

HE  
5623  
.A45  
I59  
1980

*L. Brary*

IOWA TRANSIT  
IOWA TRANSIT  
IOWA TRANSIT  
IOWA TRANSIT  
IOWA TRANSIT  
IOWA TRANSIT  
IOWA TRANSIT  
IOWA TRANSIT

A REPORT OF URBAN REGIONAL INTERCITY AND TAXICAB  
OPERATIONS FOR 1978, 1979 & 1980

IOWA TRANSIT  
IOWA TRANSIT  
IOWA TRANSIT  
IOWA TRANSIT  
IOWA TRANSIT  
IOWA TRANSIT  
IOWA TRANSIT  
IOWA TRANSIT



## TABLE OF CONTENTS

|   | <u>Page No.</u> |
|---|-----------------|
| I. Summary                                  | 1               |
| II. Introduction                            | 2               |
| III. Statewide Averages and Trends          | 3               |
| IV. Large Urban Transit Summary             | 16              |
| .Map of Large Urban System Locations        | 17              |
| .Detailed Statistics FY'78, FY'79 and FY'80 | 22              |
| V. Small Urban Transit Summary              | 25              |
| .Map of Small Urban Systems Locations       | 26              |
| .Detailed Statistics FY'78, FY'79 and FY'80 | 28              |
| VI. Regional Transit Systems Summary        | 34              |
| .Map of Regional Systems Locations          | 35              |
| .Detailed Statistics FY'78, FY'79 and FY'80 | 36              |
| VII. Intercity Bus Operations Summary       | 42              |
| .Map of Intercity Routes                    | 43              |
| .Detailed Statistics 1977, 1978 and 1979    | 44              |
| VIII. Summary of Commuter Services          | 48              |
| .Map of Commuter Services                   | 49              |
| IX. Ridesharing Program Summary             | 50              |
| .Grid Map of Urban Area                     | 53              |
| .Grid Map of County Area                    | 54              |

## APPENDICIES

- A. Large Urban Transit System Addresses
- B. Small Urban Transit System Addresses
- C. Regional Transit System Addresses
- D. Intercity Transit System Addresses
- E. Definitions
- F. Listing of Commuter Services
- G. Vehicle Inventory (Urban and Regional)



## TABLE OF FIGURES

|             |   | <u>Page No.</u> |
|-------------|---|-----------------|
| Figure i    | Pie Charts for all Transit Operations in Iowa                         | 4               |
| Figure ii   | Five-year Projected Capital and Operating Needs                       | 6               |
| Figure iii  | Revenue Miles 1974-1980   | 7               |
| Figure iv   | Operating Revenue Trends 1974-1980                                    | 8               |
| Figure v    | Ridership Trends 1974-1980  | 9               |
| Figure vi   | Cost Trends 1974-1980   | 10              |
| Figure vii  | Revenue Expense Comparisons   | 11              |
| Figure viii | Revenue/Expense Trends 1974-1980                                      | 12              |
| Figure ix   | Fuel Charts   | 13              |
| Figure x    | Sources of Public Transit Funding                                     | 14              |
| Figure xi   | Average Passenger Miles Per Gallon                                    | 15              |
| Figure xii  | Passenger Charts (All Public Systems)                                 | 18              |
| Figure xiii | Fiscal Year 1980 Fuel Efficiency (MPG)                                | 20              |
| Figure xiv  | Fiscal Year 1980 Fuel Estimates for Publicly<br>Owned Transit Systems | 21              |
| Figure xv   | Fiscal Year 1979 Small Urban Transit Systems<br>Financing of Expenses | 27              |
| Figure xvi  | Grid Map of Urban Area  | 53              |
| Figure xvii | Grid Map of County Area   | 54              |

## S U M M A R Y

Over the past three years ridership on Iowa's transit systems has increased significantly (approximately 30 percent). The increase has been due to two major factors: 1) more auto drivers using transit because of higher gasoline prices; and 2) the availability of a wider range of transit services throughout the state. With continued increases in fuel prices and uncertainties in energy supplies it is expected that the importance of transit, a more fuel-efficient mode, will continue to increase in the coming years.

Iowa's transit services are provided in a variety of forms--urban and regional bus systems, taxi companies, intercity carriers, ride-sharing (vanpools and carpools) and commuter bus operations.

Currently there are 33 public transit systems operating in the State of Iowa. Seven large urban systems operate in cities with populations of 50,000 or more. Ten small urban systems are based in cities with populations less than 50,000. There are 16 regional systems operating statewide, with service areas from three to 10 counties.

Iowa's transit network also includes 25 intercity bus carriers and 81 taxi companies.

Though the urban, regional and intercity transit systems share many operating features and problems, each group is largely unique.

Currently all of Iowa's urban bus systems are publicly owned and operated or contracted from private operators by local governments.

Most regional transit systems are growing rapidly because of substantial consolidation of many small social service agency operations. The regional systems have in the past concentrated on transporting client groups such as elderly and handicapped. However, this is changing somewhat as some regional systems initiate commuter and general purpose transit services.

Intercity carriers in Iowa are privately-owned systems. They provide fixed-route and charter services, and 15 out of 25 operate some type of commuter service throughout the state.

Ridesharing (vanpooling and carpooling) is a form of prearranged transportation by a group of individuals using employer vehicles or private vehicles, in which an employee drives fellow employees to work.



# INTRODUCTION

This report provides statistical trends on ridership, revenue, miles and cost of Iowa's urban and regional operations for fiscal years 1978, 1979 and 1980. Data for intercity companies is compiled on a calendar-year basis for 1978 and 1979. Figures for 1980 are not yet available. Also provided are:

- a summary of operations (Appendix A)
- an inventory of vehicles (Appendix G)
- individual operating statistics
- service indicators.

This report consists of five sections:

1. Statistical Trends
2. Urban Transit Operations (large and small)
3. Regional Transit Systems
4. Intercity Bus Operations and Commuter Services
5. Ridesharing Activities.

Information in the first two sections is from the fourth quarter reports submitted to the Public Transit Division by the 17 urban systems and the 16 regional transit agencies.

By using reports required by the Transportation Regulation Board of the Iowa Department of Transportation, information was obtained for the intercity bus operations and the commuter services.

The ridesharing section describes the program recently implemented by the Public Transit Division.

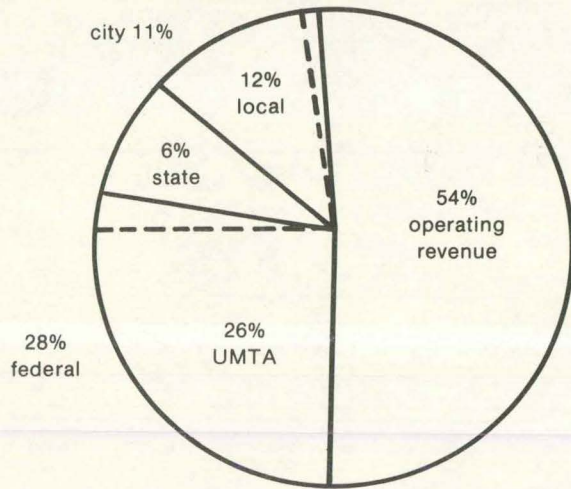
### 33 PUBLIC TRANSIT PROPERTIES STATEWIDE AVERAGES

| <u>1980 TOTALS</u>    | <u>% OF CHANGE<br/>FROM<br/>*FY'78 TO FY'79</u> | <u>% OF CHANGE<br/>FROM<br/>FY'79 TO FY'80</u> | <u>% OF CHANGE<br/>FROM<br/>FY'78 TO FY'80</u> |
|-----------------------|---|--|--|
| 19,732,245 PASSENGERS | +12   | +15  | +29  |
| 13,261,160 MILES      | +19   | -03  | +19  |
| \$ 7,556,958 REVENUES | +25   | +28  | +63  |
| \$19,134,087 EXPENSES | +30   | +17  | +51  |

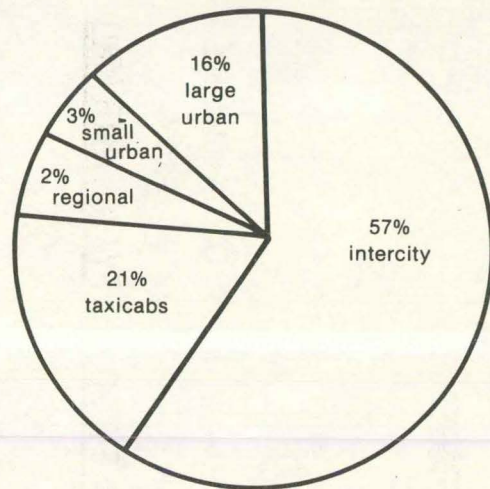
\* FY = FISCAL YEAR



**Income Source  
Chart A**

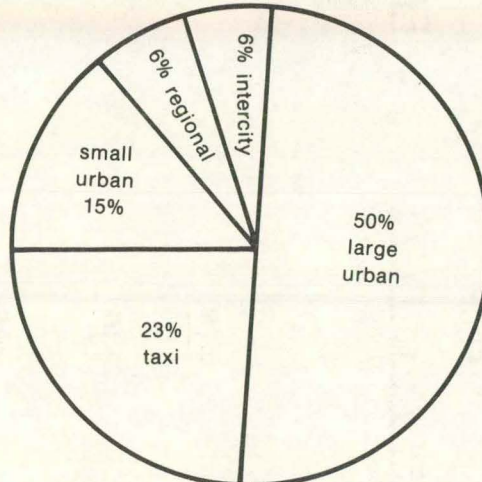


**Iowa Transit Operating  
Revenue (Farebox)  
Chart B**



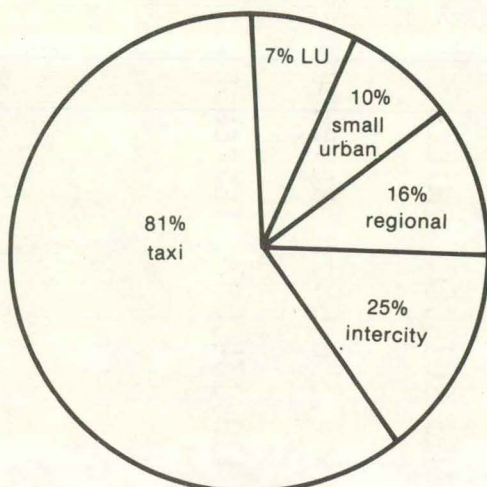
\$24.6 million  
total farebox  
revenue

**Ridership  
Chart C**



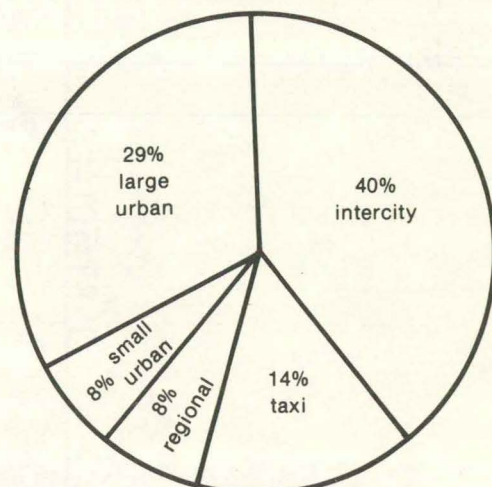
24 million total  
ridership

**Transit Operations  
Chart D**



139 Total Operations

**Expenses  
Chart E**



\$35.5 million total expenses

**Figure i**

## EXPLANATION OF PIE CHARTS

All transit modes operate within a different set of circumstances. The urban and regional systems use passenger revenue, federal, state and local funds to cover capital and operating expenses. On the other hand, the private intercity bus industry uses passenger, charter and express revenues to support operations.

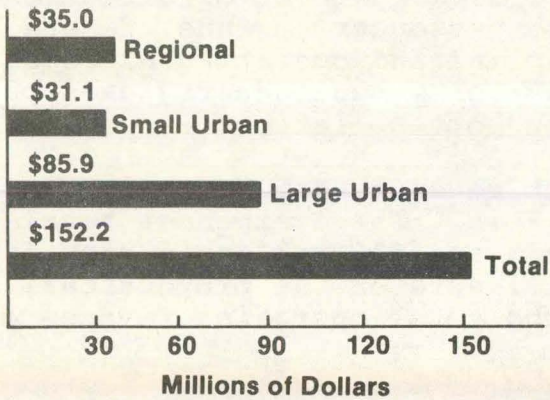
On the whole, farebox and contract revenues pay for approximately 32% of the transit operations in Iowa. These expenses totaled \$19 million during fiscal year 1980 and \$16 million during fiscal year 1979. CHART B of figure i illustrates the proportional share of transit operating revenue to the total operating revenue of all transit providers.

CHART D illustrates the number of operations in each transit mode: 1) small urban bus systems; 2) large urban bus systems; 3) taxi operations; and 4) intercity bus carriers. Also shown in these charts is the reported/estimated ridership totals for each mode (also refer to CHART C). Note the wide variations in the ridership and system totals for each respective transit mode.

CHARTS B and E represent a summary of total income and expense data for each transit mode. Detailed material concerning each mode is available in later sections of this report.

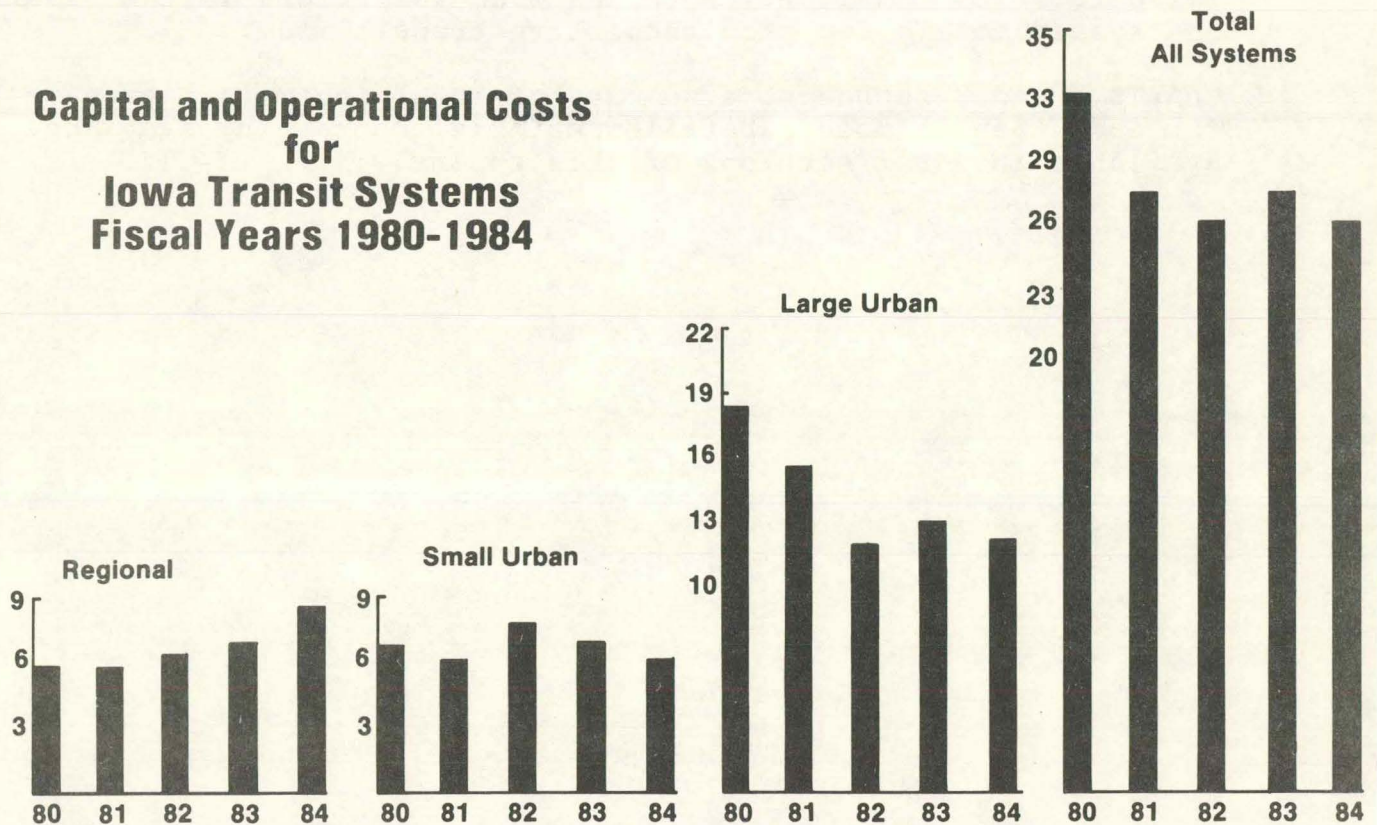


## Total Capital and Operational Costs for Iowa Transit Systems (Fiscal Years 1980-1984)



Source: 1979 Regional Transit Development Programs

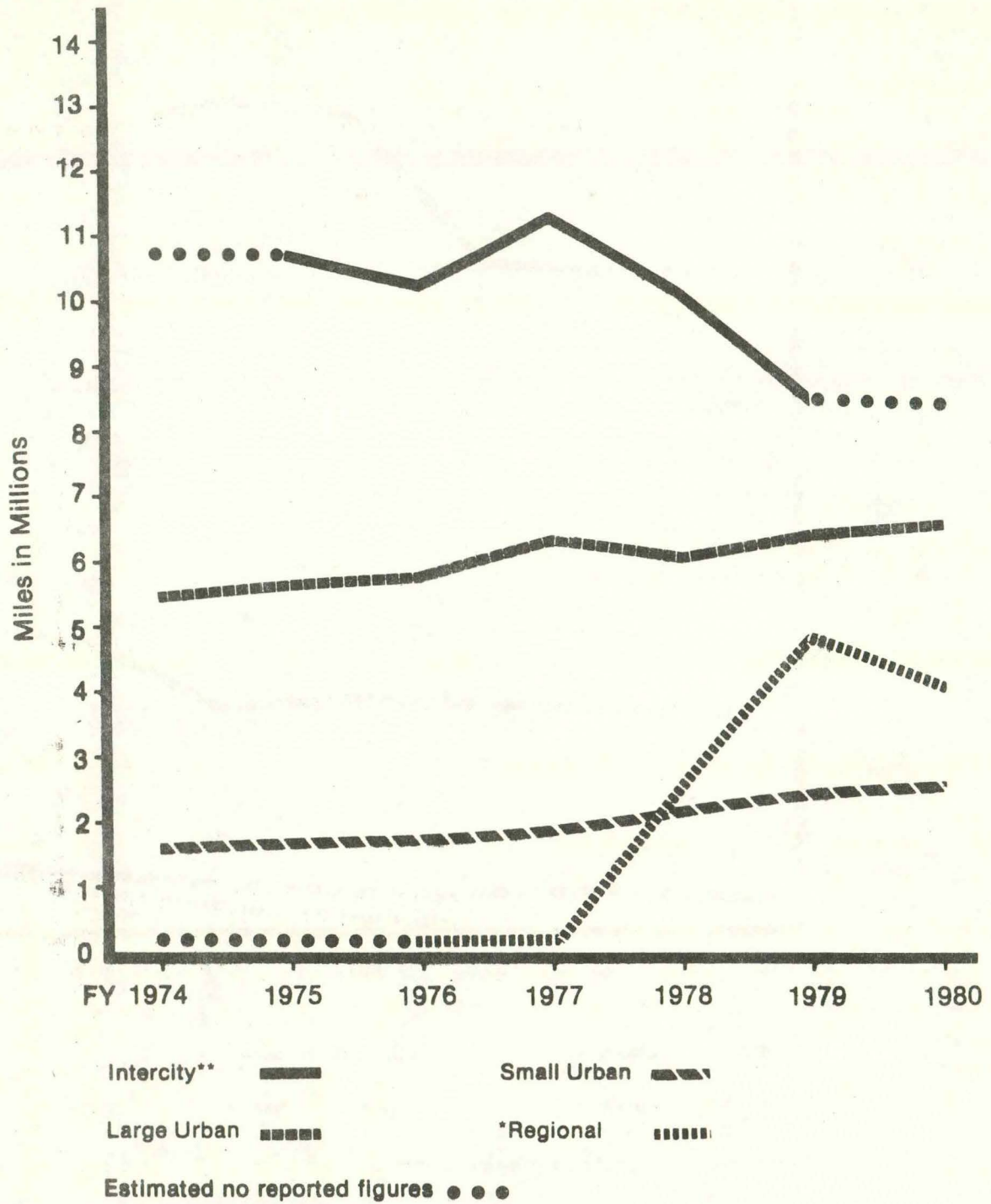
## Capital and Operational Costs for Iowa Transit Systems Fiscal Years 1980-1984



Source: 1979 Regional Transit Development Programs

Figure II

# 1974-1979 Transit Revenue Mile Trends



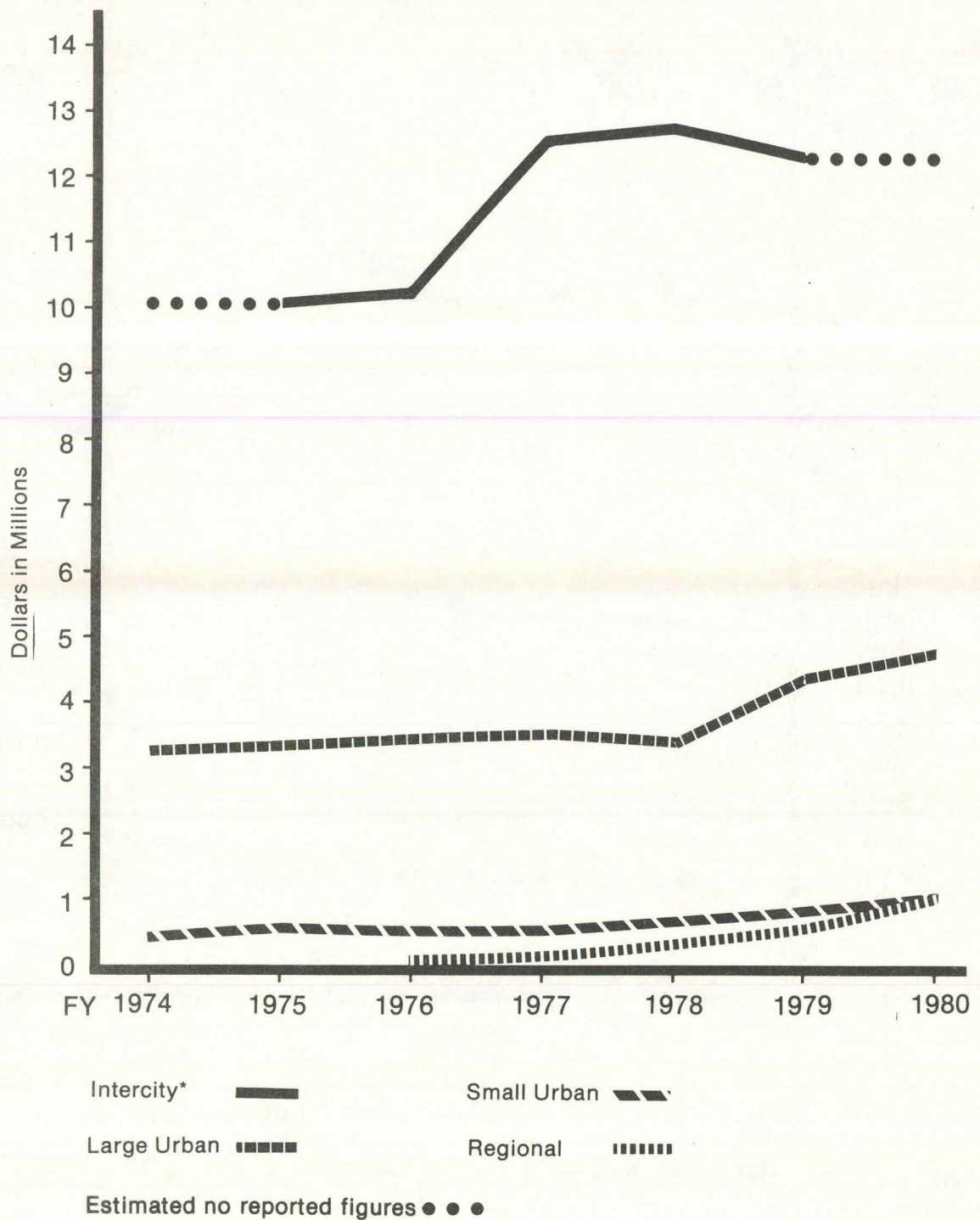
\*Excludes figure for Region 7 (INRCOG) for fiscal year 1978

\*\*Intercity carriers' report on calendar year basis rather than the fiscal year basis reported by public systems.

Figure iii



# 1974-1979 Operating Revenue Trends

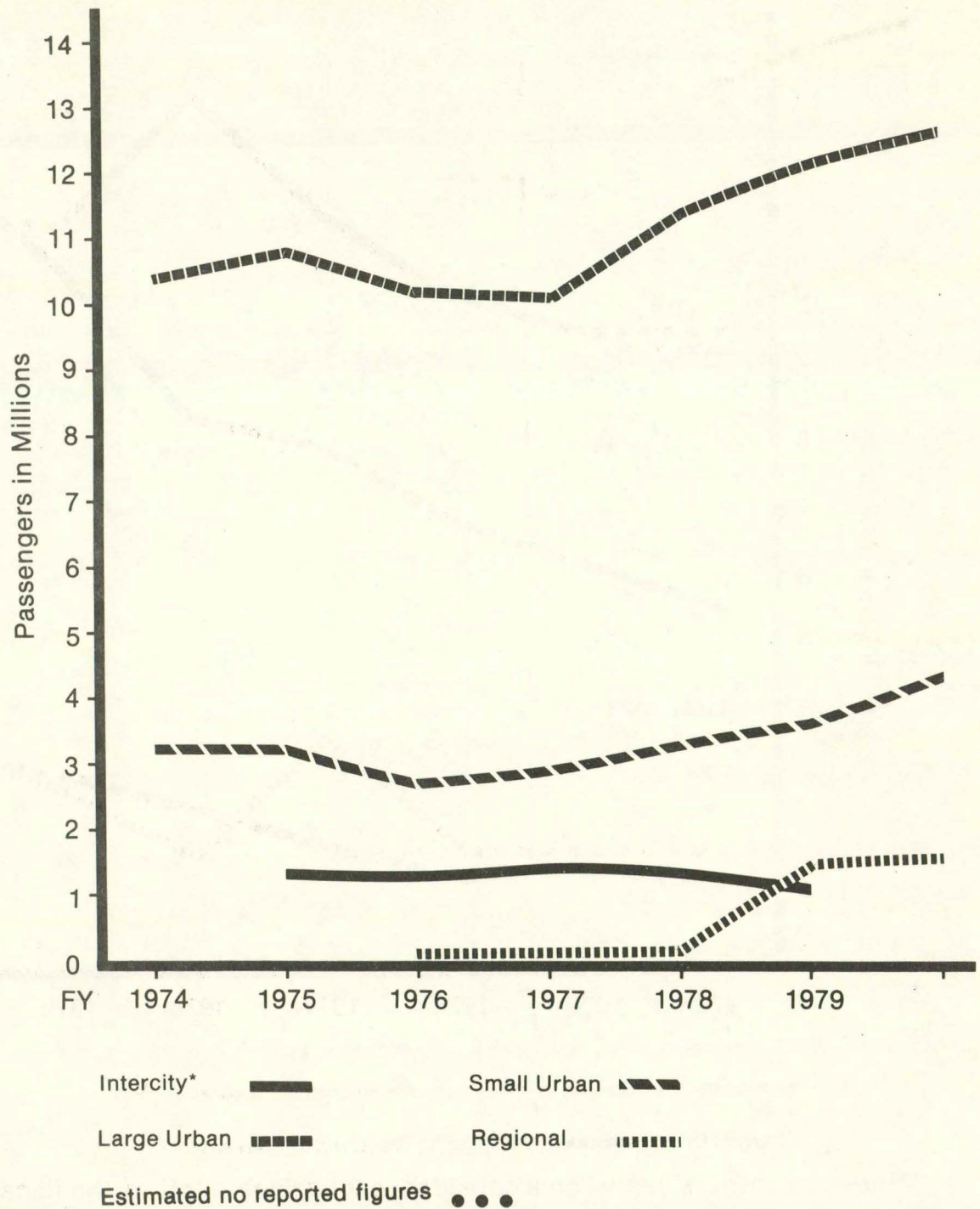


\* Intercity carriers' report on a calendar year basis rather than the fiscal year basis reported by public systems.

Operating revenues have been increasing. The reasons for these upward trends are basically that the increased price of gasoline has resulted in more people using public transit, and contract revenues are now considered passenger revenues.

Figure iv

# 1974-1979 Transit Ridership Trends



\*Intercity carriers' report on a calendar year basis rather than the fiscal year reported by public systems.

Ridership has fluctuated some, but basically has been rising steadily since the energy crisis in 1973 and 1974.

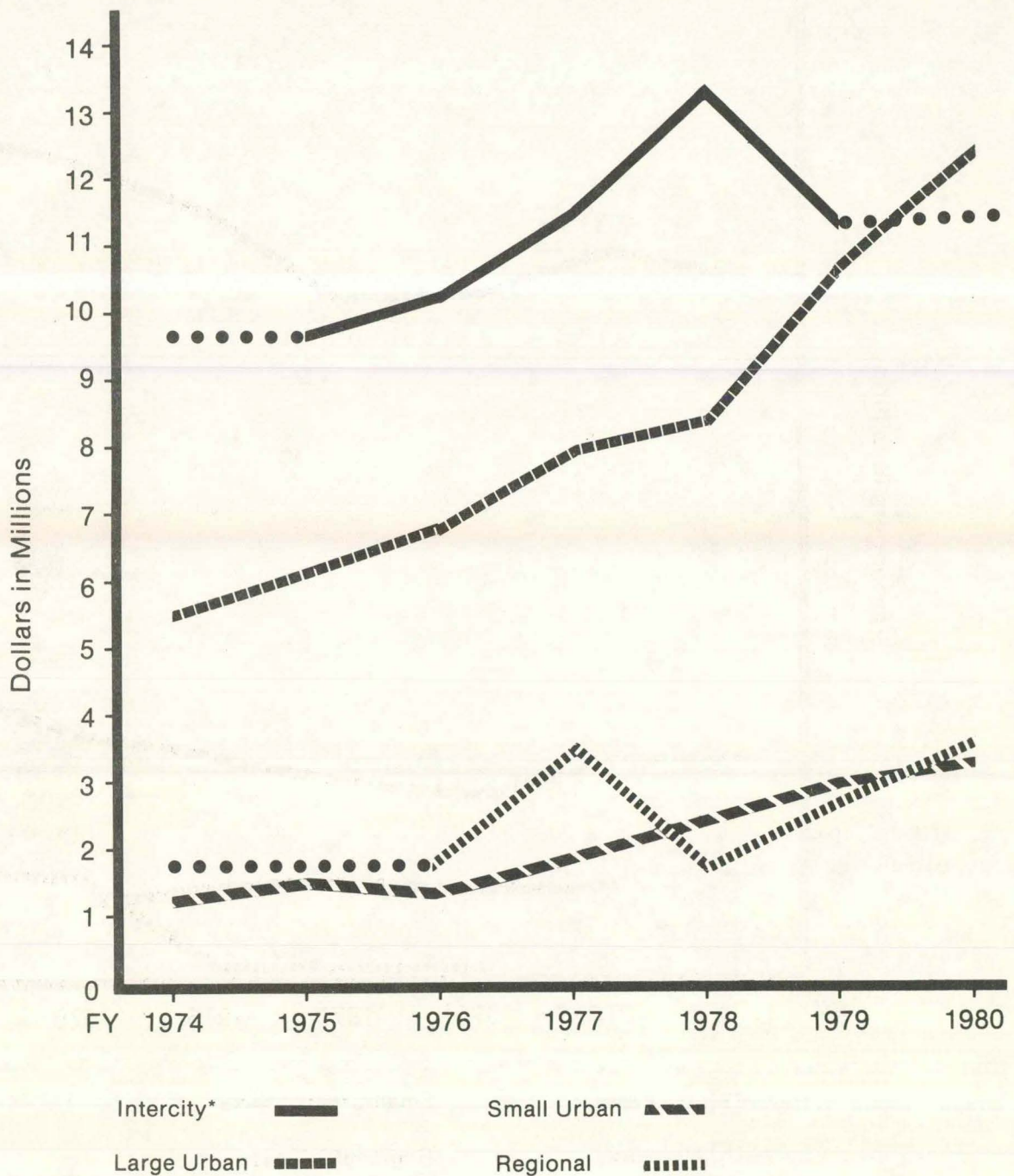
As the price of gasoline goes up more people leave their cars at home and join the "bus generation".

For more specific information refer to the portion of this report concerning that mode.

Figure v  
9



# 1974-1979 Cost Trends











\*Intercity carriers' report on a calendar year basis rather than the fiscal year basis reported by public systems.

Inflation has been a factor with which all transit modes have had to deal (FIGURE VI). Maintenance and labor, drivers' salaries, and fuel (SEE FIGURES VII, IX, AND X) are some of the main elements contributing to higher costs. Also, costs of equipment have doubled. These are major reasons for expenses increasing 200% over the past two years.

Figure vi

# Revenue/Expense Comparison

| Farebox Revenue   | System Type  | Operating Expense   |
|---|--|---|
| <br>\$553,000      | <b>Sixteen<br/>Regional<br/>Systems</b>                | <br>\$4,075,000    |
| <br>\$1,287,000    | <b>Ten<br/>Small<br/>Urban<br/>Systems</b>             | <br>\$3,982,000    |
| <br>\$4,554,000  | <b>Seven<br/>Large<br/>Urban<br/>Systems</b>           | <br>\$13,965,000  |
| <br>\$14,520,000 | <b>Twenty-Five<br/>Intercity<br/>Bus<br/>Companies</b> | <br>\$14,130,000 |

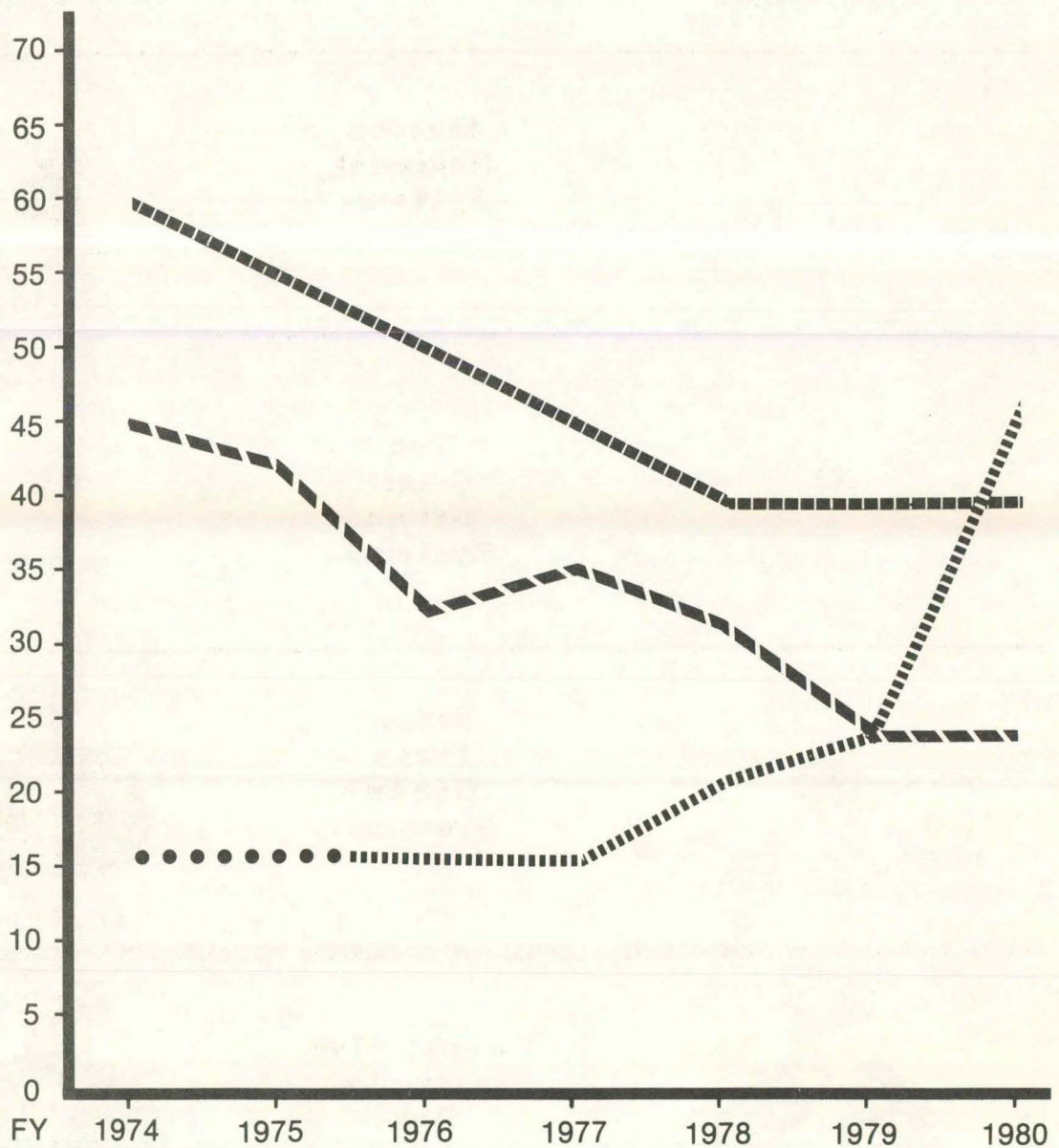
Source: FY 1981 Iowa DOT Joint Participation Agreements & Transportation Regulation Board

In Iowa, public transit system expenses presently exceed farebox revenue by a ratio of 3.4 to 1. Though some systems -- most notably the regional systems -- receive revenue from the provision of contract service as well as from fares, the shortfall between fares and expenses serves to emphasize the need for additional or expanded funding. These funds could come from either increased fares or increased public support.

Figure vii



# Trends Revenue/Expense\*



Large Urban

Regional

Small Urban

Estimated no reported figures

\*Revenue/Expense - The percentage of operating expenses covered by passenger and/or contract revenue.

Intercity, bus and taxicab companies operate on a profit or loss statement; figures for these two types of operations are excluded for this reason.

Figure viii

# Transit Fuel Estimates for FY '80

|                     |                                | Gallons<br>Of Fuel | Miles        | Ridership    | Average<br>Vehicle<br>MPG | Average<br>Passenger<br>MPG |
|---------------------|--------------------------------|--------------------|--------------|--------------|---------------------------|-----------------------------|
| Publicly-<br>Owned  | Urban Bus (Diesel)             | 2.0M               | 8.3M         | 15.1M        | 4.2                       | 34                          |
|                     | Urban Bus (Gasoline)           | 0.3M               | 1.6M         | 1.0M         | 5.7                       | 34                          |
|                     | Regional Transit<br>(Gasoline) | 0.6M               | 5.2M         | 1.5M         | 8.6                       | 82                          |
| Privately-<br>Owned | Intercity Bus (Diesel)         | 1.5M               | 10.0M        | 1.5M         | 6.6                       | 45                          |
|                     | Intercity Bus (Gasoline)       | 0.1M               | 1.0M         | 0.3M         | 6.0                       | 50                          |
|                     | Taxi (Gasoline)                | 2.7M               | 24.2M        | 7.2M         | 9.0                       | 11                          |
| <b>TOTAL</b>        |                                | <b>7.2M</b>        | <b>50.3M</b> | <b>26.6M</b> | <b>7.0</b>                | <b>30</b>                   |
| (Diesel - 3.5M)     |                                |                    |              |              |                           | (Bus - 48)                  |
| (Gas - 3.7M)        |                                |                    |              |              |                           | (Taxi - 11)                 |

## Fuel Expense (Actual vs. Budget)

|               | FY '79             |                  | FY '80             |                  | % Increase<br>FY '79 to FY '80 |
|---------------|--------------------|------------------|--------------------|------------------|--------------------------------|
|               | Fuel Expense       | % of<br>of Total | Fuel Budget        | % of<br>of Total |                                |
| Regions       | \$ 298,517         | 11%              | \$ 426,754         | 12%              | 43%                            |
| Small Urban   | 231,984            | 8                | 268,346            | 9                | 16                             |
| Large Urban   | 755,722            | 7                | 824,282            | 7                | 9                              |
| <b>Totals</b> | <b>\$1,286,223</b> | <b>8%</b>        | <b>\$1,519,383</b> | <b>8%</b>        | <b>18%</b>                     |

## Inflationary Effect on Transit Systems

In Last Four Years . . . .

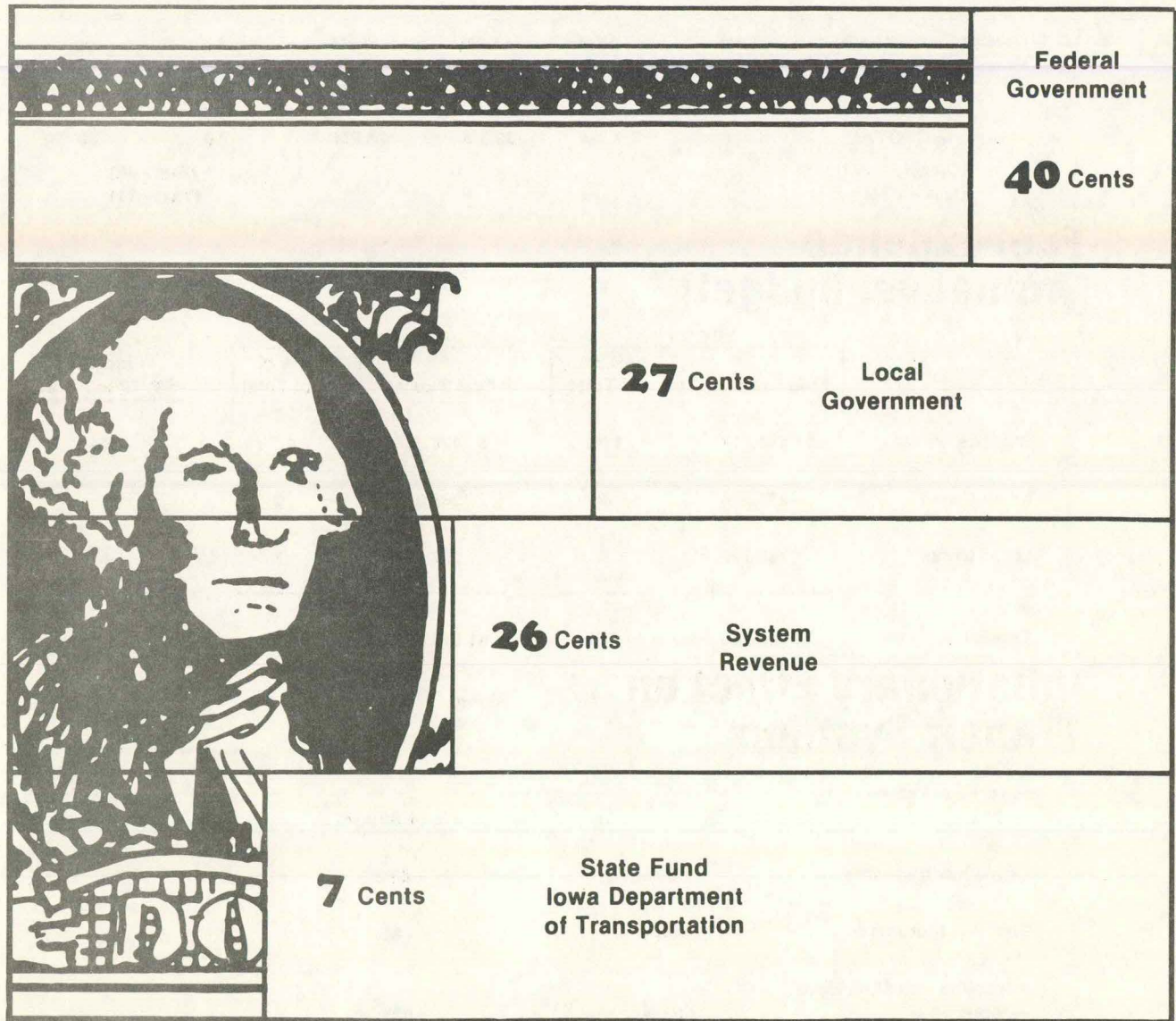
|   |      | % of Budget |
|---|------|-------------|
| Labor Has Increased                     | 50%  | 60%         |
| Fuel Has Increased                      | 400% | 8%          |
| Parts, Insuranc, Etc. Have<br>Increased | 100% | 32%         |

Fuel cost increases since 1972 have had significant effects on all sectors of the economy, but have hit the transit industry especially hard because of the relatively high percentage of operating costs accounted for by fuel. The cost of diesel fuel increased by approximately 230 percent between 1972 and 1978 (four times the general rate of inflation of consumer prices) and is expected to increase by 30 percent annually over the next two years.



# Sources of Public Transit Funding in Iowa Funds Per Dollar Expended FY 1980

Currently, transit funding in Iowa is provided from four major sources: federal, state and local funds and system revenues. The combined funding available to support public transit operations in Iowa is expected to exceed \$24 million in FY\*1981.



\*Public Transit Systems only, does not include planning funds

\*Fiscal year

Figure x

# Average Passenger Miles Per Gallon for Iowa Transit Modes (FY '80)

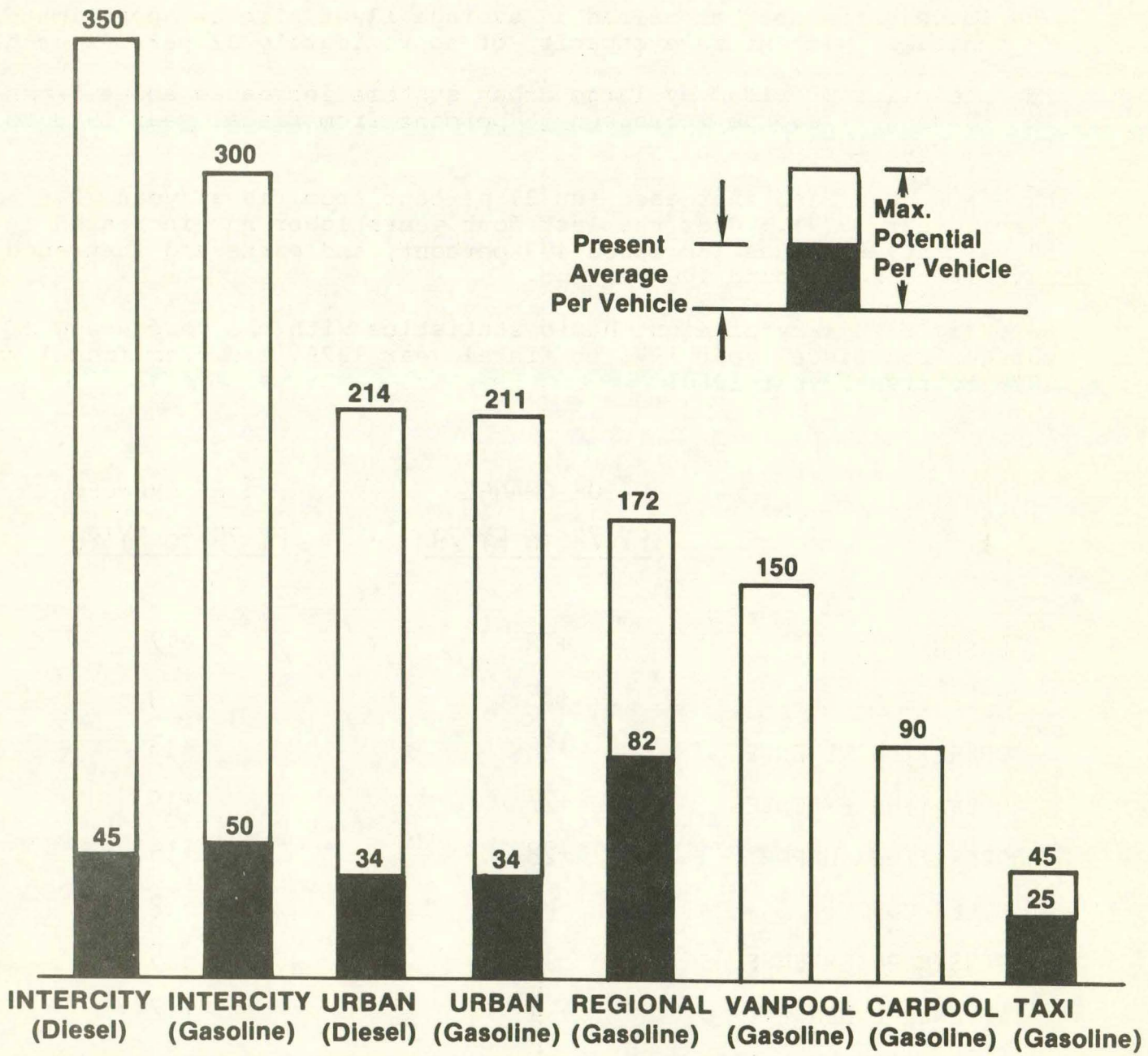


Figure xi  
15



## LARGE URBAN TRANSIT OPERATIONS

Urban transit operations are divided into large and small urban areas. There are seven large urban operations serving areas with populations over 50,000.

The large urban operations had an average fleet size of approximately 34 vehicles, with average capacity of approximately 33 persons each.

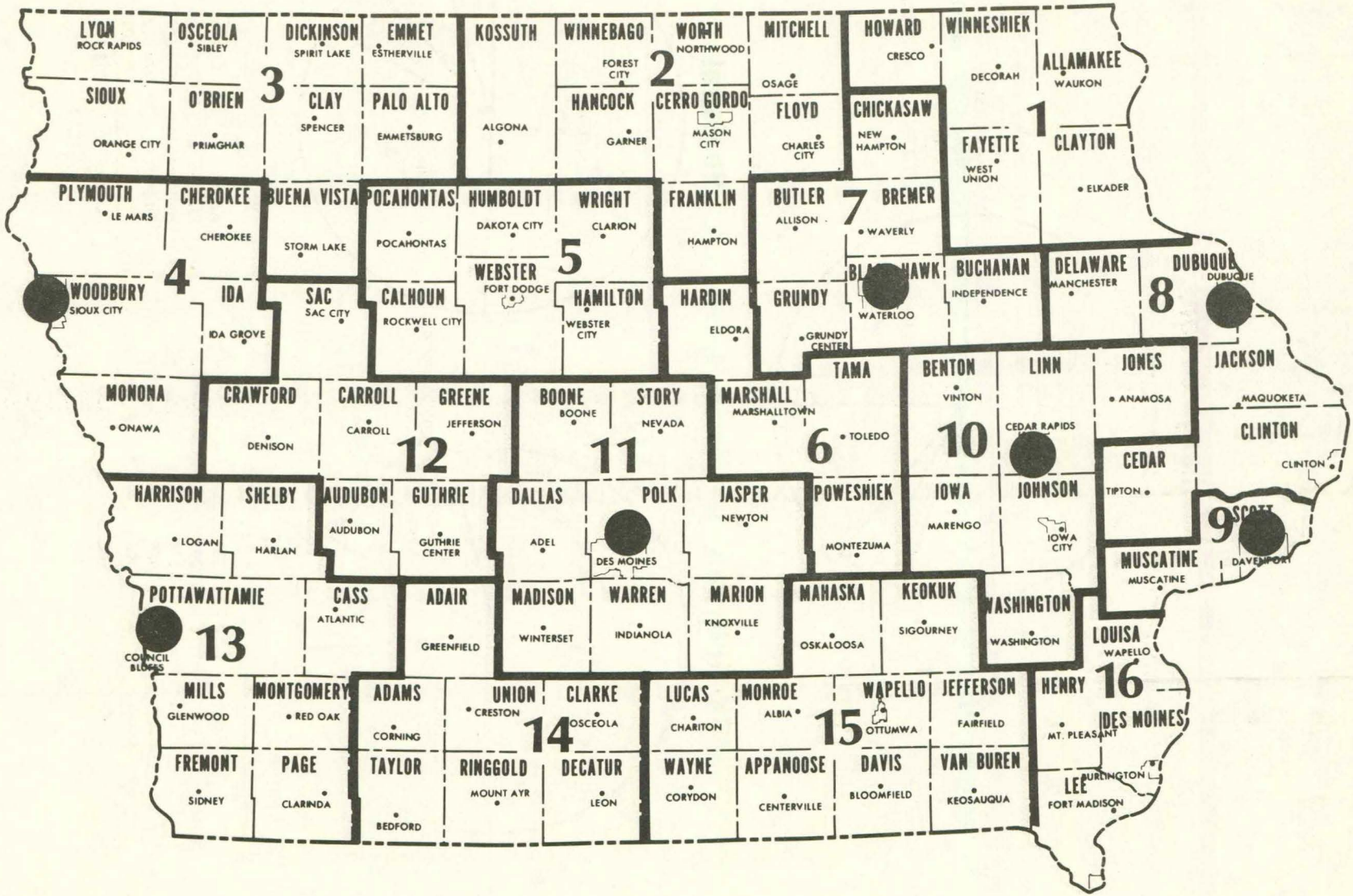
Revenue miles provided by large urban systems increased about 5 percent and passenger revenue increased 26 percent from fiscal year 1978 to fiscal year 1979.

Expenses have also increased (up 27 percent from fiscal year 1978 to fiscal year 1979). Over the last four years labor has increased 50 percent, fuel has increased 400 percent, and parts and insurance have increased around 100 percent.

Below is a summary of eight basic statistics with the percentage of change from fiscal year 1978 to fiscal year 1979, and from fiscal year 1979 to fiscal year 1980.

|                    | % OF CHANGE<br><u>FY'78 TO FY'79</u> | % OF CHANGE<br><u>FY'79 TO FY'80</u> |
|--------------------|--------------------------------------|--------------------------------------|
| PASSENGERS         | + 8                                  | +12                                  |
| REVENUE MILES      | + 5                                  | + 4                                  |
| OPERATING REVENUE  | +26                                  | +13                                  |
| OPERATING EXPENSES | +27                                  | +15                                  |
| OPERATING SUPPORT  | +28                                  | +16                                  |
| MILES/COST         | -18                                  | - 8                                  |
| PASSENGER/EXPENSE  | -14                                  | - 5                                  |
| REVENUE/EXPENSE    | - 1                                  | + 2                                  |

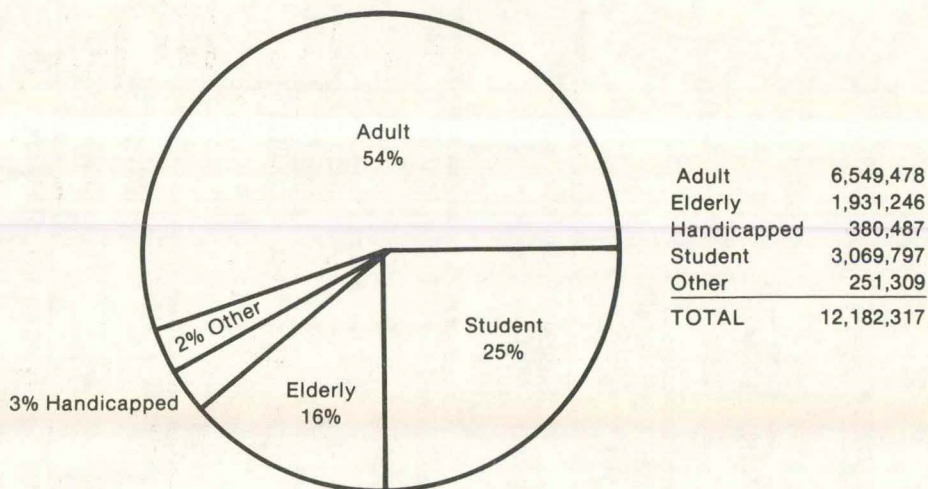
# Locations of Large Urban Transit Systems



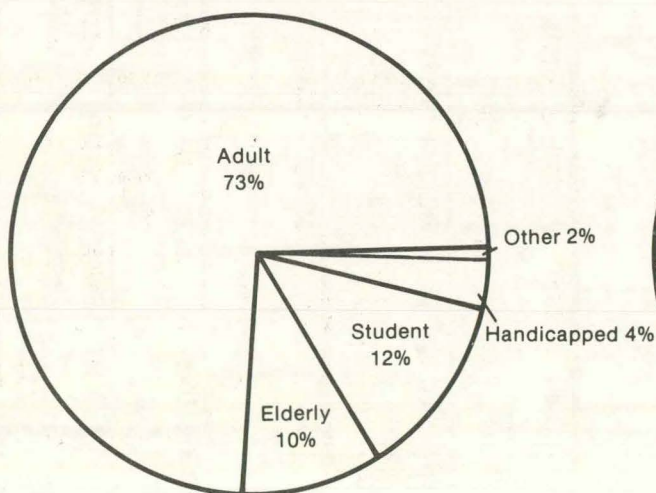


# Passengers - Publicly-Funded Systems

## Large Urban

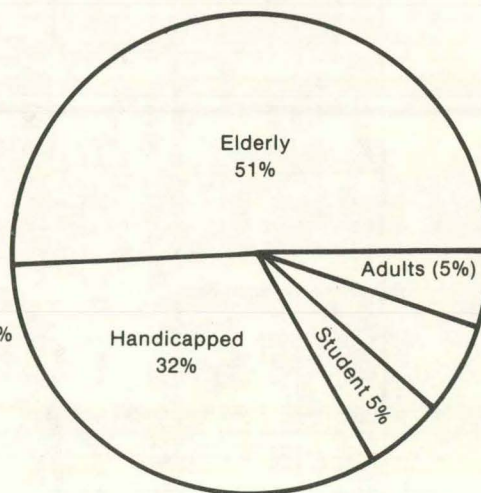


## Small Urban



|              |                  |
|--------------|------------------|
| Adult        | 2,666,937        |
| Elderly      | 350,508          |
| Handicapped  | 168,876          |
| Student      | 460,626          |
| Other        | 10,559           |
| <b>TOTAL</b> | <b>3,657,506</b> |

## Regional

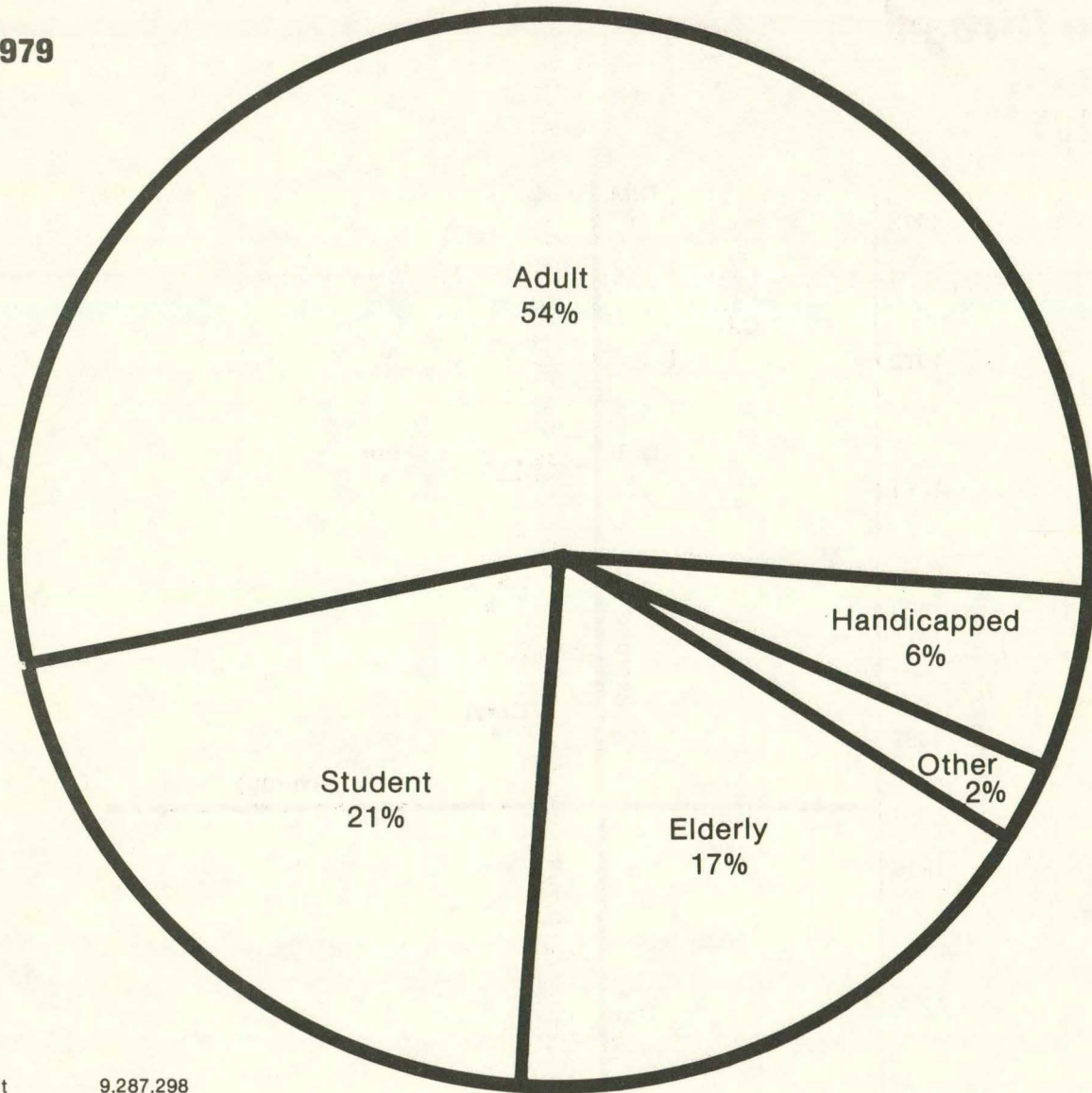


|              |                  |
|--------------|------------------|
| Adult        | 70,883           |
| Elderly      | 709,959          |
| Handicapped  | 438,566          |
| Student      | 74,332           |
| Other        | 92,801           |
| <b>TOTAL</b> | <b>1,386,541</b> |

Figure xii

# Passengers Publicly-Funded Systems

FY 1979



|              |                    |
|--------------|--------------------|
| Adult        | 9,287,298          |
| Elderly      | 2,991,713          |
| Handicapped  | 987,929            |
| Student      | 3,604,755          |
| Other        | 354,669            |
| <b>TOTAL</b> | <b>17,226,364*</b> |

\*Excludes intercity carrier figures.

Figure xii



**FY '80 Fuel Efficiency (MPG) vs. Average Fleet Age (Urban Diesel Only)**

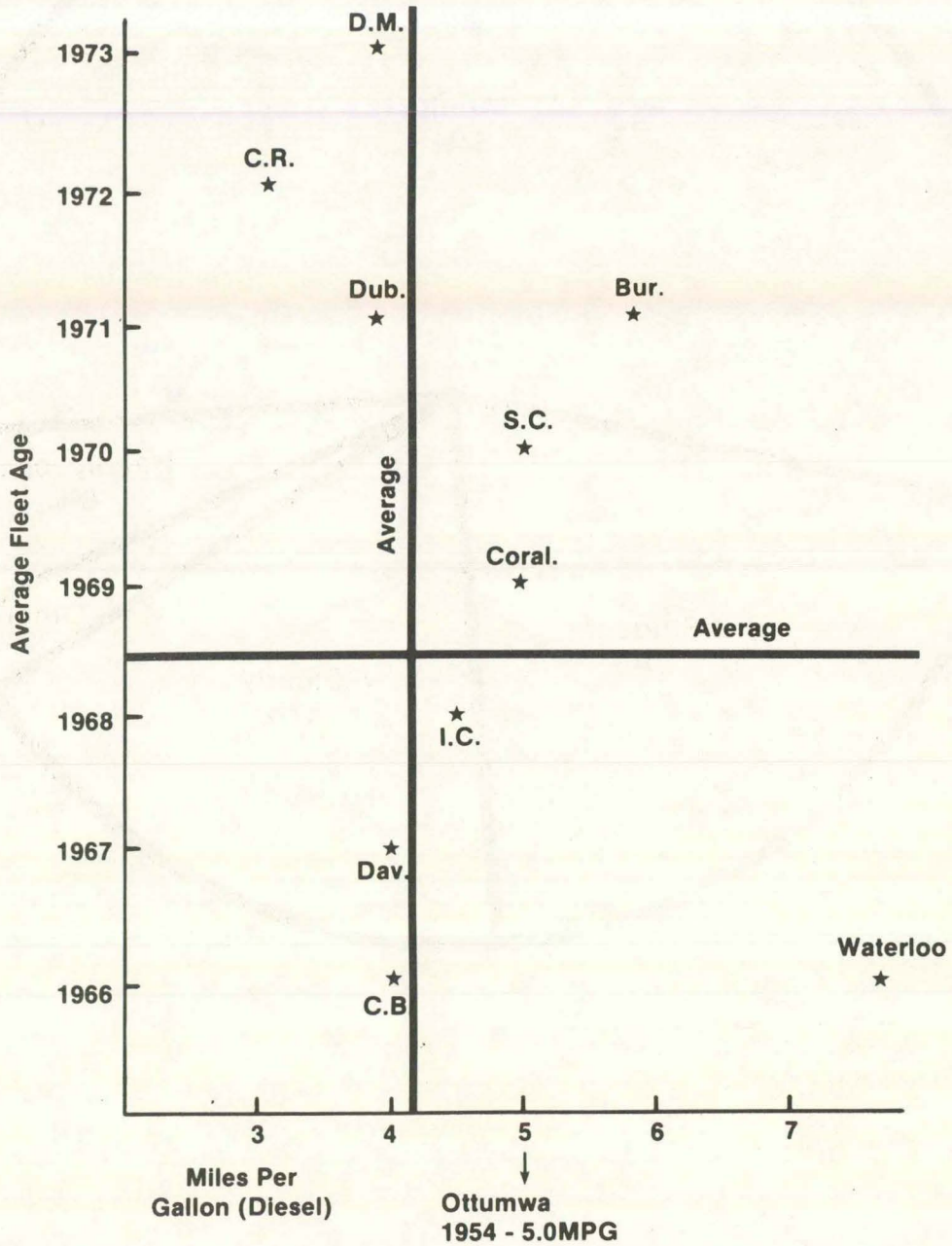


Figure xliii

# FY '80 Fuel Estimates for Iowa Transit Systems (Publicly-Owned)

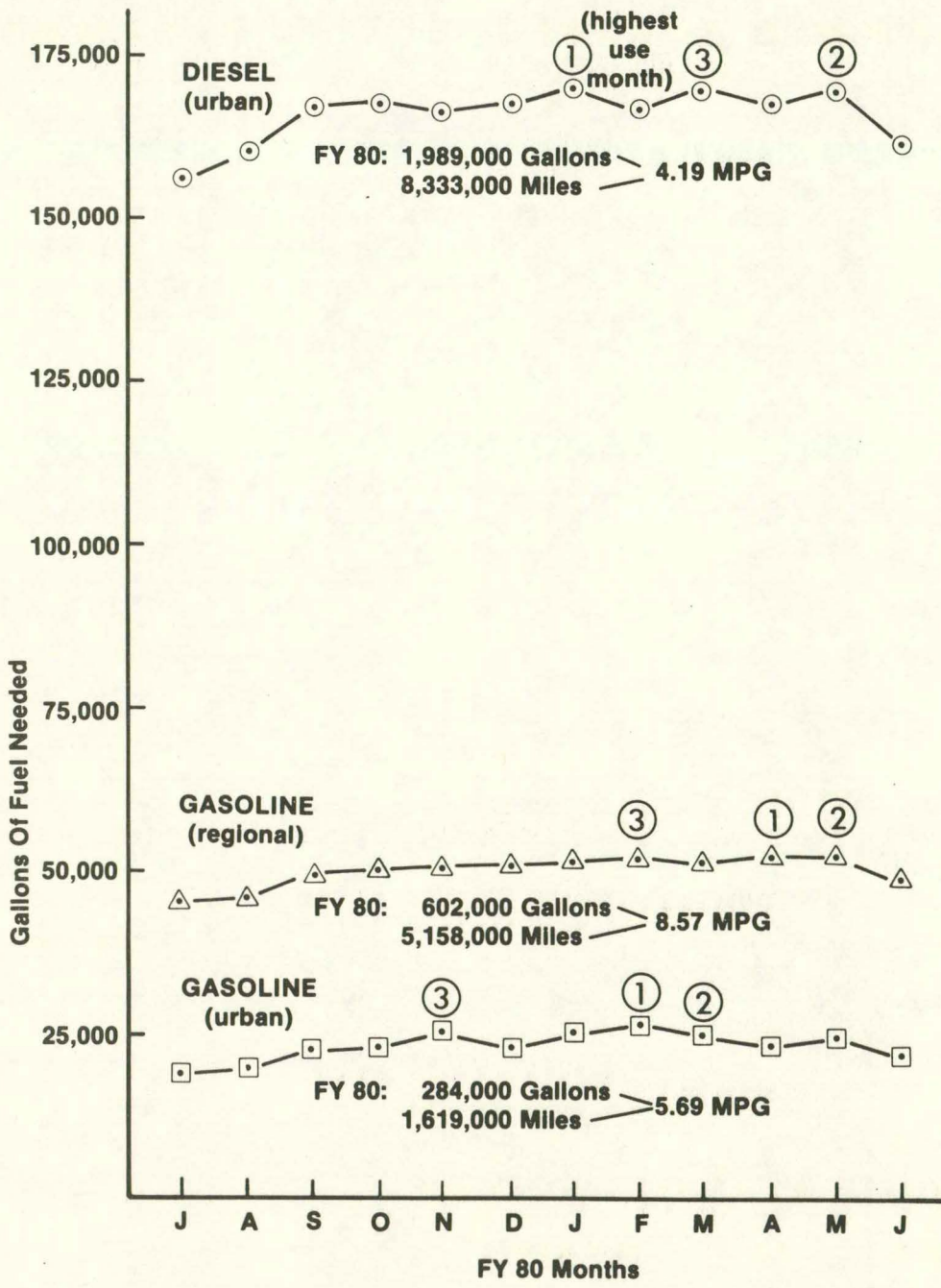


Figure xiv  
21



N/A - Not Available  
 Column headings explained in appendix E definitions

| LARGE URBAN    |       | RIDERSHIP  | % OF CHANGE | REVENUE MILES | % OF CHANGE | OPERATING REVENUE | % OF CHANGE | OPERATING EXPENSES | % OF CHANGE | SUPPORT   | % OF CHANGE | HOURS OF OPERATION | % OF CHANGE | ADULT FARES | REV/EXP RATIO | % OF CHANGE |
|----------------|-------|------------|-------------|---------------|-------------|-------------------|-------------|--------------------|-------------|-----------|-------------|--------------------|-------------|-------------|---------------|-------------|
| CEDAR RAPIDS   | FY'80 | 1,376,437  | -7          | 1,144,973     | +10         | 529,851           | +10         | 1,717,313          | +34         | 1,187,467 | +50         | 90,671             | N/A         | \$.40       | 31            | -7          |
| Population     | FY'79 | 2,010,733  | +13         | 960,971       | +15         | 433,237           | +12         | 1,277,520          | +34         | 794,283   | +52         | N/A                | N/A         | .30         | 38            | -7          |
|                | FY'78 | 1,776,574  | ---         | 832,025       | ---         | 431,093           | ---         | 952,629            | ---         | 521,536   | ---         | 65,161             | ---         | .30         | 45            | ---         |
| COUNCIL BLUFFS | FY'80 | 850,111    | +7          | 441,518       | +3          | 236,188           | +4          | 727,919            | +6          | 491,731   | +8          | 32,245             | -3          | .50         | 32            | -1          |
| Population     | FY'79 | 796,770    | +12         | 427,260       | 0           | 227,027           | +12         | 683,739            | +19         | 456,712   | -20         | 33,237             | +1          | .40         | 33            | -3          |
|                | FY'78 | 710,604    | ---         | 426,329       | ---         | 203,460           | ---         | 573,050            | ---         | 569,390   | ---         | 32,832             | ---         | .40         | 36            | ---         |
| DAVENPORT      | FY'80 | 1,123,093  | +3          | 693,961       | -4          | 567,359           | -13         | 1,783,389          | +10         | 1,215,530 | +25         | 57,021             | -17         | .25         | 32            | -8          |
| Population     | FY'79 | 1,088,303  | -13         | 726,020       | -1          | 650,944           | +141        | 1,625,382          | +158        | 974,438   | +170        | 63,591             | -10         | .25         | 40            | -3          |
|                | FY'78 | 1,245,870  | ---         | 732,318       | ---         | 269,354           | ---         | 630,136            | ---         | 360,232   | ---         | 76,079             | ---         | .25         | 43            | ---         |
| DES MOINES     | FY'80 | 5,588,432  | +28         | 2,402,172     | +1          | 2,255,978         | +21         | 4,642,297          | +15         | 2,386,319 | +11         | 191,454            | 0           | .50         | 49            | +2          |
| Population     | FY'79 | 4,372,239  | +10         | 2,375,404     | +9          | 1,370,546         | +23         | 4,019,309          | +17         | 2,148,763 | +12         | 191,053            | +3          | .50         | 47            | +3          |
|                | FY'78 | 3,978,126  | ---         | 2,173,950     | ---         | 1,524,574         | ---         | 3,437,219          | ---         | 1,912,645 | ---         | 135,743            | ---         | .50         | 44            | ---         |
| DUBUQUE        | FY'80 | 1,306,046  | +5          | 603,186       | +3          | 433,565           | +12         | 1,086,490          | +3          | 647,925   | -3          | 51,900             | -1          | .60         | 40            | +3          |
| Population     | FY'79 | 1,245,752  | -3          | 584,391       | -3          | 390,327           | +3          | 1,055,341          | +1          | 665,014   | +1          | 51,666             | -15         | .50         | 37            | 0           |
|                | FY'78 | 1,284,243  | ---         | 634,859       | ---         | 330,780           | ---         | 1,039,833          | ---         | 659,058   | ---         | 60,738             | ---         | .50         | 37            | ---         |
| SIOUX CITY     | FY'80 | 2,049,077  | +10         | 576,892       | -2          | 555,839           | +18         | 1,304,715          | +12         | 748,826   | +9          | 55,434             | 0           | .40         | 43            | -1          |
| Population     | FY'79 | 1,362,760  | +21         | 587,347       | -9          | 472,083           | +9          | 1,161,563          | +9          | 639,430   | +3          | 55,160             | +19         | .40         | 44            | +4          |
|                | FY'78 | 1,537,533  | ---         | 642,216       | ---         | 431,314           | ---         | 1,070,251          | ---         | 633,937   | ---         | 46,429             | ---         | .40         | 40            | ---         |
| WATERLOO       | FY'80 | 800,554    | +5          | 720,030       | +5          | 307,143           | +23         | 993,097            | +17         | 685,654   | +14         | 52,284             | +4          | .40         | 31            | +1          |
| Population     | FY'79 | 759,003    | +3          | 683,550       | +11         | 250,912           | +15         | 350,343            | +19         | 599,436   | +20         | 50,410             | -17         | .40         | 30            | -1          |
|                | FY'78 | 733,929    | ---         | 613,212       | ---         | 218,903           | ---         | 716,540            | ---         | 497,637   | ---         | 60,794             | ---         | .40         | 31            | ---         |
| TOTAL          | FY'80 | 13,593,750 | +12         | 6,582,732     | +4          | 4,891,773         | +13         | 12,255,225         | +15         | 7,363,452 | +16         | 532,373            | N/A         | N/A         | 40            | +2          |
|                | FY'79 | 12,135,570 | +8          | 6,344,943     | +5          | 4,345,076         | +25         | 10,673,202         | +27         | 6,328,126 | +23         | N/A                | N/A         | N/A         | 33            | -1          |
|                | FY'78 | 11,271,929 | ---         | 6,064,909     | ---         | 3,459,978         | ---         | 8,419,653          | ---         | 4,959,685 | ---         | 527,831            | ---         | N/A         | 39            | ---         |



|                |       | RIDERSHIP  | % OF  | REV. MILES | % OF  | SUPPORT    | % OF  | MILES PER | % OF  | MILES PER | % OF  | MILES PER | % OF  | RIDERSHIP | % OF  | RIDERSHIP | % OF  |
|----------------|-------|------------|-------|------------|-------|------------|-------|-----------|-------|-----------|-------|-----------|-------|-----------|-------|-----------|-------|
| LARGE URBAN    |       | PER CAPITA | CHNGE | PER CAPITA | CHNGE | PER CAPITA | CHNGE | COST      | CHNGE | REVENUE   | CHNGE | SUPPORT   | CHNGE | PER MILE  | CHNGE | PER COST  | CHNGE |
| CEDAR RAPIDS   |       |            |       |            |       |            |       |           |       |           |       |           |       |           |       |           |       |
|                | FY'80 | 13.86      | -5    | 3.34       | +19   | 8.65       | +49   | .66       | -12   | 2.16      | +9    | .96       | -20   | 1.63      | -24   | 1.09      | -32   |
| Population     | FY'79 | 14.66      | +13   | 7.00       | +15   | 5.79       | +52   | .75       | -14   | 1.99      | +3    | 1.20      | -25   | 2.14      | 0     | 1.51      | -13   |
| 137,140        | FY'78 | 12.96      | ---   | 6.07       | ---   | 3.80       | ---   | .87       | ---   | 1.93      | ---   | 1.59      | ---   | 2.13      | ---   | 1.35      | ---   |
| COUNCIL BLUFFS |       |            |       |            |       |            |       |           |       |           |       |           |       |           |       |           |       |
|                | FY'80 | 13.53      | +7    | 7.05       | +3    | 7.85       | +8    | .60       | -3    | 1.86      | -1    | .89       | -5    | 1.92      | +3    | 1.16      | 0     |
| Population     | FY'79 | 12.73      | +12   | 6.83       | 0     | 7.30       | +24   | .62       | -16   | 1.88      | -10   | .94       | -18   | 1.36      | +11   | 1.17      | -6    |
| 62,750         | FY'78 | 11.36      | ---   | 6.81       | ---   | 5.91       | ---   | .74       | ---   | 2.10      | ---   | 1.15      | ---   | 1.57      | ---   | 1.24      | ---   |
| DAVENPORT      |       |            |       |            |       |            |       |           |       |           |       |           |       |           |       |           |       |
|                | FY'80 | 11.36      | +3    | 7.02       | -4    | 12.29      | +25   | .38       | -13   | 1.22      | +9    | .57       | -23   | 1.61      | +3    | .62       | -6    |
| Population     | FY'79 | 11.01      | -13   | 7.34       | -1    | 9.85       | +170  | .44       | -62   | 1.12      | -59   | .74       | -64   | 1.49      | -12   | .66       | -66   |
| 93,836         | FY'78 | 12.61      | ---   | 7.40       | ---   | 3.65       | ---   | 1.16      | ---   | 2.71      | ---   | 2.03      | ---   | 1.70      | ---   | 1.97      | ---   |
| DES MOINES     |       |            |       |            |       |            |       |           |       |           |       |           |       |           |       |           |       |
|                | FY'80 | 22.42      | +28   | 9.64       | +1    | 9.57       | +11   | .51       | -14   | 1.06      | -16   | 1.00      | -9    | 2.32      | +26   | 1.20      | +11   |
| Population     | FY'79 | 17.55      | +10   | 9.53       | +9    | 8.62       | +12   | .59       | -6    | 1.27      | -11   | 1.10      | -3    | 1.34      | +1    | 1.08      | -6    |
| 249,176        | FY'78 | 15.97      | ---   | 8.75       | ---   | 7.68       | ---   | .63       | ---   | 1.43      | ---   | 1.13      | ---   | 1.32      | ---   | 1.15      | ---   |
| DUBUQUE        |       |            |       |            |       |            |       |           |       |           |       |           |       |           |       |           |       |
|                | FY'80 | 21.15      | +5    | 9.77       | +3    | 10.49      | -3    | .55       | 0     | 1.37      | -9    | .93       | +7    | 2.16      | ---   | 1.20      | +6    |
| Population     | FY'79 | 20.13      | -3    | 9.47       | -8    | 10.77      | +1    | .55       | -10   | 1.50      | -10   | .87       | -9    | 2.04      | +1    | 1.13      | -3    |
| 61,738         | FY'78 | 20.83      | ---   | 10.23      | ---   | 10.63      | ---   | .61       | ---   | 1.67      | ---   | .96       | ---   | 2.02      | ---   | 1.23      | ---   |
| SIOUX CITY     |       |            |       |            |       |            |       |           |       |           |       |           |       |           |       |           |       |
|                | FY'80 | 21.35      | +10   | 5.01       | -2    | 7.80       | +9    | .44       | -12   | 1.03      | -17   | .77       | -9    | 3.55      | +12   | 1.57      | -6    |
| Population     | FY'79 | 19.42      | +21   | 6.12       | -9    | 7.18       | +8    | .50       | -17   | 1.24      | -17   | .85       | -15   | 3.17      | +33   | 1.50      | +12   |
| 95,937         | FY'78 | 16.03      | ---   | 6.70       | ---   | 6.66       | ---   | .60       | ---   | 1.49      | ---   | 1.00      | ---   | 2.39      | ---   | 1.43      | ---   |
| WATERLOO       |       |            |       |            |       |            |       |           |       |           |       |           |       |           |       |           |       |
|                | FY'80 | 7.62       | +5    | 6.35       | +5    | 6.53       | +15   | .72       | -10   | 2.34      | -14   | 1.05      | -8    | 1.11      | 0     | .80       | -10   |
| Population     | FY'79 | 7.23       | +3    | 6.51       | +11   | 5.70       | +20   | .80       | -7    | 2.72      | -4    | 1.14      | -8    | 1.11      | -7    | .89       | -14   |
| 105,000        | FY'78 | 7.04       | ---   | 5.89       | ---   | 4.74       | ---   | .86       | ---   | 2.32      | ---   | 1.24      | ---   | 1.19      | ---   | 1.03      | ---   |
| AVERAGE        |       |            |       |            |       |            |       |           |       |           |       |           |       |           |       |           |       |
|                | FY'80 | 15.88      | +8    | 8.12       | +6    | 9.03       | +15   | .54       | -3    | 1.34      | -20   | .89       | -9    | 2.06      | +6    | 1.10      | -5    |
|                | FY'79 | 14.68      | +6    | 7.54       | +2    | 7.89       | +23   | .59       | -18   | 1.67      | -17   | .98       | -25   | 1.95      | +5    | 1.16      | -13   |
|                | FY'78 | 13.84      | ---   | 7.41       | ---   | 6.16       | ---   | .72       | ---   | 2.02      | ---   | 1.30      | ---   | 1.35      | ---   | 1.42      | ---   |



| LARGE URBAN    |       | REVENUE PER<br>RIDERSHIP | % OF<br>CHANGE | RIDERSHIP PER<br>SUPPORT | % OF<br>CHANGE | HOURS PER<br>COST | % OF<br>CHANGE | OPER. REV.<br>PER VEH. HOURS | % OF<br>CHANGE | SUPPORT PER<br>VEH. HOURS | % OF<br>CHANGE | RIDERSHIP PER<br>VEH. HOURS | % OF<br>CHANGE | MILES PER<br>VEH. HOURS | % OF<br>CHANGE |
|----------------|-------|--------------------------|----------------|--------------------------|----------------|-------------------|----------------|------------------------------|----------------|---------------------------|----------------|-----------------------------|----------------|-------------------------|----------------|
| CEDAR RAPIDS   |       |                          |                |                          |                |                   |                |                              |                |                           |                |                             |                |                         |                |
|                | FY'80 | .23                      | +17            | 1.58                     | -38            | .05               | N/A            | 5.84                         | N/A            | \$ 13.10                  | N/A            | 20.70                       | N/A            | 12.63                   | N/A            |
| Population     | FY'79 | .24                      | 0              | 2.53                     | -26            | N/A               | N/A            | N/A                          | N/A            | N/A                       | N/A            | N/A                         | N/A            | N/A                     | N/A            |
| 137,140        | FY'78 | .24                      | ---            | 3.40                     | ---            | .07               | ---            | 6.62                         | ---            | 8.00                      | ---            | 27.26                       | ---            | 12.77                   | ---            |
| COUNCIL BLUFFS |       |                          |                |                          |                |                   |                |                              |                |                           |                |                             |                |                         |                |
|                | FY'80 | .23                      | 0              | 1.72                     | -1             | .04               | -20            | 7.32                         | +7             | 15.25                     | +11            | 26.36                       | +10            | 13.69                   | +7             |
| Population     | FY'79 | .23                      | -3             | 1.74                     | +40            | .05               | -17            | 6.82                         | 0              | 13.72                     | +22            | 23.94                       | +11            | 12.84                   | -1             |
| 62,570         | FY'78 | .29                      | ---            | 1.24                     | ---            | .06               | ---            | 6.79                         | ---            | 11.25                     | ---            | 21.64                       | ---            | 12.99                   | ---            |
| DAVENPORT      |       |                          |                |                          |                |                   |                |                              |                |                           |                |                             |                |                         |                |
|                | FY'80 | .51                      | -15            | .92                      | -17            | .03               | -25            | 9.96                         | +5             | 21.32                     | +50            | 19.70                       | +24            | 12.17                   | +15            |
| Population     | FY'79 | .60                      | +173           | 1.11                     | -68            | .04               | -67            | 9.49                         | +167           | 14.20                     | +83            | 15.86                       | -3             | 10.58                   | +10            |
| 98,336         | FY'78 | .22                      | ---            | 3.45                     | ---            | .12               | ---            | 3.55                         | ---            | 7.74                      | ---            | 16.37                       | ---            | 9.63                    | ---            |
| DES MOINES     |       |                          |                |                          |                |                   |                |                              |                |                           |                |                             |                |                         |                |
|                | FY'80 | .40                      | -7             | 2.34                     | +15            | .04               | -20            | 11.73                        | +20            | 12.46                     | +11            | 29.19                       | +23            | 12.55                   | +1             |
| Population     | FY'79 | .43                      | +13            | 2.03                     | -2             | .05               | 0              | 9.79                         | +19            | 11.25                     | +10            | 22.88                       | +7             | 12.43                   | +6             |
| 249,176        | FY'78 | .38                      | ---            | 2.07                     | ---            | .05               | ---            | 8.21                         | ---            | 10.20                     | ---            | 21.42                       | ---            | 11.73                   | ---            |
| DUBUQUE        |       |                          |                |                          |                |                   |                |                              |                |                           |                |                             |                |                         |                |
|                | FY'80 | .34                      | +10            | 2.02                     | +12            | .05               | 0              | 8.60                         | +14            | 12.70                     | -1             | 25.61                       | +6             | 11.83                   | +5             |
| Population     | FY'79 | .31                      | +3             | 1.30                     | -7             | .05               | -17            | 7.55                         | +21            | 12.87                     | +19            | 24.11                       | +14            | 11.31                   | +8             |
| 61,738         | FY'78 | .30                      | ---            | 1.94                     | ---            | .06               | ---            | 6.26                         | ---            | 10.84                     | ---            | 21.13                       | ---            | 10.44                   | ---            |
| SIOUX CITY     |       |                          |                |                          |                |                   |                |                              |                |                           |                |                             |                |                         |                |
|                | FY'80 | .27                      | +3             | 2.74                     | +1             | .04               | -20            | 10.03                        | +17            | 13.51                     | +3             | 36.96                       | +12            | 10.41                   | -2             |
| Population     | FY'79 | .25                      | -11            | 2.70                     | +13            | .05               | +25            | 8.56                         | -3             | 12.50                     | -9             | 33.11                       | 0              | 10.65                   | +23            |
| 95,937         | FY'78 | .28                      | ---            | 2.40                     | ---            | .04               | ---            | 9.29                         | ---            | 13.76                     | ---            | 33.11                       | ---            | 13.83                   | ---            |
| WATERLOO       |       |                          |                |                          |                |                   |                |                              |                |                           |                |                             |                |                         |                |
|                | FY'80 | .38                      | +15            | 1.17                     | -7             | .05               | -17            | 5.83                         | +13            | 13.11                     | +10            | 15.31                       | +2             | 13.77                   | +2             |
| Population     | FY'79 | .33                      | +10            | 1.26                     | -15            | .06               | -25            | 4.98                         | +33            | 11.89                     | +1             | 15.06                       | +24            | 13.56                   | +33            |
| 105,000        | FY'78 | .30                      | ---            | 1.48                     | ---            | .03               | ---            | 3.60                         | ---            | 11.79                     | ---            | 12.15                       | ---            | 10.17                   | ---            |
| AVERAGE        |       |                          |                |                          |                |                   |                |                              |                |                           |                |                             |                |                         |                |
|                | FY'80 | .36                      | +3             | 1.35                     | -2             | .04               | N/A            | 9.19                         | N/A            | 13.83                     | N/A            | 25.53                       | N/A            | 12.36                   | N/A            |
|                | FY'79 | .35                      | +21            | 1.39                     | -21            | N/A               | N/A            | N/A                          | N/A            | N/A                       | N/A            | N/A                         | N/A            | N/A                     | N/A            |
|                | FY'78 | .29                      | ---            | 2.38                     | ---            | N/A               | ---            | N/A                          | ---            | N/A                       | ---            | N/A                         | ---            | N/A                     | ---            |

## SMALL URBAN TRANSIT OPERATIONS

In fiscal year 1979, 11 small urban transit systems operated in Iowa. These systems are located in areas with populations ranging from 5,000 to 50,000.

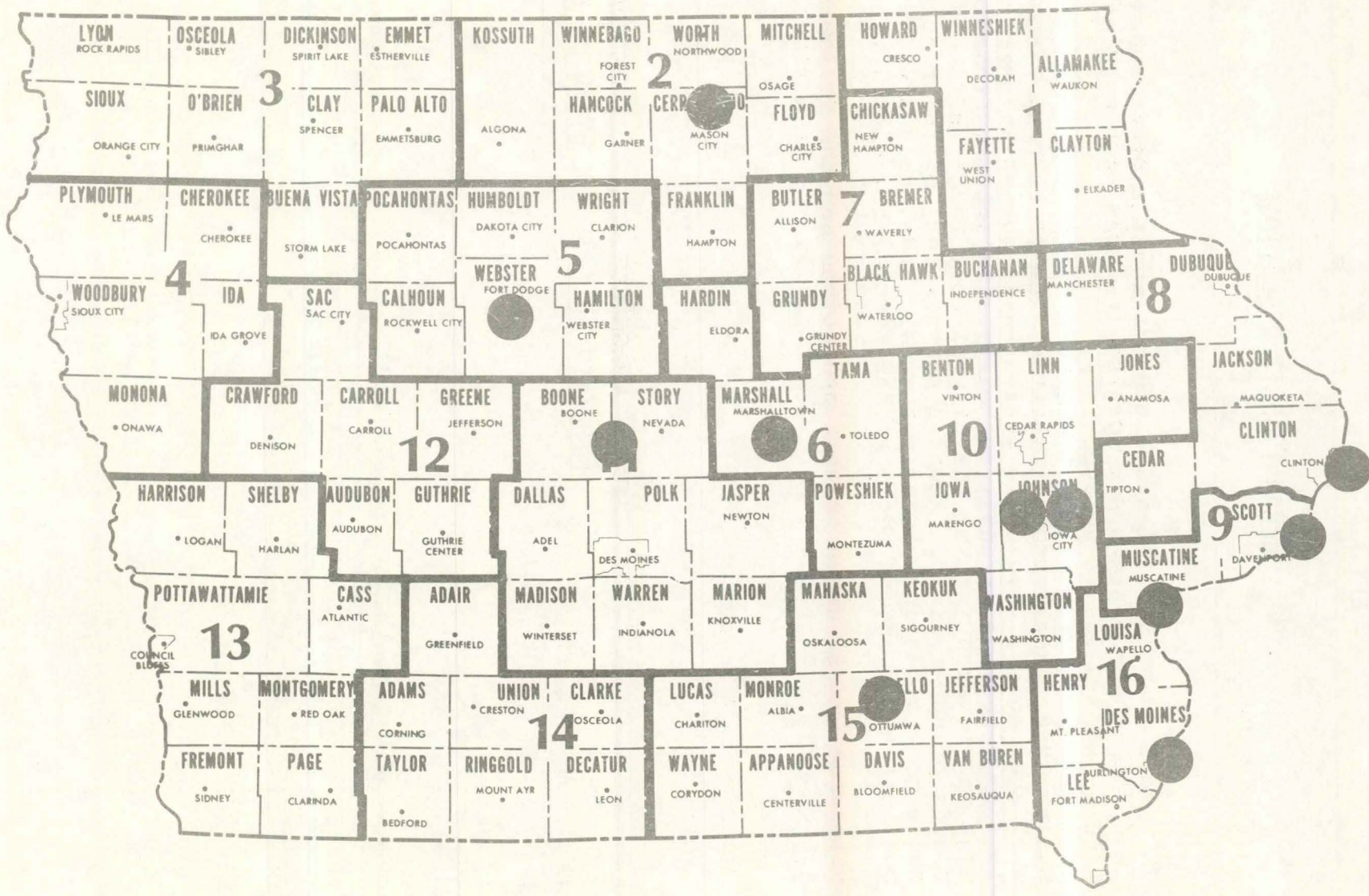
During 1980 a small urban transit system (Fort Dodge) combined with the regional system in that area (Frontier Transit, Region 5) to form a regional transit authority. An intergovernmental agreement was entered into by the City of Fort Dodge and the six counties' boards of supervisors. Also, a private taxi operator sold his operation to the regional transit system. Thus, this area not only operates an urban and regional bus system, but also a taxi service.

Statewide, small urban transit operations had the following percentage changes from fiscal year 1978 to 1979, and from fiscal year 1979 to 1980.

|                    | <u>% OF CHANGE<br/>FY'78 TO FY'79</u> | <u>% OF CHANGE<br/>FY'79 TO FY'80</u> |
|--------------------|---------------------------------------|---------------------------------------|
| PASSENGERS         | +16                                   | +22                                   |
| REVENUE MILES      | + 5                                   | + 5                                   |
| OPERATING REVENUE  | +12                                   | +17                                   |
| OPERATING EXPENSES | +22                                   | +13                                   |
| OPERATING SUPPORT  | +27                                   | +12                                   |
| REVENUE/EXPENSE    | - 3                                   | + 1                                   |

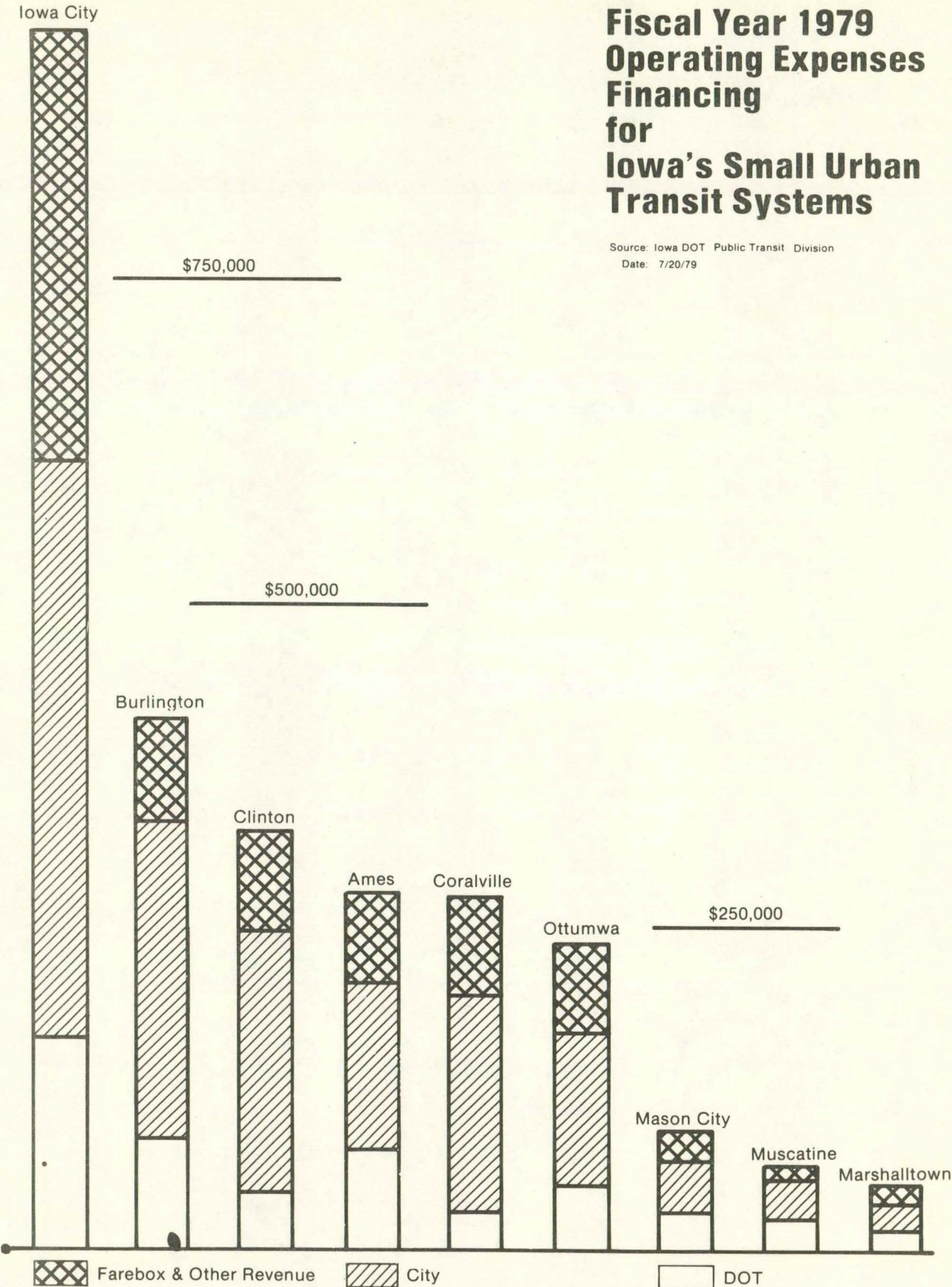


# Locations of Small Urban Transit Systems



# Fiscal Year 1979 Operating Expenses Financing for Iowa's Small Urban Transit Systems

Source: Iowa DOT Public Transit Division  
Date: 7/20/79



This chart denotes the sources used for support of operating deficits. As shown, the local community (city) provides most of the support needed to operate the small urban systems.



| SMALL URBAN  |       | RIDERSHIP                       | % OF CHANGE | REVENUE MILES | % OF CHANGE | OPERATING REVENUE | % OF CHANGE | OPERATING EXPENSES | % OF CHANGE | SUPPORT | % OF CHANGE | HOURS OF OPERATION | % OF CHANGE | ADULT | REV/EXP RATIO | % OF CHANGE |
|--------------|-------|---------------------------------|-------------|---------------|-------------|-------------------|-------------|--------------------|-------------|---------|-------------|--------------------|-------------|-------|---------------|-------------|
| AMES         | FY'80 | 236,351                         | +47         | 345,742       | +28         | 115,609           | +60         | 370,181            | +27         | 250,572 | +21         | 24,308             | +16         | \$.50 | 32            | +6          |
| Population   | FY'79 | 160,800                         | +32         | 270,755       | +22         | 74,796            | +12         | 292,437            | +24         | 207,322 | +22         | 21,053             | +48         | .50   | 26            | -2          |
| 44,700       | FY'78 | 121,960                         | ---         | 222,492       | ---         | 66,656            | ---         | 236,414            | ---         | 169,758 | ---         | 14,210             | ---         | .50   | 28            | ---         |
| BETTENDORF   | FY'80 | 78,861                          | +7          | 197,726       | +19         | 16,635            | +21         | 201,402            | +56         | 134,767 | +80         | 11,166             | +10         | .25   | 8             | -3          |
| Population   | FY'79 | 73,959                          | +5          | 166,355       | -10         | 13,767            | +24         | 129,085            | +54         | 102,463 | +41         | 10,155             | -6          | .25   | 11            | -2          |
| 24,290       | FY'78 | 70,473                          | ---         | 186,320       | ---         | 11,084            | ---         | 83,796             | ---         | 72,712  | ---         | 10,859             | ---         | .25   | 13            | ---         |
| BURLINGTON   | FY'80 | 537,969                         | +14         | 329,547       | -2          | 93,270            | +8          | 489,376            | +14         | 391,106 | +19         | 34,614             | +2          | .25   | 20            | -1          |
| Population   | FY'79 | 470,363                         | +25         | 336,452       | +3          | 90,832            | +28         | 429,694            | +14         | 329,539 | +7          | 34,032             | +8          | .25   | 21            | +2          |
| 32,444       | FY'78 | 375,104                         | ---         | 327,743       | ---         | 70,803            | ---         | 378,185            | ---         | 306,794 | ---         | 31,566             | ---         | .25   | 19            | ---         |
| CLINTON      | FY'80 | 452,124                         | +10         | 249,317       | 0           | 103,507           | +35         | 381,609            | +9          | 273,102 | +11         | 19,160             | -2          | .30   | 28            | +5          |
| Population   | FY'79 | 411,086                         | +12         | 250,232       | -7          | 80,273            | +10         | 351,754            | +14         | 247,019 | +5          | 19,592             | -3          | .30   | 23            | -1          |
| 36,312       | FY'78 | 365,485                         | ---         | 267,834       | ---         | 73,309            | ---         | 309,376            | ---         | 236,070 | ---         | 20,114             | ---         | .30   | 24            | ---         |
| CORALVILLE   | FY'80 | 426,915                         | +27         | 199,540       | -1          | 126,737           | +31         | 311,430            | +19         | 184,693 | -7          | 15,680             | -6          | .35   | 41            | +4          |
| Population   | FY'79 | 334,998                         | +18         | 201,633       | +8          | 97,105            | +31         | 262,860            | +21         | 198,550 | +39         | 16,688             | +7          | .35   | 37            | +3          |
| 6,605        | FY'78 | 283,428                         | ---         | 186,313       | ---         | 74,028            | ---         | 217,186            | ---         | 143,158 | ---         | 15,661             | ---         | .35   | 34            | ---         |
| FORT JUDGE   | FY'80 | included in Region 5 statistics |             |               |             |                   |             |                    |             |         |             |                    |             |       |               |             |
| Population   | FY'79 | 63,141                          | +26         | 122,643       | +26         | 32,887            | -47         | 156,141            | +70         | 40,000  | +32         | 2,089              | -5          | .75   | 21            | -46         |
| 31,263       | FY'78 | 50,041                          | ---         | 97,404        | ---         | 51,921            | ---         | 92,141             | ---         | 30,194  | ---         | 2,210              | ---         | .75   | 67            | ---         |
| IOWA CITY    | FY'80 | 2,028,886                       | +16         | 788,395       | +12         | 476,830           | +33         | 1,092,279          | +19         | 615,449 | +1          | 68,503             | +22         | .35   | 44            | +1          |
| Population   | FY'79 | 1,743,433                       | +15         | 649,083       | +7          | 359,692           | +16         | 920,034            | +24         | 608,883 | +51         | 56,315             | +4          | .25   | 43            | -3          |
| 47,774       | FY'78 | 1,521,192                       | ---         | 609,350       | ---         | 340,681           | ---         | 743,736            | ---         | 403,055 | ---         | 54,281             | ---         | .25   | 46            | ---         |
| MARSHALLTOWN | FY'80 | 49,361                          | 0           | 34,400        | -1          | 12,442            | +1          | 52,197             | 0           | 39,755  | +8          | 3,440              | -1          | .25   | 24            | 0           |
| Population   | FY'79 | 49,109                          | -10         | 34,340        | 0           | 12,301            | -11         | 51,946             | +16         | 36,786  | +19         | 3,484              | 0           | .25   | 24            | -7          |
| 26,506       | FY'78 | 54,271                          | ---         | 34,380        | ---         | 13,875            | ---         | 44,679             | ---         | 30,804  | ---         | 3,488              | ---         | .25   | 31            | ---         |

| SMALL URBAN |       | RIDERSHIP | % OF CHANGE | REVENUE MILES | % OF CHANGE | OPERATING REVENUE | % OF CHANGE | OPERATING EXPENSES | % OF CHANGE | SUPPORT   | % OF CHANGE | HOURS OF OPERATION | % OF CHANGE | ADULT | REV/EXP RATIO | % OF CHANGE |
|-------------|-------|-----------|-------------|---------------|-------------|-------------------|-------------|--------------------|-------------|-----------|-------------|--------------------|-------------|-------|---------------|-------------|
| MASON CITY  | FY'80 | 47,534    | -2          | 127,296       | +1          | 21,944            | -4          | 121,294            | +29         | 99,350    | +42         | 9,180              | 0           | \$.50 | 13            | -6          |
| Population  | FY'79 | 43,502    | +1          | 125,800       | +34         | 22,957            | +33         | 93,837             | +53         | 70,200    | +60         | 9,216              | +1          | .50   | 24            | -4          |
|             | FY'78 | 47,836    | ---         | 94,000        | ---         | 17,229            | ---         | 61,149             | ---         | 43,920    | ---         | 9,103              | ---         | .50   | 23            | ---         |
| MUSCATINE   | FY'80 | 34,519    | -4          | 75,153        | -6          | 13,214            | +45         | 90,027             | +10         | 76,813    | +34         | 6,764              | -1          | .25   | 15            | +4          |
| Population  | FY'79 | 36,174    | 0           | 79,343        | -8          | 9,135             | 0           | 31,493             | +30         | 57,435    | +7          | 6,816              | -2          | .25   | 11            | -4          |
|             | FY'78 | 36,271    | ---         | 86,633        | ---         | 9,071             | ---         | 62,815             | ---         | 53,744    | ---         | 6,944              | ---         | .25   | 15            | ---         |
| OTTUMWA     | FY'80 | 269,379   | +1          | 203,124       | +3          | 63,357            | -15         | 272,393            | +17         | 204,036   | +21         | 14,536             | 0           | .35   | 27            | -8          |
| Population  | FY'79 | 265,941   | +11         | 187,423       | -4          | 30,664            | +14         | 233,798            | 0           | 168,310   | +3          | 14,436             | -14         | .35   | 35            | +5          |
|             | FY'78 | 240,580   | ---         | 196,190       | ---         | 70,796            | ---         | 233,635            | ---         | 162,839   | ---         | 16,907             | ---         | .35   | 30            | ---         |
| TOTAL       | FY'80 | 4,473,579 | +22         | 2,550,745     | +1          | 1,062,545         | +17         | 3,332,188          | +13         | 2,319,643 | +12         | 207,351            | +7          | N/A   | 31            | +1          |
|             | FY'79 | 3,657,506 | +16         | 2,519,424     | +9          | 910,313           | +12         | 3,003,084          | +22         | 2,066,557 | +27         | 193,926            | +5          | N/A   | 30            | -3          |
|             | FY'78 | 3,166,646 | ---         | 2,309,159     | ---         | 309,453           | ---         | 2,463,086          | ---         | 1,622,354 | ---         | 135,333            | ---         | N/A   | 33            | ---         |



| SMALL URBAN  |       | RIDERSHIP<br>PER CAPITA         | % OF<br>CHANGE | REV. MILES<br>PER CAPITA | % OF<br>CHANGE | SUPPORT<br>PER CAPITA | % OF<br>CHANGE | MILES PER<br>COST | % OF<br>CHANGE | MILES PER<br>REVENUE | % OF<br>CHANGE | MILES PER<br>SUPPORT | % OF<br>CHANGE | RIDERSHIP<br>PER MILE | % OF<br>CHANGE | RIDERSHIP<br>PER COST | % OF<br>CHANGE |
|--------------|-------|---------------------------------|----------------|--------------------------|----------------|-----------------------|----------------|-------------------|----------------|----------------------|----------------|----------------------|----------------|-----------------------|----------------|-----------------------|----------------|
| AMES         | FY'80 | 5.23                            | +17            | 7.73                     | +23            | 5.00                  | +21            | .93               | 0              | 2.89                 | -20            | 1.37                 | +5             | .68                   | +15            | .64                   | +16            |
| Population   | FY'79 | 3.60                            | +32            | 6.06                     | +22            | 4.64                  | +22            | .93               | -1             | 3.61                 | -7             | 1.31                 | 0              | .59                   | +7             | .55                   | +6             |
| 44,700       | FY'78 | 2.73                            | ---            | 4.98                     | ---            | 3.80                  | ---            | .94               | ---            | 3.33                 | ---            | 1.31                 | ---            | .55                   | ---            | .52                   | ---            |
| BETTENDORF   | FY'80 | 3.24                            | +7             | 3.14                     | +19            | 7.60                  | +80            | .93               | -24            | 11.88                | -2             | 1.07                 | -34            | .39                   | -11            | .39                   | -32            |
| Population   | FY'79 | 3.04                            | +4             | 6.87                     | -10            | 4.22                  | +41            | 1.29              | -42            | 12.11                | +33            | 1.63                 | -36            | .44                   | +16            | .57                   | -32            |
| 24,290       | FY'78 | 2.91                            | ---            | 7.67                     | ---            | 2.99                  | ---            | 2.22              | ---            | 16.80                | ---            | 2.56                 | ---            | .38                   | ---            | .84                   | ---            |
| BURLINGTON   | FY'80 | 16.53                           | +14            | 10.15                    | -2             | 12.05                 | +19            | .67               | -14            | 3.35                 | -10            | .84                  | -18            | 1.63                  | +15            | 1.10                  | 0              |
| Population   | FY'79 | 14.50                           | +25            | 10.37                    | +3             | 10.16                 | +12            | .78               | -10            | 3.70                 | +23            | 1.02                 | -5             | 1.40                  | +23            | 1.09                  | +10            |
| 32,444       | FY'78 | 11.57                           | ---            | 10.11                    | ---            | 9.46                  | ---            | .87               | ---            | 4.62                 | ---            | 1.07                 | ---            | 1.14                  | ---            | .99                   | ---            |
| CLINTON      | FY'80 | 12.45                           | +10            | 6.36                     | 0              | 7.52                  | +11            | .65               | -9             | 2.29                 | -48            | .91                  | -10            | 1.31                  | +10            | 1.18                  | 0              |
| Population   | FY'79 | 11.32                           | +12            | 6.89                     | -7             | 6.80                  | +5             | .71               | -18            | 4.36                 | +19            | 1.01                 | -11            | 1.64                  | +24            | 1.17                  | -1             |
| 36,312       | FY'78 | 10.07                           | ---            | 7.38                     | ---            | 6.50                  | ---            | .87               | ---            | 3.65                 | ---            | 1.13                 | ---            | 1.32                  | ---            | 1.18                  | ---            |
| CORALVILLE   | FY'80 | 64.53                           | +27            | 30.21                    | -1             | 27.96                 | -7             | .64               | -17            | 1.57                 | -24            | 1.08                 | +6             | 2.13                  | +23            | 1.37                  | +3             |
| Population   | FY'79 | 50.72                           | +18            | 30.53                    | +3             | 30.06                 | +39            | .77               | -10            | 2.07                 | +20            | 1.02                 | -22            | 1.66                  | +9             | 1.27                  | -3             |
| 6,605        | FY'78 | 42.92                           | ---            | 28.21                    | ---            | 21.68                 | ---            | .86               | ---            | 2.51                 | ---            | 1.30                 | ---            | 1.52                  | ---            | 1.31                  | ---            |
| FORT DODGE   | FY'80 | Included in Region 5 statistics |                |                          |                |                       |                |                   |                |                      |                |                      |                |                       |                |                       |                |
| Population   | FY'79 | 2.02                            | +26            | 3.92                     | +26            | 1.28                  | +32            | .78               | -25            | 3.72                 | -53            | 3.07                 | -5             | .51                   | 0              | .40                   | -25            |
| 31,263       | FY'78 | 1.60                            | ---            | 3.12                     | ---            | .97                   | ---            | 1.06              | ---            | 1.57                 | ---            | 3.23                 | ---            | .51                   | ---            | .54                   | ---            |
| IOWA CITY    | FY'80 | 42.46                           | +16            | 16.51                    | +22            | 12.88                 | +1             | .72               | +1             | 1.65                 | -8             | 1.23                 | +10            | 2.57                  | -5             | 1.36                  | +2             |
| Population   | FY'79 | 36.49                           | +15            | 13.59                    | +7             | 12.75                 | +51            | .71               | -13            | 1.80                 | +9             | 1.07                 | -29            | 2.69                  | +3             | 1.39                  | -3             |
| 47,774       | FY'78 | 31.85                           | ---            | 12.76                    | ---            | 8.44                  | ---            | .82               | ---            | 1.78                 | ---            | 1.51                 | ---            | 2.50                  | ---            | 2.05                  | ---            |
| MARSHALLTOWN | FY'80 | 1.36                            | 0              | 1.29                     | -1             | 1.49                  | +7             | .66               | -2             | 2.76                 | -3             | .86                  | -10            | 1.43                  | +1             | .95                   | 0              |
| Population   | FY'79 | 1.35                            | -10            | 1.31                     | 0              | 1.39                  | +20            | .67               | -14            | 2.83                 | -13            | .95                  | -15            | 1.41                  | -10            | .95                   | -21            |
| 26,506       | FY'78 | 2.05                            | ---            | 1.32                     | ---            | 1.16                  | ---            | .78               | ---            | 2.51                 | ---            | 1.13                 | ---            | 1.56                  | ---            | 1.21                  | ---            |

| SMALL URBAN |       | RIDERSHIP<br>PER CAPITA | % OF<br>CHANGE | REV. MILES<br>PER CAPITA | % OF<br>CHANGE | SUPPORT<br>PER CAPITA | % OF<br>CHNGE | MILES PER<br>COST | % OF<br>CHANGE | MILES PER<br>REVENUE | % OF<br>CHANGE | MILES PER<br>SUPPORT | % OF<br>CHANGE | RIDERSHIP<br>PER MILE | % OF<br>CHANGE | RIDERSHIP<br>PER COST | % OF<br>CHANGE |
|-------------|-------|-------------------------|----------------|--------------------------|----------------|-----------------------|---------------|-------------------|----------------|----------------------|----------------|----------------------|----------------|-----------------------|----------------|-----------------------|----------------|
| MASON CITY  | FY'80 | 1.49                    | -1             | 3.99                     | +1             | 3.12                  | +41           | 1.05              | -21            | 5.80                 | +3.17          | 1.28                 | -28            | .37                   | -5             | .39                   | -25            |
| Population  | FY'79 | 1.52                    | 0              | 3.95                     | +33            | 2.20                  | +59           | 1.34              | -13            | 1.39                 | 0              | 1.79                 | -16            | .39                   | -24            | .52                   | +3             |
| 31,839      | FY'78 | 1.51                    | ---            | 2.96                     | ---            | 1.38                  | ---           | 1.54              | ---            | 5.45                 | ---            | 2.14                 | ---            | .51                   | ---            | .48                   | ---            |
| MUSCATINE   | FY'80 | 1.49                    | -4             | 3.24                     | -6             | 3.31                  | +33           | .83               | -15            | 5.63                 | -35            | .97                  | -30            | .46                   | +2             | .38                   | -13            |
| Population  | FY'79 | 1.56                    | 0              | 3.45                     | -8             | 2.48                  | +7            | .98               | -29            | 3.74                 | +10            | 1.39                 | -14            | .45                   | +7             | .44                   | -24            |
| 23,151      | FY'78 | 1.57                    | ---            | 3.75                     | ---            | 2.32                  | ---           | 1.38              | ---            | 9.55                 | ---            | 1.61                 | ---            | .42                   | ---            | .58                   | ---            |
| OTTUMWA     | FY'80 | 8.38                    | +1             | 6.70                     | +8             | 5.73                  | +21           | .75               | -32            | 2.97                 | +28            | .99                  | -10            | 1.32                  | -7             | .99                   | -13            |
| Population  | FY'79 | 8.77                    | +10            | 6.18                     | -5             | 5.55                  | +3            | 1.11              | -8             | 2.32                 | +19            | 1.11                 | -8             | 1.42                  | +15            | 1.14                  | +13            |
| 30,312      | FY'78 | 7.97                    | ---            | 6.50                     | ---            | 5.37                  | ---           | 1.20              | ---            | 2.77                 | ---            | 1.20                 | ---            | 1.23                  | ---            | 1.01                  | ---            |
| AVERAGE     | FY'80 | 13.34                   | +7             | 7.60                     | -12            | 6.92                  | -7            | .75               | -18            | 2.40                 | -9             | 1.09                 | -22            | 1.75                  | +52            | 1.32                  | +45            |
|             | FY'79 | 12.41                   | +17            | 8.66                     | +7             | 7.48                  | +28           | .92               | -19            | 2.66                 | -3             | 1.40                 | -15            | 1.15                  | +8             | .91                   | -6             |
|             | FY'78 | 10.62                   | ---            | 8.08                     | ---            | 5.83                  | ---           | 1.14              | ---            | 2.85                 | ---            | 1.65                 | ---            | 1.06                  | ---            | .97                   | ---            |



| SMALL URBAN  |       | REVENUE PER<br>RIDERSHIP        | % OF<br>CHANGE | RIDERSHIP PER<br>SUPPORT | % OF<br>CHANGE | HOURS PER<br>COST | % OF<br>CHANGE | OPER. REV.PER<br>VEHICLE HOURS | % OF<br>CHANGE | SUPPORT PER<br>VEHICLE HOURS | % OF<br>CHANGE | RIDERSHIP PER<br>VEHICLE HOURS | % OF<br>CHANGE | MILES PER<br>VEH. HOURS | % OF<br>CHANGE |
|--------------|-------|---------------------------------|----------------|--------------------------|----------------|-------------------|----------------|--------------------------------|----------------|------------------------------|----------------|--------------------------------|----------------|-------------------------|----------------|
| AMES         | FY'80 | .50                             | +6             | .94                      | +21            | .07               | 0              | 4.92                           | +39            | 10.31                        | +5             | 9.72                           | +27            | 14.22                   | +44            |
| Population   | FY'79 | .47                             | -15            | .78                      | -8             | .07               | +17            | 3.55                           | -5             | 9.85                         | -18            | 7.64                           | -11            | 9.85                    | -17            |
| 44,700       | FY'78 | .55                             | ---            | .72                      | ---            | .06               | ---            | 3.74                           | ---            | 11.95                        | ---            | 8.58                           | ---            | 11.94                   | ---            |
| BETTENDORF   | FY'80 | .21                             | +17            | .42                      | -42            | .06               | -25            | 1.49                           | +10            | 16.55                        | +64            | 7.06                           | -3             | 17.71                   | +76            |
| Population   | FY'79 | .18                             | +13            | .72                      | -26            | .08               | -38            | 1.36                           | +33            | 10.09                        | -33            | 7.28                           | +12            | 10.09                   | +50            |
| 24,290       | FY'78 | .16                             | ---            | .97                      | ---            | .13               | ---            | 1.02                           | ---            | 6.70                         | ---            | 6.49                           | ---            | 6.69                    | ---            |
| BURLINGTON   | FY'80 | .18                             | -5             | 1.37                     | -4             | .07               | -13            | 2.84                           | +6             | 11.30                        | +17            | 15.54                          | +12            | 9.52                    | -2             |
| Population   | FY'79 | .19                             | 0              | 1.43                     | +17            | .08               | 0              | 2.67                           | +19            | 9.68                         | 0              | 13.82                          | +16            | 9.68                    | 0              |
| 32,444       | FY'78 | .19                             | ---            | 1.22                     | ---            | .08               | ---            | 2.24                           | ---            | 9.72                         | ---            | 11.89                          | ---            | 9.72                    | ---            |
| CLINTON      | FY'80 | .23                             | +15            | 1.65                     | 0              | .05               | -17            | 5.66                           | +38            | 14.25                        | +13            | 23.60                          | +12            | 13.01                   | +3             |
| Population   | FY'79 | .20                             | 0              | 1.66                     | +7             | .06               | -14            | 4.10                           | +13            | 12.61                        | -11            | 20.98                          | +15            | 12.61                   | +7             |
| 36,312       | FY'78 | .20                             | ---            | 1.55                     | ---            | .07               | ---            | 3.64                           | ---            | 11.74                        | ---            | 18.17                          | ---            | 11.74                   | ---            |
| CORALVILLE   | FY'80 | .29                             | 0              | 2.31                     | +37            | .05               | -17            | 8.08                           | +39            | 11.78                        | -1             | 27.23                          | +36            | 12.73                   | +7             |
| Population   | FY'79 | .29                             | +7             | 1.69                     | -15            | .06               | -14            | 5.82                           | +23            | 11.90                        | +30            | 20.07                          | +10            | 11.90                   | +30            |
| 6,605        | FY'78 | .27                             | ---            | 1.98                     | ---            | .07               | ---            | 4.73                           | ---            | 9.14                         | ---            | 18.10                          | ---            | 9.14                    | ---            |
| FORT DODGE   | FY'80 | Included in Region 5 statistics |                |                          |                |                   |                |                                |                |                              |                |                                |                |                         |                |
| Population   | FY'79 | .52                             | -58            | 1.58                     | -5             | .01               | -50            | 15.74                          | +1             | 19.15                        | -28            | 30.23                          | +33            | 19.14                   | +40            |
| 31,263       | FY'78 | 1.24                            | ---            | 1.66                     | ---            | .02               | ---            | 15.58                          | ---            | 13.66                        | ---            | 22.64                          | ---            | 13.66                   | ---            |
| IOWA CITY    | FY'80 | .23                             | 0              | 3.29                     | +15            | .06               | 0              | 6.96                           | +9             | 8.98                         | -17            | 29.62                          | -4             | 11.52                   | +7             |
| Population   | FY'79 | .23                             | 0              | 2.86                     | -24            | .06               | 0              | 6.39                           | +2             | 10.81                        | +45            | 30.96                          | +10            | 10.81                   | +45            |
| 47,774       | FY'78 | .23                             | ---            | 3.77                     | ---            | .07               | ---            | 6.28                           | ---            | 7.43                         | ---            | 28.02                          | ---            | 7.42                    | ---            |
| MARSHALLTOWN | FY'80 | .25                             | 0              | 1.24                     | -7             | .07               | 0              | 3.62                           | +3             | 11.56                        | +9             | 14.35                          | +2             | 10.00                   | -5             |
| Population   | FY'79 | .25                             | -4             | 1.33                     | -24            | .07               | -13            | 3.53                           | -11            | 10.56                        | +20            | 14.10                          | -9             | 10.55                   | +19            |
| 26,506       | FY'78 | .26                             | ---            | 1.76                     | ---            | .08               | ---            | 3.98                           | ---            | 8.83                         | ---            | 15.56                          | ---            | 8.83                    | ---            |

| SMALL URBAN |       | REVENUE PER<br>RIDERSHIP | % OF<br>CHANGE | RIDERSHIP PER<br>SUPPORT | % OF<br>CHANGE | HOURS PER<br>COST | % OF<br>CHANGE | OPER.REV. PER<br>VEHICLE HOURS | % OF<br>CHANGE | SUPPORT PER<br>VEH. HOURS | % OF<br>CHANGE | RIDERSHIP PER<br>VEH. HOURS | % OF<br>CHANGE | MILES PER<br>VEH. HOURS | % OF<br>CHANGE |
|-------------|-------|--------------------------|----------------|--------------------------|----------------|-------------------|----------------|--------------------------------|----------------|---------------------------|----------------|-----------------------------|----------------|-------------------------|----------------|
| MASON CITY  | FY'80 | .46                      | -2             | .47                      | -32            | .08               | -29            | 2.39                           | -4             | 10.82                     | +42            | 5.18                        | -2             | 13.87                   | +32            |
| Population  | FY'79 | .47                      | +31            | .69                      | -37            | .10               | -33            | 2.49                           | +32            | 7.62                      | +58            | 5.26                        | 0              | 7.61                    | +57            |
| 31,329      | FY'78 | .36                      | ---            | 1.09                     | ---            | .15               | ---            | 1.89                           | ---            | 4.32                      | ---            | 5.25                        | ---            | 4.32                    | ---            |
| MUSCATINE   | FY'80 | .33                      | +52            | .45                      | -29            | .03               | 0              | 1.95                           | +46            | 11.36                     | +35            | 5.12                        | -4             | 11.11                   | +32            |
| Population  | FY'79 | .25                      | 0              | .63                      | -6             | .03               | -27            | 1.34                           | +2             | 3.43                      | +9             | 5.31                        | +1             | 3.43                    | +9             |
| 23,151      | FY'78 | .25                      | ---            | .67                      | ---            | .11               | ---            | 1.31                           | ---            | 7.74                      | ---            | 5.22                        | ---            | 7.73                    | ---            |
| OTTUMWA     | FY'80 | .25                      | -17            | 1.32                     | -16            | .05               | -17            | 4.70                           | -15            | 14.04                     | +21            | 18.53                       | +1             | 13.97                   | +20            |
| Population  | FY'79 | .30                      | 0              | 1.53                     | +7             | .06               | -14            | 5.57                           | +33            | 11.62                     | +21            | 18.36                       | +29            | 11.61                   | +20            |
| 39,312      | FY'78 | .30                      | ---            | 1.43                     | ---            | .07               | ---            | 4.19                           | ---            | 9.63                      | ---            | 14.23                       | ---            | 9.63                    | ---            |
| AVERAGE     | FY'80 | .23                      | -23            | 1.92                     | +41            | .06               | -14            | 5.12                           | +6             | 11.19                     | +5             | 21.57                       | +14            | 12.30                   | +11            |
|             | FY'79 | .30                      | -17            | 1.36                     | -11            | .07               | -13            | 4.34                           | +3             | 10.66                     | +22            | 16.86                       | +10            | 11.12                   | +21            |
|             | FY'78 | .36                      | ---            | 1.53                     | ---            | .08               | ---            | 4.43                           | ---            | 3.76                      | ---            | 17.09                       | ---            | 9.22                    | ---            |



## REGIONAL TRANSIT SYSTEMS

Regional transit systems are administered, and in most cases operated, by one agency within each of the 16 regional planning areas. The regional planning areas were designated by the governor of Iowa.

The regional transit agencies identified (*in Appendix C*) are those designated by the regions' county boards of supervisors and those who have received state financial assistance. All 16 regional systems received financial assistance during fiscal years 1979 and 1980.

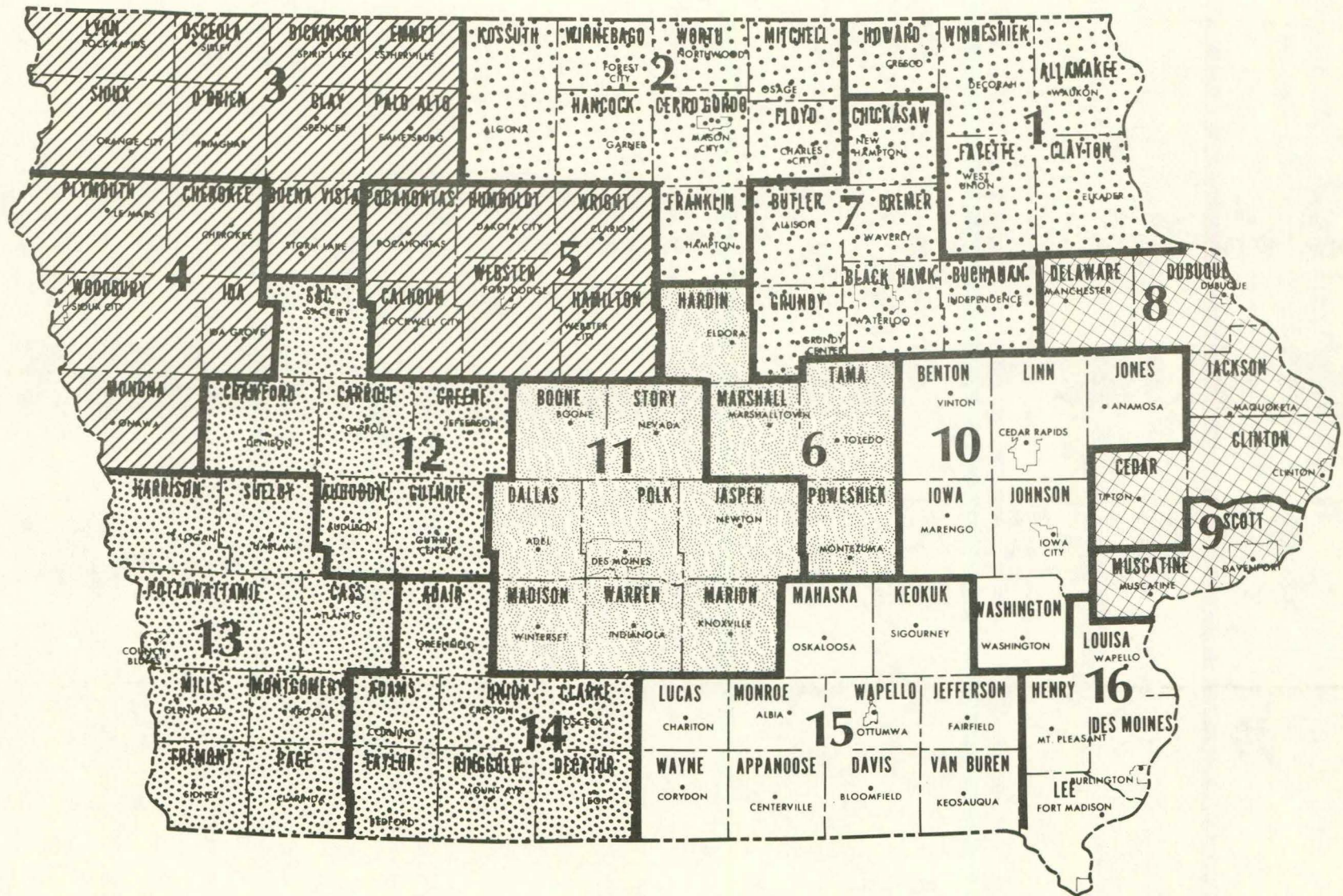
Statewide, the regional transit operations had the following percentage of change from fiscal year 1978 to fiscal year 1979, and from fiscal year 1979 to 1980.

|                   | <u>% OF CHANGE<br/>FY'78 TO FY'79</u> | <u>% OF CHANGE<br/>FY'78 TO FY'79</u> |
|-------------------|---------------------------------------|---------------------------------------|
| PASSENGERS        | +66                                   | +19                                   |
| REVENUE MILES     | +81                                   | -16                                   |
| OPERATING REVENUE | +75                                   | +149                                  |
| OPERATING EXPENSE | +55                                   | +28                                   |
| OPERATING SUPPORT | +50                                   | - 9                                   |
| REVENUE/EXPENSE   | + 3                                   | +22                                   |

The following page shows a map of the 16 transit regions in Iowa.



# Iowa State Transit Regions





| REGIONS    |       | RIDERSHIP | % OF CHANGE | REVENUE MILES | % OF CHANGE | OPERATING REVENUE | % OF CHANGE | OPERATING EXPENSES | % OF CHANGE | SUPPORT | % OF CHANGE | HOURS OF OPERATION | ADULT FARE | % OF CHANGE | NEW EXP. P.T.I. | % OF CHANGE |
|------------|-------|-----------|-------------|---------------|-------------|-------------------|-------------|--------------------|-------------|---------|-------------|--------------------|------------|-------------|-----------------|-------------|
| REGION 1   | FY'80 | 76,106    | +32         | 286,282       | +35         | 131,191           | +651        | 174,058            | +56         | 42,867  | -54         | 21,604             | N/A        | ---         | 75              | +59         |
| Population | FY'79 | 57,486    | +419        | 211,993       | +22         | 17,461            | -1          | 111,539            | +39         | 94,128  | +50         | 13,494             | N/A        | N/A         | 15              | -6          |
|            | FY'78 | 11,062    | ---         | 173,989       | ---         | 17,656            | ---         | 80,373             | ---         | 22,717  | ---         | N/A                | ---        | ---         | 22              | ---         |
| REGION 2   | FY'80 | 91,000    | +15         | 253,100       | +11         | 54,774            | +36         | 166,959            | +36         | 111,285 | +36         | 76,650             | N/A        | ---         | 33              | 0           |
| Population | FY'79 | 79,298    | +59         | 233,000       | +43         | 40,356            | +159        | 122,113            | +64         | 81,757  | +39         | 73,800             | N/A        | N/A         | 33              | -37         |
|            | FY'78 | 49,841    | ---         | 162,520       | ---         | 15,574            | ---         | 74,563             | ---         | 53,989  | ---         | N/A                | ---        | ---         | 70              | ---         |
| REGION 3   | FY'80 | 137,173   | +27         | 288,906       | +13         | 107,020           | +93         | 269,941            | +33         | 162,921 | +11         | 24,340             | N/A        | ---         | 40              | +11         |
| Population | FY'79 | 107,779   | +51         | 255,749       | +2          | 55,312            | +652        | 202,710            | +44         | 147,398 | +10         | 19,959             | N/A        | N/A         | 27              | +22         |
|            | FY'78 | 71,348    | ---         | 251,383       | ---         | 7,352             | ---         | 140,892            | ---         | 133,540 | ---         | N/A                | ---        | ---         | 5               | ---         |
| REGION 4   | FY'80 | 94,473    | +14         | 135,278       | -26         | 69,763            | +75         | 172,226            | -13         | 102,463 | -35         | 15,100             | N/A        | ---         | 40              | +15         |
| Population | FY'79 | 32,582    | -3          | 181,785       | +13         | 39,946            | -34         | 193,395            | +22         | 158,449 | +56         | 16,045             | N/A        | N/A         | 24              | -13         |
|            | FY'78 | 85,561    | ---         | 154,598       | ---         | 60,330            | ---         | 162,160            | ---         | 101,330 | ---         | N/A                | ---        | ---         | 37              | ---         |
| REGION 5   | FY'80 | 99,126    | +267        | 114,553       | +115        | 76,859            | +545        | 273,797            | +267        | 201,938 | +213        | 17,225             | N/A        | ---         | 28              | +20         |
| Population | FY'79 | 26,995    | -3          | 53,210        | +1          | 11,911            | +25         | 76,043             | +79         | 64,132  | +95         | 6,329              | N/A        | N/A         | 3               | -15         |
|            | FY'78 | 27,978    | ---         | 52,553        | ---         | 9,519             | ---         | 42,373             | ---         | 32,854  | ---         | N/A                | ---        | ---         | 23              | ---         |
| REGION 6   | FY'80 | 41,388    | +210        | 203,934       | +95         | 21,085            | +791        | 106,463            | +44         | 85,378  | +19         | 6,197              | N/A        | ---         | 20              | +17         |
| Population | FY'79 | 13,346    | +26         | 104,472       | -3          | 2,367             | -69         | 74,137             | +93         | 71,770  | +135        | 3,914              | N/A        | N/A         | 3               | -32         |
|            | FY'78 | 10,580    | ---         | 107,369       | ---         | 7,734             | ---         | 38,262             | ---         | 30,528  | ---         | N/A                | ---        | ---         | 35              | ---         |
| REGION 7   | FY'80 | 24,050    | +7          | 144,753       | +3          | 23,425            | -43         | 96,452             | +11         | 68,027  | +33         | 8,529              | N/A        | ---         | 29              | -28         |
| Population | FY'79 | 22,472    | N/A         | 139,366       | N/A         | 49,720            | N/A         | 36,957             | N/A         | 37,237  | N/A         | 7,901              | N/A        | N/A         | 57              | N/A         |
|            | FY'78 | N/A       | ---         | N/A           | ---         | N/A               | ---         | N/A                | ---         | N/A     | ---         | N/A                | ---        | ---         | N/A             | ---         |
| REGION 8   | FY'80 | 46,951    | 0           | 140,343       | +12         | 6,615             | +82         | 125,909            | +15         | 119,294 | +53         | 11,502             | N/A        | ---         | 5               | -28         |
| Population | FY'79 | 46,967    | +14         | 125,864       | -7          | 36,332            | +274        | 109,444            | -9          | 73,112  | -34         | 13,122             | N/A        | N/A         | 33              | +25         |
|            | FY'78 | 41,077    | ---         | 135,260       | ---         | 9,714             | ---         | 120,539            | ---         | 110,825 | ---         | N/A                | ---        | ---         | 3               | ---         |



| REGIONS    |       | RIDERSHIP | % OF CHANGE | REVENUE MILES | % OF CHANGE | OPERATING REVENUE | % OF CHANGE | OPERATING EXPENSES | % OF CHANGE | SUPPORT   | % OF CHANGE | HOURS OF OPERATION | ADULT FARE | REV/<br>% OF CHANGE | EXP<br>RATIO | % OF<br>CHNGE |
|------------|-------|-----------|-------------|---------------|-------------|-------------------|-------------|--------------------|-------------|-----------|-------------|--------------------|------------|---------------------|--------------|---------------|
| REGION 9   | FY'80 | 34,109    | +6          | 79,987        | +3          | 44,178            | +299        | 151,714            | +22         | 107,536   | -5          | 7,580              | ---        | ---                 | 29           | +20           |
| Population | FY'79 | 32,290    | +6          | 77,435        | -26         | 11,070            | +236        | 124,805            | +303        | 113,753   | +312        | 10,592             | N/A        | N/A                 | 9            | -2            |
| 93,501     | FY'78 | 30,522    | ---         | 105,163       | ---         | 3,298             | ---         | 30,920             | ---         | 27,622    | ---         | N/A                | ---        | ---                 | 11           | ---           |
| REGION 10  | FY'80 | 287,385   | +51         | 651,339       | +19         | 355,756           | +227        | 402,348            | +23         | 47,092    | -78         | 49,609             | ---        | ---                 | 88           | +55           |
| Population | FY'79 | 190,199   | +110        | 549,146       | +71         | 108,638           | +246        | 326,850            | +44         | 218,212   | +12         | 49,257             | N/A        | N/A                 | 33           | +19           |
| 120,960    | FY'78 | 90,191    | ---         | 321,231       | ---         | 31,400            | ---         | 226,606            | ---         | 195,206   | ---         | N/A                | ---        | ---                 | 14           | ---           |
| REGION 11  | FY'80 | 207,137   | +7          | 559,249       | -4          | 302,284           | +1050       | 458,315            | +99         | 156,031   | -23         | 54,753             | ---        | ---                 | 66           | +55           |
| Population | FY'79 | 193,468   | +35         | 584,189       | +156        | 26,289            | +89         | 229,927            | -16         | 203,638   | -21         | N/A                | N/A        | ---                 | 11           | -12           |
| 208,330    | FY'78 | 125,000   | ---         | 228,000       | ---         | 13,927            | ---         | 272,745            | ---         | 258,818   | ---         | N/A                | ---        | ---                 | 23           | ---           |
| REGION 12  | FY'80 | 40,358    | -3          | 53,075        | +21         | 23,927            | -30         | 63,226             | -2          | 39,299    | +31         | 7,757              | ---        | ---                 | 38           | -15           |
| Population | FY'79 | 41,651    | +10         | 43,855        | -73         | 34,377            | +523        | 64,344             | -15         | 29,967    | -58         | 7,192              | N/A        | ---                 | 53           | +46           |
| 91,819     | FY'78 | 37,982    | ---         | 161,823       | ---         | 5,514             | ---         | 76,080             | ---         | 70,566    | ---         | N/A                | ---        | ---                 | 7            | ---           |
| REGION 13  | FY'80 | 40,924    | -64         | 134,245       | -71         | 25,761            | +108        | 140,808            | -24         | 115,047   | -31         | 8,647              | ---        | ---                 | 13           | +9            |
| Population | FY'79 | 113,436   | +1278       | 462,686       | +394        | 17,209            | -29         | 184,440            | +311        | 167,231   | +713        | 19,184             | N/A        | ---                 | 9            | -45           |
| 38,872     | FY'78 | 8,231     | ---         | 93,709        | ---         | 24,269            | ---         | 44,883             | ---         | 20,614    | ---         | N/A                | ---        | ---                 | 54           | ---           |
| REGION 14  | FY'80 | 153,951   | +17         | 261,006       | -58         | 67,254            | +201        | 233,460            | -27         | 216,206   | -41         | 22,218             | ---        | ---                 | 24           | +18           |
| Population | FY'79 | 131,247   | +95         | 614,193       | +376        | 22,356            | +16         | 390,019            | +460        | 367,663   | +630        | 10,390             | N/A        | ---                 | 6            | -22           |
| 81,847     | FY'78 | 67,404    | ---         | 129,040       | ---         | 19,293            | ---         | 69,680             | ---         | 50,387    | ---         | N/A                | ---        | ---                 | 28           | ---           |
| REGION 15  | FY'80 | 210,770   | +12         | 659,220       | +9          | 274,973           | +73         | 439,468            | +29         | 164,495   | -12         | 42,388             | ---        | ---                 | 63           | +18           |
| Population | FY'79 | 188,194   | +38         | 604,630       | +40         | 154,256           | +51         | 341,152            | +22         | 186,896   | +6          | N/A                | N/A        | ---                 | 45           | +8            |
| 124,215    | FY'78 | 135,865   | ---         | 431,767       | ---         | 102,404           | ---         | 279,159            | ---         | 176,755   | ---         | N/A                | ---        | ---                 | 37           | ---           |
| REGION 16  | FY'80 | 69,005    | +17         | 157,413       | -21         | 12,774            | -25         | 166,930            | +98         | 154,155   | +128        | 17,000*            | ---        | ---                 | 8            | -12           |
| Population | FY'79 | 59,131    | +38         | 200,358       | -7          | 16,966            | +44         | 84,474             | -9          | 67,508    | -17         | N/A                | N/A        | ---                 | 20           | +7            |
| 117,900    | FY'78 | 42,816    | ---         | 214,981       | ---         | 11,798            | ---         | 93,032             | ---         | 81,234    | ---         | N/A                | ---        | ---                 | 13           | ---           |
| TOTAL      | FY'80 | 1,653,916 | +19         | 4,127,683     | -16         | 1,602,640         | +149        | 3,496,674          | +28         | 1,394,034 | -9          | 391,099            | N/A        | ---                 | 46           | +22           |
|            | FY'79 | 1,386,541 | +66         | 4,921,431     | +81         | 644,565           | +75         | 2,724,065          | +55         | 2,082,851 | +47         | N/A                | N/A        | N/A                 | 24           | +3            |
|            | FY'78 | 835,413   | ---         | 2,724,086     | ---         | 372,782           | ---         | 1,752,267          | ---         | 1,412,495 | ---         | N/A                | ---        | ---                 | 21           | ---           |

\*est.



| REGIONS    |       | RIDERSHIP<br>PER CAPITA | % OF<br>CHANGE | REV. MILES<br>PER CAPITA | % OF<br>CHANGE | SUPPORT<br>PER CAPITA | % OF<br>CHANGE | MILES PER<br>COST | % OF<br>CHANGE | MILES PER<br>REVENUE | % OF<br>CHANGE | MILES PER<br>SUPPORT | % OF<br>CHANGE | RIDERSHIP<br>PER MILE | % OF<br>CHANGE | RIDERSHIP<br>PER COST | % OF<br>CHANGE |
|------------|-------|-------------------------|----------------|--------------------------|----------------|-----------------------|----------------|-------------------|----------------|----------------------|----------------|----------------------|----------------|-----------------------|----------------|-----------------------|----------------|
| REGION 1   | FY'80 | .79                     | +32            | 2.99                     | +35            | .44                   | +160           | 1.64              | -13            | 2.18                 | -82            | 6.67                 | +196           | .26                   | +4             | .44                   | -23            |
| Population | FY'79 | .60                     | +400           | 2.21                     | +21            | 1.09                  | +67            | 1.89              | -12            | 12.14                | +23            | 2.25                 | -19            | .27                   | +350           | .57                   | +338           |
| 95,672     | FY'78 | .12                     | ---            | 1.82                     | ---            | .65                   | ---            | 2.16              | ---            | 9.85                 | ---            | 2.77                 | ---            | .06                   | ---            | .13                   | ---            |
| REGION 2   | FY'80 | .69                     | +15            | 1.96                     | +11            | .84                   | +27            | 1.55              | -18            | 4.71                 | -18            | 2.31                 | -19            | .35                   | +3             | .54                   | -16            |
| Population | FY'79 | .60                     | +57            | 1.77                     | +42            | .66                   | +46            | 1.90              | -12            | 5.77                 | -45            | 2.84                 | -3             | .34                   | +09            | .64                   | -3             |
| 131,485    | FY'78 | .38                     | ---            | 1.24                     | ---            | .45                   | ---            | 2.17              | ---            | 10.43                | ---            | 2.75                 | ---            | .31                   | ---            | .56                   | ---            |
| REGION 3   | FY'80 | .93                     | +27            | 1.97                     | +13            | 1.11                  | +11            | 1.07              | -15            | 2.69                 | -42            | 1.77                 | +2             | .47                   | +12            | .51                   | -4             |
| Population | FY'79 | .73                     | +48            | 1.74                     | +1             | 1.00                  | +10            | 1.26              | -29            | 4.62                 | -34            | 1.73                 | -8             | .42                   | +50            | .53                   | +6             |
| 146,433    | FY'78 | .49                     | ---            | 1.72                     | ---            | .91                   | ---            | 1.78              | ---            | 6.98                 | ---            | 1.88                 | ---            | .28                   | ---            | .50                   | ---            |
| REGION 4   | FY'80 | 1.17                    | +14            | 1.68                     | +26            | 1.27                  | -41            | .78               | -14            | 1.93                 | -58            | 1.32                 | +16            | .69                   | +53            | .55                   | +34            |
| Population | FY'79 | 1.03                    | -3             | 2.27                     | +17            | 2.15                  | +69            | .91               | -4             | 4.55                 | +78            | 1.14                 | -25            | .45                   | -18            | .41                   | -21            |
| 80,070     | FY'78 | 1.07                    | ---            | 1.93                     | ---            | 1.27                  | ---            | .95               | ---            | 2.56                 | ---            | 1.51                 | ---            | .55                   | ---            | .52                   | ---            |
| REGION 5   | FY'80 | 1.02                    | +149           | 1.18                     | +46            | 2.08                  | +154           | .41               | -41            | 1.49                 | -67            | .56                  | -32            | .86                   | +72            | .36                   | -3             |
| Population | FY'79 | .41                     | -4             | .81                      | +1             | .82                   | +64            | .69               | -44            | 4.46                 | -19            | .82                  | -49            | .50                   | -5             | .37                   | -44            |
| 65,682     | FY'78 | .43                     | ---            | .80                      | ---            | .50                   | ---            | 1.24              | ---            | 5.53                 | ---            | 1.60                 | ---            | .53                   | ---            | .66                   | ---            |
| REGION 6   | FY'80 | .67                     | +219           | 3.33                     | +96            | 1.39                  | +36            | 1.91              | +36            | 9.67                 | -78            | 2.38                 | +64            | .20                   | +67            | .39                   | +117           |
| Population | FY'79 | .21                     | +16            | 1.70                     | -3             | 1.02                  | +104           | 1.40              | -50            | 44.13                | +216           | 1.45                 | -59            | .12                   | +20            | .18                   | -33            |
| 61,198     | FY'78 | .18                     | ---            | 1.76                     | ---            | .50                   | ---            | 2.82              | ---            | 13.96                | ---            | 3.53                 | ---            | .10                   | ---            | .27                   | ---            |
| REGION 7   | FY'80 | .23                     | +10            | 1.39                     | +3             | .65                   | +86            | 1.50              | -6             | 5.09                 | +81            | 2.12                 | -43            | .16                   | 0              | .25                   | 0              |
| Population | FY'79 | .21                     | N/A            | 1.35                     | N/A            | .35                   | N/A            | 1.60              | N/A            | 2.81                 | N/A            | 3.75                 | N/A            | .16                   | N/A            | .25                   | N/A            |
| 103,471    | FY'78 | N/A                     | ---            | N/A                      | ---            | N/A                   | ---            | N/A               | ---            | N/A                  | ---            | N/A                  | ---            | N/A                   | ---            | N/A                   | ---            |
| REGION 8   | FY'80 | .98                     | 0              | 2.94                     | +11            | 2.50                  | +63            | 1.11              | -3             | 21.21                | +513           | 1.17                 | -32            | .33                   | -11            | .37                   | -12            |
| Population | FY'79 | .98                     | +12            | 2.64                     | -7             | 1.53                  | -34            | 1.15              | +2             | 3.46                 | -75            | 1.72                 | +41            | .37                   | +23            | .42                   | +24            |
| 47,641     | FY'78 | .87                     | ---            | 2.84                     | ---            | 2.33                  | ---            | 1.12              | ---            | 13.92                | ---            | 1.22                 | ---            | .30                   | ---            | .34                   | ---            |



39

| REGIONS    |       | RIDERSHIP<br>PER CAPITA | % OF<br>CHANGE | REV. MILES<br>PER CAPITA | % OF<br>CHANGE | SUPPORT<br>PER CAPITA | % OF<br>CHANGE | MILES PER<br>COST | % OF<br>CHANGE | MILES PER<br>REVENUE | % OF<br>CHANGE | MILES PER<br>SUPPORT | % OF<br>CHANGE | RIDERSHIP<br>PER MILE | % OF<br>CHANGE | RIDERSHIP<br>PER COST | % OF<br>CHANGE |
|------------|-------|-------------------------|----------------|--------------------------|----------------|-----------------------|----------------|-------------------|----------------|----------------------|----------------|----------------------|----------------|-----------------------|----------------|-----------------------|----------------|
| REGION 9   | FY'80 | .36                     | +6             | .85                      | +4             | 1.15                  | -5             | .52               | -16            | 1.81                 | -74            | .74                  | +9             | .42                   | +2             | .22                   | -12            |
| Population | FY'79 | .34                     | +3             | .82                      | -27            | 1.21                  | +303           | .62               | -81            | 6.96                 | +114           | .68                  | -32            | .41                   | +41            | .25                   | -74            |
| 93,501     | FY'78 | .33                     | ---            | 1.13                     | ---            | .30                   | ---            | 3.40              | ---            | 3.25                 | ---            | 3.80                 | ---            | .29                   | ---            | .98                   | ---            |
| REGION 10  | FY'80 | 2.37                    | +51            | 5.38                     | +19            | .38                   | -79            | 1.61              | -4             | 1.83                 | -64            | 13.83                | +451           | .44                   | +29            | .71                   | +22            |
| Population | FY'79 | 1.57                    | +109           | 4.53                     | +70            | 1.80                  | +12            | 1.68              | +19            | 5.05                 | -51            | 2.51                 | +53            | .34                   | +21            | .58                   | +49            |
| 120,960    | FY'78 | .75                     | ---            | 2.66                     | ---            | 1.61                  | ---            | 1.41              | ---            | 10.23                | ---            | 1.64                 | ---            | .28                   | ---            | .39                   | ---            |
| REGION 11  | FY'80 | .99                     | +8             | 2.68                     | -4             | .74                   | -24            | 1.22              | -52            | 1.85                 | -92            | 3.58                 | +25            | .37                   | +12            | .45                   | -46            |
| Population | FY'79 | .92                     | +53            | 2.80                     | +156           | .97                   | -22            | 2.54              | +206           | 22.22                | +36            | 2.86                 | +225           | .33                   | -40            | .84                   | +87            |
| 208,330    | FY'78 | .60                     | ---            | 1.09                     | ---            | 1.24                  | ---            | .83               | ---            | 16.37                | ---            | .88                  | ---            | .55                   | ---            | .45                   | ---            |
| REGION 12  | FY'80 | .43                     | -4             | .57                      | +21            | .42                   | +31            | .83               | +22            | 2.21                 | +74            | 1.35                 | -8             | .76                   | -19            | .64                   | 0              |
| Population | FY'79 | .45                     | +7             | .47                      | -73            | .32                   | -58            | .68               | -68            | 1.27                 | -96            | 1.46                 | -36            | .94                   | +309           | .64                   | +30            |
| 91,819     | FY'78 | .42                     | ---            | 1.76                     | ---            | .76                   | ---            | 2.12              | ---            | 29.34                | ---            | 2.28                 | ---            | .23                   | ---            | .49                   | ---            |
| REGION 13  | FY'80 | 1.05                    | -64            | 3.45                     | -71            | 2.96                  | -31            | .95               | -62            | 5.21                 | -81            | 1.16                 | -58            | .30                   | +25            | .29                   | -52            |
| Population | FY'79 | 2.92                    | +1272          | 11.92                    | +394           | 4.30                  | +711           | 2.50              | +20            | 26.88                | +596           | 2.76                 | -39            | .24                   | +167           | .61                   | +239           |
| 38,812     | FY'78 | .22                     | ---            | 2.41                     | ---            | .53                   | ---            | 2.08              | ---            | 3.86                 | ---            | 4.54                 | ---            | .09                   | ---            | .18                   | ---            |
| REGION 14  | FY'80 | 2.48                    | +117           | 4.22                     | -58            | 3.49                  | -41            | .92               | -41            | 3.88                 | -86            | 1.20                 | -28            | .58                   | +176           | .54                   | +64            |
| Population | FY'79 | 2.12                    | +94            | 9.93                     | +375           | 5.94                  | +524           | 1.57              | -15            | 27.46                | +311           | 1.67                 | -35            | .21                   | -60            | .33                   | -56            |
| 61,847     | FY'78 | 1.09                    | ---            | 2.09                     | ---            | .82                   | ---            | 1.85              | ---            | 6.68                 | ---            | 2.56                 | ---            | .52                   | ---            | .96                   | ---            |
| REGION 15  | FY'80 | 1.69                    | +12            | 5.30                     | +9             | 1.32                  | -33            | 1.50              | -15            | 2.39                 | -39            | 4.00                 | +24            | .31                   | 0              | .47                   | -15            |
| Population | FY'79 | 1.51                    | +33            | 4.86                     | +39            | 1.97                  | +32            | 1.77              | +15            | 3.91                 | -7             | 3.23                 | +32            | .31                   | 0              | .55                   | +15            |
| 124,215    | FY'78 | 1.09                    | ---            | 3.48                     | ---            | 1.42                  | ---            | 1.54              | ---            | 4.21                 | ---            | 2.44                 | ---            | .31                   | ---            | .48                   | ---            |
| REGION 16  | FY'80 | .58                     | +16            | 1.33                     | -22            | 1.30                  | -47            | .94               | -60            | 12.32                | +4             | 1.02                 | -66            | .43                   | +43            | .41                   | -41            |
| Population | FY'79 | .50                     | +33            | 1.70                     | -7             | .57                   | -17            | 2.37              | +3             | 11.80                | -35            | 2.97                 | +13            | .30                   | +50            | .69                   | +38            |
| 117,900    | FY'78 | .36                     | ---            | 1.82                     | ---            | .69                   | ---            | 2.31              | ---            | 18.22                | ---            | 2.64                 | ---            | .20                   | ---            | .50                   | ---            |
| AVERAGE    | FY'80 | 1.01                    | +7             | 2.52                     | -22            | 1.15                  | -26            | 1.18              | -23            | 2.58                 | -66            | 2.18                 | +8             | .40                   | +43            | .47                   | -4             |
| Population | FY'79 | .94                     | +77            | 3.22                     | +88            | 1.56                  | +75            | 1.54              | -18            | 7.64                 | +5             | 2.02                 | -15            | .28                   | -10            | .49                   | -2             |
| 1,640,299  | FY'78 | .53                     | ---            | 1.71                     | ---            | .89                   | ---            | 1.88              | ---            | 7.31                 | ---            | 2.38                 | ---            | .31                   | ---            | .50                   | ---            |



| REGIONS    |       | REVENUE PER<br>RIDERSHIP | % OF<br>CHANGE | RIDERSHIP PER<br>SUPPORT | % OF<br>CHANGE | HOURS PER<br>COST | % OF<br>CHANGE | OPER. REV. PER<br>VEH. HOURS | % OF<br>CHANGE | SUPPORT PER<br>VEH. HOURS | % OF<br>CHANGE | RIDERSHIP PER<br>VEH. HOURS | % OF<br>CHANGE | MILES PER<br>VEH. HOURS | % OF<br>CHANGE |
|------------|-------|--------------------------|----------------|--------------------------|----------------|-------------------|----------------|------------------------------|----------------|---------------------------|----------------|-----------------------------|----------------|-------------------------|----------------|
| REGION 1   | FY'80 | 1.72                     | +473           | 1.77                     | +190           | .12               | 0              | 6.07                         | +371           | 1.98                      | -72            | 3.52                        | -17            | 13.25                   | -16            |
| Population | FY'79 | .30                      | -81            | .61                      | +259           | .12               | N/A            | 1.29                         |                | 6.97                      | ---            | 4.26                        | ---            | 15.71                   | ---            |
| 95,672     | FY'78 | 1.60                     | ---            | .17                      | ---            | N/A               | ---            | N/A                          |                | N/A                       | ---            | N/A                         |                | N/A                     | ---            |
| REGION 2   | FY'80 | .60                      | +20            | .81                      | -16            | .46               | -23            | .71                          | -61            | 1.45                      | +32            | 1.18                        | +10            | 3.37                    | +7             |
| Population | FY'79 | .50                      | +61            | .96                      | +14            | .60               | N/A            | 1.82                         |                | 1.10                      | ---            | 1.07                        | ---            | 3.16                    | ---            |
| 131,485    | FY'78 | .31                      | ---            | .84                      | ---            | N/A               |                | N/A                          |                | N/A                       |                | N/A                         |                | N/A                     |                |
| REGION 3   | FY'80 | .78                      | +53            | .84                      | +15            | .09               | 0              | 4.39                         | +58            | 6.69                      | -9             | 5.63                        | +4             | 11.87                   | -7             |
| Population | FY'79 | .51                      | +410           | .73                      | +38            | .09               | N/A            | 2.77                         |                | 7.38                      | ---            | 5.40                        | ---            | 12.81                   | ---            |
| 146,433    | FY'78 | .10                      | ---            | .53                      | ---            | N/A               | ---            | N/A                          |                | N/A                       |                | N/A                         |                | N/A                     | ---            |
| REGION 4   | FY'80 | .73                      | +52            | .92                      | +77            | .08               | 0              | 4.62                         | +86            | 6.78                      | -31            | 6.25                        | +22            | 8.96                    | -21            |
| Population | FY'79 | .48                      | -32            | .52                      | -38            | .08               | N/A            | 2.48                         |                | 9.87                      |                | 5.14                        | ---            | 11.33                   | ---            |
| 180,070    | FY'78 | .71                      | ---            | .84                      | ---            | N/A               |                | N/A                          |                | N/A                       |                | N/A                         |                | N/A                     |                |
| REGION 5   | FY'80 | .77                      | +75            | .49                      | +17            | .06               | -25            | 4.46                         | +137           | 11.72                     | +16            | 5.75                        | +35            | 6.65                    | -21            |
| Population | FY'79 | .44                      | +29            | .42                      | -51            | .08               | N/A            | 1.88                         |                | 10.13                     |                | 4.26                        | ---            | 8.41                    | ---            |
| 65,682     | FY'78 | .34                      | ---            | .85                      | ---            | N/A               | ---            | N/A                          |                | N/A                       |                | N/A                         |                | N/A                     | ---            |
| REGION 6   | FY'80 | .50                      | +194           | .48                      | +167           | .05               | 0              | 3.40                         | +467           | 13.77                     | -25            | 6.67                        | +96            | 32.91                   | +23            |
| Population | FY'79 | .17                      | -77            | .18                      | -47            | .05               | N/A            | .60                          |                | 18.33                     | ---            | 3.40                        | ---            | 26.69                   | ---            |
| 61,198     | FY'78 | .73                      | ---            | .34                      | ---            | N/A               |                | N/A                          |                | N/A                       |                | N/A                         |                | N/A                     |                |
| REGION 7   | FY'80 | 1.18                     | -47            | .35                      | -42            | .08               | -11            | 3.33                         | -47            | 7.97                      | +69            | 2.81                        | -1             | 16.97                   | -4             |
| Population | FY'79 | 2.21                     | N/A            | .60                      | N/A            | .09               | N/A            | 6.29                         |                | 4.71                      |                | 2.84                        |                | 17.70                   |                |
| 103,471    | FY'78 | N/A                      | ---            | N/A                      | ---            | N/A               |                | N/A                          |                | N/A                       |                | N/A                         |                | N/A                     |                |
| REGION 8   | FY'80 | .14                      | -82            | .39                      | -39            | .09               | -18            | .57                          | -79            | 10.37                     | +86            | 4.08                        | +14            | 12.20                   | +27            |
| Population | FY'79 | .77                      | +221           | .64                      | +73            | .11               | N/A            | 2.76                         |                | 55.57                     |                | 3.57                        | ---            | 9.59                    | ---            |
| 47,641     | FY'78 | .24                      | ---            | .37                      | ---            | N/A               |                | N/A                          |                | N/A                       |                | N/A                         |                | N/A                     |                |



| REGIONS    |       | REVENUE PER<br>RIDERSHIP | % OF<br>CHANGE | RIDERSHIP<br>PER SUPPORT | % OF<br>CHANGE | HOURS PER<br>COST | % OF<br>CHANGE | OPER.REV.PER<br>VEH. HOURS | % OF<br>CHANGE | SUPPORT PER<br>VEH. HOURS | % OF<br>CHANGE | RIDERSHIP<br>PER VEH.HOURS | % OF<br>CHANGE | MILES PER<br>VEH. HOURS | % OF<br>CHANGE |
|------------|-------|--------------------------|----------------|--------------------------|----------------|-------------------|----------------|----------------------------|----------------|---------------------------|----------------|----------------------------|----------------|-------------------------|----------------|
| REGION 9   | FY'80 | 1.29                     | +279           | .31                      | +11            | .04               | -50            | 5.82                       | +460           | 14.18                     | +32            | 4.49                       | +43            | 10.55                   | +44            |
| Population | FY'79 | .34                      | +209           | .28                      | -75            | .08               |                | 1.04                       |                | 10.73                     |                | 3.04                       |                | 7.31                    | ---            |
| 93,501     | FY'78 | .11                      | ---            | 1.10                     | ---            | N/A               |                | N/A                        |                | N/A                       |                | N/A                        |                | N/A                     | ---            |
| REGION 10  | FY'80 | 1.23                     | +116           | 6.10                     | +601           | .12               | -20            | 7.17                       | -92            | .94                       | -79            | 5.79                       | -80            | 13.13                   | +18            |
| Population | FY'79 | .57                      | +63            | .97                      | +89            | .15               | +36            | 2.20                       |                | 4.43                      |                | 3.86                       |                | 11.15                   | ---            |
| 120,960    | FY'78 | .35                      | ---            | .46                      | ---            | .11               |                | N/A                        |                | N/A                       |                | N/A                        |                | N/A                     | ---            |
| REGION 11  | FY'80 | 1.45                     | +1015          | 1.32                     | +39            | .12               |                | 5.52                       |                | 2.84                      |                | 3.73                       |                | 10.21                   | ---            |
| Population | FY'79 | .13                      | +18            | .95                      | +98            | N/A               |                | N/A                        |                | N/A                       |                | N/A                        |                | N/A                     | ---            |
| 208,330    | FY'78 | .11                      | ---            | .48                      | ---            | N/A               |                | N/A                        |                | N/A                       |                | N/A                        |                | N/A                     | ---            |
| REGION 12  | FY'80 | .59                      | -28            | 1.02                     | -26            | .11               | 0              | 3.08                       | -35            | 5.06                      | +22            | 5.20                       | -10            | 6.84                    | +12            |
| Population | FY'79 | .82                      | +486           | 1.38                     | +160           | .11               |                | 4.77                       |                | 4.16                      |                | 5.79                       |                | 6.10                    | ---            |
| 91,319     | FY'78 | .14                      | ---            | .53                      | ---            | N/A               |                | N/A                        |                | N/A                       |                | N/A                        |                | N/A                     | ---            |
| REGION 13  | FY'80 | .62                      | +313           | .35                      | -48            | .06               | -100           | 2.97                       | +234           | 13.30                     | +53            | 47.32                      | +701           | 15.53                   | -36            |
| Population | FY'79 | .15                      | -95            | .67                      | +72            | .10               |                | .89                        |                | 8.71                      |                | 5.91                       |                | 24.12                   | ---            |
| 38,812     | FY'78 | 2.95                     | ---            | .39                      | ---            | N/A               |                | N/A                        |                | N/A                       |                | N/A                        |                | N/A                     | ---            |
| REGION 14  | FY'80 | .43                      | +153           | .71                      | +103           | .07               | +250           | 3.02                       | +40            | 9.73                      | -72            | 6.92                       | -45            | 11.75                   | -80            |
| Population | FY'79 | .17                      | -41            | .35                      | -74            | .02               |                | 2.15                       |                | 35.38                     |                | 12.63                      |                | 59.11                   | ---            |
| 61,847     | FY'78 | .29                      | ---            | 1.33                     | ---            | N/A               |                | N/A                        |                | N/A                       |                | N/A                        |                | N/A                     | ---            |
| REGION 15  | FY'80 | 1.30                     | +60            | 1.28                     | +28            | .09               |                | 6.48                       |                | 3.88                      |                | 4.97                       |                | 15.55                   | ---            |
| Population | FY'79 | .81                      | +8             | 1.00                     | +32            | N/A               |                | N/A                        |                | N/A                       |                | N/A                        |                | N/A                     | ---            |
| 124,215    | FY'78 | .75                      | ---            | .76                      | ---            | N/A               |                | N/A                        |                | N/A                       |                | N/A                        |                | N/A                     | ---            |
| REGION 16  | FY'80 | .18                      | -36            | .44                      | -49            | .10               |                | .75                        |                | 9.06                      |                | 4.05                       |                | 9.26                    | ---            |
| Population | FY'79 | .28                      | 0              | .87                      | +67            | N/A               |                | N/A                        |                | N/A                       |                | N/A                        |                | N/A                     | ---            |
| 117,900    | FY'78 | .28                      | ---            | .52                      | ---            | N/A               |                | N/A                        |                | N/A                       |                | N/A                        |                | N/A                     | ---            |
| AVERAGE    | FY'80 | 2.50                     | -30            | .87                      | +30            | .11               |                | 4.10                       |                | 4.84                      | ---            | 4.23                       | ---            | 10.55                   | ---            |
|            | FY'79 | 3.55                     | +9             | .67                      | +14            | N/A               |                | N/A                        |                | N/A                       |                | N/A                        |                | N/A                     | ---            |
|            | FY'78 | 3.26                     | ---            | .59                      |                |                   |                |                            |                |                           |                |                            |                |                         | ---            |



## INTERCITY BUS OPERATIONS

Intercity carriers in Iowa are privately owned systems providing both fixed-route and charter services throughout the State. These carriers provide essential freight and passenger services to both large and small communities and are likely to become even more important to small communities with the partial deregulation of the trucking industry.

Data for intercity bus operations was obtained from annual reports submitted to the Transportation Regulation Board of the Iowa DOT.

Intercity bus operations are divided into Class I and Class II carriers. (See note below)

In 1977 only seven Class II carriers existed. During 1978 that number doubled. In 1978 seven new Class II carriers began service in Iowa.

The statewide intercity bus operations experienced the following percentages of change from calendar year 1977 to calendar year 1978:

|                         | <u>% OF CHANGE</u><br><u>CLASS I CARRIERS</u> | <u>% OF CHANGE</u><br><u>CLASS II CARRIERS</u> |
|-------------------------|---|--|
| PASSENGERS              | - 6   | +199   |
| REVENUE MILES           | -11   | + 49   |
| OPERATING REVENUE       | + 1   | +423   |
| OPERATING EXPENSE       | +15   | +210   |
| OPERATING PROFIT/(LOSS) | (-13)   | + 68   |

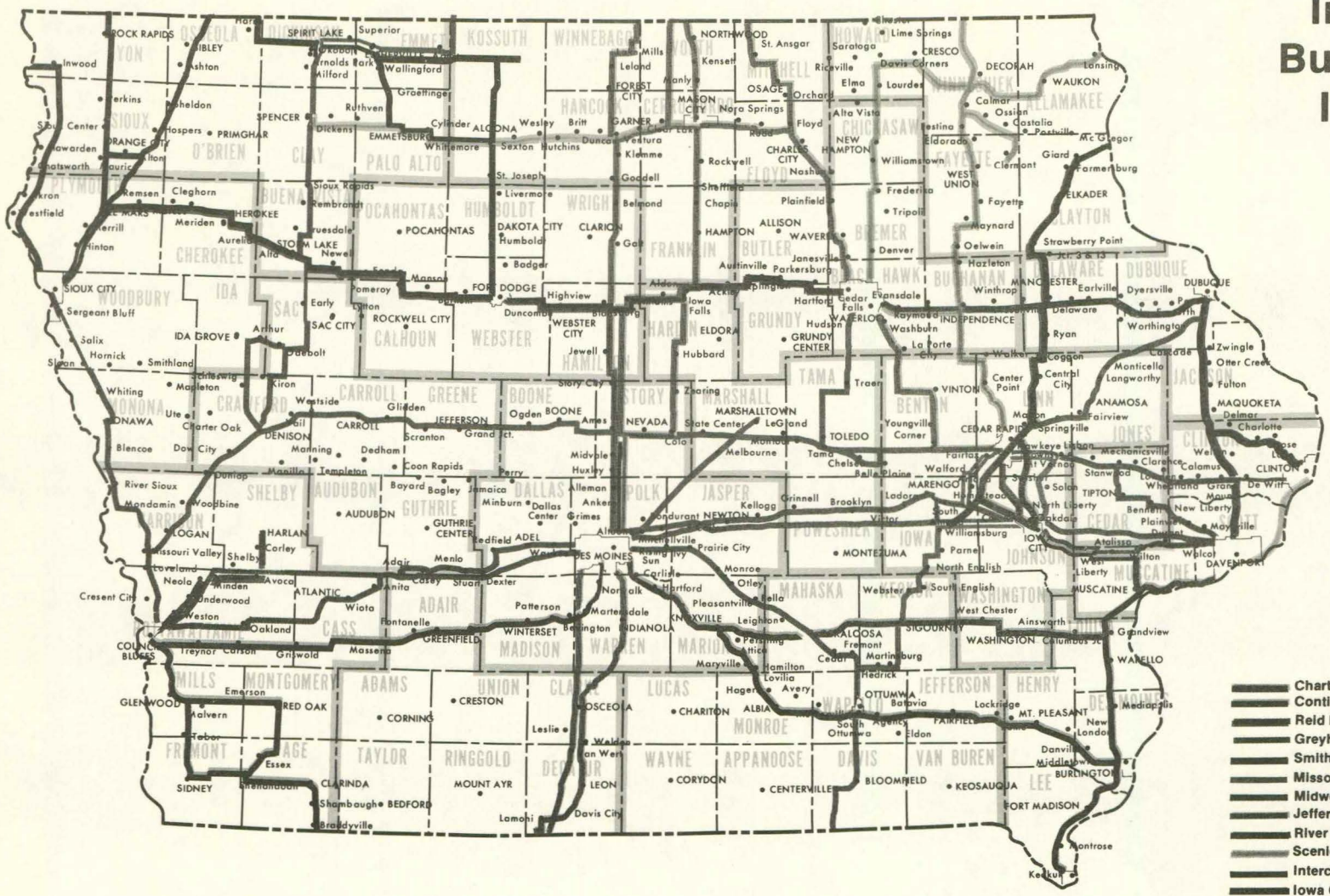
A list of intercity Class I and Class II carriers can be found in *Appendix D* of this report.

NOTE: Class I carriers have annual gross total operating revenues over \$200,000; Class II carriers have total revenues from \$50,000 to \$200,000. Only Iowa revenues are shown on the detailed statistical sheets, not the total revenue for these carriers. This is the reason it appears that not all Class I and Class II carriers are properly identified.



# Intercity Bus Routes In Iowa

## Intercity Bus Routes In Iowa



### LEGEND

- Charter Coaches
- Continental Trailways Bus Company
- Reid Bus Lines
- Greyhound Lines - West Division
- Smithway Coaches Ltd.
- Missouri Transit Lines Inc.
- Midwest Coaches Inc.
- Jefferson Lines Inc.
- River Trails Transit Lines, Inc.
- Scenic Hawkeye Stages, Inc.
- Intercity Airport Transit, Inc.
- Iowa Coaches, Inc.
- Arrow Stage Lines, Inc.
- Scenic Stage Lines
- Jack Rabbit Lines

Figure XVI  
43



Source: Iowa Department of Transportation



| CLASS   | YEAR | IOWA<br>TOTAL<br>REVENUE | % OF<br>CHANGE | TOTAL REV.<br>IOWA<br>PASSENGERS | % OF<br>CHANGE | IOWA<br>PASSENGER<br>MILES | % OF<br>CHANGE | TOTAL<br>IOWA<br>COST | % OF<br>CHANGE | OPERATING<br>RATIO | PROFIT<br>(LOSS) |
|---|------|--------------------------|----------------|----------------------------------|----------------|----------------------------|----------------|-----------------------|----------------|--------------------|------------------|
| AMERICAN BUS LINES                                | 1979 | 2,036,239                | +8             | 196,102                          | -5             | 1,761,236                  | -2             | 1,883,436             | +12            | 108                | 152,803          |
|   | 1978 | 1,885,668                | -3             | 205,862                          | -14            | 1,803,902                  | -5             | 1,679,418             | +19            | 112                | 206,250          |
|   | 1977 | 1,953,289                |                | 238,773                          |                | 1,901,288                  |                | 1,408,763             |                | 139                |                  |
| ARROW STAGE LINES                                 | 1979 | 321,490                  | -41            | 15,644                           | -12            | 268,902                    | -4             | 456,600               | +3             | 69                 | (145,110)        |
|   | 1978 | 549,134                  | +470           | 17,709                           | -40            | 280,922                    | +216           | 454,260               | +334           | 121                | 94,924           |
|   | 1977 | 96,303                   |                | 29,415                           |                | 88,965                     |                | 104,617               |                | 92                 |                  |
| CHARTER COACHES                                   | 1979 | N/R                      | ---            | 22,308                           | ---            | 311,705                    | +2             | N/R                   | ---            | N/A                | ---              |
|   | 1978 | N/R                      | ---            | N/R                              | ---            | 306,919                    | N/A            | N/R                   | N/A            | N/A                | ---              |
|   | 1977 | 186,881                  |                | N/R                              |                | N/R                        |                | N/R                   |                | N/A                |                  |
| FORT DODGE<br>TRANSPORTATION/<br>SMITHWAY COACHES | 1979 | N/R                      | ---            | N/R                              | ---            | N/R                        | ---            | N/R                   | ---            | N/A                | ---              |
|   | 1978 | N/R                      | ---            | 33,763                           | -10            | N/R                        | N/A            | 472,042               | -12            | N/A                | ---              |
|   | 1977 | 683,993                  |                | 37,520                           |                | 448,045                    |                | 537,030               |                | 127                |                  |
| GREYHOUND LINES                                   | 1979 | 7,745,764                | +23            | 745,387                          | +9             | 5,173,578                  | +6             | 7,805,849             | +17            | 99                 | (60,085)         |
|   | 1978 | 6,302,459                | +5             | 686,785                          | -5             | 4,902,693                  | -4             | 6,672,149             | +6             | 94                 | (369,690)        |
|   | 1977 | 5,990,525                |                | 722,337                          |                | 5,108,135                  |                | 6,307,442             |                | 95                 |                  |
| IOWA COACHES                                      | 1979 | 1,020,024                | +8             | 47,830                           | -51            | N/R                        | ---            | N/R                   | ---            | N/A                | ---              |
|   | 1978 | 948,147                  | 0              | 97,563                           | -8             | N/R                        | N/A            | 922,737               | +31            | 103                | 25,410           |
|   | 1977 | 946,453                  |                | 105,839                          |                | 1,063,804                  |                | 705,859               |                | 134                |                  |
| JACK RABBIT LINES                                 | 1979 | 68,178                   | +55            | 2,976                            | +14            | 88,677                     | +6             | 93,316                | +14            | 73                 | (25,138)         |
|   | 1978 | 44,057                   | -24            | 2,601                            | N/A            | 83,953                     | +58            | 82,101                | +70            | 54                 | (38,044)         |
|   | 1977 | 58,220                   |                | N/R                              |                | 53,077                     |                | 48,266                |                | 121                |                  |

N/R - Not Reported  
N/A - Not Available

| CLASS                     | YEAR | IOWA<br>TOTAL<br>REVENUE | % OF<br>CHANGE | TOTAL REV.<br>IOWA<br>PASSENGERS | % OF<br>CHANGE | IOWA<br>PASSENGER<br>MILES | % OF<br>CHANGE | TOTAL<br>IOWA<br>COST | % OF<br>CHANGE | OPERATING<br>RATIO | PROFIT<br>LOSS |
|---------------------------|------|--------------------------|----------------|----------------------------------|----------------|----------------------------|----------------|-----------------------|----------------|--------------------|----------------|
| MIDWEST COACHES           | 1979 | 170,191                  |                | 22,567                           | +15            | 150,294                    | +3             | 143,266               | +9             | 119                | 26,925         |
|                           | 1978 | 153,190                  | 0              | 21,421                           | -11            | 146,612                    | -6             | 131,359               | +7             | 117                | 21,831         |
|                           | 1977 | 153,056                  |                | 24,118                           |                | 155,468                    |                | 122,444               |                | 125                | 30,612         |
| MISSOURI TRANSIT<br>LINES | 1979 | 236,433                  |                | 55,732                           | +21            | 348,900                    | -2             | 313,491               | +13            | 91                 | (27,058)       |
|                           | 1978 | 259,688                  | +3             | 46,073                           | +5             | 354,470                    | -2             | 278,342               | 0              | 93                 | (18,654)       |
|                           | 1977 | 253,217                  |                | 44,044                           |                | 360,402                    |                | 279,037               |                | 91                 | (25,820)       |
| SCENIC HAWKEYE<br>STAGE   | 1979 | 595,331                  |                | 33,118                           | 13             | 666,222                    | +3             | 514,690               | +21            | 116                | 80,641         |
|                           | 1978 | 479,572                  | +5.9           | 73,382                           | -3             | 619,468                    | -3             | 424,195               | +3             | 113                | 55,377         |
|                           | 1977 | 452,881                  |                | 75,360                           |                | 639,167                    |                | 410,022               |                | 110                | 42,859         |
| TOTALS                    | 1979 | 12,243,650               | -3             | 1,191,664                        | -86            | 3,769,514                  | -13            | 11,220,648            | -16            | 109                | ---            |
|                           | 1978 | 12,616,525               | +1             | 1,375,732                        | -6             | 10,028,958                 | -11            | 13,230,104            | +15            | 95                 | ---            |
|                           | 1977 | 12,547,303               |                | 1,468,037                        |                | 11,295,938                 |                | 11,540,856            |                | 109                | ---            |



|                                       | CLASS | YEAR | IOWA<br>TOTAL<br>REVENUE | % OF<br>CHANGE | TOTAL REV.<br>IOWA<br>PASSENGERS | % OF<br>CHANGE | IOWA<br>PASSENGER<br>MILES | % OF<br>CHANGE | TOTAL<br>IOWA<br>COST | % OF<br>CHANGE | OPERATING<br>RATIO | PROFIT<br>LOSS |
|---------------------------------------|-------|------|--------------------------|----------------|----------------------------------|----------------|----------------------------|----------------|-----------------------|----------------|--------------------|----------------|
| THE BROTHERS BUS<br>COMPANY           | II    | 1979 | 102,117                  | +140           | 80,000                           | +141           | 61,000                     | +44            | 102,117               | +138           | 0                  | 0              |
|                                       |       | 1978 | 42,619                   | ---            | 33,150                           | ---            | 42,250                     | ---            | 42,954                | ---            | 101                | (335)          |
|                                       |       | 1977 | N/R                      |                | N/R                              |                | N/R                        |                | N/R                   |                | N/A                |                |
| ARNOLD HENN                           | II    | 1979 | 20,354                   | +99            | 17,155                           | +99            | 44,388                     | +70            | 17,505                | +58            | 116                | 2,849          |
|                                       |       | 1978 | 10,224                   | +48            | 8,610                            | +65            | 26,082                     | +21            | 11,105                | +72            | 109                | (881)          |
|                                       |       | 1977 | 6,891                    | ---            | 5,225                            |                | 21,550                     |                | 6,460                 |                | 107                |                |
| INDUSTRIAL<br>TRANSPORTATION          | II    | 1979 | 66,320                   | -47            | 39,031                           | -11            | 86,572                     | +500           | 59,428                | -49            | 112                | 6,892          |
|                                       |       | 1978 | 124,563                  | ---            | 43,917                           | ---            | 14,420                     | ---            | 116,977               | ---            | 94                 | 7,586          |
|                                       |       | 1977 | N/A                      |                | N/A                              |                | N/A                        |                | N/A                   |                | N/A                |                |
| INTERCITY AIRPORT<br>TRANSIT          | II    | 1979 | 77,321                   | -41            | 9,261                            | +43            | 184,991                    | +43            | 197,548               | +52            | 39                 | (120,227)      |
|                                       |       | 1978 | 131,412                  | +26            | 6,477                            | -57            | 129,444                    | +2             | 130,014               | +27            | 99                 | 1,398          |
|                                       |       | 1977 | 104,186                  |                | 14,991                           |                | 126,752                    |                | 102,113               |                | 98                 | 2,073          |
| LANE BROTHERS                         | II    | 1979 | 27,378                   | -7             | 448                              | -24            | 35,056                     | -2             | 27,225                | -4             | 101                | 153            |
|                                       |       | 1978 | 29,468                   | +34            | 588                              | +3             | 35,672                     | +12            | 28,505                | +33            | 97                 | 963            |
|                                       |       | 1977 | 21,911                   |                | 572                              |                | 31,824                     |                | 21,392                |                | 98                 | 519            |
| MIDWEST TRANSIT LINES<br>OF MUSCATINE | II    | 1979 | 352,923                  | +3             | 65,000                           | +142           | 272,903                    | +813           | N/A                   | N/A            | N/A                | N/A            |
|                                       |       | 1978 | 762                      | ---            | 127                              | ---            | N/R                        | ---            | 1,272                 | ---            | 167                | (510)          |
|                                       |       | 1977 | N/A                      |                | N/A                              |                | N/A                        |                | N/A                   |                | N/A                |                |
| MARSHALL MOTOR<br>COACH               | II    | 1979 | 341,365                  | ---            | 26,900                           | ---            | 29,880                     | ---            | 336,889               | ---            | 99                 | 4,476          |
|                                       |       | 1978 | N/A                      |                | N/A                              |                | N/A                        |                | N/A                   |                | N/A                |                |
|                                       |       | 1977 | N/A                      |                | N/A                              |                | N/A                        |                | N/A                   |                | N/A                |                |

N/R - Not Reported  
N/A - Not Available



| CLASS                               | YEAR | IOWA<br>TOTAL<br>REVENUE | % OF<br>CHANGE | TOTAL REV.<br>IOWA<br>PASSENGERS | % OF<br>CHANGE | IOWA<br>PASSENGER<br>MILES | % OF<br>CHANGE | TOTAL<br>IOWA<br>COST | % OF<br>CHANGE | OPERATING<br>RATIO | PROFIT<br>LOSS |
|-------------------------------------|------|--------------------------|----------------|----------------------------------|----------------|----------------------------|----------------|-----------------------|----------------|--------------------|----------------|
| REID BUS LINES<br>(out of business) | II   | 1979                     | 12,543         | +197                             | 55,355         | ---                        | 272,968        | 23,558                |                | 53                 | (11,015)       |
|                                     |      | 1978                     | 4,228          | -66                              | 913            | ---                        | 52,020         | 11,478                | -48            | 81                 | 2,750          |
|                                     |      | 1977                     | 12,359         |                                  | 955            |                            | 52,020         | 21,970                |                | 178                |                |
| RIVER TRAILS<br>TRANSIT LINES       | II   | 1979                     | 100,457        | -3                               | 55,355         |                            | 272,968        | 185,018               |                |                    | (84,561)       |
|                                     |      | 1978                     | 103,395        | +7                               | 65,573         | +64                        | 53,592         | 142,435               | +7             | 138                | 39,040         |
|                                     |      | 1977                     | 96,307         |                                  | 39,882         |                            | 52,128         | 132,696               |                | 138                |                |
| SCENIC STAGE LINES                  | II   | 1979                     | 43,026         | +9                               | 4,564          |                            | 36,806         | N/R                   |                | N/A                | N/A            |
|                                     |      | 1978                     | 39,452         | +55                              | 4,817          | +33                        | 648            | N/R                   | ---            | N/A                |                |
|                                     |      | 1977                     | 25,428         |                                  | 3,617          |                            | 1,360          | N/A                   |                | N/A                |                |
| CENTRAL STATES<br>ENTERPRISES       | II   | 1979                     | 14,611         | -20                              | 1,997          |                            | 22,734         | 17,375                |                |                    |                |
|                                     |      | 1978                     | 18,333         | ---                              | ---            | ---                        | N/R            | 13,296                | ---            | 100                | 37             |
|                                     |      | 1977                     | N/A            |                                  | N/A            |                            | N/A            | N/A                   |                | N/A                |                |
| CITY TRANSIT                        | II   | 1979                     | 99,804         | +18                              | 30,166         |                            | 62,233         | 112,485               |                |                    | (12,681)       |
|                                     |      | 1978                     | 84,623         | ---                              | 4,040          | ---                        | 35,512         | 84,718                | ---            | 100                | (95)           |
|                                     |      | 1977                     | N/A            |                                  | N/A            |                            | N/A            | N/A                   |                | N/A                |                |
| MIDWEST TRANS-<br>PORTATION CO.     | II   | 1979                     | 543,937        | +17                              | N/A            |                            | N/A            | N/A                   |                | N/A                |                |
|                                     |      | 1978                     | 466,616        | ---                              | ---            | ---                        | N/A            | N/A                   | ---            | N/A                |                |
|                                     |      | 1977                     | N/A            |                                  | N/A            |                            | N/A            | N/A                   |                | N/A                |                |
| OTTJMWVA TRANSIT<br>LINES           | II   | 1979                     | 57,036         | ---                              | 5,880          |                            | 54,320         | 95,826                |                |                    |                |
|                                     |      | 1978                     | N/A            | ---                              | ---            | ---                        | N/A            | N/A                   | ---            | N/A                |                |
|                                     |      | 1977                     | N/A            |                                  | N/A            |                            | N/A            | N/A                   |                | N/A                |                |
| BEST CAB CO.                        | II   | 1979                     |                |                                  |                |                            |                |                       |                |                    |                |

N/R - Not Reported  
N/A - Not Available



## COMMUTER SERVICES

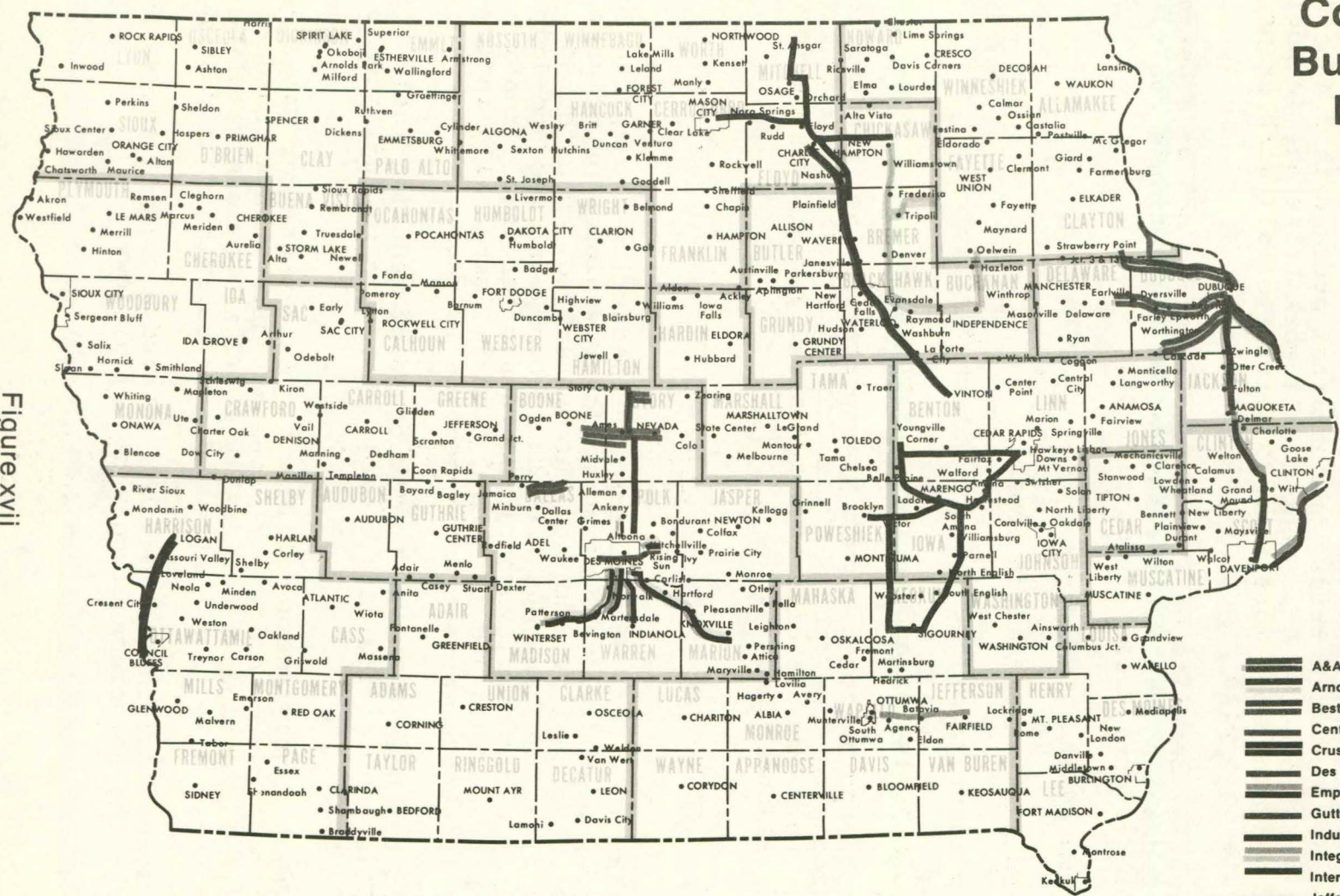
In the last three years there has been an increase in the number commuter bus operations and an increased use of these operations by commuters traveling to and from work. With increasing energy costs, individuals have become more travel cost conscious; therefore, conditions have created an increase in commuter service. With the assistance of the Iowa Department of Transportation, service has been started in many areas of the state.

Commuter bus services have expanded from one or two providers in early 1978 to approximately 16 at the end of fiscal year 1980.

Over 100 small communities now have commuter service into larger cities. To be effective, a commuter service must be tailored to meet the schedules of groups of workers.

Commuter service information may be obtained from the map on page 49 or by referring to *Appendix F* in the back of this report.

# Commuter Bus Routes In Iowa



**LEGEND**

- A&A Bus Lines
- Arnold Henn
- Best Cab Co.
- Central Iowa Transportation Co.
- Crusader Coach Lines Inc.
- Des Moines Metropolitan Transit Authority
- Employees Transit
- Guttenburg Coach Lines
- Industrial Transportation
- Integrated Transit System
- Intercity Airport Transit Inc.
- Jefferson Lines
- Midwest Transportation
- Scenic Hawkeye Stages Inc.
- The Brothers Bus Company

Figure xvii  
49

Source: Iowa Department of Transportation





## RIDESHARING

### CARPOOLS

Carpooling is a more important mode of travel than generally recognized. For work trips, the national average is 1.4 persons per car. Nationally, 6 percent of all work trips are in public transit vehicles, but more than 30 percent of all work trips are in private cars with 2 or more occupants.

The potential benefits of increased carpooling can be substantial. Carpooling can satisfy several of the nation's goals. Favorable effects include reduction of:

- congestion;
- total transportation costs;
- pressures for new transportation facilities;
- air pollution and energy consumption.

A carpool program could reduce transportation fuel consumption by 1 percent to 4 percent. While this is a relatively small percentage, this impact reflects a potential savings of one to three billion gallons annually.

### VANPOOLS

Vanpooling is a form of prearranged ridesharing transportation by a group of individuals using employer vehicles or private vehicles. Vanpooling combines the guaranteed, chauffeured service of a line haul bus with the economy and door-to-door service of a carpool. Vanpool programs offer an alternative to the private auto and line haul transit, especially in low-density locations where transit service is poor.

Vanpools can help meet the public goals of reducing fuel consumption while affording economic benefits to individuals and employers.

Vanpools are highly energy-efficient. A 12-passenger van uses seven times less gasoline per passenger mile than a standard auto with 1.3 occupants and nearly 2 1/2 times less gasoline per passenger mile than a standard auto carrying four passengers.

Currently one company in Iowa has started a cost-saving vanpool program - the Rolscreen Company of Pella, Iowa.



## LET'S GET TOGETHER

A statewide program, *LET'S GET TOGETHER*, is geared to promote ridesharing through Iowa employers. This program will gradually absorb all the efforts presently directed toward the I-POOL program. The I-POOL program is reaching the stage where it has served its purpose and will be phased out.

The primary goal of *LET'S GET TOGETHER*, is to develop and implement a ridesharing program which can be easily adopted and maintained by Iowa employers for promotion within their organizations and transit planning organizations.

A marketing representative contacts Iowa employers in an effort to promote the *LET'S GET TOGETHER* program offered by the Public Transit Division. Those adopting the program will receive informational and promotional materials concerning ridesharing, carpool forms for the employees, maps for use in matching and conducting the program and technical assistance, all developed under contract with the Iowa Energy Policy Council.

The computer program developed by the Iowa Department of Transportation is part of this package enabling an employer to take advantage of a computerized program while avoiding the expense of creating its own.

New grid maps have been produced which use statewide traffic model zones and urban traffic analysis zones. The zones reflect environmental barriers, traffic flow, and homogeneity in relationship to residential areas, industrial areas and central business districts. Both city and county maps (*Figure XIV and XV*) are individually zoned to allow for more specific matching capability.

Three packets of promotional and information material have been developed:

- A. employers' packet.
- B. coordinator's packet.
- C. promotional material.

A. EMPLOYER'S PACKET - This packet contains material directed at the management level of Iowa companies. The basic manual of the program is found in the employer's packet and is entitled *LET'S GET TOGETHER*. This is both informational and promotional in nature and briefly discusses the different types of ride pools (car, van, and bus), the benefits of ridesharing to the employer, the approach used to organize a ridesharing program in the company, the incentives used to sell pooling to the company's employees, and the procedures used and the materials needed by the employer to maintain a company ridesharing program.



The *LET'S GET TOGETHER* manual is accompanied by a pamphlet entitled *TOGETHERNESS IS GOOD BUSINESS*, which concentrates on the benefits of a company ridesharing program to the employer.

B. COORDINATOR'S PACKET - This packet has been prepared for the coordinator who is the person most directly responsible for the operation of the company's ridesharing program. The key manual of this packet is *LET'S GET TOGETHER MATCHING SYSTEMS*, which briefly describes computerized and manual matching systems, but concentrates on the matching procedures and the materials used in the *LET'S GET TOGETHER* program. The coordinator is the key person in *LET'S GET TOGETHER* and is the recipient of the materials prepared by the Public Transit Division. The program is organized to be simply and efficiently operated while taking little of the coordinator's time. A pamphlet entitled *SELLING TOGETHERNESS* is another informational piece which is included in the coordinator's packet. This pamphlet lists different employee incentives which, with top management's permission, may be used by the coordinator to sell pooling to the company employees. Various posters promoting ridesharing will be placed in areas of the company where they will be viewed by most, if not all, of the employees.

C. PROMOTIONAL MATERIAL PACKET - This packet contains informational and promotional materials in the form of brochures, pamphlets, flyers, etc. One brochure, entitled, *FEELING THE FUEL COST SQUEEZE - TRY TOGETHERNESS!*, discusses the financial savings by the employee through ridesharing.

In November 1979 we began contacting individual employers throughout the state and sending them ridesharing information. A total of 622 employers have received initial information pertaining to Iowa's *LET'S GET TOGETHER* program.

To date of 80 employers throughout the state have requested additional information and approximately 20 have adopted the program.

Because of the many requests we have received, and in order to make visits to these employers, two local areas have made commitments to accept responsibility in their local areas. These two agencies are Bi-State Metropolitan Planning Organization in the Davenport/Rock Island area, and the Metropolitan Transit Authority for the metropolitan area of Des Moines.

The program matches individuals who live close together. The statewide ridesharing program offers all Iowans the possibility of sharing a ride with fellow Iowans, thus allowing people to save money and fuel.







# Story County Iowa

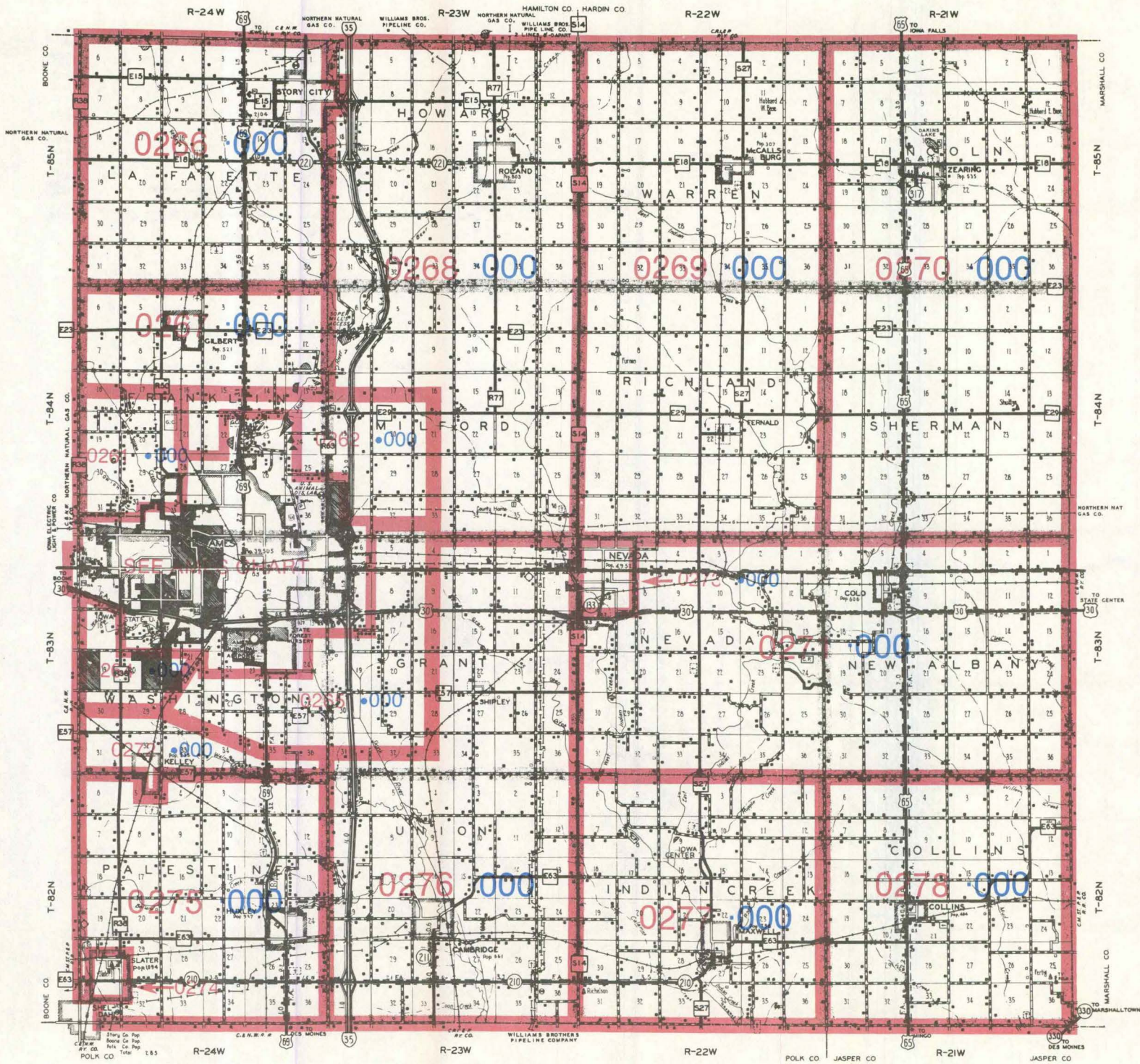


Figure xvii  
54



## Appendicies



## LARGE URBAN TRANSIT SYSTEMS

CEDAR RAPIDS: CITY BUS DEPARTMENT  
427 Eighth St.  
Cedar Rapids, IA 52405  
  
Ray Bagley, superintendent  
(319)365-0455

COUNCIL BLUFFS: METRO AREA TRANSIT (Omaha)  
2615 Cuming St.  
Omaha, NE 68131  
  
Jerry Erdman, director  
(402)341-7560

DAVENPORT: DEPARTMENT OF MUNICIPAL TRANSPORTATION  
City of Davenport  
City Hall  
Davenport, IA 52801  
  
Byron Baxter, director of trans.  
(319)326-7781

DES MOINES: METROPOLITAN TRANSIT AUTHORITY  
1100 MTA Lane  
Des Moines, IA 50312  
  
Forest D. Swift, gen. mgr.  
(515)283-8111

DUBUQUE: KEYLINE TRANSIT  
2400 Central Ave.  
Dubuque, IA 52001  
  
William B. Kohler, manager  
(319)583-9191

SIOUX CITY: SIOUX CITY TRANSIT SYSTEM  
2505 Fourth St.  
Sioux City, IA 51101  
  
W.N. Davis, gen. mgr.  
(712)276-6405

WATERLOO: METROPOLITAN TRANSIT AUTHORITY, INC. (MET)  
1515 Black Hawk St.  
Waterloo, IA 50702  
  
R.J. Schnabel, director  
(319)234-5713

## SMALL URBAN TRANSIT SYSTEMS

AMES: CITY OF AMES CY-RIDE  
Municipal Airport Building  
Ames, IA 50010  
  
John Elwell, manager  
(515)232-6210

BETTENDORF: DIAL-A-RIDE  
City of Bettendorf  
1609 State St.  
Bettendorf, IA 52722  
  
Jim Strieck, city clerk  
(319)355-1865

BURLINGTON: BURLINGTON URBAN SERVICE (BUS)  
821 S. Main  
Burlington, IA 52601  
  
Ray Toal, director  
(319)754-3451 ext. 43

CLINTON: MUNICIPAL TRANSIT AUTHORITY (MTA)  
1936 N. Second St.  
Clinton, IA 52632  
  
Donna Morgan, director  
(319)242-3721

CORALVILLE: CITY OF CORALVILLE  
1512 Seventh St.  
Coralville, IA 52241  
  
Peter Albrecht, transit manager  
(319)351-7711

FT. DODGE/REG. V: FRONTIER TRANSIT  
19 N. Seventh St.  
Fort Dodge, IA 50501  
  
John Evans, trans. manager  
(515)576-8101

IOWA CITY: CITY OF IOWA CITY  
410 E. Washington, Civic Center  
Iowa City, IA 52240  
  
Hugh Mose Jr., transit manager  
(319)351-6336



MARSHALLTOWN:

MARSHALL MOTOR COACH, INC.  
City of Marshalltown  
Marshalltown, IA 50158

Dale Andrews, owner  
(515)752-6718

MASON CITY:

CITY OF MASON CITY  
City Hall  
Mason City, IA 50401

Charles Hammen, acting transit mgr.  
(515)423-2614

MUSCATINE:

CITY OF MUSCATINE  
City Hall  
Muscatine, IA 52762

Norma Todd, transit mgr.  
(319)264-1550

OTTUMWA:

CITY OF OTTUMWA  
City Hall  
105 E. Third St.  
Ottumwa, IA 52501

Pam Hunt, transit coordinator  
(515)683-0695

## REGIONAL TRANSIT SYSTEMS

## REGION 1

REGION 1 TRANSIT SYSTEM  
P.O. Box 30  
Decorah, IA 52101

Catherine Irons, transportation coord.  
(319)382-4259

## REGION 2

NORTH IOWA AREA REGIONAL TRANSIT  
SYSTEMS (NIARTS)  
North Iowa Area Council of Governments  
13 1/2 S. Federal  
Mason City, IA 50401

Steve Iliff, transit administrator  
(515)423-0491

## REGION 3

AREA REGIONAL TRANSIT SYSTEM  
2328 Highway Blvd.  
Spencer, IA 51301

Rose Haar, program director  
(712)262-1775

## REGION 4

SIOUXLAND REGIONAL TRANSIT AUTHORITY  
626 Insurance Exchange Building  
Sioux City, IA 51102

James Lindsay, acting transit director  
(712)279-6286

## REGION 5

FRONTIER TRANSIT  
19 N. Seventh St.  
Fort Dodge, IA 50501

John Evans, transit manager  
(515)576-8101

## REGION 6

CENTRAL IOWA REGIONAL TRANSIT SYSTEM  
(CIRTS)  
Woodbury Building, Suite 10  
8 N. First Ave.  
Marshalltown, IA 50158

Sherry Failor, transp. planner  
(515)752-0717

## REGION 7

IN-TRANSIT  
Iowa Northland Regional Council of Govts.  
Russell Lamson Building, Suite N  
209 W. Fifth St.  
Waterloo, IA 50701

Chris Wetlaufer, transit admin.  
(319)235-0311



REGION 8

CARE-VAN  
Scenic Valley Area VIII Agency on Aging  
Cathedral Square  
469 Emmett  
Dubuque, IA 52001

Marguerite Carter, director  
(319)583-3547

REGION 9

GREAT RIVER BEND REGIONAL TRANSIT SYSTEM  
Great River Bend Services, Inc.  
2810 Eastern Ave.  
Davenport, IA 52803

Ermadel Rostenbach, trans. manager  
(319)324-2140

REGION 10

ECICOG TRANSIT  
East Central Iowa Council of Governments  
105 Second Ave.  
Coralville, IA 52241

Roger Boldt, trans. planner  
(319)354-2328

REGION 11

CIRALG TRANSIT  
Central Iowa Regional Association of  
Local Governments  
104 East Locust  
Des Moines, IA 50309

Terry Meyer, transit admin.  
(515)244-3257

REGION 12

REGION XII COUNCIL OF GOVERNMENTS  
527 1/2 N. Adams  
Carroll, IA 51401

Fred Kesten, trans. coordinator  
(712)243-4196

REGION 13

SWITA  
Southwest Iowa Planning Council  
18 W. Sixth St.  
Atlantic, IA 50022

Dave Argenta, trans. director  
(712)243-4196

REGION 14

SOUTHERN IOWA TROLLEY  
Southern Iowa Council of Governments  
228 N. Pine St.  
Creston, IA 50801

Susan Daugherty, trans. director  
(515)782-4040

REGION 15

INTEGRATED TRANSIT SYSTEM (ITS)  
Southern Iowa Economic Development Assoc.  
Ottumwa Industrial Airport  
Building 46  
Ottumwa, IA 52501

John Nardini, trans. coordinator  
(515)682-8741

REGION 16

SOUTHEAST IOWA REGIONAL PLANNING COMMISSION  
508 N. Main  
Burlington, IA 52601

Gary Smith, transit administrator  
(319)753-5107



## INTERCITY OPERATORS

CLASS 1:

AMERICAN BUS LINES (Trailways)  
P.O. Box 73  
Wichita, KS 67201  
Phone: (214)655-7743

JACK RABBIT LINES INC.  
301 N. Dakota  
Sioux Falls, SD 57102  
Phone: (605)336-0885

ARROW STAGE LINES INC.  
East Sixth and Chambers  
Sioux City, IA 51106  
Phone: (712)255-0141

JEFFERSON LINES INC.  
1206 Curie Ave.  
Minneapolis, MN 55403  
Phone: (612)335-8745

CHARTER COACHES INC.  
RR 2  
Cedar Rapids, IA 52406  
Phone: (319)

MIDWEST COACHES INC.  
216 N. Second St.  
Box 226  
Mankato, MN 56001  
Phone: (507)625-4885

FORT DODGE TRANSPORTATION CO.  
E. Highway 20  
P.O. Box 901  
Fort Dodge, IA 50501  
Phone: (515)576-6494

MISSISSOURI TRANSIT LINES INC.  
104 N. Clark St.  
P.O. Box 632  
Moberly, MO 65270  
Phone: (816)263-2933

GREYHOUND LINES INC.  
Greyhound Tower  
Phoenix, AZ 85077  
Phone: (415)495-1220

SCENIC HAWKEYE STAGE LINES INC.  
703 Dudley St.  
Decorah, IA 52101  
Phone: (319)382-3639

IOWA COACHES INC.  
1180 E. Roosevelt Exit  
Dubuque, IA 52001  
Phone: (319)556-5385

CLASS 2:

THE BROTHERS BUS CO.  
P.O. Box 147  
Indianola, IA 50125  
Phone: (515)243-7800

INDUSTRIAL TRANSPORTATION  
210 Seventh Ave.  
Belle Plaine, IA 52208  
Phone: (319)444-3544

ARNOLD J. HENN  
238 S. Maple Ave.  
New Hampton, IA 50659  
Phone: (515)394-4213

INTERCITY AIRPORT TRANSIT INC.  
P.O. Box 2506  
Des Moines, IA 50315  
Phone: (515)285-9640

LANE BROTHERS INC.  
421 N. George  
P.O. Box 10006  
Mason City, IA 50401  
Phone: (515)423-5445

SCENIC STAGE LINES INC.  
606 Portland Ave.  
Morrison, IL 61270  
Phone: (815)772-7226

MIDWEST TRANSIT LINES OR MUSCATINE  
210 Seventh Ave.  
Belle Plaine, IA 50158  
Phone: (319)444-3544

CENTRAL STATES ENTERPRISES INC.  
Northland Bus Company  
120 - First St. N.W.  
Mason City, IA 50401  
Phone: (515)423-2132

MARSHALL MOTOR COACH  
1409 E. Anson  
P.O. Box 428  
Marshalltown, IA 50158  
Phone: (515)752-6718

CITY TRANSIT INC.  
1409 S. Taft  
Mason City, IA 50401  
Phone: (515)424-5511

REID BUS LINES  
707 Hill St.  
Harlan, IA 51537  
Phone: (515)755-5950

MIDWEST TRANSPORTATION CO.  
1501 E. Lincoln Way  
P.O. Box 643  
Ames, IA 50010  
Phone: (515)232-7270

RIVER TRAILS TRANSIT LINES INC.  
200 Main  
Julien Motor Inn  
Dubuque, IA 52001  
Phone: (319)583-0517

OTTUMWA TRANSIT LINES  
1414 W. Second St.  
Ottumwa, IA 52501  
Phone: (515)682-8496 or  
(515)682-9782



## DEFINITIONS

|                       |  |
|-----------------------|--|
| RIDERSHIP             | The number of passengers who board public transportation vehicles. Passengers are counted each time they board a vehicle even though it may be on the same journey from origin to destination. |
| REVENUE MILES         | Total miles traveled by revenue vehicles while in revenue service. Excludes hours consumed while traveling to and from storage facilities and other deadhead travel.                           |
| REVENUE/EXPENSE       | The percentage of operating expense covered by passenger and/or contract revenue.  |
| OPERATING EXPENSE     | A grouping of expenses on the basis of goods or services purchased.  |
| YEAR OF MANUFACTURE   | The year in which the vehicles were manufactured.  |
| SEATING CAPACITY      | The number of passenger seats aboard the vehicle.  |
| REVENUE VEHICLE MILES | Total miles traveled by revenue vehicles while in revenue service. Excludes miles traveled to and from storage facilities and other deadhead travel.   |
| REVENUE VEHICLE HOURS | Total number of schedule hours that a vehicle is in revenue service. Excludes hours consumed while traveling to and from storage facilities and during other deadhead travel.                  |
| PASSENGER MILES       | The sum of the distances ridden by each passenger. This measure may be derived by multiplying the number of unlinked passenger trips by the average distance ridden per unlinked passenger.    |

|                          |   |
|--------------------------|---|
| TOTAL VEHILCES           | The total of owned and true lease vehilces.   |
| OPERATING REVENUE        | All revenue generated by transporting an individual passenger or by unit of service (i.e., farebox, charter, mileage, or hours of service and service contracts).   |
| OPERATING EXPENSES       | All eligible transit system expenses related to operating, maintaining and administering transit operation, as defined by the Department.   |
| OPERATING SUPPORT        | All monies received by the transit system not specifically related to transporting individuals or contracting on the basis of units of service, but for the purpose of underwriting the operating support need. |
| LINE HAUL SERVICE        | Bus service operated on a regular fixed route and schedule.   |
| RIDERSHIP PER CAPITA     | Total passengers divided by census population figure for that area.   |
| REVENUE MILES PER CAPITA | Sum or vehicle mileage divided by census population figure for that area.   |
| SUPPORT PER CAPITA       | Dollars which make up the difference between the cost of providing transit service and the fare charged for the service divided by the census population figure for that area.                                  |
| MILES PER COST           | Total revenue miles divided by total expenses to show the average mile per dollar.  |
| MILES PER SUPPORT        | Total revenue miles divided by total support dollars to show the average mile per support dollar.   |
| RIDERSHIP PER MILE       | Performance measure which indicates usefulness be relating total transit ridership to total revenue miles.  |



|                                    |   |
|------------------------------------|---|
| RIDERSHIP PER COST                 | Performance measure which indicates cost effectiveness by relating total ridership to total transit service expenses. |
| MILES PER REVENUE                  | Sum of vehicle mileage divided by all revenue generated by transporting individuals.                                  |
| REVENUE PER RIDERSHIP              | Total sum of fares collected divided by total number of riders.   |
| RIDERSHIP PER SUPPORT              | Total number of riders divided by total support dollars.  |
| HOURS PER COST                     | Total vehicle hours divided by total expenses.  |
| OPERATING REVENUE PER VEHICLE HOUR | Total revenue generated by ridership divided by total hours that vehicles are in service.                             |
| SUPPORT PER VEHICLE HOUR           | Sum of expenses minus revenues divided by total hours vehicles are in service.  |
| RIDERSHIP PER VEHICLE HOUR         | Total ridership divided by total hours vehicles are in service.   |
| MILES PER VEHICLE HOUR             | Total miles divided by total hours vehicles are in service.   |

## COMMUTER SERVICE

The commuter services listed below operate between the city or employment area and the outlying communities.

| COMPANY/ADDRESS/PHONE  | BETWEEN                                       | AND  |
|--|---|--|
| A & A BUS LINES<br>238 S. Maple Ave.<br>New Hampton, IA 50659<br>(515)394-4213                         | John Deere Dubuque<br>Works                   | Colesburg, Luxemburg,<br>Holy Cross, Durango,<br>Earlville, Dyersville,<br>Farley, Epworth, Peosta,<br>Cascade, Maquoketa, Zw-<br>Ingle, Bellevue and St.<br>Donatus |
| ARNOLD HENN<br>238 S. Maple Ave.<br>New Hampton, IA 50659<br>(515)394-4213                             | Charles City<br>(White Farm and<br>Equipment) | Stacyville, Osage,<br>Lawler, New Hampton,<br>Mason City, Nora Springs<br>Rudd, Plainfield, & Nashua   |
| BEST CAB CO.<br>1503 15th St.<br>Perry, IA 50220<br>(515)465-5111                                      | Perry   | Woodward   |
| CENTRAL IOWA TRANSPORTATION<br>(CASKEY CAB)<br>801 Sixth St.<br>Boone, IA 50036<br>(515)432-5233       | Boone   | Ames   |
| CRUSADER COACH LINES<br>R.R. 1<br>Box 103AA<br>Logan, IA 51546<br>(712)644-2308                        | Omaha, NE                                     | Logan  |
| DES MOINES METROPOLITAN<br>TRANSIT AUTHORITY<br>1100 MTA Lane<br>Des Moines, IA 50312<br>(515)283-8100 | (park & ride)<br>Des Moines                   | Altoona  |



EMPLOYEES TRANSIT  
307 13th St.  
DeWitt, IA 52742  
(319) 652-2261

Davenport,  
Bettendorf

Maquoketa, Welton,  
DeWitt, Parkview, Clinton,  
Camanche, Follets,  
Princeton, and LeClaire

GUTTENBERG COACH LINES  
General Delivery  
Guttenberg, IA 52052  
(319) 252-3303

John Deere Dubuque  
Works

Guttenberg, Millville,  
Luxemburg, and Holy  
Cross

INDUSTRIAL TRANSPORTATION  
210 Seventh Ave.  
Belle Plaine, IA 52208  
(319) 444-3544

Amana Refrigeration  
Plant

Sigourney, Webster, South  
English, North English,  
Parnell, Williamsburg,  
Conroy, South Amana,  
West Amana, High Amana,  
Cedar Rapids, Fairfax,  
Walford, Amana, Delta,  
Thornburg, Givson, What  
Cheer, Deep River, Guern-  
sey, Brooklyn, Victor,  
Ladora, Elberon, Belle  
Plaine, Lucern,  
Blairstown, and Marengo

INTEGRATED TRANSIT SYSTEM  
708 E. Main  
Ottumwa, IA 52501  
(515) 683-3181

Fairfield

Ottumwa, Agency and  
Batavia

INTERCITY AIRPORT TRANSIT  
INC.  
1525 E. Army Post Road  
Des Moines, IA 50315  
(515) 285-0640 (Des Moines) or  
Ames  
(515) 233-2121 (Ames)

Des Moines

Ames, Huxley, Second  
Ave., Des Moines

JEFFERSON THE ENERGY SAVER  
1206 Currie Ave.  
Minneapolis, MN 55403

John Deere Waterloo  
Works

Charles City, Nashua,  
Plainfield, Waverly,  
Janesville, Cedar Falls,  
Vinton, Jct. 218 & 8, Jct.  
218 & 198, LaPorte City,  
and Washburn

MIDWEST TRANSPORTATION  
1501 E. Lincoln Way  
Ames, IA 50010  
(515) 232-7370

Ames

Boone, Nevada, Story  
City, Roland, Gilbert,  
Jordan, and Napier

SCENIC HAWKEYE STAGES INC.  
703 Dudley St.  
Decorah, IA 52101  
(319) 382-3639

John Deere Waterloo  
Works

Oelwein, Hazelton,  
Independence, Jesup,  
Fairbank, Dunkerton,  
New Hampton and Sumner

THE BROTHERS BUS CO.  
P.O. Box 147  
Indianola, IA 50125  
(515) 243-7800 or  
(515) 961-5377

Des Moines

Ankeny, Bevington,  
Carlisle, Echo Valley,  
Hartford, Indianola,  
Knoxville, Lakewood,  
Martinsdale, Norwalk,  
Patterson, Pleasantville  
Prole, and Winterset

WILCO BUS SERVICE  
2035 Delaware St.  
Dubuque, IA 52001  
(319) 556-5918

Dubuque

East Dubuque & Galena,  
Illinois; Benton &  
Hazelgreen, Wisconsin



VEHICLE INVENTORY

APPENDIX G

|                                   | BUSES           |      |                    |                             | VANS           |      |                    |                            | CARS           |      | TOTALS |                      |                    |
|-----------------------------------|-----------------|------|--------------------|-----------------------------|----------------|------|--------------------|----------------------------|----------------|------|--------|----------------------|--------------------|
|                                   | NUMBER OF BUSES | YEAR | PASSENGER CAPACITY | NUMBER OF BUSES WITH LIFTS* | NUMBER OF VANS | YEAR | PASSENGER CAPACITY | NUMBER OF VANS WITH LIFTS* | NUMBER OF CARS | YEAR |        |                      | PASSENGER CAPACITY |
| CEDAR RAPIDS                      | 20              | 1965 | 99                 | Kneeling                    |                |      |                    |                            |                |      |        | 44 buses             | B                  |
|                                   | 2               | 1974 | 41                 | 0                           |                |      |                    |                            |                |      |        |                      |                    |
|                                   | 2               | 1976 | 18                 | 1                           |                |      |                    |                            |                |      |        |                      |                    |
|                                   | 20              | 1978 | 54                 | Kneeling                    |                |      |                    |                            |                |      |        |                      |                    |
| CORALVILLE                        | 2               | 1949 | 56                 | 0                           |                |      |                    |                            |                |      |        | 7 buses              | S                  |
|                                   | 4               | 1977 | 73                 | 0                           |                |      |                    |                            |                |      |        |                      |                    |
|                                   | 1               | 1979 | 73                 | 0                           |                |      |                    |                            |                |      |        |                      |                    |
| AMES                              | 1               | 1974 | 18                 | 0                           |                |      |                    |                            | 1              | 1978 | 5      | 11 buses<br>1 car    | S                  |
|                                   | 5               | 1976 | 20                 | 1                           |                |      |                    |                            |                |      |        |                      |                    |
|                                   | 1               | 1977 | 18                 | 0                           |                |      |                    |                            |                |      |        |                      |                    |
|                                   | 2               | 1978 | 24                 | 0                           |                |      |                    |                            |                |      |        |                      |                    |
|                                   | 1               | 1979 | 24                 | 0                           |                |      |                    |                            |                |      |        |                      |                    |
|                                   | 1               | 1979 | 34                 | 0                           |                |      |                    |                            |                |      |        |                      |                    |
| DES MOINES                        | 7               | 1958 | 60                 | 0                           | 2              | 1978 | 14                 | 2                          |                |      |        | 100 buses<br>10 vans | B                  |
|                                   | 1               | 1960 | 60                 | 0                           | 7              | 1979 | 11                 | 0                          |                |      |        |                      |                    |
|                                   | 2               | 1961 | 60                 | 0                           | 1              | 1979 | 14                 | 0                          |                |      |        |                      |                    |
|                                   | 5               | 1963 | 68                 | 0                           |                |      |                    |                            |                |      |        |                      |                    |
|                                   | 25              | 1974 | 70                 | 0                           |                |      |                    |                            |                |      |        |                      |                    |
|                                   | 10              | 1975 | 70                 | 0                           |                |      |                    |                            |                |      |        |                      |                    |
|                                   | 15              | 1977 | 70                 | 0                           |                |      |                    |                            |                |      |        |                      |                    |
|                                   | 15              | 1977 | 60                 | 0                           |                |      |                    |                            |                |      |        |                      |                    |
| 20                                | 1979            | 48   | 0                  |                             |                |      |                    |                            |                |      |        |                      |                    |
| COUNCIL BLUFFS                    | 1               | 1976 | 11                 | 1                           |                |      |                    |                            |                |      |        | 1 bus                | S                  |
| Service is provided by Omaha MAT. |                 |      |                    |                             |                |      |                    |                            |                |      |        |                      |                    |
| OTTUMWA                           | 1               | 1951 | 50                 | 0                           |                |      |                    |                            | 6              | 1977 | 5      | 10 buses<br>6 cars   | S                  |
|                                   | 3               | 1953 | 50                 | 0                           |                |      |                    |                            |                |      |        |                      |                    |
|                                   | 1               | 1954 | 50                 | 0                           |                |      |                    |                            |                |      |        |                      |                    |
|                                   | 1               | 1955 | 50                 | 0                           |                |      |                    |                            |                |      |        |                      |                    |
|                                   | 3               | 1956 | 50                 | 0                           |                |      |                    |                            |                |      |        |                      |                    |
|                                   | 1               | 1956 | 60                 | 0                           |                |      |                    |                            |                |      |        |                      |                    |

\* with lifts-with wheelchair lifts

|              | BUSES                 |      |                       |                                   | NUMBER<br>OF<br>VANS | VANS |                       |                                  | CARS                 |      | TOTALS                |                           |   |
|--------------|-----------------------|------|-----------------------|-----------------------------------|----------------------|------|-----------------------|----------------------------------|----------------------|------|-----------------------|---------------------------|---|
|              | NUMBER<br>OF<br>BUSES | YEAR | PASSENGER<br>CAPACITY | NUMBER<br>OF BUSES<br>WITH LIFTS* |                      | YEAR | PASSENGER<br>CAPACITY | NUMBER<br>OF VANS<br>WITH LIFTS* | NUMBER<br>OF<br>CARS | YEAR | PASSENGER<br>CAPACITY |                           |   |
| BURLINGTON   | 2                     | 1951 | 39                    | 0                                 | 1                    | 1974 | 9                     | 0                                |                      |      | 14 buses<br>1 van     | S                         |   |
|              | 1                     | 1952 | 39                    | 0                                 |                      |      |                       |                                  |                      |      |                       |                           |   |
|              | 2                     | 1975 | 39                    | 0                                 |                      |      |                       |                                  |                      |      |                       |                           |   |
|              | 4                     | 1975 | 35                    | 0                                 |                      |      |                       |                                  |                      |      |                       |                           |   |
|              | 1                     | 1975 | 29                    | 0                                 |                      |      |                       |                                  |                      |      |                       |                           |   |
|              | 4                     | 1977 | 39                    | Kneeling                          |                      |      |                       |                                  |                      |      |                       |                           |   |
| IOWA CITY    | 1                     | 1952 | 91                    | 0                                 |                      |      |                       |                                  |                      |      | 6 buses               | B                         |   |
|              | 1                     | 1963 | 75                    | 0                                 |                      |      |                       |                                  |                      |      |                       |                           |   |
|              | 1                     | 1967 | 75                    | 0                                 |                      |      |                       |                                  |                      |      |                       |                           |   |
|              | 1                     | 1971 | 75                    | 0                                 |                      |      |                       |                                  |                      |      |                       |                           |   |
|              | 1                     | 1974 | 93                    | 0                                 |                      |      |                       |                                  |                      |      |                       |                           |   |
|              | 1                     | 1977 | 71                    | 0                                 |                      |      |                       |                                  |                      |      |                       |                           |   |
| MASON CITY   | 2                     | 1973 | 26                    | 0                                 | 1                    | 1970 | 9                     | 0                                | 1                    | 1972 | 12                    | 2 buses<br>1 van<br>1 car | S |
| SIOUX CITY   | 2                     | 1954 | 57                    | 0                                 |                      |      |                       |                                  |                      |      |                       |                           |   |
|              | 5                     | 1969 | 55                    | 0                                 |                      |      |                       |                                  |                      |      |                       |                           |   |
|              | 4                     | 1972 | 51                    | 0                                 |                      |      |                       |                                  |                      |      |                       |                           |   |
|              | 6                     | 1974 | 70                    | 0                                 |                      |      |                       |                                  |                      |      |                       |                           |   |
|              | 2                     | 1978 | 51                    | 0                                 |                      |      |                       |                                  |                      |      |                       |                           |   |
| MARSHALLTOWN | 1                     | 1977 | 25                    | 0                                 |                      |      |                       |                                  |                      |      |                       | 1 bus                     | S |
| WATERLOO     | 2                     | 1964 | 53                    | 0                                 |                      |      |                       |                                  |                      |      |                       | 25 buses                  | B |
|              | 2                     | 1965 | 35                    | 0                                 |                      |      |                       |                                  |                      |      |                       |                           |   |
|              | 20                    | 1966 | 35                    | 0                                 |                      |      |                       |                                  |                      |      |                       |                           |   |
|              | 1                     | 1967 | 35                    | 0                                 |                      |      |                       |                                  |                      |      |                       |                           |   |
| CLINTON      | 4                     | 1964 | 65                    | 0                                 |                      |      |                       |                                  |                      |      |                       | 11 buses                  | S |
|              | 1                     | 1967 | 65                    | 0                                 |                      |      |                       |                                  |                      |      |                       |                           |   |
|              | 2                     | 1968 | 65                    | 0                                 |                      |      |                       |                                  |                      |      |                       |                           |   |
|              | 4                     | 1979 | 70                    | Kneeling                          |                      |      |                       |                                  |                      |      |                       |                           |   |

\*with lifts-with wheelchair lifts

328 buses  
260 Big  
60 Small



|          | BUSES           |      |                    |                             | VANS           |      |                    |                            | CARS           |      | TOTALS |                    |
|----------|-----------------|------|--------------------|-----------------------------|----------------|------|--------------------|----------------------------|----------------|------|--------|--------------------|
|          | NUMBER OF BUSES | YEAR | PASSENGER CAPACITY | NUMBER OF BUSES WITH LIFTS* | NUMBER OF VANS | YEAR | PASSENGER CAPACITY | NUMBER OF VANS WITH LIFTS* | NUMBER OF CARS | YEAR |        | PASSENGER CAPACITY |
| REGION 1 |                 |      |                    |                             | 1              | 1976 | 8                  | 1                          | 2              | 1973 | 6      | 6 vans             |
|          |                 |      |                    |                             | 3              | 1977 | 15                 | 0                          | 3              | 1974 | 6      | 5 cars             |
|          |                 |      |                    |                             | 1              | 1979 | 12                 | 0                          | 3sw            | 1976 | 9      | 8 s/wag            |
|          |                 |      |                    |                             | 1              | 1979 | 15                 | 0                          | 3sw            | 1977 | 9      |                    |
|          |                 |      |                    |                             |                |      |                    |                            | 2sw            | 1979 | 9      |                    |
| REGION 2 | 1               | 1976 | 15                 | 1                           | 1              | 1977 | 16                 | ramp                       | 2              | 1967 | 5      | 2 buses            |
|          | 1               | 1977 | 25                 | 1                           | 1              | 1977 | 10                 | 1                          | 1              | 1968 | 5      | 4 vans             |
|          |                 |      |                    |                             | 1              | 1979 | 12                 | 0                          | 2              | 1969 | 5      | 16 cars            |
|          |                 |      |                    |                             | 1              | 1979 | 9                  | 0                          | 2              | 1970 | 5      |                    |
|          |                 |      |                    |                             |                |      |                    |                            | 2              | 1971 | 5      |                    |
|          |                 |      |                    |                             |                |      |                    |                            | 2              | 1973 | 5      |                    |
|          |                 |      |                    |                             |                |      |                    |                            | 2              | 1974 | 5      |                    |
|          |                 |      |                    |                             |                |      |                    |                            | 2              | 1975 | 5      |                    |
|          |                 |      |                    |                             |                |      |                    |                            | 1              | 1978 | 5      |                    |
| REGION 3 | 1               | 1976 | 13                 | 1                           | 1              | 1975 | 12                 | 0                          |                |      |        | 12 buses           |
|          | 1               | 1976 | 15                 | 0                           | 1              | 1976 | 12                 | 0                          |                |      |        | 11 vans            |
|          | 10              | 1980 | 11                 | 10                          | 1              | 1976 | 15                 | 0                          |                |      |        |                    |
|          |                 |      |                    |                             | 7              | 1977 | 12                 | 0                          |                |      |        |                    |
|          |                 |      |                    |                             | 1              | 1979 | 15                 | 0                          |                |      |        |                    |
| REGION 4 |                 |      |                    |                             | 1              | 1974 | 14                 | 1                          | 1              | 1966 | 6      | 10 vans            |
|          |                 |      |                    |                             | 1              | 1975 | 12                 | 0                          |                |      |        | 1 car              |
|          |                 |      |                    |                             | 1              | 1976 | 12                 | 0                          |                |      |        |                    |
|          |                 |      |                    |                             | 1              | 1976 | 13                 | 1                          |                |      |        |                    |
|          |                 |      |                    |                             | 6              | 1977 | 14                 | 6                          |                |      |        |                    |
| REGION 5 | 3               | 1975 | 12                 | 2                           | 1              | 1970 | 9                  | 0                          | 1sw            | 1978 | 6      | 6 buses            |
|          | 1               | 1975 | 15                 | 0                           | 1              | 1977 | 9                  | 0                          |                |      |        | 2 vans             |
|          | 2               | 1976 | 15                 | 0                           |                |      |                    |                            |                |      |        | 1 s/wag            |

\*with lifts-with wheelchair lifts

|            | BUSES           |      |                    |                             | VANS           |      |                    | CARS                       |                | TOTALS |                    |                 |   |
|------------|-----------------|------|--------------------|-----------------------------|----------------|------|--------------------|----------------------------|----------------|--------|--------------------|-----------------|---|
|            | NUMBER OF BUSES | YEAR | PASSENGER CAPACITY | NUMBER OF BUSES WITH LIFTS* | NUMBER OF VANS | YEAR | PASSENGER CAPACITY | NUMBER OF VANS WITH LIFTS* | NUMBER OF CARS | YEAR   | PASSENGER CAPACITY |                 |   |
| DUBUQUE    | 1               | 1964 | 55                 | 0                           |                |      |                    |                            |                |        |                    | 27 buses        | A |
|            | 3               | 1964 | 45                 | 0                           |                |      |                    |                            |                |        |                    |                 |   |
|            | 4               | 1965 | 45                 | 0                           |                |      |                    |                            |                |        |                    |                 |   |
|            | 2               | 1966 | 45                 | 0                           |                |      |                    |                            |                |        |                    |                 |   |
|            | 2               | 1967 | 45                 | 0                           |                |      |                    |                            |                |        |                    |                 |   |
|            | 2               | 1969 | 45                 | 0                           |                |      |                    |                            |                |        |                    |                 |   |
|            | 13              | 1976 | 55                 | 0                           |                |      |                    |                            |                |        |                    |                 |   |
| DAVENPORT  | 11              | 1967 | 35                 | 0                           |                |      |                    |                            |                |        |                    | 28 buses        | B |
|            | 9               | 1974 | 31                 | 0                           |                |      |                    |                            |                |        |                    |                 |   |
|            | 8               | 1977 | 42                 | 0                           |                |      |                    |                            |                |        |                    |                 |   |
| BETTENDORF |                 |      |                    |                             | 2              | 1976 | 14                 | 0                          |                |        |                    | 3 vans          | S |
|            |                 |      |                    |                             | 1              | 1979 | 11                 | 0                          |                |        |                    |                 |   |
| MUSCATINE  |                 |      |                    |                             | 3              | 1980 | 15                 | 0                          | 1              | 1975   | 8                  | 3 vans<br>1 car |   |

\*with lifts-with wheelchair lifts



|           | BUSES           |      |                    |                             | VANS           |      |                    |                            | CARS           |      | TOTALS |                    |
|-----------|-----------------|------|--------------------|-----------------------------|----------------|------|--------------------|----------------------------|----------------|------|--------|--------------------|
|           | NUMBER OF BUSES | YEAR | PASSENGER CAPACITY | NUMBER OF BUSES WITH LIFTS* | NUMBER OF VANS | YEAR | PASSENGER CAPACITY | NUMBER OF VANS WITH LIFTS* | NUMBER OF CARS | YEAR |        | PASSENGER CAPACITY |
| REGION 6  | 1               | 1975 | 46                 | 0                           | 1              | 1976 | 12                 | 0                          | 1              | 1975 | 5      | 1 bus              |
|           |                 |      |                    |                             | 1              | 1977 | 12                 | 0                          | 1              | 1976 | 3      | 5 vans             |
|           |                 |      |                    |                             | 2              | 1978 | 12                 | 0                          | 1sw            | 1977 | 5      | 2 cars             |
|           |                 |      |                    |                             | 1              | 1979 | 12                 | 0                          |                |      |        | 1 s/wag            |
| REGION 7  | 1               | 1976 | 16                 | 0                           | 4              | 1972 | 12                 | 0                          | 4sw            | 1979 | 5      | 1 bus              |
|           |                 |      |                    |                             | 4              | 1974 | 10                 | 0                          |                |      |        | 18 vans            |
|           |                 |      |                    |                             | 1              | 1975 | 10                 | 0                          |                |      |        | 4 s/wag            |
|           |                 |      |                    |                             | 1              | 1975 | 12                 | 0                          |                |      |        |                    |
|           |                 |      |                    |                             | 2              | 1977 | 15                 | 0                          |                |      |        |                    |
|           |                 |      |                    |                             | 2              | 1979 | 15                 | 0                          |                |      |        |                    |
|           |                 |      |                    |                             | 4              | 1979 | 12                 | 0                          |                |      |        |                    |
| REGION 8  | 1 mini          | 1976 | 15                 | 0                           | 2              | 1976 | 12                 | 0                          | 1              | 1977 | 5      | 1 mini             |
|           |                 |      |                    |                             | 2              | 1978 | 10                 | 0                          |                |      |        | 4 vans             |
|           |                 |      |                    |                             |                |      |                    |                            |                |      |        | 1 car              |
| REGION 9  | 1               | 1974 | 14                 | 0                           |                |      |                    |                            |                |      |        | 12 buses           |
|           | 1               | 1976 | 11                 | 1                           |                |      |                    |                            |                |      |        |                    |
|           | 2               | 1977 | 12                 | 2                           |                |      |                    |                            |                |      |        |                    |
|           | 1               | 1978 | 14                 | 0                           |                |      |                    |                            |                |      |        |                    |
|           | 4               | 1980 | 13                 | 4                           |                |      |                    |                            |                |      |        |                    |
|           | 3               | 1980 | 9                  | 3                           |                |      |                    |                            |                |      |        |                    |
| REGION 10 | 1               | 1974 | 44                 | 0                           | 1              | 1973 | 7                  | 0                          |                |      |        | 1 bus              |
|           |                 |      |                    |                             | 3              | 1974 | 15                 | 0                          |                |      |        | 25 vans            |
|           |                 |      |                    |                             | 2              | 1974 | 14                 | 0                          |                |      |        |                    |
|           |                 |      |                    |                             | 2              | 1974 | 11                 | 0                          |                |      |        |                    |
|           |                 |      |                    |                             | 1              | 1975 | 12                 | 0                          |                |      |        |                    |
|           |                 |      |                    |                             | 1              | 1976 | 10                 | 0                          |                |      |        |                    |
|           |                 |      |                    |                             | 2              | 1977 | 11                 | 0                          | ramp           |      |        |                    |
|           |                 |      |                    |                             | 1              | 1977 | 9                  | 1                          |                |      |        |                    |
|           |                 |      |                    |                             | 1              | 1977 | 15                 | 0                          |                |      |        |                    |
|           |                 |      |                    |                             | 2              | 1977 | 14                 | 0                          |                |      |        |                    |
|           |                 |      |                    |                             | 1              | 1978 | 15                 | 0                          |                |      |        |                    |
|           |                 |      |                    |                             | 2              | 1978 | 11                 | 0                          |                |      |        |                    |
|           |                 |      |                    |                             | 4              | 1978 | 14                 | 0                          |                |      |        |                    |
|           |                 |      |                    |                             | 2              | 1979 | 14                 | 0                          |                |      |        |                    |

\*with lifts-with wheelchair lifts



|           | BUSES           |      |                    |                             | VANS           |      |                    |                            | CARS           |      | TOTALS |                    |
|-----------|-----------------|------|--------------------|-----------------------------|----------------|------|--------------------|----------------------------|----------------|------|--------|--------------------|
|           | NUMBER OF BUSES | YEAR | PASSENGER CAPACITY | NUMBER OF BUSES WITH LIFTS* | NUMBER OF VANS | YEAR | PASSENGER CAPACITY | NUMBER OF VANS WITH LIFTS* | NUMBER OF CARS | YEAR |        | PASSENGER CAPACITY |
| REGION 11 | 1               | 1974 | 18                 | 0                           | 1              | 1973 | 12                 | 0                          | 1 T            | 1966 | 3      | 7 buses            |
|           | 1               | 1976 | 14                 | 0                           | 1              | 1973 | 15                 | 0                          | 1sw            | 1973 | 6      | 23 vans            |
|           | 1               | 1976 | 30                 | 0                           | 2              | 1974 | 12                 | 0                          | 1              | 1974 | 6      | 1 taxi             |
|           | 1               | 1976 | 20                 | 1                           | 1              | 1975 | 10                 | 0                          | 1sw            | 1977 | 9      | 3 s/wag            |
|           | 2               | 1973 | 24                 | 2                           | 1              | 1975 | 11                 | 0                          | 1sw            | 1978 | 9      | 1 car              |
|           | 1               | 1973 | 31                 | 1                           | 2              | 1975 | 12                 | 0                          |                |      |        |                    |
|           |                 |      |                    |                             | 1              | 1975 | 15                 | 0                          |                |      |        |                    |
|           |                 |      |                    |                             | 1              | 1976 | 11                 | 0                          |                |      |        |                    |
|           |                 |      |                    |                             | 1              | 1976 | 14                 | 0                          |                |      |        |                    |
|           |                 |      |                    |                             | 1              | 1977 | 11                 | 0                          |                |      |        |                    |
|           |                 |      |                    |                             | 2              | 1977 | 15                 | 0                          |                |      |        |                    |
|           |                 |      |                    |                             | 1              | 1978 | 3                  | 1                          |                |      |        |                    |
|           |                 |      |                    |                             | 2              | 1978 | 11                 | 0                          |                |      |        |                    |
|           |                 |      |                    |                             | 3              | 1978 | 12                 | 1                          |                |      |        |                    |
|           |                 |      |                    |                             | 1              | 1978 | 15                 | 0                          |                |      |        |                    |
|           |                 |      |                    |                             | 2              | 1979 | 15                 | 0                          |                |      |        |                    |
| REGION 12 | 1               | 1976 | 12                 | 0                           | 1              | 1976 | 15                 | 1                          |                |      |        | 1 bus              |
|           |                 |      |                    |                             | 1              | 1977 | 15                 | 0                          |                |      |        | 4 vans             |
|           |                 |      |                    |                             | 1              | 1979 | 12                 | 0                          |                |      |        |                    |
|           |                 |      |                    |                             | 1              | 1979 | 13                 | 0                          |                |      |        |                    |
| REGION 13 |                 |      |                    |                             | 5              |      | 13                 | 5                          | 7              |      | 4      | 6 vans             |
|           |                 |      |                    |                             | 1              |      | 11                 | 0                          |                |      |        | 7 cars             |
| REGION 14 | 5               | 1973 | 22                 | 5                           | 3              | 1974 | 12                 | 0                          |                |      |        | 5 buses            |
|           |                 |      |                    |                             | 1              | 1976 | 12                 | 0                          |                |      |        | 17 vans            |
|           |                 |      |                    |                             | 1              | 1976 | 15                 | 0                          |                |      |        |                    |
|           |                 |      |                    |                             | 1              | 1976 | 11                 | 1                          |                |      |        |                    |
|           |                 |      |                    |                             | 1              | 1978 | 15                 | 0                          |                |      |        |                    |
|           |                 |      |                    |                             | 6              | 1978 | 16                 | 4                          |                |      |        |                    |
|           |                 |      |                    |                             | 3              | 1980 | 13                 | 3                          |                |      |        |                    |
|           |                 |      |                    |                             | 1              | 1980 | 12                 | 1                          |                |      |        |                    |

\*with wheelchair lifts

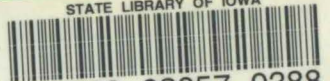


|           | BUSES           |      |                    |                             | VANS           |      |                    |                            | CARS           |      | TOTALS             |          |  |
|-----------|-----------------|------|--------------------|-----------------------------|----------------|------|--------------------|----------------------------|----------------|------|--------------------|----------|--|
|           | NUMBER OF BUSES | YEAR | PASSENGER CAPACITY | NUMBER OF BUSES WITH LIFTS* | NUMBER OF VANS | YEAR | PASSENGER CAPACITY | NUMBER OF VANS WITH LIFTS* | NUMBER OF CARS | YEAR | PASSENGER CAPACITY |          |  |
| REGION 15 | 6               | 1978 | 11                 | 6                           | 6              | 1974 | 12                 | 0                          | 1              | 1969 | 6                  | 13 buses |  |
|           | 4               | 1979 | 17                 | 0                           | 2              | 1974 | 15                 | 0                          | 2              | 1974 | 5                  | 23 vans  |  |
|           | 3               | 1979 | 12                 | 3                           | 4              | 1977 | 12                 | 0                          | 1sw            | 1976 | 5                  | 4 cars   |  |
|           |                 |      |                    |                             | 3              | 1977 | 15                 | 0                          | 1              | 1978 | 5                  | 1 s/wag  |  |
|           |                 |      |                    |                             | 6              | 1978 | 15                 | 0                          |                |      |                    |          |  |
|           |                 |      |                    |                             | 2              | 1979 | 16                 | 0                          |                |      |                    |          |  |
| REGION 16 | 1               | 1974 | 66                 | 0                           | 2              | 1972 | 12                 | 0                          | 2sw            | 1975 | 10                 | 5 buses  |  |
|           | 2               | 1976 | 15                 | 0                           | 2              | 1974 | 8                  | 0                          | 1sw            | 1976 | 10                 | 8 vans   |  |
|           | 2               | 1977 | 18                 | 0                           | 1              | 1974 | 15                 | 0                          |                |      |                    | 3 s/wag  |  |
|           |                 |      |                    |                             | 1              | 1975 | 14                 | 0                          |                |      |                    |          |  |
|           |                 |      |                    |                             | 1              | 1975 | 15                 | 0                          |                |      |                    |          |  |
|           |                 |      |                    |                             | 1              | 1977 | 8                  | 0                          |                |      |                    |          |  |

\*with wheelchair lifts

296 vans

STATE LIBRARY OF IOWA



3 1723 02057 0388

