

Bettendorf Transit System

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Davenport, IA-IL	
Square Miles	124
Population	270,626
Population Ranking out of 465 UZAs	120
Other UZAs Served	

Service Area Statistics

Square Miles	22
Population	31,890

Service Consumption

Annual Passenger Miles	707,948
Annual Unlinked Trips	178,438
Average Weekday Unlinked Trips	665
Average Saturday Unlinked Trips	171
Average Sunday Unlinked Trips	0

Service Supplied

Annual Vehicle Revenue Miles	344,144
Annual Vehicle Revenue Hours	21,049
Vehicles Operated in Maximum Service	8
Vehicles Available for Maximum Service	11
Base Period Requirement	5

Financial Information

Fare Revenues Earned \$64,270

Sources of Operating Funds Expended

Fare Revenues	(6%)	\$64,270
Local Funds	(55%)	604,021
State Funds	(18%)	197,550
Federal Assistance	(20%)	218,406
Other Funds	(1%)	12,325
Total Operating Funds Expended		\$1,096,572

Sources of Capital Funds Expended

Local funds	(100%)	\$12,500
State Funds	(0%)	0
Federal Assistance	(0%)	0
Other Funds	(0%)	0
Total Capital Funds Expended		\$12,500

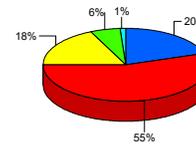
Summary of Operating Expenses

Salary, Wages and Benefits	\$600,737
Materials and Supplies	130,068
Purchased Transportation	142,942
Other Operating Expenses	222,818
Total Operating Expenses	\$1,096,565
Reconciling Cash Expenditures	\$0

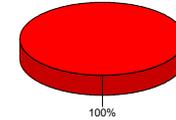
Vehicles Operated in Maximum Service and Uses of Capital Funds

	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	5	2	\$12,500	\$0	\$0	\$0	\$12,500
Demand Response	0	1	\$0	\$0	\$0	\$0	\$0
Total	5	3	\$12,500	\$0	\$0	\$0	\$12,500

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$989,237	\$58,912	\$12,500	685,629	314,764	172,748	17,521	0.0	9	5.8	7	1.00	29%
Demand Response	\$107,328	\$5,358	\$0	22,319	29,380	5,690	3,528	N/A	2	0.0	1	N/A	100%

Performance Measures

Service Efficiency

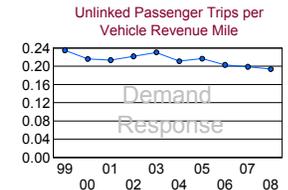
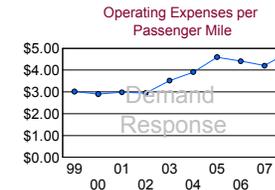
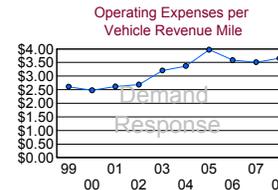
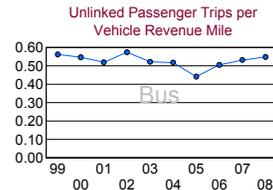
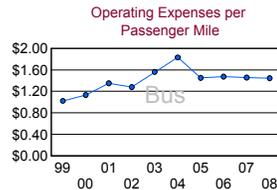
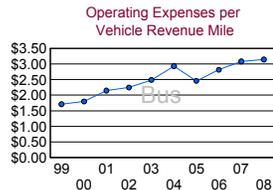
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$3.14	\$56.46
Demand Response	\$3.65	\$30.42

Cost Effectiveness

	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip
Bus	\$1.44	\$5.73
Demand Response	\$4.81	\$18.86

Service Effectiveness

	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	0.55	9.86
Demand Response	0.19	1.61



¹ Excludes data for purchased transportation reported separately