages	86,421 (92,555)	- 7	659,641 (677,092)	- 3	395,369 (376,142)	+ 5	460,533 (436,860)	+ 5	<u>65,164</u> <u>(60,718)</u>	+ 7
S. M. B. Stage Line	41,743 (41,656)	+ .2	600,830 (613,552)	- 2	423,388 (403,913)	+ .5	360,032 (328,642)	+ 10	63,356 (75,271)	- 16

* % of Change is plus or minus percentage change from 1974 to 1975.

Source: Transportation Regulation Board, Iowa DOT, Annual Reports.

Inventory of Iowa Taxicab Operations, December 31, 1975

<u>City</u>	<u>Company Name</u>	<u>Number of Cabs</u>	<u>Passenger Capacity</u>	<u>Year(s)</u>	<u>Base Fare, \$</u>	<u>Hours of Service</u>
Ames	Ames Taxi	4	5	1972-1973	.80 1st ½ mile .50 each add. mile	24 hours
Atlantic	Barringer Taxi	---	---	---	---	7am-11pm
Burlington	Yellow Cab Co.	10	5	1968-1970	.80 1st mile .20 ea. add. ¼ mile 9.00 per hr. waiting .90 mi. 1-way road trips	24 hours
Cedar Rapids	Yellow Cab. Co.	---	---	---	---	24 hours
Chariton	Carter Cab Serv.	1	6	1969	.75 under 55 .45 over 55	24 hours
Chariton	Sue's Cab	1	7	1970	.75 .45 Sr. Citizen	24 hours
Clarinda	City Cab	---	---	---	---	---
Des Moines	Ruan Cab Co.	55 to 60	4 - 6	1971-1975	.70 1st 1/5 mi. .10 add. 1/5 mi. .10 per 72 seconds waiting time	24 hours
Keokuk	Yellow Cab Co.	2	5	1969-1972	---	6am-10pm
Knoxville	Knoxville Cab	4	5	1965-1970	.85	5am-11pm

Inventory, 1975
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<u>City</u>	<u>Company Name</u>	<u>Number of Cabs</u>	<u>Passenger Capacity</u>	<u>Year(s)</u>	<u>Base Fare, \$</u>	<u>Hours of Service</u>
Le Mars	Dreckman Taxi	1	4	1974	1.00	5:30am-9:30pm
Maquoketa	Veterans Radio Cab	2	8	1971	1.00	7am-11pm
Marshalltown	Yellow Cab	6	5	1967-1969	.20 per ½ mi.	24 hours
Red Oak	Courtesy Cab Co.	2	5	1967	1.00 in city .40 per mi. out of town	18 hours
Spencer	Spencer Cab. Co.	4	5	1966-1973	1.00	18½ hours
Waterloo	Yellow Cab Co.	15	5	1974-1976	.80 1st ¼ mi. .20 ea. add. ¼ mi. .20 ea. add. pass.	24 hours
Webster City	City Cab	3	5	1969	1.00 in city .50 per mi. out of town	5:30am-11pm

Source: Transit Operations Update, 1975, Public Transit Division, Iowa DOT, June 1976. Data provided by transit operators.

Operating Statistics for Iowa Taxicab Operations

December 31, 1975

<u>City</u>	<u>Company Name</u>	<u>Passengers</u>	<u>Revenue Miles</u>	<u>Operating Revenue, \$</u>	<u>Operating Expenses, \$</u>	<u>Operating Profit/ (Deficit), \$</u>
Ames	Ames Taxi	---	---	---	---	No Profit
Atlantic	Barringer Taxi	---	---	---	---	---
Burlington	Yellow Cab Co.	115,431	349,517	181,423	190,163	(8,740)
Cedar Rapids	Yellow Cab Co.	292,000	---	---	---	---
Chariton	Carter Cab Serv.	---	55,000	3,516	4,889	(1,373)
Chariton	Sue's Cab	---	---	---	---	---
Clarinda	City Cab	---	---	---	---	---
Des Moines	Ruan Cab Co.	---	---	---	---	---
Keokuk	Yellow Cab Co.	---	---	---	---	---
Knoxville	Knoxville Cab	---	---	---	---	---
Le Mars	Dreckman Taxi	11,000	29,124	11,795	6,357	5,438
Maquoketa	Veterans Radio Cab	9,500	---	10,000	3,500	6,500
Marshalltown	Yellow Cab	---	---	---	---	Deficit
Red Oak	Courtesy Cab Co.	---	---	---	---	---
Spencer	Spencer Cab Co.	24,000	80,000	21,000	15,000	6,000
Waterloo	Yellow Cab	134,966	385,618	269,934	277,733	(7,799)
Webster City	City Cab	15,000	---	9,000	12,000	(3,000)

Source: Transit Operations Update, 1975 Public Transit Division, Iowa DOT, June 1976.
Data provided by transit operators.

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