Status of Transit in Ohio

1974

Ohio Department of Transportation
Division of Urban Mass Transportation
James A. Rhodes / Governor
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Contents

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A. The Changing Role of Public Transportation

In the last twenty-five years the number of passengers carried by public transit modes in the United States has declined from 23 billion passengers annually to 6.8 billion. At the same time the use of the automobile in urban areas has substantially increased. In the 1960's alone, while transit ridership was dropping from 9.4 billion to 7.3 billion passengers annually, automobile passenger-miles in urban areas increased from 423 billion to 737 billion. According to the U. S. Department of Transportation, almost 94% of urban passenger-miles of travel is by the private automobile, with buses accounting for 2.7%, subways and other rail systems 2.2%, commuter rail and taxicabs less than 1% each.

The decline in transit usage has been attributed to several factors.

Since 1955, the suburbs of the U. S. have grown tremendously and have been designed for the auto. Suburbanites have relied heavily on autos, and transit companies have lost money trying to expand their facilities to these low density areas.

Transit-company payrolls keep increasing even though there are fewer employees today than 10 years ago. In 1960, some 156,000 transit workers drew a total payroll of 857 million dollars. Now only 138,000 are on the job, but total pay has soared to almost 1.3 billion dollars.

While the average fare has gone up from 10 cents in 1950 to 29 cents in 1970, this has not been enough to meet expenses. And companies claim that every fare boost results in fewer passengers traveling by mass transit.

Those systems required to operate solely from farebox revenues have found that expenses exceed these revenues, causing an ever increasing operating deficit. Past circumstances have forced transit systems to allow equipment to deteriorate. These aging facilities have led to a concomitant decrease in system reliability and comfort.

. . . As a public service

Increasingly, the communities served by deficit-plagued private operators have had to buy them out rather than face a total loss of service. Hence, while the number of private systems has declined, the number of public systems has increased. As a result of the changing ownership of mass transit, publicly owned systems, while accounting for only 18% of the nations total mass transit systems, carry 91% of all revenue passengers, generate 88% of all operating revenue, travel 78% of all vehicle miles, and employ 90% of all mass transit employees. These figures are evidence that mass transit has in fact become a public service provided by the local community with revenues derived not only from the farebox but also from a variety of taxes and subsidies.

Implicit in the new role of mass transit as a public service is the responsibility of providing mobility across all sectors of the community. This includes not only those people with other transportation alternatives available, but also the transit dependent. The potential exists for mass transit to provide low cost transportation to the handicapped, the elderly, and the poor who often constitute a large percentage of the central city population. These groups along with those under the legal driving age should be afforded a viable alternative to the private automobile. Thus, a major goal of the Division of Urban Mass Transportation is to work toward the achievement of transit as an alternative for mobility in our urban centers.

. . . As a Means of Relieving Congestion

Public transit has proven to be a more efficient way of utilizing limited street and highway capacity and an effective means of moving people in an urban area. There are a number of highway-related projects currently under way to alleviate urban congestion. The thrust is twofold: (1) to move vehicles more efficiently over existing urban highway/freeway space and (2) to increase the occupancy of vehicles using the existing system.

Some cities obviously are trying to change the pattern of urban commuting and to influence the travel habits of citizens. The obstacles are massive. State, city, and regional officials are encountering the dichotomies, the conflicts and the sobering tradeoffs that result from tampering (even subtly) with individual freedom and with an urban iconography that has been shaped by powerful social forces over a period of many years.

One outstanding example of the possibilities for increasing use of bus mass transit has been the 11-mile Shirley Highway (I-95) exclusive bus lane, which began operating in the Washington, D. C. suburbs of Northern Virginia in September of 1969. This project has led to a 400 percent increase in bus ridership and passenger time saving of up to 30 minutes. This special bus lane now carries more than 16,000 person trips during the daily rush-hour periods.

An exclusive bus lane in operation on the San Bernardino Freeway (I-10) between El Monte and Los Angeles, California, has already resulted in a 30 percent increase in bus patronage.
A number of other special facilities to provide preferential treatment for buses have been established and are operating successfully in major metropolitan areas. For example:

--- Contra-flow bus lanes, on which bus traffic is allowed to travel on a specially reserved lane in the opposite direction to the normal flow of traffic, has resulted in a 66 percent saving in passenger time on the 2½ mile section of Interstate Route 495 in New Jersey to the Lincoln Tunnel. Similar contra-flow lanes are in operation on the Long Island Expressway in New York City; Route I01 north of the Golden Gate Bridge in San Francisco, California; San Juan, Puerto Rico; Harrisburg, Pennsylvania; San Antonio, Texas; Honolulu, Hawaii; and Seattle, Washington.

--- Reserved toll collection lanes for buses and car pools on the San Francisco-Oakland Bay Bridge expedite transit by providing for the billing of bus companies rather than stopping individual buses for toll collection and by allowing car pools to utilize the facility at a reduced toll of $1 per month.

--- Exclusive bus ramps in use in Seattle, Washington, allow buses to depart or enter the Seattle Freeway (1-5) by a special circulation loop.

Plans also are underway in a number of these cities to allow car pools to utilize the exclusive bus facilities.

Establishment of fringe parking facilities to encourage commuters to park their automobiles on the fringes of densely populated areas and continue their trips to work by bus and rail mass transit or carpool allows for an increase in the passenger occupancy rate of commuter vehicles. Fringe parking facilities are usually a major element of any special mass transit improvement program.

Space age electronic technology is now being put to work solving the more earthly problems of traffic management. In Washington D. C., a computerized traffic control system has been installed at 112 signalized intersections. The system is designed to improve the operation of signals by measuring the flow of traffic. In addition, bus operation is facilitated by allowing buses to electronically extend the green phase of lights at certain intersections.

Another adaptation of electronic wizardry to the cause of increasing vehicle passenger occupancy rates if the use of computers for forming bus pools and car pools. An outstanding example of the successful application of this system is in the Washington D. C. headquarter office of FHWA. Over 50 percent of the FHWA commuters utilize car pools of four or more persons while only 17 percent drive alone. Requests for the FHWA computerized matching program have been received from a number of State and local governmental agencies.

The extent to which these programs encourage urban commuters to use public transportation facilities or car pools, rather than their own autos, will determine to a substantial degree our society’s ability to decrease urban congestion, and ease the demands upon valuable urban land for parking space.

As a Means of Reducing Pollution

In accordance with the requirements of the Clean Air Amendments of 1970, the Administrator of the U. S. Environmental Protection Agency established ambient air quality standards for several common air pollutants including carbon monoxide, nitrogen dioxide, and photo-chemical oxidants. Achieving air quality consistent with these standards requires substantial reductions of emissions of carbon monoxide, hydrocarbons, and nitrogen oxides. One major contributor to environmental pollution is the ineffective use of the automobile. Its inability to move large numbers of people per unit, together with the number of vehicles operating per passenger mile, increases fuel consumption per traveler by staggering proportions. For example, on a national basis automobiles carry an average of 1.4 people per car and burn an approximate average of 75.5 billion gallons of fuel per year.

Moving people in vast numbers per unit offers an improved utilization of fuel. This allows many people to be transported with the least amount of fuel consumption and less ecological disturbance. This reasoning establishes the important role that mass transportation plays in preservation of energy and ecological balance. The carbon dioxide emitted by the auto is five times that of the diesel bus per passenger mile; in nitrogen oxide, seven times; in organic compounds, nineteen times; and in carbon monoxide, 214 times; and in lead, the diesel bus causes none. In addition the gasoline-powered internal combustion engine is the only transportation alternative that emits lead. Buses have the capacity to carry many more people per unit; therefore they use much less fuel per passenger mile than the automobile and contribute less pollution per passenger. As an example, buses average approximately 5.53 miles per gallon of fuel and can carry about 45 passengers per coach. This feature indicates the efficiency gained over small passenger capacity vehicles and suggests the important and immediate role buses can play in alleviating pollution problems.
B. Energy and Transportation

Although significant reductions in automotive emissions are expected as a result of the Federal Emissions Standards set forth for new motor vehicles, these reductions will not be sufficient to meet the air quality standards in many cities. Therefore, additional measures to reduce automotive emissions will be needed. These additional reductions might be accomplished through such measures as transit improvements, automobile use fees and vehicular restraints. These measures can be expected to have significant effect on certain portions of urban area automobile travel but to have little or no effect on other portions of automobile travel. For example, park-and-ride transit service may reduce automobile vehicle-miles of travel, but is unlikely to reduce overall automobile ownership or trip frequency. Bus priority treatment and increased use of freeway bus systems are most likely to affect long trips, whereas demand responsive service may be best suited to short trips. It is in the reduction of work trips that transit improvements can contribute significantly to the short-run reduction of urban air pollution.

Present emissions from transportation vehicles conservatively constitute better than 60% of all pollutants added to the air in the United States. Aside from being hazardous to human health and having injurious effects on agriculture, air pollution influences the earth’s climate and is responsible for pitting certain metallic surfaces and discoloring paints. From these unfavorable effects of air contamination, the message which must guide action is clear. The burning of fossil fuels should be minimized as much as possible by reducing current levels of fuel consumption. In the realm of transportation, emphasis should be placed on the forms which are least wasteful to fossil fuels. Concerted efforts must be made to further develop pollution-free methods of moving masses of people.

... As a Revitalized Mode

Recent years have seen the emergence of a new kind of serious thinking about urban transportation. Emphasis is shifting from the movement of vehicles to the movement of people and goods, from rigid modal orientation to the idea of merging the various modes into balanced systems that best serve a metropolitan area.

This shift in emphasis is evidenced by a “bottoming out”, during 1972, of the thirty year decline in transit ridership. 1973 showed an increase of almost 100 million passengers nationwide. This increase in transit ridership, coupled with a decrease in urban freeway construction has lead to the recent rejuvenation of mass transit in the United States.

The United States is currently faced with an energy crisis. The outlook for the next five to ten years is for severe, if not critical, shortages of energy, particularly petroleum products required for transportation. The long term outlook for sufficient new energy supplies is promising, however, the fact remains that the days of abundant inexpensive fuel are gone, and our future lifestyle may depend upon how well we conserve and utilize our limited energy resources.

While the U. S. has only one-sixteenth of the world’s population, it accounts for one-third of the world’s energy consumption. Although its population growth has been reduced to about one percent per year, its energy consumption has been increasing at a rate of about 4.1 percent per year. At this rate, U. S. energy needs would double every 17 years.

Transportation has been responsible for about one-fourth of the nation’s energy consumption and is expected to continue through 1990. About 96 percent of transportation energy is provided by petroleum, accounting for almost sixty percent of U. S. petroleum consumption. Passenger movement accounts for about fifty-nine percent of the total energy used for transportation.

While the per capita consumption of energy for the movement of goods has remained at about the same level for the last fifteen years, the per capita consumption of energy for personal travel has increased by about forty percent. Most of this increase can simply be attributed to increased personal travel, but there are three additional contributing factors:

(1) reduced efficiency of transport vehicles
(2) reduced efficiency of vehicle use (passenger loading)
(3) shifts to more energy-intensive modes.

The energy efficiency of a transportation mode is the product of the efficiency of the vehicle system itself (which may be expressed in terms of vehicle-miles per unit of energy) and of the efficiency of use of the system (which may be expressed in terms of passenger-miles per vehicle-mile).

The energy efficiencies of alternative urban modes are tabulated in the accompanying table:
Comparison of Energy Demand of Various Vehicles

(Source: Energy Use of Public Transit Systems by Timothy J. Healy, PHD. Caltrans; August 1, 1974.)

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<tr>
<td>Gas Auto (Small)</td>
<td>2,000 lbs.</td>
<td>4</td>
<td>28.63</td>
<td>114.57</td>
<td>28.64</td>
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<tr>
<td>Gas Auto (Large)</td>
<td>4,000</td>
<td>5</td>
<td>14.32</td>
<td>71.58</td>
<td>17.89</td>
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<tr>
<td>Electric Auto (Small)</td>
<td>2,000</td>
<td>4</td>
<td>29.00*</td>
<td>116.04*</td>
<td>29.01*</td>
</tr>
<tr>
<td>Electric Auto (Large)</td>
<td>4,000</td>
<td>5</td>
<td>14.53*</td>
<td>72.65*</td>
<td>18.16*</td>
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<tr>
<td>PRT (Personal)</td>
<td>2,000</td>
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<td>45.33*</td>
<td>181.33*</td>
<td>45.33*</td>
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<tr>
<td>PRT (Group)</td>
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<td>14.55*</td>
<td>145.45*</td>
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<td>Commuter Rail</td>
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<td>150</td>
<td>.88*</td>
<td>132.04*</td>
<td>33.01*</td>
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<td>Rail Rapid Transit</td>
<td>58,000</td>
<td>72</td>
<td>2.32*</td>
<td>167.49*</td>
<td>41.87*</td>
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<tr>
<td>Trolley (LRV)</td>
<td>40,000</td>
<td>63</td>
<td>2.12*</td>
<td>133.33*</td>
<td>33.33*</td>
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<td>Fixed Route Bus</td>
<td>20,000</td>
<td>50</td>
<td>3.60*</td>
<td>180.13*</td>
<td>45.03*</td>
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<tr>
<td>Express Bus</td>
<td>20,000</td>
<td>50</td>
<td>4.59*</td>
<td>229.73*</td>
<td>57.43*</td>
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<tr>
<td>Demand Responsive Bus</td>
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<td>19</td>
<td>N/A</td>
<td>79.86</td>
<td>19.96</td>
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<tr>
<td>Jitney</td>
<td>8,000</td>
<td>8</td>
<td>7.98</td>
<td>63.85</td>
<td>15.96</td>
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+ = Expressed in average Passenger-Miles/Gallon.
N/A = Not Available
* = Expressed in equivalent gallons of gasoline
The passenger car provides an energy efficiency of approximately 18-28 passenger-miles per gallon of gasoline. Taxis and Dial-A-Bus systems provide general purpose transportation similar to that provided by private passenger cars. The fuel economy, number of passengers per trip, and percent deadhead travel without passengers varies depending upon size and location within a metropolitan area, etc.

Little data are presently available which can be used to determine the energy efficiency of dial-a-bus systems. It is reported that under favorable conditions, a dial-a-bus system can achieve an energy efficiency approximately 20pm/g.

Bus and rail transit systems are found to afford nearly the same energy efficiencies for larger cities. Transit is shown to achieve a much lower efficiency in small urban areas due to the lower average occupancies.

Due to the higher vehicle occupancy rates achieved by systems intended to serve peak-hour work trips, commuter oriented modes generally have relatively high energy rates. The commuter rail systems that provide service from suburban areas to central cities have an efficiency value of 33.01 passenger-miles per gallon of gasoline. The Shirley Highway Express Bus System in Washington, D. C., which is designed to provide high speed service for commuter work trips, achieves an efficiency value of over fifty passenger-miles per gallon of gasoline.

Work-trip pooling using composite passenger cars can achieve energy efficiencies equivalent to those of express transit systems - up to fifty passenger-miles per gallon of gasoline for a carpool of five occupants. However, for the average carpool occupancy of 2.5, the energy efficiency is only slightly better than that achieved for all purposes in an average automobile.

Vanpooling, a new variation of conventional carpooling, has been successfully used by the 3-M Company for its St. Paul, Minnesota employees. The vanpool system provides selected employees with 12-passenger vans for commuting to work. The drivers are allowed to use the vans for personal use and keep all passenger fares collected in excess of those required for the Company to break even on vehicle capital and operating costs. According to the 3-M Company, the vanpool system is currently operating at an energy efficiency of over ninety-two passenger-miles per gallon of gasoline.

It should be noted that a wide range of energy efficiencies can result from various specific applications of the various transportation modes to particular trip purposes and conditions. Travel characteristics can vary considerably by trip purpose, in terms of trip frequency, trip-length, loading (or occupancy), as well as the general orientation of the trips within the urban area.

Home-to-work trips constitute the most significant trip type because of their relatively large number and unique travel characteristics and patterns. Work trips tend to be highly concentrated in time, with most occurring during the peak hours of traffic flow. Work trips also tend to be highly concentrated in centralized, highly developed areas such as the CBD. Due to longer trip lengths, work trips tend to be concentrated along a few express transportation corridors. It is the concentration of work trips in time and space that can afford mass transportation the unique opportunity to improve urban mobility, enhance the environment, and conserve limited energy resources.

We are highly dependent on transportation in almost every walk of life. We use it for providing food, for getting to work for recreation, and for much more. The availability of adequate energy supplies is essential to our transportation sector, and to our way of life. Ensuring that availability depends in part on a knowledge of how transportation uses energy today and on how the transportation systems of tomorrow will use energy.
C. The Concern for Ohio's Elderly and Handicapped Citizens

Millions of Americans have one or a combination of several physical or mental disabilities adversely influencing their lives. In addition to limiting employment, social, educational and recreational opportunities, such physical and mental limitations restrict the extent to which these persons are able to use public services that average citizens can enjoy routinely. One of these public services, mass transit, is often the only means by which other necessary services become available to urban residents.

Physical or mental limitations often prohibit an individual from owning or operating an automobile and force reliance upon mass transit or vehicles operated by others. Additionally, many handicapped persons have severe problems that obstruct and restrain their use of mass transit because they are unable to perform simple physical or mental operations essential to transit usage.

Handicapped conditions which are likely to reduce mobility and affect transit usage can be grouped into five major categories:

1. Ambulatory Limitations — impairments or limitations that reduce or preclude walking without the assistance of others or without mechanical aids.

2. Vision Limitations — impairment or loss of vision limiting or preventing movement without assistance.

3. Hearing limitations — partial or complete hearing loss in one or both ears which hinders communications and prevents perception of audio cues essential to mass transit usage.

4. Motor Limitations — impairment or loss of motor skills.

5. Mental Limitations — Mental disabilities serious enough to reduce the affected person's capacity to perform actions required for mass transit usage.

The plight of elderly and handicapped citizens in obtaining adequate transportation to meet their needs has been chronicled in a number of studies in Ohio and across the nation. However, outside of a few limited programs, little has been accomplished in overcoming the physical and economic barriers that face elderly and handicapped riders. Ohio is now beginning to accept this challenge in ways that will directly benefit citizens who have long suffered with limited mobility.

In June, 1974, ODOT received a $139,000 technical studies grant from the Urban Mass Transportation Administration (UMTA). One of the tasks identified in the grant was to conduct a study assessing the transportation needs of the elderly and handicapped in small urban areas, defined as cities under 50,000 population.

The objective of this study is oriented toward implementation of feasible alternatives to begin solving mobility problems of the elderly and handicapped after the assessment process is completed. The assessment process began with an examination of census data and other related information to locate concentrations of elderly and handicapped individuals. However, little was known about the variety of transportation services presently offered by state agencies, community action programs, senior centers, rehabilitative workshops and the like. Therefore, the task of inventorying this range of transportation services was undertaken. The results will assist ODOT in a variety of ways. First, it will identify the location and types of specialized transportation available. Heretofore, this information was unavailable in any single source. It will enable ODOT to gain firsthand knowledge of special transportation needs from agencies and programs that work directly with the elderly and handicapped. This will assist ODOT in determining those areas of Ohio having greater special transportation needs. In the future, it is anticipated that ODOT may provide a coordinating role between the various social service agencies and programs presently trying to solve their respective clientele's transportation problems unilaterally.

Two new programs, one state and one federally supported, have already benefitted from the research and data produced during the initial stage of the elderly and handicapped transportation study.

First, the elderly Bus Fare Assistance Program will begin operation in the spring of 1975. For this demonstration program, the Ohio legislature has appropriated $2 million to aid Ohio's elderly transit riders. There will be reduced fares on participating systems at all times excepting perhaps peak hours (usually defined as 7-9 a.m. and 4-6 p.m. on weekdays). Research has indicated that elderly riders rely on mass transportation for a variety of trip needs, such as, medical appointments, shopping, church related activities, recreation or just visiting friends. However, due to limited economic means, many elderly must curtail all but the most necessary trips. This program should promote greater use of the bus for a wider variety of purposes as well as encouraging use by those who are presently nonriders.
The program is expected to operate for approximately six months. ODOT is hopeful that this initial effort will result in a successful demonstration of transportation assistance to the elderly in order that the program may be continued in the future.

In designing the operation of this program, ODOT has drawn upon some of the preliminary research and data collection undertaken as part of the elderly and handicapped study. Specifically, this includes census information and location of the elderly, elderly ridership of transit and studies indicating the magnitude of economic and social problems related to transit ridership by the elderly.

Second, a program of Capital Assistance to Private Nonprofit Corporations and Associations has been announced by UMTA. This federal program is designed to assist such corporations in meeting the special transportation needs of the elderly and handicapped in urban areas where present transit service is either nonexistent or inadequate. UMTA has allotted $757,000 to Ohio for this program, to be distributed on an 80% federal, 20% non-federal matching ratio. Grants will be used for the purchase of specialized transit vehicles, such as vans and minibuses, that may be equipped with hydraulic lifts, accommodations for wheelchairs, and lower steps. Depending on the specific situation, they will likely be used for door-to-door transportation for the clientele of a particular private nonprofit corporation or those of a group of cooperating corporations sharing the operation of the service.

Both of these programs are indicative of a new attitude held by the Federal Government and the State of Ohio toward directing efforts to solve the mobility limitations of these transportation disadvantaged groups. Also, both are intended to demonstrate the viability of allocating funds for these purposes. Therefore, with expansion of both of the programs a distinct possibility, it is necessary that ODOT prepare now for this situation. The study of elderly and handicapped transportation needs will provide the knowledge and information which will be required to expand these programs.

These efforts are, of course, just a beginning. However, it is significant that both the federal government and the State of Ohio are now actively embarking upon programs which will provide direct benefits to those denied access to public transportation because of physical and economic barriers.

D. Rural Public Transportation in Ohio

Recently there has been increased interest, throughout Ohio and the nation in the concept of rural public transportation. Most of the mobility problems that exist in urban areas are also present in rural areas. Access to work, shopping, medical, social service, and recreation facilities is needed in rural as well as in urban areas. Those individuals in rural Ohio to whom an automobile is not available, for economic, physical, or age reasons are isolated to a great degree. The purpose of rural public transportation is to increase mobility in rural areas by providing access to employment and service agencies and to form a connecting link to intercity bus, rail, and air facilities serving Ohio and the nation.

The cost of rural transportation as for urban public transportation, increases with service provided. Due to the low density explicit in rural areas, the level of service provided is generally much lower than that in urban areas. The degree of financial commitment obtained from local governments and from the appropriate state and federal service agencies will determine the extent of the service to be provided. Users' fares will not cover the costs of rural public transportation.

The degree of provision of rural public transportation service should be coordinated with development policies in each area. As land use controls become more rigorous and growth policies are examined more carefully, the need for rural transit will be affected. Rural transit facilities should increase the viability of rural areas as an alternative to urban living. Rural land use development and public transportation provision should be planned and implemented in a coordinated manner. Residential, commercial, office and industrial site locations should not be chosen without consideration of present and future rural transit needs and vice versa.

Presently there are several rural transit operations in Ohio. Most are sponsored by community action agencies and provide a minimal level of service. Other rural transportation services are provided by county welfare departments, the Commission on Aging, Manpower Programs, and local churches and service organizations. There is little or no coordination among these operations or with existing intercity bus and rail service.

There are at least two major obstacles to be overcome in establishing rural public transportation systems in Ohio today. The first is public awareness of the need and the second is obtaining adequate funds for initiation and operation of the system.

Public awareness of the need for rural public transportation is largely an educational problem. Many
people now recognize the poor mobility of the auto-less portion of the population in our urban areas. Few, however, recognize that there is a similar group of auto-less residents in rural areas that may be even more isolated than their urban counterparts. The rural elderly and low-income residents have serious transportation problems in many areas of the State.

The problem of funding is closely associated with public awareness of the need for rural transportation. Until there is a greater awareness and understanding of the need, obtaining adequate funds for operating a system will be difficult.

At the federal level, some limited assistance is available through provisions of the Federal Aid Highway Acts of 1973 and 1974. These acts provide for a rural highway public transportation demonstration program throughout the 50 states. The program encourages submission of proposals for rural public transportation systems that have innovative features applicable for use nationwide and which have the support of local agencies needing transportation services. This program can provide funds and may provide operating funds in certain instances. Ongoing operating funds from local sources are a requirement, however.

Less than 100 rural highway public transportation demonstration projects are expected to be funded for implementation nationally during 1975. Thus, it can be seen that this program will be of only limited assistance within Ohio.

The enactment of the Urban Mass Transportation Act of 1974 may also make funds available for purchase of capital equipment (buses, etc.) for rural public transportation systems. Until the details of this Act are clarified, the actual availability of these funds will not be known. The Act definitely does not provide operating funds for rural public transportation.

In the past few years pupil transportation and mass transit have offered each other several new alternatives and possible solutions to the problems of decreased mobility, increased cost, and the need for fuel conservation.

Because of the characteristic morning and evening peaks and the fact that school is in session 180 days per year, the school bus fleet has come to represent one of the large, underutilized sources of additional transportation. Some of the programs involving school buses that are being viewed in communities across the country are as follows:

**Rural Public Transportation** could be provided during the “off-peak” period with school buses traveling on interconnecting routes. This would provide mobility to many persons who are largely auto dependent as well as the transit dependent. Because rural work and school trips often overlap, the school buses could be used during the peak period to accommodate the work trip with only a slight deviation in route or destination.

The Federal-Aid Highway Act of 1973 introduced $30 million for demonstration programs in development of rural public transportation. A rural transportation system using school buses may be eligible for a grant under this program.

**Student/Parent Transportation.** Currently, school buses are limited by law, to use by students for school events. If the buses could be used by all residents of a school district to attend such school events as football games, there would be a substantial fuel savings. The buses could also be used for such things as church and cultural events within the community.

**Neighborhood Service by School Buses** could be a welcome ancillary service to an existing transit system. After the students are delivered to school, the buses could circulate through the neighborhood and shuttle residents to the main line of the transit system. Because the buses are already on hand the added costs would be only operational costs and the service could reduce the money losing crosstown services provided by most transit systems. Before the feeder service of this kind could be used widely, the design of the standard school bus would have to be changed to allow more comfort and safety.

Many cities are viewing school and mass transportation systems with an eye toward consolidation, using the public transit systems to transport school children. In many instances these systems overlap with regard to peak demand and routing. Through consolidation the transit industry could provide expertise and maintenance to relieve educators of the added burden of administering a part-time transportation system.
One of the most notable examples of pupil transportation by a transit system is in Toledo, where Toledo Area Regional Transit Authority (TARTA) and the Toledo Board of Education agreed in 1971 to carry 20,000 students daily. In return for this service, the school board passes on to TARTA the standard state pupil subsidy rate of $42 per year for each student. This program has been a key element in the revitalization of Toledo’s transit system. The student riders have been a major contributing factor in the 75% ridership increase over the past two years. This type of pupil transportation system offers countless opportunities such as easy participation in extra-curricular activities, cooperative work programs, and access to universities, libraries and museums.

In Toledo, taxpayers have been spared the burden of supporting two underutilized transportation systems. Youngstown has instituted a similar program of pupil transportation in the last year.

Some other advantages incurred by the consolidation of school bus operation and urban public transit are as follows:

1. More effective utilization of vehicles throughout the day, weekends and summer.
2. Fuel conservation.
3. Increased student safety. The transit buses are more sturdily built. While the argument for the visibility of the yellow school bus is valid, it applies more to rural areas than to cities. Adults riding with students would have a controlling effect on student conduct that cannot be adequately handled by the driver.
4. Improved and expanded transit operation due to increased ridership and revenue.

F. Public Transportation Planning in Ohio

Until recently, transportation planning in Ohio focused principally upon continued expansion of the highway system. However, public concerns for the environment, energy conservation and the need for alternatives to the automobile for passenger transportation caused a shift of emphasis in transportation. A greater public awareness of not only the desirability, but of the increasing necessity, for a balanced and integrated transportation system is resulting in increased planning attention to the area of public transportation.

In 1962, the U.S. Congress passed legislation which required all urban areas of 50,000 population or more to conduct a comprehensive, coordinated, and continuing transportation planning process (sometimes referred to as the 3-C planning process) as a prerequisite for eligibility of federal highway funds. This planning process was to address all modes of urban transportation. Initially, many planning efforts around the county were highway oriented, but as the public concern for other modes grew greater consideration was given to the other modes of passenger transport. Today, urban transportation planners are recognizing that the solution to the transportation problems of urban residents rests not with a single mode but in a balanced and integrated mix of all available modes whereby transportation can be made accessible to all citizens without regard to age, physical condition or economic status.

Within each of the large urbanized areas, (of which there are 14 in Ohio), transportation planning is carried out by a resident staff of transportation planners. Although the organizational structure for each of these transportation planning groups varies considerably from area to area the groups are similar in that their planning efforts are directed by local officials and thus are responsible to that urban area for their planning activities.

Policy direction for the transportation planning group in each specific area is provided by a local policy committee. In general, the policy committee consists of elected or appointed officials representing the various municipalities, townships or other political subdivisions comprising the urbanized area. General technical guidance is given by a local technical committee made up of City Engineers and Planners, County Engineers, Transit Operators, Airport Operators and similar technical people. Citizen views and concerns are obtained through a citizens committee as well as from public meetings and hearings.

The Ohio Department of Transportation serves in a coordinating role to maintain uniformity and consistency on a statewide basis and to insure that state goals and objectives are addressed. The Federal Highway
Administration and the Urban Mass Transportation Administration of the U. S. Department of Transportation perform a similar role for the national interests.

Figure 1-1 is a map showing the location of these 14 transportation planning areas. The names and addresses of each of these transportation planning groups are shown below:

Map Location

A. **TOLEDO (TRA)**
   William Knight
   Deputy Director of Transportation
   Toledo Regional Area Plan for Action
   445 Huron Street
   Toledo, Ohio 43604

B. **CLEVELAND (NOACA)**
   Frederick E. J. Pizzedaz
   Executive Director
   James Allison, Technical Director
   Northeast Ohio Areawide Coordinating Agency
   439 The Arcade
   Cleveland, Ohio 44114
   216-241-2414

C. **AKRON (AMATS)**
   James Alkire, Study Director
   Phil Tokich, Technical Director
   Akron Metropolitan Area Transportation Study
   503 Municipal Bldg., 166 S. High Street
   Akron, Ohio 44308
   216-375-2436

D. **YOUNGSTOWN — (EDATA)**
   William P. Fergus, Director
   Eastgate Development and Transportation Agency
   1616 Covington Street
   Youngstown, Ohio 44510
   216-746-4665

E. **CANTON (SCATS)**
   J. Dale Cawthorne, Director
   Larry Wackerly, Technical Director
   Stark County Area Transportation Study
   630 County Office Building
   Canton, Ohio 44702
   216-454-5651

F. **STEUBENVILLE—WEIRTON (BHJ)**
   Robert W. Wirgau, Executive Director
   Brooke-Hancock-Jefferson Metropolitan Planning Commission
   Steubenville, Ohio

G. **WHEELING — (BOM)**
   James L. Weaver, Executive Director
   Bel-O-Mar Transportation and Development Commission
   2177 National Road -- Mail: P. O. 2086
   Wheeling, West Virginia 26003
   304-242-1800

H. **HUNTINGTON (HAIATS)**
   Ray Crabtree, Executive Director
   KYOVA Interstate Planning Commission
   Room 305, Cabell County Court House
   Huntington, West Virginia 25701
   304-523-7434

I. **CINCINNATI (OKI)**
   Anthony H. Hessling, Executive Director
   Richard H. Bourque,
   Asst. Director of Transportation
   Ohio-Kentucky-Indiana Regional Council of Governments
   Room 502, Alms & Doepke Building
   222 East Central Parkway
   Cincinnati, Ohio 45202
   513-621-7060

J. **DAYTON**
   Jack L. Jenson, Executive Director
   Montgomery-Greene County Transportation and Development Planning Program
   Dayco Building, 333 W. First Street
   Dayton, Ohio 45402
   513-223-6323

K. **SPRINGFIELD**
   Walter A. Szczesny, Study Director
   Clark County-Springfield Transportation Study
   City Building
   Springfield, Ohio 45501
L. COLUMBUS (MORPC)  
William C. Habig, Executive Director  
Mohammed Ismail, Chief,  
Transportation Division  
Mid-Ohio Regional Planning Commission  
514 South High Street  
Columbus, Ohio 43215  
614-228-2663  

M. MANSFIELD  
John Swanson, Director  
Richland County Regional Planning Commission  
35 N. Park Street  
Mansfield, Ohio 44902  
419-522-9454  

N. LIMA  
Director’s position is Vacant  
Lima-Allen County Regional Planning Commission  
300 Colonial Building  
Lima, Ohio 45802  
419-228-1836  

In smaller urban areas (less than 50,000 population), transportation planning is less formalized than in the larger urbanized areas. A resident planning staff is generally not maintained exclusively for transportation planning. The transportation planning function may be addressed by the city, the county, or the regional planning commission in cooperation with the Ohio Department of Transportation.  

When a specific need arises in a small urban area for transit planning and development, the Division of Urban Mass Transportation of the Ohio Department of Transportation (ODOT), in cooperation with the appropriate District Office of ODOT, can offer technical assistance. Current examples of technical assistance are Portsmouth, Sidney, Norwalk, and Troy.  

These cities have indicated a concern that many of their residents, particularly the elderly do not have adequate mobility to fulfill their basic travel needs (trips to the doctor, shopping, etc.). ODOT has provided information to these cities as to the types of public transportation that might be offered and the probable costs of such service. From this, the cities are better equipped to make decisions about public transportation for their community.  

In rural areas, transportation planning for state highways is carried out by ODOT, while the county engineer or local planning commission must generally assume responsibility for planning of local highways. Rural transit planning is very new, and when undertaken has generally been carried out by the local community, action agency or a local social agency. The Division of Urban Mass Transportation and District Offices of ODOT will provide advisory assistance, if requested.  

In large urbanized areas, the transportation planning group (Figure I-1) serves as the focal point for inquiries, suggestions, etc. from interested citizens or organizations regarding planning for public transportation. In rural and small urban areas (under 50,000 population) the Ohio Department of Transportation District Office serves as the focal point.  

The geographical areas for which the District Offices of ODOT are responsible are shown on Figure I-2 and their addresses are below.  

In addition to the area-specific planning for public transportation conducted at the local level, the Ohio Department of Transportation is currently concluding an in-depth study requested by the Ohio General Assembly to determine the Direction of future transportation efforts in Ohio and to identify the extent to which the state should be involved in advancing the effectiveness of the various modes of transportation (i.e. aviation, public transportation, highways, pipelines, railroads, etc). This study is known as the Ohio Transportation Development Program.  

This study will identify programs and policies for the improvement of public transportation in all areas of the state. Initial emphasis will probably be directed toward the improvement of both urban and rural public transportation to enhance mobility within the local area, but increasing attention can be expected to be given to the problem of intercity public transportation.  

ODOT District Office Addresses  

<table>
<thead>
<tr>
<th>Dist.</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2100 West Street Road, Route 65, Lima, Ohio 45801</td>
</tr>
<tr>
<td>2</td>
<td>317 East Poe Road</td>
</tr>
<tr>
<td>3</td>
<td>Bowling Green, Ohio 43402</td>
</tr>
<tr>
<td>4</td>
<td>906 North Clark Street, Ashland, Ohio 44805</td>
</tr>
<tr>
<td>5</td>
<td>705 Oakwood Street, Ravenna, Ohio 44266</td>
</tr>
<tr>
<td>6</td>
<td>1200 Church Street West, Newark, Ohio 43055</td>
</tr>
<tr>
<td>7</td>
<td>400 East William Street, Delaware, Ohio 43015</td>
</tr>
<tr>
<td>8</td>
<td>St. Mary’s Pike, Rt. 29, Sidney, Ohio 45363</td>
</tr>
</tbody>
</table>
OHIO DEPARTMENT OF TRANSPORTATION
-DISTRICTS-
G. Federal Public Transportation Programs

History and Background

U. S. Government assistance has been available to urban mass transportation since 1961. In that year, largely as a result of growing railroad financial difficulties, especially commuter services, an emergency loan program was inaugurated by a provision of the Housing and Urban Development Act. A small test and demonstration program was also authorized.

In 1964 the Urban Mass Transportation Act established a program of Federal matching grants for provision, improvement, and expansion of urban mass transportation systems. The research and development program authorized in the basic act was substantially increased in a 1966 amendment. Also established was a program of Federal matching grants to assist states and local public bodies in making technical studies to improve mass transportation in urban areas. A training program for transportation managers and transportation experts was also authorized.

The Urban Mass Transportation Administration was established as a component of the Department of Transportation effective July 1, 1968, transferring most of the functions and programs from the Department of Housing and Urban Development to the Department of Transportation.

To the present time, only the capital grant program and the technical studies program have been utilized in the State of Ohio to any degree. The research and development program, training, and other programs will be the subject of future recommendations of the Division of Urban Mass Transportation, Ohio Department of Transportation.

Mass Transit Act of 1964 (Public Law 88-365)

The first Federal grant assistance to public transit was achieved by the passage of the Mass Transit Act of 1964 on July 9, 1964, “to authorize the HHFA to provide assistance for development of comprehensive and coordinated mass transportation systems in metropolitan and other urban areas.”

The 1964 Act originally provided $365 million nationally to be used for capital grants over a 3-year period. As amended in subsequent years, the following amounts were authorized under this Act:

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1965</td>
<td>$ 75 million</td>
</tr>
<tr>
<td>1966</td>
<td>150 million</td>
</tr>
<tr>
<td>1967</td>
<td>150 million</td>
</tr>
<tr>
<td>1968</td>
<td>150 million</td>
</tr>
<tr>
<td>1969</td>
<td>150 million</td>
</tr>
<tr>
<td>1970</td>
<td>190 million</td>
</tr>
</tbody>
</table>
The Federal capital grants were intended to cover 2/3 of the net project cost of approved projects meeting all requirements, including areawide comprehensive planning requirements. The Act provided that “Emergency” grants of 50% of net project costs might be made where local areas were as yet unable to comply with planning requirements although they were in the process of doing so.

Mass Transit Act of 1970

In October 1970, the Mass Transit Act of 1964 was amended to permit the Secretary of the Department of Transportation to commit $10 billion in capital grants to urban transit over a 12-year period. The amended Act further authorized commitment of funds for the first three years as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1971</td>
<td>$300 million</td>
</tr>
<tr>
<td>1972</td>
<td>600 million</td>
</tr>
<tr>
<td>1973</td>
<td>1,000 million</td>
</tr>
</tbody>
</table>

General Revenue Sharing

On October 20, 1972, Congress passed a general revenue sharing act, appropriating $30 billion in a trust fund for the next 5 years with annual allocations of $5.3 billion for calendar year 1972, increasing to $6.4 billion for calendar year 1976.

These funds, which are not subject to the annual appropriations process, are allocated 1/3 to state governments and 2/3 to local governments (including counties, cities, towns, and villages).

The state may use its fund for any governmental function. Local governments may use their funds for any capital expenditure, or for operating expenses in the following areas: public safety, environmental protection, health, recreation, social services, financial administration, libraries, and public transportation, including transit systems and streets.

The state revenue sharing funds have not yet been used for transit.

Federal-Aid Highway Act of 1973

The Federal-Aid Highway Act of 1973 included some provisions for the funding of public transportation. For Fiscal Years 1974 and 1975 it provided urban areas the opportunity to substitute their Urban System allotment from the Highway Trust Fund for an equivalent amount of funds from general revenues for mass transit purposes, both bus and rail. It further provided Federal money for mass transit purposes from general funds in cases where an interstate project is withdrawn upon the request of local governments and the state governor.

Beginning in fiscal 1975, the act authorized the use of Federal aid Urban System funds for the purchase of buses, and beginning in fiscal 1976 for bus purchases, rail rolling stock and the construction and improvement of fixed rail facilities.

Up to $200 million of the $800 million authorized nationally for the Federal-Aid Urban System in fiscal 1975 could be expended for the Federal share of bus purchases. Beginning in Fiscal 1976, urban areas can, if they wish, use their entire share of the $800 million in urban system funds for mass transportation capital expenditures. The Federal share of the costs of such mass transportation projects is 70%.

Included as Title III of the Federal-Aid Highway Act of 1973 were amendments to the Urban Mass Transportation Act increasing from 66 2/3% to 80% the Federal share of capital grants, and raising from $3.1 billion to $6.1 billion the amount which may be obligated for capital grants.

The Federal-Aid Highway Act of 1970 incorporated a new provision which permitted interstate, urban system, and urban extension funds to be utilized for construction of exclusive or preferential bus lanes, traffic control devices, bus passenger loading areas and facilities, shelters, and fringe and transportation corridor parking facilities to serve bus and other public mass transportation passengers. A restriction, however, was placed on use of funds for such purposes by requiring that use of the apportioned funds in such a manner could not exceed the cost of providing equivalent highway capacity in the conventional way. This restriction was removed by the 1973 Act and all apportioned highway funds for all of the several systems have been made available for use in such manner.

The Federal-Aid Highway Act of 1973 also provided that where sufficient land exists within any Federal-Aid rights of way to accommodate needed rail or nonhighway public mass transit programs without impairing automotive safety or future highway improvements, a state can make such lands available without charge to publicly owned mass transit authorities for such purposes.

Section 147 of the 1973 Act provides for a Rural Highway Public Transportation Demonstration Program. There is authorized for Fiscal Years 1975 and 1976 $30 million, $20 million of which shall be from the Highway Trust Fund, for the Secretary of the U. S. Department of...
Transportation to carry out demonstration projects for public mass transportation on highways in rural areas. Projects eligible for Federal funds under this program include highway traffic control devices, the construction of passenger loading areas and facilities, including shelters, fringe and transportation corridor parking facilities to serve bus and other public mass transportation passengers, and the purchase of passenger equipment other than railroad rolling stock. Equipment purchased would have to meet applicable Federal standards with respect to air pollution, and facilities would have to meet the special needs of the elderly and the handicapped.

It is anticipated that 10 to 15 rural Ohio communities will prepare proposals in Fiscal Year 1975 to develop rural systems under this program.

National Mass Transportation Act of 1974 (Public Law 93-503)

The National Mass Transportation Assistance Act of 1974 (NMTA), which was signed into law on November 26, 1974, established an $11.8 billion, six-year program to support mass transit capital and operating programs.

NMTA established an $11.3 Billion, six-year urban mass transit program and an additional $500 million program for a small urban/rural mass transit capital program.

Of the $11.3 billion provided by the Act, $3.975 billion will be distributed by formula for use in either mass transit capital or operation programs. The balance, $7.325 billion, will be distributed to the cities for major mass transit capital projects on a categorical basis.

The categorical capital grant program of NMTA is similar to the capital grant program that was in effect prior to the enactment of this bill. Each categorical capital grant is issued based on need as justified by the applicant and approved by the U. S. Urban Mass Transportation Administration. The principal changes resulting from the NMTA is to increase the funding levels for the categorical capital grant program plus the inclusion of rural areas as eligible recipients. Grants for technical assistance, including planning will continue to come from this program.

The formula program will provide financial assistance on the basis of population and population density of each urbanized area of 50,000 population or more. These funds may be used for both capital and operating costs. The Federal matching share for funds used for capital purposes is up to 80 percent and for operating purposes, up to 50%.

The schedule provided by NMTA calls for national distribution of the formula funds through fiscal year 1980 as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>Capital</th>
</tr>
</thead>
<tbody>
<tr>
<td>1975</td>
<td>$300 million</td>
</tr>
<tr>
<td>1976</td>
<td>500 million</td>
</tr>
<tr>
<td>1977</td>
<td>660 million</td>
</tr>
<tr>
<td>1978</td>
<td>775 million</td>
</tr>
<tr>
<td>1979</td>
<td>850 million</td>
</tr>
<tr>
<td>1980</td>
<td>900 million</td>
</tr>
</tbody>
</table>

Funds will be distributed directly to urban areas of over 200,000 population to an agency agreed upon by the Governors of the respective states and appropriate local officials. The Governors will distribute the formula funds to cities with populations of 50,000 to 200,000.

The preliminary estimate of fund distribution to Ohio urbanized areas over 200,000 population (1970 Census) for the entire 6-year period is as follows:

<table>
<thead>
<tr>
<th>City</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Akron</td>
<td>$14,776,000</td>
</tr>
<tr>
<td>Canton</td>
<td>7,146,000</td>
</tr>
<tr>
<td>Cincinnati</td>
<td>27,612,000</td>
</tr>
<tr>
<td>Cleveland</td>
<td>56,286,000</td>
</tr>
<tr>
<td>Columbus</td>
<td>23,773,000</td>
</tr>
<tr>
<td>Dayton</td>
<td>19,775,000</td>
</tr>
<tr>
<td>Toledo</td>
<td>13,585,000</td>
</tr>
<tr>
<td>Youngstown</td>
<td>11,429,000</td>
</tr>
</tbody>
</table>

For urbanized areas under 200,000 should the Governor elect to distribute funds on the same formula basis as used for the urbanized areas over 200,000 population, the following estimates would result:

<table>
<thead>
<tr>
<th>City</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton</td>
<td>2,368,000</td>
</tr>
<tr>
<td>Lima</td>
<td>1,884,000</td>
</tr>
<tr>
<td>Lorain-Elyria</td>
<td>4,558,000</td>
</tr>
<tr>
<td>Mansfield</td>
<td>1,868,000</td>
</tr>
<tr>
<td>Springfield</td>
<td>2,945,000</td>
</tr>
<tr>
<td>Steubenville  et. al</td>
<td>1,282,000*</td>
</tr>
<tr>
<td>Bridgeport et. al</td>
<td>1,139,000*</td>
</tr>
<tr>
<td>Belpre</td>
<td>117,000</td>
</tr>
<tr>
<td>Ironton et. al</td>
<td>1,682,000*</td>
</tr>
</tbody>
</table>

The total amount that Ohio will receive during the 6-year period under the formula allocation program is estimated at $192,231,000. The amount that can be received under the categorical capital grant program will depend upon the extent and type of public transportation programs that each urban area develops. Obviously, if planning for public transportation is not aggressively undertaken, Ohio’s share may be small.

*This is the amount for the Ohio portion of the urbanized area only.
Transit Capital Improvement Programs in Ohio

Since 1964, public bodies have been eligible for federal capital grants for the improvement of urban public transportation systems. Between 1964 and 1973, the federal share of capital improvements to transit systems was 66 2/3 percent. Since July 1, 1973, the federal share has been 80 percent.

The urban communities in Ohio have not received their reasonable portion of the federal dollars available compared with other cities and states across the nation.

For the eight-year period ending in 1972, Ohio’s urban areas had received about $30 million of a total U.S. expenditure of about $1.8 billion. This amounted to only 1.7% of the total funds available. Ohio’s urban population represents about 5.4% of the total U.S. urban population. From this it can be seen that Ohio’s urban residents had not received their proportional share of funds for the re-habilitation of their transit systems.

During 18-month period from January, 1973 to June, 1974, Ohio has been more aggressive in improving urban transit. Ohio urban areas have received about $33 million during this 1 ½ year period. This represents about 2.4% of the total federal allocations for that period. Although still substantially less than Ohio’s propositional share of about 5.4%, it represents a marked improvement from the 1.7% of the previous eight years. A tabulation of the amounts of federal grants for urban mass transportation purposes by state is shown in Table III-6, Section III, Statistical Summary. Also to be found in Section III, Table III-6 is a listing of each federal capital grant received in Ohio showing the recipient city, the amount and a brief description of the project.

There are two major reasons for Ohio not receiving its proportional share of Federal Urban transit funds. One has been that transportation planning has not placed sufficient emphasis on public transportation. The second has been the difficulty in obtaining the local matching funds for the non-federal share to match the federal grants.

With the establishment of the Ohio Department of Transportation, greater emphasis has been placed on planning for public transportation. Further, the initiation of Ohio’s $2.8 million Capital Grant Program (House Bill 86) has been a significant step toward aiding local areas in matching the nonfederal portion of the grants. This effort has placed Ohio in a better competitive position to obtain federal funds, although a number of states not only provide capital assistance but operating assistance as well. Among these states are Pennsylvania, Michigan, Maryland, Illinois, New Jersey, New York, Virginia, and California.

Technical Study Activities in Ohio

Technical studies for the purpose of improving urban public transportation in urbanized areas (over 50,000 population) are primarily the responsibility of the local transportation planning agency in each urbanized area. These technical studies include long-range planning, which is aimed at developing a balanced and integrated transportation system for the future, and short-range planning, which is directed toward implementing needed public transportation facilities and systems now.

In small urban areas (under 50,000 population) and rural areas, technical studies for public transportation may be carried out by a local government agency or assistance may be provided by the Urban Mass Transportation Division of the Ohio Department of Transportation. This technical assistance is funded, up to 80%, by a federal technical studies grant.

Federal grants for technical studies in Ohio are summarized in Table III-9 of Section III.
H. Ohio’s Public Transportation Programs

The State of Ohio’s program to arrest the continuing deterioration of its mass transit systems and to provide quality transportation facilities for the people of Ohio began with the creation of the Ohio Department of Transportation.

This historic event occurred on Friday, June 30, 1974, when the Governor of Ohio signed into law Amended Substitute House Bill 1064 — "the ODOT bill." Ninety days later, on September 29, 1972, the Ohio Department of Transportation was officially established.

The real beginning of the ODOT occurred, however, in January of 1971, with a review of the transportation needs of Ohio. Three conclusions were reached:

1. the transportation situation in Ohio was grim — in some ways critical;

2. something had to be done soon to reorganize an out-of-balance transportation plant which devoted its principal efforts to one element of transportation — highways; and

3. a Department of Transportation had to be listed among Ohio’s top priority needs.

Thus, in 1971, the Governor requested a full study of Ohio’s transportation needs. It was suggested that this might be the first step toward coordinating all modes into a balanced system of transportation; one which would give the same high priority to the movement of people and goods as had been reserved for vehicles since the founding of the Department of Highways in 1904.

An in-house task force, composed of 16 members representing Federal and State departments, went to work in March of 1971 to outline and organize a work program for the development of a Department of Transportation.

Concerned with communications, law, finance, engineering, transportation, and urban planning, the task force gathered data and conducted extensive research into how to establish a Department of Transportation.

On July 28, 1971, the Governor appointed a Transportation Advisory Committee (TAC) consisting of private citizens (as well as representatives from the transportation industry, highway user groups, state and federal agencies, the construction industry, labor, city and county government, and legislative leaders from both Houses of the General Assembly and from both political parties).

The 63-member TAC represented bi-partisan citizen participation, broadly based in geographic, social, and economic interests.

It was the job of the TAC to review, digest, and modify the proposals of the consultants and in-house legislation to the Governor.

Before the TAC could make its report, it had to conduct an extensive study into the transportation needs of Ohio. Fourteen studies were made during which data were reexamined, studied, analyzed, and questioned. Committees delved into every facet of transportation.

The TAC committee report, representing the diverse thinking of the groups involved, was completed in January of 1972 and conveyed one unanimous decision: that Ohio needed a state department of transportation.

Along with this recommendation came the proposed legislation to create the Ohio Department of Transportation.

On February 24, House Bill 1064, calling for the creation of an Ohio Department of Transportation, was introduced, leading to the Department’s founding. Soon afterward, the ODOT, composed of the Divisions of Highways, Urban Mass Transportation, Transportation Planning, and, in time, the Division of Aviation, was organized to pursue the following objectives:

1. Consolidate all State transportation activities into one unified department, with the ability to plan and develop a balanced system;

2. Establish budgets and time tables to help each mode do what it can do best for Ohio and Ohio taxpayers;

3. Provide the traveling public a choice of modes;

4. Help Ohio obtain its share of Federal transportation moneys;

5. Provide expertise and technical assistance to local and regional transportation agencies.

6. Plan for techniques and modes, including some which may not yet exist, that are shaping and will shape the future of transportation; and

7. Help check the deterioration of our cities and provide part of the base for healthy community growth.
It should be stressed that the reorganization of the Department of Highways did not mean an end nor relaxing of efforts to build highways, but a beginning of transportation planning for all modes of travel using highways as the foundation.

The creation of the Division of Transportation Planning constituted a great broadening of horizons and a recognition of new transportation concepts. This division is charged with the total responsibility for comprehensive transportation development, the total transportation program for Ohio.

As mandated by the Ohio Legislature in the same bill that created the ODOT, the Department has formulated a statewide Ohio Transportation Development Program. The program will unify, upgrade, and extend all transportation planning within Ohio into short-range programs and alternative long-range plans for all modes of transportation of people and goods. It will also recommend a financing structure.

The program will also include coordination of the relative roles of the Department with other local, regional, and statewide agencies and result in a unified statewide transportation planning process.

An important element of the Ohio Transportation Development Program is the communication effort to inform all Ohio residents of the objectives of the ODOT and to obtain valued citizen opinion about transportation. To accomplish this vital two-way communication, a series of eleven public hearings were conducted across Ohio by the Director and Deputy Directors of ODOT. All voices were welcomed during these daylight sessions, which provided vital data and opinions to the Ohio Transportation Development Program.

Of major importance to the program of the newly founded ODOT and Ohio's transportation future was the creation of the Division of Urban Mass Transportation, at a time when Ohio had reached a crucial point in the urban transportation crisis. The Division of Urban Mass Transportation was established in January, 1973 to coordinate and develop State involvement and to do all possible to rejuvenate Ohio's public transportation systems.

In carrying out this responsibility, the Division is serving as the liaison between local and state, and state and federal agencies in determining Ohio's transportation needs; is furnishing local governments assistance and establishing guidelines for obtaining state and federal aid; and is helping local transit authorities better evaluate their situations and advise them how they can best inform the public about the need to support transportation money issues.

Since its establishment, the Urban Mass Transportation Division has concentrated on laying a solid foundation for the rejuvenation of Ohio’s public transportation systems.

As an important first step in its program, UMT set about gathering as many facts and figures as possible about transit services in Ohio.

Concurrently, the Division is providing liaison with many Ohio communities that are working toward the restoration of their local transit systems to a healthy status. In so doing, personal conferences have been held with mayors, city councils, and transit authorities to provide direction and guidance for participation in transit improvement programs in the Ohio Public Mass Transportation Grant Program.

This program, the first transit assistance program in Ohio history, represents a significant effort by the State of Ohio to rebuild its transit systems. Through enactment of Amended Substitute House Bill 86 in June, 1973 the State of Ohio appropriated $2.8 million for participation in the local share of capital grants approved by the Federal Urban Mass Transportation Administration (UMTA projects).

Rules and regulations for the implementation of this program were adopted after consultation with the Ohio transit industry. A major provision in this document was a maximum grant rule which assured a fair and equitable allocation for all participants regardless of size.

Participation in the program began immediately and is continuing. To-date, twenty-three Capital Grant applications have been received from nineteen transit agencies, and thirteen grants totaling $2,560,367 have been approved and presented by ODOT. A detailed listing of these grants are shown in Section III, Statistical Summary.

It is interesting to note that these nineteen agencies serve 58.5% of the Ohio population and 94.1% of the states total ridership. Noteworthy also is the fact that through the thirteen approved grants, the State of Ohio has provided financial assistance for almost $50 million of transit improvement projects.

While this program was a beginning effort toward easing Ohio's growing mobility problems, it has in less than two years provided an effective boost to the revitalization of our Public Mass Transportation Systems. The contribution it has made to Ohio's mass transit revitalization has been positive and it is hoped this
The State of Ohio established a second program of considerable potential benefits by creating the Ohio Fringe Parking Facilities Program. Through passage of House Bill 985, known as the Capital Improvements Appropriations Bill, the Ohio Legislature provided $1 million dollars for a corridor or fringe parking program. Through this legislation, state assistance was made available during the 1974-75 biennium to public transit systems for raising the local share of monies needed to secure federal grants for construction of publicly owned fringe facilities. Such facilities must be intended for use in conjunction with existing or planned public transportation systems.

This program is directed at relieving vehicular congestion on streets and highways in all areas, and to provide attractive transportation alternatives to fuel-conscious motorists.

For this purpose, the Director of the Ohio Department of Transportation is authorized to issue grants to transit authorities as a portion of the share of monies needed to secure federal grants for fringe parking facilities.

The first project to be approved by ODOT under this program is the Toledo Area Regional Transit Authority’s (TARTA) Superbus Park-and-Ride Terminal. Located ten miles northwest of Toledo at the Secor Road and I-475 intersection, this facility will accommodate over 200 transit patron vehicles.

Other cities are now considering this program as an excellent means of further expanding their public transportation services, and additional projects are anticipated.

While the aforementioned programs are designed to improve public mass transportation in general, the State of Ohio has also created a program to aid a particularly needy segment of our society — the elderly.

Authorized by the Ohio Legislature through enactment of House Bill Number 1476, the Elderly Bus Fare Assistance Program will provide two million dollars for the purpose of providing a reduced fare for elderly transit riders.

Guidelines are now being finalized following meetings with the Ohio Public Transit Association and other interested groups and individuals.

Following a public hearing, this program is expected to commence in the spring of 1975.

Still another transportation assistance innovation, the Capital Assistance to Private Non-profit Corporations and Associations Program, is currently being studied by the State of Ohio.

Created by the Urban Mass Transportation Administration (UMTA) of the United States Department of Transportation, this program may provide up to $757,000 to private non-profit corporations in Ohio for the purpose of providing special transportation services to the elderly and handicapped.

In assisting the U. S. Urban Mass Transportation Administration in this federal program, ODOT will prepare eligibility criteria and implementation guidelines and monitor the transportation services provided by approved applicants.

In addition to these existing and planned programs which provide financial assistance, the Ohio Department of Transportation’s Urban Mass Transportation Division is providing advisory services on numerous transit matters to concerned agencies and communities as well as technical assistance to those small urban areas who wish to examine the need for public transportation in their community. This technical assistance is funded in part by the U. S. Urban Mass Transportation Administration and is available, subject to staff limitation, without charge to the communities.

Many meetings have been held throughout the state at which the various assistance programs were described, and suggestions made for the revitalization of the local transit systems.

The Division of Urban Mass Transportation has been involved with a growing number of important programs, each having mass transit rejuvenation as its target.

At this point, the people of Ohio can take justifiable pride in having achieved considerable progress toward the goal of rebuilding Ohio’s transit systems. But if the necessary balanced and integrated transportation facilities are to be developed for the future mobility of the peoples of Ohio, these achievements must be considered only a beginning.
I. Transit Authorities and Revenue Sources

History

The establishment of transit authorities was first permitted in Ohio by legislation made effective November 1, 1965. The Southwest Ohio Regional Transit Authority (SORTA) was the first such authority, established in 1968.

Until the passage of Senate Bill 125, effective August 25, 1970, and Senate Bill 476, effective August 31, 1970, the transit authorities did not have taxing powers. These bills allow transit authorities to both issue voted general obligation bonds (O.R.C. Section 306.40) and to levy a voted property tax not to exceed 1 mill for 10 years (O.R.C. 306.49). As a result of this financing ability and the increasing awareness of the transit crisis, ten other transit authorities were created after August of 1970. Table 1-2 lists the communities included in each authority. The Eastern Ohio Regional Transit Authority (Steubenville) has been dissolved. That transit service is now being operated by the City of Steubenville.

The Yellow Creek Transit Authority operation was assumed by the Western Reserve Transit Authority in 1974.

Senate Bill 544, passed in 1974, allows Transit Authorities to levy a voted property tax of up to 5 mills and to levy a sales tax of up to 1 1/2%.

An election in November, 1974 in Cleveland, included funds for free fare for the elderly for one year. However, since this was not a transit improvement issue, it is not reported in this section.
## Service Area of Regional Transit Authorities

**TABLE I-2**

<table>
<thead>
<tr>
<th>Operating Authority</th>
<th>City or Twp.</th>
<th>Effective Service Area County</th>
<th>Population</th>
<th>Authorized Service Area</th>
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<tr>
<td>Toledo Regional Transit Authority (TARTA)</td>
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<td>Lucas</td>
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<td>Sylvania</td>
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<td>Miami Valley Regional Transit Authority</td>
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<td>Entire Franklin County plus portion of Reynoldsburg and Westerville in adjacent Counties</td>
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<td>Reynoldsburg Franklin &amp; Licking</td>
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<tr>
<td>Westerville Franklin &amp; Delaware</td>
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<td>Reynoldsburg Franklin &amp; Licking</td>
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<td>Westerville Franklin &amp; Delaware</td>
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<th>Canton Stark</th>
<th>110,053</th>
<th>Entire Cuyahoga County</th>
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<tr>
<th>Allen County Regional Transit Authority</th>
<th>Grove City Franklin</th>
<th>13,911</th>
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<tbody>
<tr>
<td>Reynoldsburg Franklin &amp; Licking</td>
<td>13,921</td>
<td></td>
</tr>
<tr>
<td>Westerville Franklin &amp; Delaware</td>
<td>12,530</td>
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</tr>
<tr>
<td>Total population in Effective Service Area</td>
<td>2,748,353</td>
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Notes: (1) Eastern Ohio Regional Transit Authority (Steubenville) was established December 1, 1972 dissolved April 30, 1973.  
(2) Yellow Creek Transit Authority (Struthers and Poland) was established December 15, 1971 dissolved, 1974.
## Successful Elections

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<tr>
<th>City</th>
<th>Tax Rate</th>
<th>Date</th>
<th>For</th>
<th>Against</th>
<th>Percent</th>
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<td>Toledo</td>
<td>1 mill/10 years</td>
<td>1/19/71</td>
<td>62,208</td>
<td>19,454</td>
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<td>Dayton</td>
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<td>Youngstown</td>
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<td>Canfield</td>
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<td>(est.)500</td>
<td>(est.)1,100</td>
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<td>Akron</td>
<td>1 mill/10 years</td>
<td>8/22/72</td>
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<td>11,276</td>
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<td>Cincinnati</td>
<td>0.3% (income)</td>
<td>11/7/72</td>
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<td>75,891</td>
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<td>Columbus</td>
<td>0.8 mill/3 years</td>
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<td>Canton</td>
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<td>Perrysburg</td>
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<td>11/5/74</td>
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<td>1,628</td>
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**State Total — 11 Elections**

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<th>For</th>
<th>Against</th>
<th>Percent</th>
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<tbody>
<tr>
<td>342,222</td>
<td>185,156</td>
<td>64.9</td>
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</table>

## Unsuccessful Elections

<table>
<thead>
<tr>
<th>City</th>
<th>Tax Rate</th>
<th>Date</th>
<th>For</th>
<th>Against</th>
<th>Percent</th>
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</thead>
<tbody>
<tr>
<td>Cincinnati</td>
<td>1/2 mill/10 years</td>
<td>8/31/71</td>
<td>44,226</td>
<td>73,309</td>
<td>37.6</td>
</tr>
<tr>
<td>Columbus</td>
<td>1 mill/10 years</td>
<td>5/31/72</td>
<td>61,866</td>
<td>72,998</td>
<td>46.0</td>
</tr>
<tr>
<td>Chillicothe</td>
<td>1/2 mill</td>
<td>5/7/74</td>
<td>1,455</td>
<td>2,558</td>
<td>36.3</td>
</tr>
</tbody>
</table>

| Total      |           |           | 107,547 | 148,865 | 41.9 |

<table>
<thead>
<tr>
<th>State Total — 11 Elections</th>
<th></th>
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<tr>
<td>For</td>
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<td>Percent</td>
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<tr>
<td>449,769</td>
<td>334,021</td>
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## Table 1-3

Elections for Local Funding Support of Regional Transit Authorities
Section II An Inventory of Transit Systems in Ohio
Introduction

This section provides an inventory of the transit systems in Ohio and a brief description of each system. Included in each listing is a 1973 Transit Profile which gives a brief data summary of the system.

The following are some of the sources used in compiling Section II:
- Public Utilities Commission of Ohio (PUCO)
- Ohio Department of Education
- Interstate Commerce Commission
- United States Coast Guard
- Ohio Department of Natural Resources
- UMTA Capital Grant Applications
- County and Regional Transportation Planning Studies
- Newspaper Clippings
- Telephone Conversations of the Division of Urban Mass Transportation Staff with Various Transit Agencies
- Questionnaire Prepared by the Division of Urban Mass Transportation Staff and sent to all known Transit Operators

Numbering System

This section is divided into the twelve Ohio Department of Transportation Districts. The transit systems are identified by the district they operate in and a letter corresponding to the order in which they are presented.

Numbers 13 through 18 of this section are topics related to mass transportation and continue the inventory format wherever applicable. The topics are as follows:
- 13. Intercity Bus Service
- 14. Limousine Service
- 15. Pupil Transportation
- 16. Intercity Rail Passenger Transportation
- 17. Water Related Transportation
- 18. Discontinued Operations

1973 Transit Profile

The data in the Transit Profiles was largely obtained from the Questionnaire sent to all known transit operations by the Division of Urban Mass Transportation staff. Where this information was not made available the data was obtained from PUCO Annual Reports. Cost and revenue per passenger and per mile were calculated from PUCO records but reported directly from the operators who returned questionnaires.

(*) indicates data obtained from PUCO Annual Reports
(+ ) indicates data obtained directly from the operator by questionnaire.
DISTRCT 1

2100 North West Street
Lima, Ohio 45801
(419)-222-9055

Population of District 341,606
% of Ohio Population 3.2
Urban Population 141,800
% Urban 41.5
Rural Population 199,806
% Rural 58.5
Elderly Population 35,214
% Elderly 10.3
The early motor bus transit service was operated by the Lima City Lines. This company was abandoned in 1951 due to financial problems and reorganized as the Lima Transit Company and the Lima Suburban Lines, Inc. During the 1950's and 1960's, the ridership began to decline at an alarming rate; and, as a result, the Lima Bus Company was established in 1966 and continued transit operations. The transit services were poorly planned and ridership continued to decline. On September 1, 1972, transit service was transferred to the Lima Bus Service, a private company, and franchised by the City of Lima at $1,200 per month.

The Lima Bus Service elected to terminate service in April, 1974, and an interim system was established until permanent operations could be reinstated (there was a five-day period of no bus service). Under an agreement with a local company, the City of Lima obtained a one-year lease on four buses and entered into contract with a local private carrier to provide service for the City.

The City has recently applied for a Mass Transportation Capital Improvement Grant under the Urban Mass Transportation Act of 1964. A five-year transit development program has been prepared and is currently nearing finalization. The City hopes to purchase 10 medium-sized buses and equipment by early 1975.

**1973 Transit Profile:**
- Type of Ownership — Private
- Type of Operation — Contractual
- Municipalities Served — Lima
- Ridership — 166,308
- % Children — N/A
- Number of Employees — 12
- Number of Vehicles — 9
  - Regular Service — 9
  - Charter Service — 0
- Total Seating Capacity — 154
- Average Seating Capacity — 17
- Vehicle Miles — 345,800 **
- Average Miles Per Passenger — 2.07
- Fare Schedule:
  - Adult — 45 Cents
  - Student — 25 Cents
  - Special — 25 Cents Transfer

**Revenue Per Passenger** — 49 Cents **
**Cost Per Passenger** — 52 Cents **
**Revenue Per Mile** — 23 Cents **
**Cost Per Mile** — 25 Cents **
**Energy Consumption:**
  - Gasoline — N/A

**Park-and-Ride Facilities:**
  - Number of Facilities — 0
  - Total Parking Spaces Provided — 0

**Figures projected from 5 month figures January 1, 1973 to May 31, 1973.**

**Equipment Roster:**

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Manufacture</th>
<th>Maker</th>
<th>Model</th>
<th>Vehicle Capacity</th>
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<td>1</td>
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<td>Ford</td>
<td>Bus</td>
<td>25</td>
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<tr>
<td>1</td>
<td>1956</td>
<td>Chev.</td>
<td>Bus</td>
<td>25</td>
</tr>
<tr>
<td>1</td>
<td>1965</td>
<td>Ford</td>
<td>Falcon Econoline</td>
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<td>2</td>
<td>1966</td>
<td>Ford</td>
<td>&quot;</td>
<td>12</td>
</tr>
<tr>
<td>4</td>
<td>1967</td>
<td>Ford</td>
<td>&quot;</td>
<td>17</td>
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</tbody>
</table>
DISTRICT 2

317 East Poe Road
Bowling Green, Ohio 43402
(419) 353-8131

Population of District: 826,668
% of Ohio Population: 7.8
Urban Population: 657,896
% Urban: 79.6
Rural Population: 168,772
% Rural: 20.4
Elderly Population: 84,424
% Elderly: 10.2
Since TARTA assumed control, transit ridership in Toledo has increased for the first time in many years. Much of this increase can be attributed to TARTA's agreement with the Toledo City School District to provide free transportation to all students living over a mile from their schools. Under the terms of the contract, the Board of Education determines student eligibility and issues bus passes. The Board guarantees that a minimum of 20,000 students will be eligible. Payment is based on an amount determined by the Ohio State Department of Education for transportation of students by a public utility.

TARTA was created in response to a transportation crisis in Toledo. TARTA began operation on June 1, 1971 by assuming bus service from the Community Traction Company, founded in 1921. Ridership in Toledo has plummeted from a peak of 56 million passengers in 1944 to fewer than 8 million passengers in 1970. The private operator let it be known that it would let its franchise lapse in 1971, thus leaving Toledo the largest city in the country without public transportation.

In order to avoid a complete severing of transit service, Toledo area voters were asked to pass a one-mill levy. In January, 1971, 76% of those voting endorsed community support for transit and created Ohio's first operating Regional Transit Authority.

When TARTA began operations in June, 1971, Toledoans were traveling on 17 year old, non-air-conditioned buses. In addition, the private operator was carrying fewer than 3% of the total trips in the region. In order to bring TARTA up to American Transit Standards, General Manager Whitten compressed a five-year, 125 bus replacement program into two years. Presently, over 80% of TARTA's fleet is less than four years old, radio-equipped and air-conditioned.
Currently, TARTA has two park/ride facilities; Franklin Park Mall offers 500 parking spaces and Southland/Saint Joseph Church offers over 560 spaces. An exclusive park/ride facility is planned in the Westgate area.

The following changes took place during 1973:

Route 1 Sylvania — Extended from Main—Maplewood to Highland School via Erie, Monroe

Route 3 North-South Crosstown — New Branch No. 3A North-South Crosstown via Beverly; i.e. Byrne, Copland, Detroit, Glanzmon

Route 4 Spencer — Extended from Angola-Irwin to Spencer-Sherples Neighborhood Opportunity Clinic via Angola, Meilke, Frankfort

Route 23 Ottawa Hills — Extended from Talmadge-Wenwood to Franklin Park Mall via Talmadge

Route 33 Heatherdowns Express — Downtown loop expanded for further penetration of CBD; via Erie, Adams, and Superior

Service to Perrysburg and the city’s acceptance into TARTA have been placed on the November ballot.

1973 Transit Profile: +
Type of Ownership — Authority
Type of Operation — Authority

Municipalities Served — Toledo, Sylvania, Ottawa Hills, Rossford, Sylvania Twp., Spencer Twp.

Ridership — 13,221,000
% Change — +23%
% Children — 58.8%

Number of Employees — 274
Number of Vehicles — 168
  Regular Service — 168
  Charter Service — 168
  Spares — 10%
  (Non-servicable Spares — 0)

Total Seating Capacity — 7,332
Average Seating Capacity — 43.6

Vehicle Miles — 4,646,930
Average Miles Per Passenger — .35

Fare Schedule:
  Adult — 40 Cents/5 Cents Transfer
  Student — Free with Pass
  Special — Weekly Pass $4.00/Convenience Pass (10 Rides) $4.00
  Senior Citizen — 35 Cents

Revenue Per Passenger — 34.71 Cents
Cost Per Passenger — 34.60 Cents

Revenue Per Mile — 98.76 Cents
Cost Per Mile — 98.43 Cents

Energy Consumption:
  Diesel — 1,001,068 Gallons

Park-and-Ride Facilities:
  Number of Facilities — 2
  Total Parking Spaces Provided — 1,060

Presently in the planning stages is a BTV Rapid Transit Plan for Toledo. Although BTV (Bimodal Transit Vehicle) was developed by TARTA for Toledo, its implications may be far reaching. As envisioned by TARTA, BTV is a rubber-tired rapid transit vehicle operating in trains on automated concrete guideways. At selected stations, certain BTV’s are met by human operators who manually take control of the transit vehicles and drive them off the guideway into adjacent neighborhoods for collection and distribution of passengers.

Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Mfg.</th>
<th>Maker</th>
<th>Model</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>1950</td>
<td>GMC</td>
<td>TDH-4509</td>
<td>45</td>
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<tr>
<td>2</td>
<td>1951</td>
<td>GMC</td>
<td>TDH-4509</td>
<td>45</td>
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<td>6</td>
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<td>GMC</td>
<td>TDH-4509</td>
<td>45</td>
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<tr>
<td>9</td>
<td>1953</td>
<td>GMC</td>
<td>TDH-4512</td>
<td>45</td>
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<td>2</td>
<td>1957</td>
<td>MACH</td>
<td>C-47</td>
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<td>GMC</td>
<td>SDM-4502</td>
<td>45</td>
</tr>
<tr>
<td>2</td>
<td>1966</td>
<td>GMC</td>
<td>SDM-4502</td>
<td>45</td>
</tr>
<tr>
<td>70</td>
<td>1971</td>
<td>FLXIBLE</td>
<td>111DD-D051</td>
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<tr>
<td>55</td>
<td>1973</td>
<td>FLXIBLE</td>
<td>111DD-D051</td>
<td>41</td>
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</table>
2-B Buckeye Stages (Red-Yellow Cab Co.)
501 Phillips Avenue
Toledo, Ohio
R. B. Crandell, President
(419)-479-0741

This carrier provides both intercity and transit service. The intercity service is from Sandusky to Toledo in the morning and return to Sandusky in the late afternoon, six times a week. The company also provides a round trip out of Toledo to Findlay, Fostoria, Tiffin, and Fremont on Wednesdays. The transit operation is from Maumee to Toledo and returns three times in the late afternoon. During the five hours in the middle of the day, the bus runs a transit service within the City of Maumee. This service is operated five days a week and is subsidized by the City of Maumee. All fares collected are turned over to the City of Maumee and the City provides for all costs of operation. The City of Maumee, while adjacent to the Toledo Area Regional Transit Authority, has not yet voted to be a member. This company is associated with the Red-Yellow Cab Company of Toledo.

1973 Transit Profile: *
Type of Operation — Private
Ridership — 44,980
% Change — +32%
Number of Employees — 13
Number of Vehicles — 11
Total Seating Capacity — 373
Average Seating Capacity — 33.9
Vehicle Miles — 406,594
Average Miles Per Passenger — 9.0
Revenue Per Passenger — $2.58
Cost Per Passenger — $2.34
Revenue Per Mile — 29 Cents
Cost Per Mile — 26 Cents

2-C Charles L. Duggan
P. O. Box 154
Put-In-Bay, Ohio 43456
Charles L. Duggan, Owner
(313)-285-3357

This carrier operates service on Put-In-Bay Island, located in Lake Erie. It hauls passengers from the boat dock to downtown Put-In-Bay.
DISTRIBUTION 3

906 North Clark Street
Ashland, Ohio 44805
(419)-324-1511

Population of District 775,843
% of Ohio Population 7.3
Urban Population 518,226
% Urban 66.8
Rural Population 257,617
% Rural 33.2
Elderly Population 64,364
% Elderly 8.3
3-A  Cleveland—Lorain Highway Coach Co.
2111 West Park Drive
Lorain, Ohio 44053
(216)—282-2100
D. A. Sanborn, President

This company considers itself as primarily an intercity carrier operating between Lorain and Cleveland. It provides service to the intermediate communities of Avon, Westlake, Rocky River, and Lakewood along its main route only. Approximately 6% of the company’s income comes from intra-urban service in Lorain.

Local regular route transit service is operated daily between the company’s Lorain terminal and its Cleveland terminal, 1465 Chester Avenue. Nineteen trips are scheduled Monday through Friday, 16 on Saturdays, and 5 on Sundays and holidays. The company also operates a charter service.

1973 Transit Profile: *
Type of Ownership — Private
Type of Operation — Private
Municipalities Served — Lorain, Sheffield, Avon, Westlake, ** Lakewood, and ** Cleveland (** No Pick-Up or Drop-Off)
Ridership — 268,221 Regular Route, 33,184 Charter
% Change — —6%
% Children — 0
Number of Employees — 28 (21 Full Time/7 Part Time)
Number of Vehicles — 18
   Regular Service — 8
   Charter Service — 6
   Spares — 4
      (Non-Servicable Spares — 1)
Total Seating Capacity — 859
Average Seating Capacity — 45.21
Vehicle Miles — 660,416
Average Miles Per Passenger — 2.19
Fare Schedule:
   Adult — Cleveland & Lorain $2.30 One Way/$14.00 — 10 Rides
   Student — 10% Off
   Special — None
Revenue Per Passenger — $1.63
Cost Per Passenger — $1.62
Revenue Per Mile — 74 Cents
Cost Per Mile — 74 Cents
Energy Consumption:
   Diesel — 119,751 Gallons

3-B  Safeway Transit Systems, Inc.
166 West Sixth Street
Mansfield, Ohio 44902
Louis Letizia, President
(419)—526-4446

This carrier operates a mass transit service between Mansfield and areas located outside of Mansfield.

1973 Transit Profile: *
Type of Operation — Private
Ridership — 30,753
% Change — —52%
Number of Employees — 4
Number of Vehicles — 6
Total Seating Capacity — 238
Average Seating Capacity — 39.7
Vehicle Miles — 217,397
Average Miles Per Passenger — 7.1
Revenue Per Passenger — N/A
Cost Per Passenger — N/A
Revenue Per Mile — N/A
Cost Per Mile — N/A
3-C  Sandusky Rapid Transit, Inc.
166 West Sixth Street
Mansfield, Ohio
Louis Letizia, President
(419)-526-4446

This carrier operates a mass transit service in Sandusky and to areas located outside of Sandusky.

1973 Transit Profile: *
Type of Operation – Private
Ridership – 18,626
% Change – +32%
Number of Employees – 4
Number of Vehicles – 2
Total Seating Capacity – 46
Average Seating Capacity – 23
Vehicle Miles – 111,076
Average Miles Per Passenger – 6.0
Revenue Per Passenger – $2.18
Cost Per Passenger – $2.00
Revenue Per Mile – 37 Cents
Cost Per Mile – 34 Cents

3-D  School Bus Service
2150 East Erie Avenue
Lorain, Ohio 44052
(216)–949-7720
Robert VanWagnen, Owner

This private company provides daily service between Elyria and Lorain via Midway Mall, as well as various school services.

1973 Transit Profile: *
Type of Operation – Private
Ridership – 34,758
% Change – +11%
Number of Employees – 46
Number of Vehicles – 7
Total Seating Capacity – 281
Average Seating Capacity – 40.1
Vehicle Miles 24,560
Average Miles Per Passenger – .7
Revenue Per Passenger – N/A
Cost Per Passenger – N/A
Revenue Per Mile – N/A
Cost Per Mile – N/A

3-E  City of Wooster
538 North Market Street
Wooster, Ohio 44691
(216)–264-5326
Roy P. Stype, Jr., Mayor

On March 1, 1973, the City of Wooster purchased the Wooster Transportation Company with federal revenue sharing funds. The City immediately changed the schedule from hourly to half-hourly service and added a northern route in September. There are now three 31-passenger vehicles operating over three routes, each within the Wooster city limits.

The transit system is directly responsible to the Director of Administration with policy decisions made by the Mayor as authorized by city charter. The Planning Department, Transportation and Traffic Commissions assist with planning.

Federal revenue sharing funds are also used to offset the operating deficits, which have increased due to higher fuel and employee costs.

1973 Transit Profile: +
Type of Ownership – Municipal
Type of Operation – Municipal
Municipalities Served – Wooster
Ridership – 186,000 **
% Change – N/A
% Children – 25%
Number of Employees – 5
Number of Vehicles – 4
Regular Service – 3
Charter Service – 0
Spares – 1
Total Seating Capacity – 120
Average Seating Capacity – 30
Vehicle Miles 78,516 **
Average Miles Per Passenger – .42
Fare Schedule:
Adult – 20 Cents
Student – 10 Cents
Special – Pre-Schoolers Accompanied by Fare Paying Adult Ride Free
Revenue Per Passenger – 31 Cents
Cost Per Mile – 69 Cents
Energy Consumption: (10 Months)
Diesel – 1,150 Gallons
Gasoline – 6,985 Gallons
Park-and-Ride Facilities:
Number of Facilities – 0
Total Parking Spaces Provided – 0

** Annual projection from 10 month estimate.
DISTRIBUTION 4

705 Oakwood Avenue
Ravenna, Ohio 44266
(216)-297-0801

Population of District 1,686,810
% of Ohio Population 15.8
Urban Population 1,306,409
% Urban 77.4
Rural Population 380,401
% Rural 22.6
Elderly Population 155,717
% Elderly 9.2
District 4

Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Mfg.</th>
<th>Maker</th>
<th>Model</th>
<th>Vehicle Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1953</td>
<td>Marmon - Harrington</td>
<td>8-MBA</td>
<td>27</td>
</tr>
<tr>
<td>2</td>
<td>1963</td>
<td>GMC</td>
<td>TGH-310Z</td>
<td>31</td>
</tr>
<tr>
<td>1</td>
<td>1970</td>
<td>Twin Coach</td>
<td>TC-29</td>
<td>31</td>
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</tbody>
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4-A METRO Regional Transit Authority
416 Kenmore Boulevard
Akron, Ohio 44301
(216)-762-0341

Ernie A. Miller, General Manager
Bernard Bear, President, Board of Trustees
James R. Young, Secretary—Treasurer
William K. Rice
of Roetzel & Andress, General Counsel

The METRO Regional Transit Authority was created by the cities of Akron, Barberton, and Cuyahoga Falls, Ohio in April of 1972, under Section 306.30 of the Ohio Revised Code as amended in 1970. The new METRO Authority succeeds the Akron Metropolitan Regional Transit Authority, originally created by the Summit County Commissioners in 1966 to serve Akron, Barberton, and Cuyahoga Falls.

Throughout the period since August 6, 1969, the Akron Metropolitan Regional Transit Authority had been able to provide little more than emergency service, due primarily to a lack of funds.

On August 22, 1972, the voters of the METRO region voted in favor of a one-mill levy to support METRO. The levy passed by a 2-1/2 to 1 margin. It was this overwhelming vote of public confidence that has prompted METRO to increase service by 25% and reduce its fare from 40 cents to 35 cents. As a result, METRO is carrying approximately 8.76% more riders, and attracting more each day.

1973 saw METRO moving ahead. In February, METRO instituted a program of selling semester passes to Akron University students. April saw the completion of negotiations and pension agreements with the transport workers’ and machinists’ unions. During the course of the year, new bus stop signs were installed in the downtown area and telephone and utility poles painted as an interim measure, in order to facilitate bus stop identification. In February 1974, METRO began its “DART (Downtown Area Rapid Trip)” service. This is a program of free service, from 9 A.M. to 5 P.M., for persons living or working in the downtown areas of Akron, Barberton, and Cuyahoga Falls. The free service hopes to encourage persons in these areas to use the METRO bus for short trips to and from one part of downtown to another. When a rider boards at a downtown stop, he obtains a “DART Board” from the operator and then returns it as he alights within the downtown boundaries.
In 1973, METRO initiated special service from Chapel Hill Mall to both Goodyear and Firestone main plants. This service was made possible by making deviations from other routes which were not being utilized. Permission was granted by the mall for automobile parking space, which allows it to be used as a park-and-ride facility. Ridership on the service has increased 20% in its first six months of operation.

Approximately 14% of Metro’s ridership is school children. They have a contract charter agreement with the Akron Board of Education for 10 trips, morning and afternoon.

METRO is working toward a goal of meeting the needs and desires of an alternate choice of transportation service to the greater Akron area.

**1973 Transit Profile:**

- **Type of Ownership:** Public
- **Type of Operation:** Authority
- **Municipalities Served:** Cities of Akron, Barberton, Cuyahoga Falls and City of Fairlawn (Contract Service)
- **Ridership:** 2,920,322
  - % Change: +8.76%
  - % Children: 14%
- **Number of Employees:** 137
- **Number of Vehicles:** 63
  - Regular Service: 63
  - Charter Service: 19
  - Spares: Any of 63
    - (Non-Servicable Spares = 0)
- **Total Seating Capacity:** 2,802
- **Average Seating Capacity:** 44.47
- **Vehicle Miles:** 2,003,447
- **Average Miles Per Passenger:** .68

**Fare Schedule:**

- Adult: 35 Cents/5 Cents Transfer
- Special: Senior Citizens 25 Cents (10 A.M. - 2 P.M.)/Akron University Pass $25.00 Quarter

- **Revenue Per Passenger:** 38.1 Cents
- **Cost Per Passenger:** 68.7 Cents
- **Revenue Per Mile:** 55.6 Cents
- **Cost Per Mile:** $1.001

**Energy Consumption:**

- Diesel: 464,427 Gallons

**Park-and-Ride Facilities:**

- Number of Facilities: 1
- Total Parking Spaces Provided: Unknown

**Equipment Roster:**

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Mfg.</th>
<th>Maker</th>
<th>Model</th>
<th>Vehicle Capacity</th>
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<tbody>
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**Ridership Trends**

**Akron, Ohio**

![Graph showing ridership trends from 1964 to 1973](chart.png)
The Canton-North Canton Regional Transit Authority was created on March 30, 1971 and started operations on June 1, 1971, after the purchase of Canton City Lines from National City Lines. The City of North Canton withdrew from the authority June 24, 1973 and the public body was renamed the Canton Regional Transit Authority (CRTA). North Canton’s withdrawal was precipitated by an impending tax levy. They continue to be serviced under a contract with CRTA.

On May 8, 1973, a 1-mill 5-year operating levy was passed, allowing the City to purchase new equipment and maintain their present fare structure. The system also receives donations from local businesses and industry to help finance their renovation and updating. CRTA serves approximately 113,000 people in a 5 mile radius of the City. The system operates over ten routes, with morning and evening school trippers.

A special fare was instituted during 1973 allowing anyone to ride the bus for 20 Cents during the hours 10:00 A.M. to 2 P.M. The deficit incurred by this reduction is estimated to be $40,000.

CRTA also operates two buses for senior citizens under a grant from U. S. DOT and the Ohio Commission on Aging. Approximately 19,000 senior citizens are served by these buses which operate five days a week, from 8:00 A.M. to 4:30 P.M. The buses are equipped with a mobile phone and there are plans for installing a hydraulic step. Senior citizen volunteer escorts are riding each day to assist with boarding and any problems. This project is one of the first of its kind in the country.

Ridership Trends
Canton, Ohio

1973 Transit Profile:
+ Type of Ownership – Public
Type of Operation – Authority
Municipalities Served – Canton and North Canton
Ridership – 1,800,000
% Change – +2%
% Children – 38%
Number of Employees –
Number of Vehicles – 40
Regular Service – 40
Charter Service – 0
Spares – 17
Total Seating Capacity – 1,604
Average Seating Capacity – 40.1
Vehicle Miles – 862,306
Average Miles Per Passenger – .48
Fare Schedule:

Adult - 30 Cents
Student - 20 Cents - 10 Cents
Special - 20 Cents (10 A.M. - 2 P.M.) All Riders

Revenue Per Passenger - 25 Cents
Cost Per Passenger - 46 Cents
Revenue Per Mile - 50 Cents
Cost Per Mile - 95 Cents
Energy Consumption:
Diesel - 190,686 Gallons

Park-and-Ride Facilities:
Number of Facilities - None
Total Parking Spaces Provided - None

Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Manufacture</th>
<th>Maker</th>
<th>Model</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1949</td>
<td>GMC</td>
<td>4509</td>
<td>45</td>
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<tr>
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<td>8</td>
<td>1959</td>
<td>GMC</td>
<td>3714</td>
<td>37</td>
</tr>
</tbody>
</table>

4-C Western Reserve Transit Authority

604 Mahoning Avenue
Youngstown, Ohio 44502
(216) - 744-8433

John P. Bobola, General Manager
Terry A. LeBar, Assistant General Manager
Board of Trustees:
Norman A. Armstrong
Frank Leseganich
Edmund J. Salata
George Vukovich
Lehman E. Black, President
Abe Harshman, Secretary-Treasurer

Western Reserve Transit Authority is centered in Youngstown and provides service in Mahoning and Trumbull Counties. Seventeen basic routes with a peak of 27 buses are operated from 5:15 A.M. to 5:30 P.M. Three buses are operated for model cities.

WRTA took over the operations of the Youngstown Transit Company on October 17, 1971. At that time they rented the facilities of the Youngstown Transit Company, with plans for eventual purchase of the entire system. WRTA receives a tax of 1 mill in Youngstown only, which provides approximately $480,000, per year.

The Youngstown Board of Trade sponsors a free bus ride program on Saturdays. A shopper may obtain two bus tokens by buying $5.00 or more in merchandise from participating stores on any Saturday. They can be used on any Western Reserve Transit Authority regular run between 9:00 A.M. and 4:30 P.M. that day.

WRTA has taken over the task of transporting school children. In cooperation with the Youngstown Board of Education the Authority transports all school children who live more than a mile from their school. The WRTA is paid $42.00 per student per year by the State Board of Education.

Ridership Trends
Youngstown, Ohio

![Ridership Trends Graph](image-url)
1973 Transit Profile: +
Type of Ownership — Public Authority
Type of Operation — Public Authority
Municipalities Served — Youngstown, Campbell, Boardman, Girard, Struthers, Niles and Campbell Heights
Ridership – 1,009,898
% Change — +16%
% Children — 10%
Number of Employees — 62
Number of Vehicles — 60
Regular Service — 26
Charter Service — 20
Spares — 34
(Non-Servicable Spares — 34)
Total Seating Capacity — 2,444
Average Seating Capacity — 40.73
Vehicle Miles — 864,722
Average Miles Per Passenger — .85
Fare Schedule:
Adult — 50 Cents
Student — 25 Cents
Special — Senior Citizen 25 Cents/25 Cents to Anyone 9:30 A.M. to 2:30 P.M.
Revenue Per Passenger — 46 Cents
Cost Per Passenger — 93 Cents
Revenue Per Mile — 54 Cents
Cost Per Mile — $1.10
Energy Consumption:
Diesel — 211,400 Gallons

4-D City of Ashtabula
Division of Public Services
501 West 24 Street
Ashtabula, Ohio 44004
(216)—993-2111
Mary Benedict, Superintendent

On July 1, 1922, the City of Ashtabula purchased the streetcar lines and operated them until January 1, 1939. At that time they purchased their first buses.

The City buses are the principal mass transit carriers. Service is provided within the city limits and also 3 subdivisions outside, but adjacent to, the city limits.

The Ashtabula Bus System operates over 3 routes: Bunker Hill - Walnut Boulevard, West Side - Columbus Avenue, East Side. These routes are respectively serviced hourly, half-hourly, and twice a day.

The City has received an UMTA capital improvements grant for the purchase of new equipment and facilities that will reduce down-time and prolonged delays caused by the unreliability of the old buses. It is hoped that this will curb the decrease in ridership experienced in recent years.

1973 Transit Profile: +
Type of Ownership — City
Type of Operation — City
Municipalities Served — Ashtabula
Ridership — 53,938
% Change — —13%
% Children — 10%
Number of Employees — 7
Number of Vehicles — 3
Regular Service — 2
Charter Service — 0
Spares — 0
Total Seating Capacity — 122
Average Seating Capacity — 41
Vehicle Miles — 92,799
Average Miles Per Passenger — 1.72
Fare Schedule:
Adult — 35 Cents
Student — 20 Cents
Special — Senior Citizens Free
Revenue Per Passenger — 36 Cents
Cost Per Passenger — $3.37
Revenue Per Mile — 11 Cents
Cost Per Mile — $1.05
Energy Consumption:
Diesel — 13,235 Gallons
Gasoline — 4,677 Gallons
Park-and-Ride Facilities:
Number of Facilities = 0
Total Parking Spaces Provided = 0

Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Mfg.</th>
<th>Maker</th>
<th>Model</th>
<th>Vehicle Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
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<td>1968</td>
<td>GMC</td>
<td>PS-40-P</td>
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</table>

4–E Bessemer—Hillsville Bus Company
310 East Liberty Street
Lowellville, Ohio 44436
Frank Robb, President
(216)—536-6112

This carrier operates intercity service between Lowellville and Youngstown. Some mass transit service is provided but has been reduced in the last year.

1973 Transit Profile:
Type of Ownership = Private
Type of Operation = Private
Ridership — 33,055
% Change — −11%
Number of Employees = 5
Number of Vehicles = 7
Total Seating Capacity = 42
Vehicle Miles = 142,418
Average Miles Per Passenger = 4.31
Revenue Per Passenger = $1.34
Cost Per Passenger = $1.43
Revenue Per Mile = 31 Cents
Cost Per Mile = 33 Cents

4–F Charles Bus Line
1913 Tillotson Road
Ashtabula, Ohio 44004
Charles Rosenblatt
(216)—998-3792

This carrier operates between Ashtabula and the I. Rayon Corporation plant, located 20 miles west of Ashtabula in Lake County near Painesville. This service, while being intercity, does, however, go through Ashtabula, Geneva, Madison, and Perry. It provides pickup and dropoff service along this route in addition to taking employees to and from the IRC plant.

Notification of certificate revocation has been sent by the PUCO. No profile is available.

4–G E & M Transit Company
4421 Ravenna, S. E.
East Canton, Ohio 44730
M. L. Van Voorhis, Owner/Operator
(216)—488-3800

This is a family-run business which primarily operates a charter service. For the past 25 years they have operated a contract service with Aultman Hospital School of Nursing providing transportation from the Kent State University, Stark County Branch. This is the only company in Ohio with a PUCO Contract Permit registration.

E & M also operates a round-trip service from Canton — East Canton — Minerva by station wagon twice a week. Ridership on this run has fallen to practically zero in the last 2 years.

1973 Transit Profile:
Type of Ownership = Private
Type of Operation = Private
Municipalities Served = Canton, Minerva, East Canton
Ridership — 0
Regularly Scheduled — 14,000 Approximate Contract
Number of Employees = 0
Number of Vehicles = 3
Regular Service = 1
Charter Service = 2
Spares = 0
Total Seating Capacity = 89
Average Seating Capacity = 30
Vehicle Miles = 50,167
Average Miles Per Passenger = 3.58
Fare Schedule:
Adult — 75 Cents
Revenue Per Passenger — N/A
Cost Per Passenger — N/A
Revenue Per Mile — 80 Cents
Cost Per Mile — 70 Cents
Energy Consumption:
Diesel — 6,180 Gallons
Gasoline — 2,000 Gallons

Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Mfg.</th>
<th>Maker</th>
<th>Model</th>
<th>Vehicle Capacity</th>
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<tr>
<td>1</td>
<td>1959</td>
<td>FLXIBLE</td>
<td>2-Level</td>
<td>41</td>
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<tr>
<td>1</td>
<td>1964</td>
<td>FLXIBLE</td>
<td>Hi-Level</td>
<td>41</td>
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<tr>
<td>1</td>
<td>1964</td>
<td>Ford</td>
<td>Country Squire</td>
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</table>
Kent State University owns and operates a bus system for the transportation needs of the University and the residents of Stow and Kent.

This service was started during the fall of 1967 as a solution to the extreme parking and traffic control problems which were experienced at that time. It was decided that a bus system would be a more economical alternative than constructing parking decks on campus.

Kent State presently operates 24 transit and 3 suburban buses over 7 routes. The service area includes Stow, Kent, Twin Lakes, Ravenna, Warrensville, Shaker Heights and Cleveland. The service connects the downtown areas of Kent and Ravenna with 4 park-and-ride lots as well as the University campus. The basic and regularly scheduled system is coordinated with Greyhound of Akron and Cleveland, the Shaker Rapid, Maple Heights, and the Cleveland Transit Bus and Rapid Lines. During peak times, every 65 minutes between 7:30 A.M. and 5:30 P.M., the service carries an average of 880 persons on 78 route miles.

The service also operates two vans equipped to transport handicapped persons. The past year has seen 100% increase in the number of persons in wheel chairs using the service. Average daily passenger trips in the service is 160. The service operates on demand; however, 40% of all trips are prescheduled. Indications are that by the close of 1974, 80% will be prescheduled and a small transit vehicle modified for wheel chairs will be operating a regular route around the campus area.

The City of Kent approved an ordinance to create the Portage Area Regional Transit Authority which may include the Kent State University system. The proposal is now before the other townships and municipalities for consideration.

The Campus Bus Service is involved with Auto-Bus Pooling. Two tests were conducted at the University for students, faculty, and staff. In 1974 the system will be expanded to collect data from area industries and will begin setting up and maintaining the Auto-Bus Pooling system for the Stow—Kent area.
4–I  Massillon—Alliance Motor Transit, Inc.
25 North Arch Avenue
Alliance, Ohio  44601
(216)—823-0400
Frank Bolog, President

This carrier operates a mass transit service in Massillon, Alliance, and Sebring. Alliance is now supplied with one-hour service, while Massillon has maintained its one-half hour service. Until 1969, the Alliance service had been provided by Tri-City Transit.

1973 Transit Profile:
Type of Ownership — Franchise
Type of Operation — Private
Municipalities Served — Massillon, Alliance, Sebring
Ridership — 127,400
   % Change — N/A
   % Children — 10%
Number of Employees — 14
Number of Vehicles — 10
   Regular Service — 6
   Charter Service — 1
   Spares — 3
Total Seating Capacity — 186
Average Seating Capacity — 18.6
Vehicle Miles — 223,600
Average Miles Per Passenger — 1.76
Fare Schedule:
   Adult — Alliance-50 Cents, Massillon-35 Cents
   Student — 25 Cents
   Special — None
Revenue Per Passenger — $1.61
Cost Per Passenger — $1.60
Revenue Per Mile — 96 Cents
Cost Per Mile — 54 Cents
Energy Consumption:
   Diesel — 2,500 Gallons
   Gasoline — 88,400 Gallons
Park-and-Ride Facilities:
   Number of Facilities — 0
   Total Parking Spaces Provided — 0

4–J  Suburban Transit, Inc.
613 Main; S. W.
Warren, Ohio  44483
Robert J. Weir, President
(216)—394-1581

This carrier operates a mass transit service in Warren and surrounding areas.

1973 Transit Profile:
Type of Ownership — Private
Type of Operation — Private
Municipalities Served — Warren, Newton Falls, Leavittsburg, Garrettsville, Windham, Hiram, Kent, Niles, Howland, Champion, Youngstown
Ridership — 105,000
   % Children — 3%
Number of Employees — 16
Number of Vehicles — 18
   Regular Service — 4
   Charter Service — 12
   Spares — 2
Total Seating Capacity — 674
Average Seating Capacity — 37
Fare Schedule:
   Adult — 50 Cents
   Student — 50 Cents
### Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Manufacture</th>
<th>Maker</th>
<th>Model</th>
<th>Capacity</th>
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<td>GMC</td>
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<td>1959</td>
<td>GMC</td>
<td>4104</td>
<td>39</td>
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<tr>
<td>1</td>
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<td>1</td>
<td>1966</td>
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<td>4107</td>
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<td>1969</td>
<td>GMC</td>
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<td>Ford Van</td>
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<tr>
<td>1</td>
<td>1974</td>
<td>EAGLE</td>
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</table>

### Energy Consumption:
- Diesel: 9,845 Gallons

### Park-and-Ride Facilities:
- Number of Facilities: None
- Total Parking Spaces Provided: None

### Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Manufacture</th>
<th>Maker</th>
<th>Model</th>
<th>Capacity</th>
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<td>47</td>
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<td>1</td>
<td>1967</td>
<td>GMC</td>
<td>4107</td>
<td>41</td>
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</tbody>
</table>

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**Tri-City Transit, Inc.**

1920 Lincoln Way, East Massillon, Ohio 44646

(216)-833-5416

C. I. McAllister, Jr., President

This carrier provides intercity service between the cities of Massillon, Canton, and Louisville. It also offers a small area of intra-urban service to those areas not served by the local Massillon service. Eighteen weekday round trips and 12 Saturday round trips are provided.

### 1973 Transit Profile:

- **Type of Ownership**: Private
- **Type of Operation**: Private
- **Municipalities Served**: Canton, Massillon, Louisville, Ohio
- **Ridership**: 117,360
  - % Change: -16%
  - % Children: 0
- **Number of Employees**: 6
- **Number of Vehicles**: 4
  - Regular Service: 2
  - Charter Service: 1
  - Spares: 1
- **Total Seating Capacity**: 182
- **Average Seating Capacity**: 45.5
- **Vehicle Miles**: 55,497
- **Average Miles Per Passenger**: .47
- **Fare Schedule**:
  - Adult: By Zone 30 Cents to 50 Cents
  - Student: 25 Cents
- **Revenue Per Passenger**: 35 Cents
- **Cost Per Passenger**: 31 Cents
- **Revenue Per Mile**: 74 Cents
- **Cost Per Mile**: 67 Cents
DISTRIBUTION 5

1200 West Church Street
P. O. Box AF
Newark, Ohio 43055
(614)–344-1116

Population of District: 399,306
% of Ohio Population: 3.7
Urban Population: 176,770
% Urban: 44.3
Rural Population: 222,536
% Rural: 55.7
Elderly Population: 43,927
% Elderly: 11.0
5-A  Y-City Transit Company
252 Muskingum Avenue
Zanesville, Ohio 43701
(614)-453-4011
George Thompson, Manager

Y-City organized and took over operations in April of 1962. The company serves the cities of Zanesville and South Zanesville on regularly scheduled 30-minute service with 8 buses and 4 routes. Y-City also operates an intrastate charter service.

Buses operate 5:30 A.M. to 7:00 P.M. on Tuesdays, Wednesdays, Thursdays, and Saturdays, and 5:30 A.M. to 9:00 P.M. on Mondays and Fridays. There is presently no Sunday or holiday service.

Approximately 35% of total ridership is school children. Fifteen buses are operated on school days, in addition to regular service, serving students on off-route scheduling to various schools. Eight of these buses are under contract to the City Board of Education.

1973 Transit Profile: +
Type of Ownership — Private
Type of Operation — Board and Manager
Municipalities Served — Zanesville, South Zanesville
Ridership — 847,336
  % Change — -1%
  % Children — 24%
Number of Employees — 35
Number of Vehicles — 36
  Regular Service — 22 (14 on School Service)
  Charter Service — 5
  Spares — 9
  (Non-Servicable Spares — 5)
Total Seating Capacity — 1,310
Average Seating Capacity — 36.38
Vehicle Miles — 479,574
Average Miles Per Passenger — .56
Fare Schedule:
  Adult — 35 Cents or 3 for $1.00 (Free Transfer)
  Student — 25 Cents or 5 for $1.00 (Free Transfer)
  Special — None
Revenue Per Passenger — 34.44 Cents
Cost Per Passenger — 36.73 Cents
Revenue Per Mile — 60.82 Cents
Cost Per Mile — 65.10 Cents
Energy Consumption:
  Diesel — 86,670 Gallons
Park-and-Ride Facilities:
  Number of Facilities — 0
  Total Parking Spaces Provided — 0

Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Mfg.</th>
<th>Maker</th>
<th>Model</th>
<th>Capacity</th>
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<td>1965</td>
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<td>TDH-3501</td>
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</tbody>
</table>

** Leased from City of Zanesville
*** 5 are Out of Service
DISTRICT 6

400 East William Street
Delaware, Ohio 43015
(614)-363-1251

Population of District: 1,079,865
% of Ohio Population: 10.1
Urban Population: 894,618
% Urban: 82.8
Rural Population: 185,247
% Rural: 17.2
Elderly Population: 87,454
% Elderly: 8.1
The Central Ohio Transit Authority (COTA) was established on February 17, 1971 by the Franklin County Commissioners and the councils of all eleven cities in Franklin County.

The primary purpose for forming COTA was to implement recommendations contained in several reports and studies, namely, purchase of the Columbus Transit Company (CTC). An issue placed on the May 2, 1972 ballot for a 1-mill, 10-year levy to pay the local share of a federal grant for this acquisition failed with a 46% positive vote. Soon thereafter, CTC announced its intention to terminate service as of June 30, 1973.

Another issue was submitted to the voters, but was reduced to 8-mills for 3-years. This passed with a 66% majority.

Because the federal grant was not immediately available and CTC was still planning to terminate service, COTA entered into an agreement with CTC to continue operations until federal funds became available.

Acquisition was completed January 1, 1974 when COTA assumed operation. Management of the system has been contracted to National City Management Company, a subsidy of National City Lines, Inc.

COTA owns 243 buses, of which 206 are used for weekday requirements. The system also owns one double-decker bus that is used for charter and promotions. All the buses have been purchased since 1959, and the average age of the buses is slightly over 8 years.

Since the transfer of the transit system, COTA has completed Phase I of their service expansions. This includes 6 new express and commuter routes, 2 crosstown connections and 3 extensions of existing routes. These improvements will add an estimated 285,000 riders in the last half of 1974. Another service addition was made when Lincoln Village Transit Company announced the discontinuation of service to Grove City. COTA provides 10 round trips daily to Grove City on an emergency basis. Through the period ending July 31, 1974 COTA's ridership has increased 6.3% over the same period in 1973.

Also during the period since public ownership, COTA has begun a senior citizen discount. Over 25,000 senior citizens are receiving half fare reductions by using the "Good as Gold" cards that have been issued.

Two park-and-ride lots have been set up in the Northern Lights and Berwick Plaza Shopping Centers, providing over fifty free parking places and negotiations were recently completed to use the Eastland Shopping Center parking lot for park-and-ride.

1973 Transit Profile:

Type of Ownership – Authority
Type of Operation – Contractual

Municipalities Served – Columbus, Bexley, Gahanna, Reynoldsburg, Upper Arlington, Westerville, Marble Cliff, Minerva Park, Whitehall, Worthington, Grandview Heights, Riverlea, Valley View, Grove City

Ridership – 12,975,045
% Change – –15%
% Children – 4% Estimate

Number of Employees – 478
Number of Vehicles – 243
Regular Service – 204 (P.M. Peak)
Charter Service – 13 (Avg.)
Spare – 27
(Non-Servicable Spares – 12)

Total Seating Capacity – 12,503
Average Seating Capacity – 51
Vehicle Miles – 6,504,000
Average Miles Per Passenger – .50
Fare Schedule:

- Adult - 50 Cents
- Students - 25 Cents Under 12
- Special - 25 Cents Off Peak Hours Senior Citizen

Revenue Per Passenger - 54 Cents
Cost Per Passenger - 52 Cents
Revenue Per Mile - $1.08
Cost Per Mile - $1.03

Energy Consumption:
- Diesel - 1,567,253

Park-and-Ride Facilities:
- Number of Facilities - 3
- Total Parking Spaces Provided - 100

Revenue Per Mile - $1.08
Cost Per Mile - $1.03

Equipment Roster:

<table>
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</table>

6–B Greenlawn Transit Lines, Inc.
1640 East Fifth Avenue
Columbus, Ohio 43219
(614)–224-8000
Phil Schaeffing, President

The Greenlawn Transit Lines, Inc. operates a service between Columbus and incorporated areas southwest of the city. Service is provided 9 times a day, 5 days per week, via Frank Road, Brown Road, Mound Street, Harmon Avenue, and Greenlawn Avenue. It operates with closed doors within the City of Columbus, except to take passengers to areas beyond the city limits.

Greenlawn Transit also provides charter service.

The Buckeye Bus Company, an affiliate of Greenlawn Transit, operates school buses daily.
1973 Transit Profile: *
Type of Operation - Private
Ridership - 51,000
% Change - +82%
Number of Employees - 31
Number of Vehicles - 6
Total Seating Capacity - 227
Average Seating Capacity - 37.8
Vehicle Miles - 200,000
Average Miles Per Passenger - 3.9
Revenue Per Passenger - $1.95 **
Cost Per Passenger - $1.54 **
Revenue Per Mile - 50 Cents **
Cost Per Mile - 39 Cents **
** Includes Charter

6-C Lincoln Village Transit Co.
1842 Brown Road
Columbus, Ohio 43223
(614)-273-6337
David Goodin, President

This carrier operates a scheduled service from Columbus to New Rome and areas of West Columbus. Lincoln Village serviced Gahanna until April, 1973 and dropped its service to Grove City in July, 1974. The company operates with closed doors in areas serviced by the transit authority except for boarding and debarking in the downtown area.

Information for the 1973 transit profile was unavailable.

6-D Columbus Model Cities Dial-a-Ride
(Dial-a-Ride Transit Corporation of Columbus, Inc.)
994 East Broad Street
Columbus, Ohio 43205
(614)-258-8422
Rev. Vance Summers, Jr., President
Edward L. Cummings, Executive Director

The Model Cities neighborhood in Columbus is a 2-1/2 square mile area characterized by a high rate of unemployment and low mobility.

To meet the transportation needs of the community a dial-a-ride system was proposed in a study done by Batelle Memorial Institute in 1968. After more study, this dynamic concept was shelved for a conventional system of four fixed routes. This system proved inadequate because the route structure required a complex series of transfers to reach most points in the area. Also, many residents, especially senior citizens were unable to walk to a bus stop and wait for a bus.

On October 11, 1971 the dial-a-ride system became operational. Door-to-door service is provided from a base route which serves the major trip generators in the area by a simple loop. There are 21 checkpoints to control the operation of each bus around the loop and direct deviations for doorstep pickups and dropoffs.

The vehicles used by the system were originally owned by the Columbus Transit Company and are now owned by the City of Columbus. The Central Ohio Transit Authority (COTA) provides drivers and routine maintenance under a lease agreement.

In November, 1973, Saturday and Sunday schedules were reduced to 4:30 P.M. and 4:00 P.M. respectively.

Ridership over a period of 37 weeks has averaged 2,585 + 290.

The Dial-a-Ride does have contract agreements with some day care centers to pick up and deliver children but they pick up school children as regular passengers.

1973 Transit Profile: +
Type of Ownership - City
Type of Operation - Contractual
Municipalities Served - Columbus Model Cities Area
Ridership - 128,552
% Children - 44%
Number of Employees - 9
Number of Vehicles - 5
Regular Service - 3
Charter Service - 2
Spares - 2
Total Seating Capacity - 91
Average Seating Capacity - 18
Vehicle Miles - 122,142
Average Miles Per Passenger - .95
Fare Schedule:
   Adult - 25 Cents
   Student - 10 Cents
   Special - None
Revenue Per Passenger - $1.13
Cost Per Passenger - 96 Cents
Revenue Per Mile - $1.19
Cost Per Mile - $1.01
Energy Consumption:
   Gasoline - 25,171 Gallons
DISTRICT 7

St. Mary's Pike
Route 29
Sidney, Ohio 45365
(513)-492-1141

Population of District 468,069
% of Ohio Population 4.4
Urban Population 233,568
% Urban 49.9
Rural Population 234,511
% Rural 50.1
Elderly Population 47,469
% Elderly 10.1
### District 7

#### Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Mfg.</th>
<th>Maker</th>
<th>Model</th>
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---

#### 7-A  Springfield Bus Company

405 Harrison Street  
Springfield, Ohio 45505  
Virgil George, President  
(513)-325-4651

This carrier operates a mass transit service in Springfield and to areas located beyond the city limits. The City of Springfield has subsidized the operation since 1971. Five buses are operated on a charter basis, while 12 are operated on regular service and are leased from the City of Springfield. In 1973, one route was changed in order to provide service for a senior citizen apartment complex.

#### 1973 Transit Profile:

- **Type of Ownership** - City
- **Type of Operation** - Private
- **Municipalities Served** - Springfield
- **Ridership** - 253,918
  - % Change - -7%
  - % Children - 30%
- **Number of Employees** - 22
- **Number of Vehicles** - 17
  - Regular Service - 10
  - Charter Service - 5
  - Spares - 2
- **Total Seating Capacity** - 604
- **Average Seating Capacity** - 35.53
- **Vehicle Miles** - 362,757
- **Average Miles Per Passenger** - 1.39

Fare Schedule:
- Adult - 40 Cents
- Student - 30 Cents
- Revenue Per Passenger - 62 Cents
- Cost Per Passenger - 86 Cents
- Revenue Per Mile - 44 Cents
- Cost Per Mile - 62 Cents

Energy Consumption:
- Diesel - 50,889 Gallons

Park-and-Ride Facilities:
- **Number of Facilities** - 0
- **Total Parking Spaces Provided** - 0

---

#### Equipment Roster:

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**DISTRICT 8**

Ohio Route 741, 1/2 Mile South of Ohio 63
P. O. Box 272
Lebanon, Ohio 45036
(513)-932-3030

<table>
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<th>Description</th>
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<td>Urban Population</td>
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<td>% Urban</td>
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<td>% Elderly</td>
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8–A Southwest Ohio Regional Transit Authority (SORTA)
36 East Fourth Street
Suite 1110
Cincinnati, Ohio 45202
(513)–651-3020
Robert J. Kaufman, Secretary-Treasurer

Board of Trustees:
John W. Blanton, President
Joseph L. Osberger, Chairman
Richard S. Hait, Vice President
Robert A. Conway
Ben Fair
John H. Hermanies
Robert Hofmann
Robert T. Howe
James S. Wachs

Queen City Metro
6 East Fourth Street
Cincinnati, Ohio 45202
(513)–621-9450
Ed Harvey, General Manager

The Southwest Ohio Regional Transit Authority (SORTA) was formed in October, 1968 by the Hamilton County Commissioners. SORTA was relatively inactive until 1971, when legislation was passed allowing the authority to have taxing power. In 1971 SORTA attempted to get passage of a .5 mill property tax, but failed on August 31 with only 37% positive vote.

To resolve the transit crisis the City got passage of a .3% increase in the city income tax on November 7, 1973. This tax increase produces about $8 million per year and provides the local match for capital grant applications as well as operating funds for the reduction of fares. The tax increase went into effect on April 1, 1973, at which time the City and SORTA entered into an agreement with Cincinnati Transit Incorporated (CTI) to reduce fares from 55 cents to 25 cents.

On August 15, 1973 the City purchased the CTI and eliminated all zones within the city, all transfer charges, and instituted an active marketing campaign. Management of the system is contracted by SORTA to ATE Management and Service Company.

Queen City Metro, as the system is known, presently operates 353 buses. Thirty-nine of these buses were recently acquired from MARTA in Atlanta and 170 new buses are on order.

Transit service is provided on 42 routes over 575 miles of streets and roads.

Efforts to reverse the downward trend in ridership have been successful. The ridership for the first three months of 1974 was up 50% over the same period in 1973.

New service in 1973 included a 10 cents downtown circulator and the Sun Run express bus service to the Mt. Washington Area. The Sun Run is part of the Cincinnati East Side Corridor Demonstration Program sponsored by the U. S. DOT. The 2 routes encompass previously unserviced area and include 11 passenger shelters. A park-and-ride terminal has been constructed at Beechmont Mall. The Sun Run buses run non-stop from Sutton and Salem Avenue to downtown.

Queen City Metro provides free or reduced rate pupil transportation under an agreement with the Cincinnati Board of Education. Full fare subsidy tickets are issued to students kindergarten through 8th grade who live more than 2 miles from school. Part fare subsidy tickets are issued to students kindergarten through 12th grade who live more than one mile from school.

In anticipation of both expanded ridership and additional equipment the SORTA Board of Trustees, in August, 1973, passed a resolution supporting the acquisition of the Cincinnati Union Terminal site for the establishment of a bus garage and maintenance facility. An UMTA grant for this project has been filed and awaits approval.

1973 Transit Profile: +
Type of Ownership — Authority
Type of Operation — Contractual


Ridership — 19,216,508
% Change — +12%
% Children — 11%
Number of Employees — 721
Number of Vehicles — 353
Regular Service — 310
Spare — 38

58
Total Seating Capacity — 17,993
Average Seating Capacity — 51
Vehicle Miles — 8,592,881
Average Miles Per Passenger — .45
Fare Schedule:
  Adult — 25 Cents (5 Cents Zone Fare Outside City
       Limits — Maximum 8 Zones)
  Student — 25 Cents
  Special — 10 Cents Downtown Circulator 10:30
       A.M. — 2:30 P.M.
Revenue Per Passenger — 36 Cents
Cost Per Passenger — 52 Cents
Revenue Per Mile — 85 Cents (Includes Advertising)
Cost Per Mile — $1.12
Energy Consumption:
  Diesel — 2,330,603 Gallons
Park-and-Ride Facilities:
  Number of Facilities — 1
  Total Parking Spaces Provided — 200

Equipment Roster:

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Miami Valley Regional Transit Authority
Dayco Building
333 West First Street
Dayton, Ohio 45402
(513)-223-6323

Trustees:
Thomas B. Andrews, President
Asher Bogin, Vice President
Richard Murphy
(Vacancy)
Alternates:
Mrs. Mildred Abbott
Mrs. Dorothy Cousineay
Thomas Norwalk
Whitney Shartzer
Jack R. Jensen, Secretary-Treasurer

Operations Division
212 South Western Avenue
Dayton, Ohio 45407
(513)-226-1333
Robert B. Schaffer, Resident Manager

Until November 5, 1972, the major private carrier in the Dayton metropolitan area was The City Transit Company. The City Transit Company comprised an integrated transit system serving Dayton and its metropolitan area, including the neighboring communities of Oakwood and Kettering and portions of Madison, Jefferson and Harrison Townships.

The City Transit Company operated a system of both trolley coach and motor bus routes. In December of 1970 service was reduced to 11 routes to serve the Dayton metropolitan area, laid out basically in a radial configuration from the central business district. These routes aggregated 172 round trip route miles, with 8 trolley coach routes providing 133 miles of service, and 3 motor coach routes covering 39 miles. Prior to December, 1970, service was available on all routes until approximately 12:30 A.M. In December, 1970, service was reduced to 10:00 P.M. six days per week and eliminated on Sunday. On June 5, 1972, bus service was cut back to 8:00 P.M., four nights per week. On downtown shopping evenings service continued until 9:15 P.M.

The fare structure had received several adjustments over the previous four years. City Transit had announced that on June 5, 1972, a fare increase from 40 cents to 45 cents would be put into effect. The Miami Valley Regional Transit Authority immediately began negotiations to avert such a fare increase. As a result of these negotiations, the Authority agreed to subsidize CTC at the rate of $10,000 per month so that fares could remain at 40 cents.

After lengthy negotiations, the MVRTA purchased the assets of The City Transit Company, on November 5, 1972, and assumed control of the transit system at that time.

The MVRTA transit district is comprised of the corporate boundaries of the Cities of Dayton and Oakwood. The Authority is supported financially by a .98 mill property tax levy passed by the two cities. Management for the system is provided by contract with ATE Management & Service Company, Inc. of Cincinnati, Ohio.

MVRTA is the only system in Ohio which still operates electric trolley coaches and the only system in the United States operating 69% of its service with electric trolley coaches.

Transit service is provided by the MVRTA on 14 routes. Nine of the routes operate through downtown, 3 routes terminate downtown, 1 route provides north/south crosstown service and 1 route provides inter-city service for Kettering, Ohio while serving as a feeder to downtown routes. Service is presently being provided from approximately 5:00 A.M. to 11:30 P.M., seven days a week. On a weekly basis, the MVRTA operates approximately 71,140 vehicle miles of service, an increase of 13.8% since takeover, which includes 5.6% through takeover of a private carrier's line and 1.3% through new service in the City of Kettering on a contract basis.

On August 25, 1973, DASH (Downtown Area Short Hop) was established. DASH is a completely "FREE FARE ZONE", covering the entire Central Business District (CBD), and utilizing the regularly scheduled trips through downtown.

MVRTA has instituted a "Happy Hour" fare reduction. This marketing program reduces the fare to 25 Cents after 7:00 P.M. on weekdays and Saturdays and all day Sunday. Because the Sunday fare reduction was so successful, it has been adopted as part of the fare structure. During the 3 month trial of the "Happy Hour", Sunday ridership has increased 50%, and even though the fare was reduced, revenue was up 8%.
1973 Transit Profile: +

Type of Ownership - Authority
Type of Operation - Authority
Municipalities Served - Dayton, Oakwood and portions of Kettering, Madison Township, Jefferson Township, Harrison Township
Ridership - 9,073,934
% Change - -6%
% Children - 8%
Number of Employees - 270

Number of Vehicles - 168 (136 Trolley, 32 Diesel Coach)
Regular Service - 81
Spares - 87
(Non-Servicable Spares - 58)
Total Seating Capacity - 5,091
Average Seating Capacity - 30.3
Vehicle Miles - 3,577,331
Average Miles Per Passenger - .39

Fare Schedule:
Adult Basic Fare - 40 Cents; Adult Tickets - 10 Rides for $3.50; Senior Citizen Tickets - 10 Rides for $3.00 - Restrictions: 65 Years and Older with Identification; Student Tickets - 10 Rides for $3.00 - Restrictions: Elementary and Secondary School Student with Identification; Children Basic Fare - 25 Cents - Restrictions: Under 12 Years Old; Children Tickets - 10 Rides for $2.50 - Restrictions: Under 12 Years Old; Zone Fare 10 Cents; Transfer Charge - 5 Cents

Revenue Per Passenger - 32 Cents
Cost Per Passenger - 43 Cents
Revenue Per Mile - 81 Cents
Cost Per Mile - $1.08

Energy Consumption:
Diesel - 182,462 Gallons
Electricity - 9,868,640 kwh

Park-and-Ride Facilities:
Number of Facilities - None
Total Parking Spaces Provided - None

Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Mfg.</th>
<th>Year of Model</th>
<th>Vehicle Capacity</th>
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** Inactive
8-C  City of Middletown
1425 Central Avenue
Middletown, Ohio 45042
(513)-423-5771
Dale Helsel, City Manager
Richard Clark, Transit Operation

In 1972, the Ortman-Stewart Transportation Company increased fares to 35 cents, reduced service, and continued to experience a drastic decline in ridership. The operator declined an offer from the City for assistance to establish a new concept in public transportation, designed to provide better service and increase ridership.

In September of 1972, the private operator announced that he would cease all service by the end of the month. The City Commission and the private operator were able to reach an agreement whereby the City would pay the private operator to continue operations until the year’s end.

Concluding that public transportation was essential to the City’s continued progress, the City Commission authorized the purchase and operation of the service. Service began on January 2, 1973; fares were reduced to 25 cents and five routes on 30-60-minute headways were instituted. In January of 1974, the East Side route was made into two routes: the Central Avenue route and the Mayfield route. At the same time, the transfer station was moved to a more centrally located point downtown.

1973 Transit Profile:
+ Type of Ownership - Public
+ Type of Operation - Public
Municipalities Served - City of Middletown
Ridership - 213,000
% Change - +159%
% Children - 10%
Number of Employees - 20
Number of Vehicles - 8
  Regular Service - 6
  Charter Service - 0
  Spares - 2
  (Non-Servicable Spares - 0)
Total Seating Capacity - 151
Average Seating Capacity - 18.88
Vehicle Miles - 225,000
Average Miles Per Passenger - .95
Fare Schedule:
  Adult - 25 Cents
  Revenue Per Passenger - 25 Cents
  Cost Per Passenger - 52.8 Cents
  Revenue Per Mile - 23.7 Cents
  Cost Per Mile - 50 Cents

Energy Consumption:
  Gasoline - 44,211 Gallons

Park-and-Ride Facilities:
  Number of Facilities - 0
  Total Parking Spaces Available - 0

Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Mfg</th>
<th>Maker</th>
<th>Model</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1973</td>
<td>Ford</td>
<td>FLXIBLE FLXETTE</td>
<td>12</td>
</tr>
<tr>
<td>5</td>
<td>1973</td>
<td>FLXIBLE</td>
<td>FLXETTE</td>
<td>19</td>
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<tr>
<td>1</td>
<td>1974</td>
<td>Twin Coach</td>
<td>TC-26B</td>
<td>25</td>
</tr>
</tbody>
</table>

8-D  University of Cincinnati
Office of Metropolitan Affairs
Cincinnati, Ohio 45221
(513)-475-5333
Tom Wisenall, Director UC Transit Service

Direct transit service to the University of Cincinnati was initiated on March 26, 1973 with a one route pilot project. The service is provided from suburban shopping centers to the University’s main campus.

(NOTE: Additional information was not available at time of publication.)

8-E  Croswell Bus Line
138 West Main Street
Williamsburg, Ohio 45176
(513)-724-2207
Bob Croswell, President

This carrier operates intercity service between Williamsburg and Cincinnati. Some mass transit service is provided.

1973 Transit Profile:
+ Type of Ownership - Private
+ Type of Operation - Private
Municipalities Served - Williamsburg, Batavia and Newtown, Ohio
Ridership - 51,950
% Change - +8%
% Children - 0%
Number of Employees - 3
Number of Vehicles - 3
Regular Service - 2
Charter Service - 0
Spares - 1
(Non-Servicable Spares - 0)
Total Seating Capacity - 141
Average Seating Capacity - 47
Vehicle Miles - N/A
Average Miles Per Passenger - N/A
Fare Schedule - As Per Distance
Revenue Per Passenger - 73 Cents
Cost Per Passenger - N/A
Revenue Per Mile - N/A
Cost Per Mile - N/A
Energy Consumption - N/A

Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Manufacture</th>
<th>Maker</th>
<th>Model</th>
<th>Vehicle Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
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<td>1</td>
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</table>

**8—F Daybrook Bus Lines**
4178 Saylor Street
Dayton, Ohio 45416
(513)-277-5698
Dave Duberstein, Owner

This carrier operates a mass transit service between Brookville and Dayton.

**1973 Transit Profile:** *
Type of Operation - Private
Ridership - 12,180
% Change - N/A
Number of Employees - 1
Number of Vehicles - 2
Total Seating Capacity - 83
Average Seating Capacity - 41.5
Vehicle Miles - 38,850
Average Miles Per Passenger - 3.19
Revenue Per Passenger - 84 Cents
Cost Per Passenger - 93 Cents
Revenue Per Mile - 26 Cents
Cost Per Mile - 29 Cents

**8—G Great North West Bus Lines**
4131 Klepinger
Dayton, Ohio 45416
(513)-898-2528
Lee Cottrell, Owner-Manager

The Great North West Bus Lines provides bus service on one route between the Salem Mall in Madison Township, downtown Dayton, and the Meadowdale Subdivision in Harrison Township. Mr. Cottrell and his wife began the operation in March 1973. They have three regular buses, one mini-bus, and a limousine.

**1973 Transit Profile:** *
Type of Operation - Private
Ridership - N/A
Number of Employees - 14
Number of Vehicles - 8
Total Seating Capacity - 171
Average Seating Capacity - 21.4
Vehicle Miles - 102,000
Average Miles Per Passenger - N/A
Revenue Per Passenger - N/A
Cost Per Passenger - N/A
Revenue Per Mile - 48 Cents
Cost Per Mile - 47 Cents

**8—H Hamilton City Lines**
High & Monument Streets
Hamilton, Ohio 45011
(513)-895-7401 Ext. 20
Edward Smith, City Manager

The City of Hamilton presently owns 15 buses that are operated under a no-loss contract with St. John Transportation Company of Dayton, Ohio. St. John also leases the transit garage and equipment.

The system operates over 8 routes that include 24 bus stop shelters.

The city is presently engaged in a Mass Transit Redevelopment Program. ATE Management and Service Company, Inc. is analyzing the system and will present the city with recommendations and alternatives.

**1973 Transit Profile:** +
Type of Ownership - Municipal
Type of Operation - Private
Municipalities Served - Hamilton, Fairfield, New Miami, Williamsdale, Seven Mile
Ridership - 478,946
Number of Employees - 19
Number of Vehicles - 15
Regular Service - 8
Charter Service - 7
Spares - 7
(Non-Servicable Spares - 0)
Total Seating Capacity - 525
Average Seating Capacity — 35
Vehicle Miles — 446,991
Average Miles Per Passenger — .93
Fare Schedule:
   Adult — 25 Cents
   Student — 25 Cents
   Special — 1 Cents Transfer Charge
Revenue Per Passenger — 25 Cents
Cost Per Passenger — 59 Cents
Revenue Per Mile — 29 Cents
Cost Per Mile — 57 Cents
Energy Consumption — N/A

Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Manufacture</th>
<th>Maker</th>
<th>Model</th>
<th>Vehicle Capacity</th>
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<tr>
<td>15</td>
<td>1968</td>
<td>GMC</td>
<td>3508-D</td>
<td>35</td>
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</table>

8–J  **Homer Johnson Bus Company**
Box 521
Xenia, Ohio 45385
(513)–372-8596
Wilber Dahmer, General Manager

This carrier operates a route between Xenia and Wilberforce, mainly providing transportation for students attending Central State and Wilberforce Universities.

1973 Transit Profile: *
Type of Operation — Private
Ridership — 13,000 Estimated
   % Change — +4% Estimated
Number of Employees — 1
Number of Vehicles — 3
Total Seating Capacity — 139
Average Seating Capacity — 46.3
Vehicle Miles — 34,000 Estimated
Average Miles Per Passenger — 2.62 Estimated
Revenue Per Passenger — 99 Cents
Cost Per Passenger — 87 Cents
Revenue Per Mile — 38 Cents
Cost Per Mile — 33 Cents

8–J  **Miami Valley Bus Lines, Inc.**
173 East Sunrise Avenue
Trotwood, Ohio 45426
(513)–837-4952
Olin K. Michael, President

This carrier operates a mass transit service between Brookville and Dayton, between Dayton and areas located outside the city limits, and intercity service between Xenia and Dayton. It also serves Page Manor, Trotwood, and Xenia. The Page Manor Route, in addition to having a PUCO permit, is also regulated by a franchise with the City of Dayton.

1973 Transit Profile: +
Type of Ownership — Public
Type of Operation — Contractual
Municipalities Served — Moraine
Ridership — 17,614
   % Change — N/A
   % Children — 2%
Number of Employees — None (Contract)
Number of Vehicles — 1
   Regular Service — 1
   Charter Service — 0
Total Seating Capacity — 12–15
Average Seating Capacity — 12–15
Vehicle Miles — 63,870
Average Miles Per Passenger — 3.65
Fare Schedule:
   Adult — 35 Cents
   Student — 6–12 Years 10 Cents
   Special — Senior Citizen Free — 50 Cents for Dial-a-Bus
Revenue Per Passenger — 32 Cents
Cost Per Passenger — $1.43
Revenue Per Mile — 9 Cents
Cost Per Mile — 39 Cents
Energy Consumption:
   Gasoline — 4,574 Gallons
Park-and-Ride Facilities:
   Number of Facilities — 0
   Total Parking Spaces Provided — 0

Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Mfg.</th>
<th>Maker</th>
<th>Model</th>
<th>Vehicle Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1970</td>
<td>Ford</td>
<td>Courier Super Econoline Van</td>
<td>12–15</td>
</tr>
</tbody>
</table>
8–L City of Norwood
Department of Transportation
Montgomery & Elm Streets
Norwood, Ohio 45212
Mal Uchtman, Director

This city operation was started in 1965, with two buses providing a feeder service to the Cincinnati Transit Lines. The city recently completed a capital improvement program that included the purchase of 2 new 25-passenger buses and construction of a transit garage. The project cost was $66,733 and grants were received from UMTA and ODOT.

It is estimated that over half of the riders are senior citizens.

The buses operate over 4 routes. There is a $10–12,000 annual subsidy requirement because of the 10 cent fare.

1973 Transit Profile: +
Type of Ownership — Public
Type of Operation — Public
Municipalities Served — Norwood
Ridership — 58,471
- % Children — 42.8%
- Number of Employees — 2
- Number of Vehicles — 2
  - Regular Service — 2
  - Charter Service — 0
- Spares — 0
- Total Seating Capacity — 50
- Average Seating Capacity — 25
- Vehicle Miles — 24,936
- Average Miles Per Passenger — .43
- Fare Schedule:
  - Adult — 10 Cents
  - Student — 10 Cents
- Revenue Per Passenger — 10 Cents
- Cost Per Passenger — 33 Cents
- Revenue Per Mile — 23 Cents
- Cost Per Mile — 78 Cents
- Energy Consumption:
  - Gasoline — 6,563 Gallons

Equipment Roster:

<table>
<thead>
<tr>
<th>Number of</th>
<th>Year of</th>
<th>Maker</th>
<th>Model</th>
<th>Vehicle Capacity</th>
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</thead>
<tbody>
<tr>
<td>Vehicles</td>
<td>Mfg.</td>
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<tr>
<td>2</td>
<td>1972</td>
<td>Highway Products, Inc.</td>
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</table>

8–M Price Hill Coach Line, Inc.
520 North Finley Street
Cleves, Ohio 45002
(513)–941-2490
Jerald R. Robbins, President

This carrier operates a mass transit service between Cincinnati and municipalities located in the surrounding areas.

With the abandonment of service of three operators in the area during 1973, Price Hill has been supplying replacement service. This has caused the company to increase its vehicle inventory from three to nine buses and more than double its seating capacity.

1973 Transit Profile: +
Type of Ownership — Private
Type of Operation — Private
Municipalities Served — Addyston, Cleves, Cincinnati, Dayton, Evendale, Fairfield, Forest Park, Franklin, Glendale, Hamilton, Kettering, Lebanon, Mason, Miamisburg, Middletown, Millville, Moraine, Mt. Healthy, New Miami, North Bend, North College Hill, Oxford, Reading, Sharonville, Springdale, Trenton, West Carrollton, Woodlawn, Wyoming

Ridership — 44,690
- % Change — +50%
- % Children — 3% (20% on Charter)
- Number of Employees — 6
- Number of Vehicles — 9
  - Regular Service — 4
  - Charter Service — 4
  - Spares — 1
- Total Seating Capacity — 381
- Average Seating Capacity — 42
- Vehicle Miles — 209,814
- Average Miles Per Passenger — 4.69
- Fare Schedule:
  - Adult — Cincinnati — Elizabethtown Min. 50 Cents, Max 95 Cents — Cincinnati — Hamilton — Dayton Min. 50 Cents, Max $3.75
  - Student — Half Adult Fare
- Revenue Per Passenger — 79 Cents
- Cost Per Passenger — 71 Cents
- Revenue Per Mile — 47 Cents
- Energy Consumption:
  - Diesel — 41,963 Gallons (Estimate at 5 mpg)
Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Mfg</th>
<th>Maker</th>
<th>Model</th>
<th>Vehicle Capacity</th>
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<tr>
<td>2</td>
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<td>1958</td>
<td>GMC</td>
<td>4104</td>
<td>39</td>
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<tr>
<td>2</td>
<td>1959</td>
<td>GMC</td>
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<td>3</td>
<td>1962</td>
<td>GMC</td>
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<td>1</td>
<td>1966</td>
<td>MCI</td>
<td>MC-5</td>
<td>39</td>
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</tbody>
</table>

8–N  
St. John Transportation Company  
2003 North Western Avenue  
Dayton, Ohio 45427  
(513)–263-2601  
Roland St. John, President

This carrier operates a service for students between Dayton, Ohio and Wright State University, located outside of Dayton.

St. John Transportation Company also operates the Hamilton City Lines under a contract with the City of Hamilton.

1973 Transit Profile: *
Type of Operation — Private  
Ridership — 45,043  
% Change — +14%  
Number of Employees — 216  
Number of Vehicles — N/A  
Total Seating Capacity — 7,500 Estimated  
Average Seating Capacity — 47 Estimated  
Vehicle Miles — 61,476  
Average Miles Per Passenger — 1.4  
Revenue Per Passenger — $1.05  
Cost Per Passenger — $1.05  
Revenue Per Mile — 77 Cents  
Cost Per Mile — 77 Cents

8–O  
Transit Authority of Northern Kentucky (TANK)  
P. O. Box 508  
11th & Lowell  
Newport, Kentucky 41072  
(606)–431-2734

George Grady, Chairman  
Ted Bushelman, Vice-Chairman  
Merwin Grayson, Jr., Secretary-Treasurer  
Ralph Beiting  
Herman Faulconer  
Fred Fettig  
Ralph B. Gieme, Sr.  
Nellie McCarty  
Fred R. Radel  
Emanuel Wilburn  
David Schneider, Attorney  
John L. Williams, General Manager

Public transportation in the Northern Kentucky area began in 1860 with horsedrawn omnibus cars, graduated to streetcars in 1900, and to trolley and diesel buses in the early 1940's. Streetcar operations were ceased in 1951, and trolley bus operations were phased out by 1960. The Cincinnati, Newport and Covington Transportation Company, known as “The Green Line”, evolved from consolidation of streetcar services early in the century and remained as operator of public transportation in the area until public assumption of transit services.

The Transit Authority of Northern Kentucky (TANK) was formed in June, 1971, pursuant to the provisions of Chapter 96A of the Kentucky Revised Statutes. Following notification by the Green Line that transit service would cease on November 4, 1972, TANK obtained the consent of the fiscal courts of the tri-county area to place bond issues on the November 7 ballot. Despite the fact that bond issues require a two-thirds majority in Kentucky, voters in Kenton County, Campbell County and the City of Florence passed by over 70% a $5.4 million bond issue to support the transit system for five years.

TANK assumed operation of the system of November 8, 1972, leasing from its predecessor the necessary facilities and equipment to operate the system, and contracted the ATE Management and Service Company to manage the system.

TANK currently owns sixty-three revenue vehicles and shop equipment purchased from C.N.&C. with federal capital assistance, and an additional twenty-three used coaches purchased in 1973 and early 1974.
Seventy-two of its eighty-six coaches are scheduled for peak service morning and evening, leaving a 16% spares compliment. The average age of TANK's fleet is 18 years, only seven buses having been purchased since 1960.

The level of service decreased dramatically in the two years prior to public takeover as the private operator attempted to keep a favorable operating ratio. TANK is making strong efforts to offset service and ridership declines, and has reversed the historical downturn. The service level was increased 44% during January and February 1974, including extension of routes to new areas and increased frequency on established routes. The overall ridership increase since implementation has been approximately 34% over 1973 levels, with a 44% ridership gain noted during July 1974.

Fares were reduced from the 40 cents base, (50 cents maximum) to 25 cents throughout Northern Kentucky and into Cincinnati in November 1973. Combined with the service increase of 44% early in 1974, the reduced fare has substantially increased the attractiveness of transit service. In addition, the elimination of zone charges and transfer charges has contributed to ease of transit use.

TANK now carries approximately 200,000 weekly passengers, with 80% of its passengers passing through Dixie Terminal in Cincinnati.

A strong public information and marketing program has been developed to build public awareness of TANK services.

TANK received UMTA approval for two capital grants early in 1974. The first grant, in the amount of $3,188,816, enables TANK to purchase 78 new coaches and related equipment, shop and office equipment, supervisory and service vehicles, and to install 34 transit passenger shelters. The second grant, for $261,120, enabled TANK to purchase 63 previously leased revenue vehicles and shop equipment, and to install 1,600 newly designed bus stop signs.

1973 Transit Profile:
+ Type of Ownership — Authority
Type of Operation — Authority
Municipalities Served — Cincinnati (Only City in Ohio)
Ridership — 4,058,460
% Children — 8.17%
Number of Employees — 150
Number of Vehicles — 86
  Regular Service — 71
  Charter Service — 5
  Spares — 10
Total Seating Capacity — 3,958
Average Seating Capacity — 46.02
Vehicle Miles — 1,677,909
Average Miles Per Passenger — .41
Fare Schedule:
  Adult — 25 Cents
  Student — 20 Cents
  Special — Student Tickets 12 Rides for $2.00
Revenue Per Passenger — 36.7 Cents
Cost Per Passenger — 50.2 Cents
Revenue Per Mile — 82.6 Cents
Cost Per Mile — $1.131
Energy Consumption:
  Diesel — 419,571 Gallons
Park-and-Ride Facilities:
  Number of Facilities — 2
  Total Parking Spaces Provided — 150

Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Mfg.</th>
<th>Maker</th>
<th>Model</th>
<th>Vehicle Capacity</th>
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</thead>
<tbody>
<tr>
<td>3</td>
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<td>GMC</td>
<td>TDH—4509</td>
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<tr>
<td>7</td>
<td>1967</td>
<td>GMC</td>
<td>TDH—5308</td>
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</tbody>
</table>
**8-P West Milton & Dayton Bus Lines, Inc.**

6121 Janice Place  
Dayton, Ohio  45415  
(513)-890-0481

Charles St. John, President

This carrier operates a mass transit service between West Milton and Dayton, including the communities of Union and Englewood.

**1973 Transit Profile:** +

- **Type of Ownership:** Private
- **Type of Operation:** Private
- **Municipalities Served:** West Milton, Union, Englewood
- **Ridership:** 74,223
  - % Change: -18%
  - % Children: 10%
- **Number of Employees:** 4
- **Number of Vehicles:** 5
  - Regular Service: 2
  - Charter Service: 2
  - Spares: 1
- **Total Seating Capacity:** 229
- **Average Seating Capacity:** 46
- **Vehicle Miles:** 91,168
- **Average Miles Per Passenger:** 1.23

**Fare Schedule:**

- Adult: 60 Cents
- Student: 25 Cents
- Special: 30 Cents Senior Citizen

**Revenue Per Passenger:** 73 Cents  
**Cost Per Passenger:** 72 Cents  
**Revenue Per Mile:** 60 Cents  
**Cost Per Mile:** 59 Cents

**Equipment Roster:**

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Mfg.</th>
<th>Maker</th>
<th>Model</th>
<th>Vehicle Capacity</th>
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</thead>
<tbody>
<tr>
<td>2</td>
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<td>1956</td>
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<td>1</td>
<td>1962</td>
<td>&quot;</td>
<td>4106</td>
<td>41</td>
</tr>
</tbody>
</table>

**8-Q City of Xenia X-Line**

101 North Detroit Street  
Xenia, Ohio  45385  
Mel Fink, Director  
(513)-372-7611 Ext. 248

Since the devastating tornado that ripped through Xenia on April 3, 1974, the city has been serviced by Miami Valley Regional Transit Authority (MVRTA). Funds for this service have been provided by a 100% subsidy from the Federal Disaster Assistance Administration. These funds ran out on July 21, 1974 at the same time that a 2-year UMTA Demonstration Project grant began.

The MVRTA operated the four routes in Xenia until August 30, when the city assumed management with its own director and drivers. At the present time, the “X-Line”, as the system has been named, leases ten, 19-passenger buses from Springfield Thrifty, Inc. Seven of these buses are used to cover the four fixed routes and one bus is equipped with a hydraulic lift to transport the handicapped. Preparations are underway to begin demand responsive service and experimental advance fare collection systems such as payroll deduction or bank deposit deduction.
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<tr>
<td>District 9</td>
<td>Population</td>
<td>% of Ohio</td>
<td>Urban</td>
<td>% Urban</td>
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<td>Population</td>
<td>Population</td>
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</tbody>
</table>
District 9

9-A  Inter—City Bus Lines, Inc.
1313 Findlay Street
Portsmouth, Ohio  45662
(614)—354-2040
Earsul Pack, President

This carrier operates four routes that provide bus service within Portsmouth and between Portsmouth and the outlying communities of North Moreland, New Boston and Sciotoville. The North Moreland, Coles Boulevard and Mabert Road routes are served hourly while the Sciotoville route is run every two hours. The Jackson Street route was dropped during 1973 and the number of runs on another route were reduced.

The Division of Urban Mass Transportation is currently evaluating the transit system in Portsmouth as part of an UMTA Technical Study Grant providing technical assistance to small urban areas.

1973 Transit Profile: +
Type of Ownership — Private
Type of Operation — Private
Municipalities Served — Portsmouth, North Moreland, New Boston, Sciotoville
Ridership — 50,000
% Children — 0%
Number of Employees — 5
Number of Vehicles — 5
Regular Service — 2
Charter Service — 1 (Delivery)
Spares — 2
Total Seating Capacity — 80
Average Seating Capacity — 16
Vehicle Miles — 82,000
Average Miles Per Passenger — 1.64
Fare Schedule:
Adult — 40 Cents or 60 Cents
Special — Under 6 Free/6—12 30 Cents
Revenue Per Passenger — 44 Cents
Cost Per Passenger — 50 Cents
Revenue Per Mile — 62 Cents
Cost Per Mile — 65 Cents
Energy Consumption:
Gasoline — 9,000 Gallons

Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Mfg.</th>
<th>Maker</th>
<th>Model</th>
<th>Vehicle Capacity</th>
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<tr>
<td>3</td>
<td>1966</td>
<td>Ford</td>
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<td>Van</td>
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<td>Population</td>
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<td>Urban Population</td>
<td>% Urban</td>
<td>Rural Population</td>
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<td>74,626</td>
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10–A  Athens Ohio Regional Transit Association  
(AORTA)  
Box 102  
Route 3  
Athens, Ohio 45701  
(614)–592-6601  
David Vaughan, Director  

The Tri-County Community Action Agency initiated service in Hocking County in 1971. As part of an Economic Employment Act (EEA) grant service was expanded to Athens and Perry Counties. When the grant ran out, service to Perry County was discontinued and the service to Athens and Hocking Counties was funded from county revenue-sharing funds.

On March 14, 1973 a demonstration program was begun in the City of Athens using a spare rural Athens County bus. This service received little support until a new bus was put into hourly service on the two main arteries and ridership soared. This success was largely responsible for the city's decision to subsidize the system with $18,000 per year.

The managers of the transit system broke formal ties with Tri-County CAA in 1974 and formed AORTA. AORTA plans to be 100% self-sufficient by June, 1975. They presently use the Tri-County CAA garage for maintenance.

AORTA recently began service between Bromley Hall, a dormitory at Ohio University, and the Hocking Technical College, in Nelsonville. The management hopes to gear up for a demand responsive service.

1973 Transit Profile:  
Type of Ownership – Private Non-Profit Corporation  
Type of Operation – Private  
Ridership – 17,164  
% Children – 20%  
Number of Employees – 11  
Number of Vehicles – 4  
Regular Service – 2  
Charter Service – 1  
Spare – 1  

Total Seating Capacity – 72  
Average Seating Capacity – 18  
Vehicle Miles – 113,663  
Average Miles Per Passenger – 6.6  
Fare Schedule:  
Adult – 25 Cents 7 Miles or Less  
Student – 25 Cents 7 Miles or Less  
Special – 20 Cents Senior Citizen 7 Miles or Less  
Revenue Per Passenger – 41 Cents  
Cost Per Person – $2.62  
Revenue Per Mile – 7 Cents  
Cost Per Mile – 38 Cents  
Energy Consumption:  
Gasoline – 15,600 Gallons  
Number of Facilities – None  
Total Parking Spaces Provided – None  

Equipment Roster:

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<tr>
<th>Number of Vehicles</th>
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<th>Model</th>
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10–B  Community Action Bus Lines  
Box 144  
Marietta, Ohio 45750  
(614)–373-3745  
Ted Williams, Project Director  

The Community Action Program Corporation of Washington — Morgan Counties operates two separate bus services; one for the City of Marietta and the other for Washington County. Additionally, Community Action provides service for Head Start, child development, and senior citizen programs. The data provided below in the 1973 transit profile is for the combined operation.

In general, the city service subsidizes the county operation. Bus drivers are employed through Operation Mainstream and are paid by the Department of Labor. Fares were increased from 25 cents to 30 cents during 1973.
DISTRICT 11

West High Avenue Extension
Box 351
New Philadelphia, Ohio 44663
(216)-343-5531

Population of District 343,330
% of Ohio Population 3.2
Urban Population 167,232
% Urban 48.7
Rural Population 176,098
% Rural 51.3
Elderly Population 37,880
% Elderly 11.0
1973 Transit Profile: +
Type of Ownership - Private Non-Profit
Type of Operation — Franchise with City of Marietta
Municipalities Served — Marietta
Ridership — 58,508
% Change — N/A
% Children — .001%
Number of Employees — 8
Number of Vehicles — 6
  Regular Service — 4
  Charter Service — 1
  Spares — 1
  (Non-Servicable Spares — 1)
Total Seating Capacity — 103
Average Seating Capacity — 17
Vehicle Miles — 84,032
Average Miles Per Passenger — 1.44
Fare Schedule:
  Adult — 30 Cents
  Student — 30 Cents
  Special — 30 Cents Senior Citizen
Revenue Per Passenger — 33 Cents
Cost Per Passenger — 29 Cents
Revenue Per Mile — 23 Cents
Cost Per Mile — 20 Cents
Energy Consumption:
  Gasoline — 18,870 Gallons

Equipment Roster:

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<thead>
<tr>
<th>No. of Vehicles</th>
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</table>

District 11

11—A City of Steubenville
1023 Sixth Avenue (Transit Office)
Steubenville, Ohio 43952
(614)-282-6145
James V. Raymond, Manager

123 South Third Street (City Office)
Steubenville, Ohio 43952
(614)-282-6226
Robert Smoger, Director of Public Service

The City of Steubenville took over the bus system in May, 1973 from the Eastern Ohio Regional Transit Authority (EORTA). Prior to the formation of EORTA on December 1, 1972 the system was run by the Steubenville Area Transit Management Corporation (a non-profit corporation) and until June 1, 1969, it was run by the Steubenville Bus Company.

The service area of EORTA, which included Steubenville and six surrounding communities, has been reduced to Steubenville and Mingo Junction since the city assumed operation. Service to Wintersville and Brilliant was terminated August 17, 1974.

Transportation is provided to students at appropriate school opening and closing times at the regular rate of 35 cents.

Changes during 1973 included installation and improvement of bus shelters and route markings. Schedules were realigned to improve route connections and ease traffic congestion.

1973 Transit Profile: +
Type of Ownership — Municipal
Type of Operation — Public
Municipalities Served — Wintersville, Brilliant, Mingo Junction — Terminated August 17, 1974
Ridership — 446,435 (7 Months)
  Children — 250 Per Day
Number of Employees — 25
Number of Vehicles — 20
  Regular Service — 7
  Charter Service — 2
  Spares — 11
  (Non-Servicable Spares — 7)
Total Seating Capacity — 600
Average Seating Capacity — 30
Vehicle Miles — 256,556
Average Miles Per Passenger — .57
Fare Schedule:

- Adult - 35 Cents
- Student - 35 Cents
- Revenue Per Passenger - 32 Cents
- Cost Per Passenger - 43 Cents
- Revenue Per Mile - 56 Cents
- Cost Per Mile - 75 Cents

11-B Co-Operative Transit Company
21 South Huron Street
Wheeling, West Virginia 26003
(304)–233-0500
Ernest R. Mackey, President

This carrier operates a mass transit service between Wheeling and 10 contiguous communities on the Ohio side of the Ohio River. These communities, for all practical purposes, are considered suburbs of Wheeling. Local service is at 15 and 30-minute intervals during peak hours and 30-minute and hourly service during off hours.

The Ohio operation originates and terminates in West Virginia and produces approximately 40% of the system's revenue. The majority of the passengers are interstate riders going into and out of Wheeling.

1973 Transit Profile:

- Type of Ownership - Private
- Type of Operation - Private
- Municipalities Served - Ohio Portion: Shadyside, Bellaire, Bridgeport, Martins Ferry, Yorkville, Tiltonsville, Rayland, Barton, Blaine, Lansing, Brookside
- Ridership - 2,228,201 (980,079 in Ohio)
- % Change - -2%
- % Children - 1.32%
- Number of Employees - 95
- Number of Vehicles - 53
  - Regular Service - 27
  - Charter Service - 5
  - Spares - 24
  (Non-Servicable Spares - 16)

Total Seating Capacity - 2,164
Average Seating Capacity - 40.83
Vehicle Miles - N/A
Average Miles Per Passenger - .75

Fare Schedule:

- Adult - 35 Cents
- Student - 15 Cents
- Special - 10 Cents in Wheeling Business District

- Revenue Per Passenger - 43 Cents
- Cost Per Passenger - 42 Cents
- Revenue Per Mile - 57 Cents
- Cost Per Mile - 56 Cents

Energy Consumption:

- Diesel - 331,382 Gallons

5-County Transit Study:

The 5-County Transit Study was undertaken to prepare a public transportation development program for Cuyahoga, Geauga, Lake, Lorain, and Medina Counties. The study was to encompass all aspects of public transportation and produce a 10-year program covering service, fare, and facility improvements that would: (1) serve the existing and potential needs of the 5-county area; and (2) satisfy federal and state eligibility requirements for financial assistance.

There are 21 different transit systems in the 5-county area. Of these, 5 are publicly owned and operated, and 2 have rail systems operating on exclusive rights-of-way. Together, the systems on a typical weekday operate approximately 640 buses and 140 rail cars, serve 230,000 passengers, and collect $120,000 in fares. For all practical purposes, the systems are independent; little coordination of routes, fares, schedules, and each system operates within a prescribed service area.
With few exceptions, ridership has been declining while fares have been increasing. The systems have generally lacked local financial support and have not received a significant share of the financial assistance available from the federal government. Even though the systems fall short of providing "adequate" service now, they do provide an excellent base upon which to build the kind of transit system the citizens of the area want and need.

The ten-year Transit Development Program includes improvements in all five counties, ranging from additional service to new rapid transit lines.

Fare Reduction and Coordination:
The recommended fare structure calls for a 40 percent reduction in average fare, a uniform fare structure throughout the area, and free transfers from one route on a system to another. Fares under the proposed structure would be graduated so that passengers would pay roughly according to the amount and quality of service received.

Service Expansion and Coordination:
The improvements in this category are based on 3 major policy objectives for the areawide system: (1) as a minimum, to operate all systems in the area in such a way that the services they provide are essentially the same as if they were provided by a single system covering the same area; (2) to operate all services that assure reasonable comfort, convenience, and safety; and (3) to provide the amount of transit that will assure all citizens of the area an equitable level of service in terms of accessibility to work, shopping, education, health care, and recreational opportunities in the area.

With respect to the first objective, coordination means that transfers from one system to another will be easy to make and that duplication of services will be eliminated.

With respect to the second objective, service will be added to many routes to meet service frequency and loading standards, and some new routes will be added to achieve coverage standards.

Further changes relate to the third objective, which is to assure that all parts of the area will have equitable service compared to other similar parts of the area.

Other improvements in this category include a security program designed to keep riders safe, and an improved public information and marketing program that will give potential riders information about the advantages of transit and make it easier for them to find their way around the system.

Community Responsive Transit:
Studies of the needs of transit-dependent persons led to recommending creation of a local transit service to supplement the areawide system. This "community responsive" system would be designed and managed to respond to the needs of each community. There was found to be a need for a transit service that caters to short trips and particularly to those made across the long corridor created by the downtown focus of existing transit service. Together with the programs to reduce and coordinate fares and expand and coordinate service, CRT will increase mobility within the entire area.

Modernization of Existing Systems:
The existing transit systems, which will provide the base upon which the future system will be built, requires substantial modernization. Up to 80% of modernization costs are eligible for federal funding. The program calls for the replacement of all overage buses, replacement of all cars on the Shaker Rapid, refurbishing of CTS Rapid cars, repair or replacement of garages, extensive track repair on both lines, modernization of rapid stations, and installation of some 2,500 additional and replacement bus passenger shelters.

Expansion of the Rapid Transit Systems:
Having previously established the need to retain the existing rapid transit services, the Study explored a variety of alternatives for the improvement. These were of three types: (1) guideway routes (rail or new technology systems over which trains or cars are operated); (2) busways (roadways built for the exclusive use of express buses); and (3) bus priority features (assignment of preferential treatment to buses on existing streets and roads to increase speed and schedule reliability). Through evaluation of these alternatives, the task force concluded that the major transit corridors in the area should be served by guideway routes.

The rapid transit plan calls for approximately 58.5 miles of new guideway transit consisting of 8 lines of extensions plus a distribution loop and pedestrianways in the downtown.

In addition, bus priority measures were recommended. One of these is the use of a reversed lane on the Memorial Shoreway west of downtown Cleveland in order to provide an exclusive right-of-way for buses between Clifton Boulevard and West 25th Street.

Improvement for Geauga, Lake, Lorain, and Medina Counties:
Proposed improvements in Geauga, Lake, Lorain, and Medina Counties, in addition to those mentioned
DISTRICT 12

10100 Broadway Avenue
Garfield Heights, Ohio 44125
Mail: Box 05188
   Newburgh Station
   Cleveland, Ohio 44105
(216)-641-1930

Population of District 1,981,477
% of Ohio Population 18.6
Urban Population 1,899,913
% Urban 95.9
Rural Population 81,564
% Rural 4.1
Elderly Population 183,810
% Elderly 9.3
above, include expansions of existing bus service, new intra-county routes, and new inter-county routes. The latter would generally connect to major employment centers in Cleveland and Cuyahoga County.

A bill (S.B. 544) which would give regional and county mass transit authorities additional tax options for raising funds has recently passed the Ohio Senate. This bill would allow transit authorities to ask voters to approve up to a 1-1/2% piggyback sales tax, or up to 5 mills in a real estate property tax to support mass transit systems. It is the passage of this bill that will perhaps enable the 5-County Transit Authority to take its initial steps toward implementation.

12-A Cleveland Transit System
1404 East Ninth Street
Cleveland, Ohio 44114
(216)–781-5100

Transit Board:
Nicholas A. Bucur, Jr., Chairman
Allen J. Lowe
Stella G. White
Joseph F. McManamon
Gaspare A. Corso
Leonard Ronis, General Manager

The Cleveland Transit System serves the City of Cleveland and 44 cities and villages surrounding the city with buses and a rapid transit system. Formed from a consolidation of several systems in 1942, CTS is presently owned by the City of Cleveland; but, unlike other public transit systems, is required to meet expenses solely from farebox revenues. Recent development in the State Legislature may soon provide some relief for the financially troubled CTS.

The rapid transit system consists of a single route which extends from the Cleveland-Hopkins International Airport on the west to East Cleveland on the east, a distance of approximately 19 miles. The system follows rail rights-of-way but, unfortunately bypasses some of the heavier population centers. Union Terminal, the only station serving the downtown area, is located at the edge of the CBD, and severely limits passenger distribution throughout the area. A downtown loop bus now aids in this distribution. Part of the rapid system was opened in 1955, an extension completed in 1958, and a final airport extension completed in 1968.

The bus system provides service on most major Cleveland streets and in those surrounding suburbs not served by their transit systems. Four east side and seven west side bus routes were extended through the Erieview area, a new business section of downtown Cleveland. Additionally, as a result of four other route extensions, most CTS routes now operate into Public Square.

CTS transported 1,250,000 school children in 1973. Several Boards of education in the Cleveland area contract with CTS. In 1973, school trip mileage was 191,985 miles and revenues approximately $158,000. Under the student fare support program of the State of Ohio, the State pays 10 cents of the fare paid by eligible students. The student gets a 10 cents reduction in fare when an ID card is presented. CTS's 1973 reimbursement under this program was $212,600.
CTS ridership count has leveled off for the first time in over 25 years, but yet a $4 million deficit is projected for the end of 1974. 1972 saw a year of “belt tightening” in order to end the year with a net earnings on operations. This was achieved through a fare adjustment, through adjustments in service to eliminate the least productive trips, and through stringent personnel reductions, including the elimination of 34 non-operating positions and 30 operator jobs.

Mass transit is a vital part of life in the Cleveland area. It was determined that 32% of all Clevelanders are totally dependent on mass transit and that 71% of the central city households do not own automobiles. Therefore, it is essential that CTS continue to operate effectively and even expand service to meet the needs of the area. In order to assess area transit goals and objectives, an 18-month 5-County Transit Study was commissioned and recently completed. Its findings and recommendations appear earlier in this section.

1973 Transit Profile:

Type of Ownership — City
Type of Operation — City
Municipalities Served — Avon Lake, Bay Village, Beachwood, Berea, Broadview Heights, Brooklyn, Brook Park, Cleveland, Cleveland Heights, East Cleveland, Euclid, Fairview Park, Garfield Heights, Highland Heights, Lakewood, Lyndhurst, Maple Heights, Mayfield Heights, Middleburg Heights, North Royalton, Parma, Parma Heights, Richmond Heights, Rocky River, Seven Hills, Shaker Heights, South Euclid, Strongsville, University Heights, Warrensville Heights, Westlake, Wickliffe, Willoughby, Willowick
Ridership — 85,000,000 Total Rides/11,809,931 Rapid Transit
% Change — -12%
Children — 1,250,000
Number of Employees — 1,630
Number of Vehicles — 711 Buses/116 Rapid Transit Cars
   Regular Service — 524 Buses/91 Rapid Cars
   Charter Service — All
   Spares — 187 Buses/25 Rapid
   (Non-Servicable Spares — 33 Buses)
Total Seating Capacity — 37,086 on Buses/6,984 on Rapid Cars
Average Seating Capacity — 52 Bus/60 Rapid
Vehicle Miles — 22,299,892
Average Miles Per Passenger — .26
Fare Schedule:
   Adult — 50 Cents Local/55 Cents Express/$7.75
   Weekly Pass
   Student — Same As Adult
   Special — Senior Citizen — 25 Cents (Off Peak Hours Only)/Downtown Loop — 25 Cents/Transfers — 5 Cents
Revenue Per Passenger — 33 Cents
Cost Per Passenger — 37 Cents
Revenue Per Mile — $1.27
Cost Per Mile — $1.40 (Operating Expense)
Energy Consumption:
   Diesel — 4,569,855 Gallons
   Gasoline — 0
   Electricity — 29,965,700 kwh
Park-and-Ride Facilities:
   Number of Facilities — 9 Rapid Transit/1 Bus
   Total Parking Spaces Provided — 6,800
## Equipment Roster:

**MOTOR BUSES**

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**RAPID TRANSIT CARS**

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### 12-B Shaker Heights Rapid Transit Lines

City of Shaker Heights
Transportation Department
City Hall
3400 Lee Road
Shaker Heights, Ohio 44120
(216)-752-5000
Walter C. Kelley, Mayor
Robert J. Landgraf, Director of Transportation

The Shaker Rapid is a two-track, high-speed facility between Shaker Heights and the Terminal Tower in downtown Cleveland. The line has two divisions east of Shaker Square, the Van Aken and the Shaker. The Rapid uses a fully grade-separated high-speed route for the six miles between downtown Cleveland and Shaker Square, where it branches into two boulevard center reservations.

The Shaker Rapid was built in stages with various combinations of street railway and interurban electric railway-type service from 1913 to 1930, when the facility was completed in its present form. The City of Shaker Heights purchased the Rapid Transit System in 1944 by issuance of revenue bonds amounting to $1,300,000 and these bonds were retired in 1964.

This system is one of the few major facilities in the nation to operate entirely private right of way transit service with light rail vehicles. The facilities are minimal, with shelters but no enclosed stations except Terminal Tower and a waiting room at Shaker Square. The system is limited by operating through a single CBD terminal.

During 1973 service was reduced on Saturday's daytime schedule for the Van Aken Division and the evening schedule on both lines. This reduction reflects a decline in Saturday ridership, which as recently as 1965 was 11,000 and is now down to 4,500.

### 1973 Transit Profile: +

**Types of Ownership — City**

**Type of Operation — City**

**Municipalities Served — Cleveland Wards 10, 12, 13, 16, 18, 28, Shaker Heights, Beechwood, Pepper Pike, University Heights, Orange, Cleveland Heights, Warrensville Heights, Moreland Hills, Woodmere, North Randall, Hunting Valley**

**Ridership — 3,668,169**

- % Change — —6%
- % Children — 5—8%
- Number of Employees — 115
- Number of Vehicles — 56
  - Regular Service — 48
  - Spares — 7
  - (Non-Servicable Spares — 2)
Revenue Per Passenger — 26 Cents
Cost Per Passenger — 42 Cents
Revenue Per Mile — 59 Cents
Cost Per Mile — 98 Cents
Energy Consumption:
   Diesel — 165,000 Gallons

The city continues to offer special charter rates to the Maple Heights school system and to resident senior citizen groups. Free service for municipal projects has been changed to reduced rate service and special discounts for series charters over 3 have been discontinued.

Because of provisions in the UMTA capital grant, the city will be required to discontinue all of its charter services outside the city limits.

1973 Transit Profile:
Type of Ownership — City
Type of Operation — City
Municipalities Served — Maple Heights, Bedford Heights,
   Garfield Heights, Bedford, Shaker Heights,
   Warrensburg Heights, North Randall, Cleveland
Ridership — 1,694,355
   % Change — -2%
   % Children — 720,000
Number of Employees — 70
Number of Vehicles — 39
   Regular Service — 39
   Charter Service — 26
   Spares — 2
Total Seating Capacity — 2,045
Average Seating Capacity — 52.44
Vehicle Miles — 823,144
Average Miles Per Passenger — .49
Fare Schedule:
   Adult — Local 30 Cents/Harvard & Van Aken 35
   Cents/North of Harvard 55 Cents
   Student — 20 Cents/35 Cents
   Special — Senior Citizens Fare 20 Cents/30 Cents
Revenue Per Passenger — 32 Cents
Cost Per Passenger — 46 Cents
Revenue Per Mile — 67 Cents
Cost Per Mile — 95 Cents
Energy Consumption:
   Diesel — 195,028 Gallons

Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Mfg</th>
<th>Maker</th>
<th>Model</th>
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12-D Maple Heights Transit
5501 Dunham Road
Maple Heights, Ohio 44137
(216)–662-6075
Richard Rotzow, Acting Director
Leo Ryglewicz, Assistant Director

The Maple Heights Transit Department is entirely a motor coach operation serving Maple Heights and other communities in the southeastern Cleveland metropolitan area.

1973 was a year of changes for Maple Heights Transit due to increased deficits which totaled $72,000. The City Council appropriated $84,000 as the city's share of a federal grant for capital improvements to be used to purchase 11 new 55-passenger coaches, 11 radio units, and 11 fareboxes. The total amount of the grant is $542,561. The Transit Department also made several cuts in service. The change to hourly service, after the morning rush hour, by the Shaker Rapid resulted in the elimination of one coach's operation. There were also schedule deletions to and from Cleveland at 8:15 A.M. and 5:55 P.M. Saturday service to and from Cleveland was changed to an hourly schedule after mid-morning. Finally, 5 complete school trips were canceled.

The cuts in service have had the net effect of increasing the deficit because the loss in revenue outstrips the reduction of operating costs.
Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Mfg.</th>
<th>Maker</th>
<th>Model</th>
<th>Vehicle Capacity</th>
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12–E  Brecksville Road Transit, Inc.
7885 Snowville Road
Brecksville, Ohio 44141
(216)-526-3673
Harry E. James, Owner

This carrier operates a mass transit service between Brecksville and Cleveland, Ohio on Route 21.

1973 Transit Profile: *
Type of Operation — Private
Ridership — 322,378
% Change — +7%
Number of Employees — 14
Number of Vehicles — 8
Total Seating Capacity — 440
Average Seating Capacity — 55
Vehicle Miles — 266,875
Average Miles Per Passenger — .83
Revenue Per Passenger — 64 Cents
Cost Per Passenger — 56 Cents
Revenue Per Mile — 77 Cents
Cost Per Mile — 68 Cents

12–F  B.I.C. Bus Lines
5002 Holyoke Street
Cleveland, Ohio
(216)-541-4739
Rev. Charles Watkins, President

This company operates a feeder service on Chagrin Boulevard, between Warrensville Center Road (Shaker Rapid Van Aken Terminal) and Chagrin Falls.

1973 Transit Profile: *
Type of Operation — Private
Ridership — N/A
% Change — N/A
Number of Employees — 8
Number of Vehicles — 4
Total Seating Capacity — 160
Average Seating Capacity — 40
Vehicle Miles — 120,000
Average Miles Per Passenger — N/A
Revenue Per Passenger — N/A
Cost Per Passenger — N/A
Revenue Per Mile — 65 Cents
Cost Per Mile — 72 Cents

12–G  Garfield Heights Coach Line, Inc.
43 Harrison Street
Bedford, Ohio 44146
(216)-232-4550
Joseph L. Walters, President

Bedford Bus Line and Cleveland-Southeastern Bus Company merged to form the above company.

Two suburban lines are operated, one from Garfield Heights to Cleveland and the other from Bedford to Cleveland. The Garfield Heights line operates 7 days a week and the Bedford line 6 days a week.

The company also operates school bus runs — some contracted, some for cash fare — and has an extensive charter business.
Total Seating Capacity - 3,410
Average Seating Capacity - 60.9
Vehicle Miles - 1,042,256
Average Miles Per Passenger - .28
Fare Schedule:
   Adult - 60 Cents, 5 for $2.75
   Student - 26 Cents Age 5-12 When Accompanied by Adult
   Special - 25 Cents Anywhere from East 116th St. E.
Revenue Per Passenger - 54 Cents
Cost Per Passenger - 57 Cents
Revenue Per Mile - $1.92
Cost Per Mile - $1.99
Energy Consumption:
   Electricity - 4,500,000 kwh
Park-and-Ride Facilities:
   Number of Facilities - 12
   Total Parking Spaces Provided - 1,958

Ridership Trends
Shaker Heights, Ohio

Equipment Roster:

<table>
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<tr>
<th>Number of Vehicles</th>
<th>Year of Mfg.</th>
<th>Maker</th>
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<th>Vehicle Capacity</th>
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<td>Pullman- Large MU ** Standard</td>
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</table>

* MU: Multiple Unit (Can be operated as single unit.)
** SU: Single Unit

12-C Euclid Municipal Transit System
City of Euclid
25200 Lakeland Boulevard
Euclid, Ohio 44132
(216)-731-6000
Tony J. Sustarsic, Administrative Director
Donald J. Hoppert, Superintendent

The Euclid Municipal Transit System operates in the City of Euclid and a small part of Cleveland. Its service includes 6 regular routes, school routes, and charter service. The city has instituted a reduced fare for senior citizens and secondary students who obtain ID cards and weekly passes for primary students.

1973 Transit Profile:
Type of Ownership - City
Type of Operation - City
Municipalities Served - City of Euclid and Small Part of Cleveland
Ridership - 2,050,000
   % Change - -18%
   % Children - 35%
Number of Employees - 52
Number of Vehicles - 51
   Regular Service - 36
   Charter Service - 5
   Spares - 10
   (Non-Servicable Spares - 7)
Total Seating Capacity - 2,517
Average Seating Capacity - 49.35
Vehicle Miles - 865,000
Average Miles Per Passenger - .42
Fare Schedule:
   Adult - 35 Cents/5 Cents Transfer
   Student - 15 Cents Primary Student/20 Cents Secondary Student
   Special - 20 Cents Senior Citizen
1973 Transit Profile: *
Type of Operation — Private
Ridership — 1,180,106
% Change — -4%
Number of Employees — 75
Number of Vehicles — 42
Total Seating Capacity — 2,220
Average Seating Capacity — 52.9
Vehicle Miles — 1,241,404
Average Miles Per Passenger — 1.05
Revenue Per Passenger — 84 Cents
Cost Per Passenger — 82 Cents
Revenue Per Mile — 80 Cents
Cost Per Mile — 78 Cents

12-H Lake Front Lines, Inc.
2643 Narrows Road
Painesville, Ohio 44077
(216)-946-2111
Mike Gilkerson, Manager
Max Cowan, Owner (lives in New York)

Town & Country Limousine Service and Empire Trailways have been merged into Lake Front Lines.

The company operates service between Ashtabula and Cleveland, 6 days a week (no Sundays or holidays). Service is provided between 5:30 A.M. and 8:05 P.M.

Mass Transit Service between Painesville, Willoughby, Willowick, Euclid, and Cleveland is also provided.

Fares vary according to distance traveled.

1973 Transit Profile: +
Type of Ownership — Public
Type of Operation — Public
Municipalities Served — North Olmsted, Fairview Park, North Ridgeville, Olmsted Falls, Olmsted Township, Westlake, Cleveland
Ridership — 1,516,780
% Change — +1%
% Children — 17%
Number of Employees — 53
Number of Vehicles — 38
Regular Service — 34
Charter Service — As Needed
Spares — 4
Total Seating Capacity — 1,884
Average Seating Capacity — 49.58
Vehicle Miles — 1,055,055
Average Miles Per Passenger — .70
Fare Schedule:
Adult — Local 40 and 45 Cents/Thru 70 and 75 Cents
Student — Passes Zone A — $4.50—$3.00, Zone B — $4.25—$2.75/Tokens 10 for $2.50
Special — Senior Citizen Local 25 Cents/Thru 50 Cents — Football Special $1.00 One Way

12-I North Olmsted Municipal Coach Line
City of North Olmsted
North Olmsted, Ohio 44070
(216)-777-8000
Earl Weldon, Public Work Commissioner

North Olmsted owns and operates its own municipal bus line. It is the oldest municipal bus line in the State of Ohio, having been in service since 1931. The line operates over eight routes including four to downtown Cleveland, three connecting the CTS Rapid Transit and one route to Westgate Shopping Center.

Door to door service was started in 1969 (the first in the area) in North Park Estates, Forest Ridge and Pine Ridge, when two mini buses were acquired. Commuters are taken to the main line on Lorain Road at no additional charge.

No formal arrangements have been made for park-and-ride facilities, but a shopping center or other available parking areas have been used.

Charter service is available for local groups and special routes are operated for students. North Olmsted issues passes for senior citizens.

The active fleet average age is presently 12.5 years.
Revenue Per Passenger – 50 Cents
Cost Per Passenger – 51 Cents
Revenue Per Mile – 72 Cents
Cost Per Mile – 73 Cents
Energy Consumption:
Diesel – 204,051 Gallons
Gasoline – 4,930 Gallons

Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year</th>
<th>Mfg.</th>
<th>Maker</th>
<th>Model</th>
<th>Capacity</th>
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University Circle, Inc.
2009 Adelbert Road
Cleveland, Ohio 44106
(216)–791-6226

12–J University Circle Bus System is a private, non-profit organization operating a shuttle service for institutional personnel and students in the University Circle area. The system transports riders from the fringe parking facilities and public transportation to the core area of University Circle (Case Western Reserve University).

The company is subsidized by the cultural and educational institutions in the area and offers free service to its patrons. They also operate 53 surface parking lots and 3 parking structures.

During 1973, evening service was added between 6:00 P.M. and midnight to shuttle students from evening activity centers to dormitories.

1973 Transit Profile:
Type of Ownership – Private Non-Profit
Type of Operation – Private
Municipalities Served – University Circle (Cleveland)
Ridership – 564,096
% Change –
% Children – 28% (College Students)
Number of Employees – 85
Number of Vehicles – 9
Regular Service – 9
Charter Service – 9

Total Seating Capacity – 176
Average Seating Capacity – 19
Vehicle Miles – N/A
Average Miles Per Passenger – N/A

Fare Schedule:
Adult – Free
Student – Free
Revenue Per Passenger – 0
Cost Per Passenger – N/A
Revenue Per Mile – 0
Cost Per Mile – N/A
Energy Consumption:
Gasoline – 35,000 Gallons

Park-and-Ride Facilities:
Number of Facilities – 53
Total Parking Spaces Provided – 5,774

Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year</th>
<th>Mfg.</th>
<th>Maker</th>
<th>Model</th>
<th>Capacity</th>
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13. Intercity Bus Service

13–A Akers Bus Line
Route 2
Uhrichsville, Ohio
(614)–922-2844
Paskel Akers, Owner

This carrier operates three days a week, transporting Amish from points in Tuscarawas and Holmes Counties to Millersburg and New Philadelphia.
1973 Transit Profile: *
Type of Operation — Private
 Ridership — 26,760
   % Change — +1%
 Number of Employees — 1
 Number of Vehicles — 2
 Total Seating Capacity — 80
 Average Seating Capacity — 40
 Vehicle Miles — 32,000
 Average Miles Per Passenger — 1.2
 Revenue Per Passenger — 50 Cents
 Cost Per Passenger — 42 Cents
 Revenue Per Mile — 42 Cents
 Cost Per Mile — 35 Cents

13-B O. D. Anderson, Inc.
R. D. 3
Greenville, Pennsylvania 16125
(412)—588-8310
O. D. Anderson, President

This carrier operates intercity service between
Greenville, Pennsylvania and Cleveland, Ohio, making 7
intermediate stops. (See also Sterling Stages 13-S.)

1973 Transit Profile: +
Type of Ownership — Private
Type of Operation — Private
Municipalities Served — Cleveland, Cherry Valley, Andover,
Linesville, Conneaut, Conneaut Lake, Meadville,
Hartstown, Greenville
 Ridership — 105,078
   % Change — +10%
   % Children — Pennsylvania Only
 Number of Employees — 97
 Number of Vehicles — 22
   Regular Service — 1
   Charter Service — 21
   Spares — 0
 (Non-Servicable Spares — 0)
 Total Seating Capacity — 960
 Average Seating Capacity — 43.64
 Vehicle Miles — 1,039,850 (358,471 in Ohio)
 Average Miles Per Passenger — 9.9
 Fare Schedule — As Per Distance
 Revenue Per Passenger — $8.40
 Cost Per Passenger — $8.33
 Revenue Per Mile — 85 Cents
 Cost Per Mile — 84 Cents
 Energy Consumption:
   Diesel — 173,308 Gallons

Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Mfg.</th>
<th>MAKER</th>
<th>Model</th>
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<td>GMC</td>
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<td>GMC</td>
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<td>45</td>
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<td>PD-4905A</td>
<td>47</td>
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</tbody>
</table>

13-C Ashland City Lines
166 West Sixth Street
Mansfield, Ohio 44902
(419)—526-4446
James Letizia, President

This carrier operates intercity service from Medina
and Mansfield to Cleveland. Some service may qualify as
mass transit. Ashland City Lines has 1 round trip daily from
both Medina and Mansfield, providing 210 bus miles of
service.

1973 Transit Profile: *
Type of Operation — Private
 Ridership — 31,325
   % Change — +90%
 Number of Employees — 2
 Number of Vehicles — 2
 Total Seating Capacity — 80
 Average Seating Capacity — 40
 Vehicle Miles — 208,905
 Average Miles Per Passenger — 6.7
 Revenue Per Passenger — $3.28
 Cost Per Passenger — $3.23
 Revenue Per Mile — 49 Cents
 Cost Per Mile — 48 Cents
13-D **Columbiana Coach Line**

101 East Thomas Street  
East Palestine, Ohio 44413  
(216)-426-6376  
Clayton Dyke, Owner

This carrier operates intercity service between East Palestine and Youngstown. Service has been cut from 24 trips per week to 1 trip per week.

1973 Transit Profile: +  
Type of Ownership – Private  
Type of Operation – Private  
Municipalities Served – East Palestine, New Waterford, Columbiana, Broadman, Youngstown  
Ridership – 6,686  
% Change – -37%  
% Children – 0%  
Number of Employees – 2  
Number of Vehicles – 4  
Regular Service – 2  
Charter Service – 2  
Spares – 0  
Total Seating Capacity – 155  
Average Seating Capacity – 38.75  
Vehicle Miles – 26,675  
Average Miles Per Passenger – 3.99  
Fare Schedule:  
Adult – As Per Distance  
Revenue Per Passenger – 58 Cents  
Cost Per Passenger – N/A  
Revenue Per Mile – 15 Cents  
Cost Per Mile – N/A  
Energy Consumption:  
Diesel – N/A

**Equipment Roster:**

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Mfg.</th>
<th>Maker</th>
<th>Model</th>
<th>Vehicle Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1953</td>
<td>GMC</td>
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<td>1958</td>
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<td>38</td>
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<tr>
<td>1</td>
<td>1964</td>
<td>FLXIBLE</td>
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<td>39</td>
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</table>

13-E **Dayton & Southeastern Lines, Inc.**

3 North Sycamore Street  
Jamestown, Ohio 45335  
(513)-675-9301  
Wanda Fitzpatrick, President  
Carl B. Schaefer, Jr., Manager

This carrier operates intercity service between Springfield, Dayton, Xenia, Chillicothe, and Hillsboro on weekends only.

Dayton & Southeastern Lines is awaiting action by the PUCO on their application to operate over routes formerly run by Megacity Transit, White Lines, and Indiana Trails. Licenses for these companies were revoked in September, 1974.

(No information was available for the transit profile.)

13-F **Fidelity Motor Bus, Inc.**

1920 Lincoln Way East  
Massillon, Ohio 44646

This carrier operates primarily intrastate and interstate charter service. They do have a scheduled run between Canton and Meyers Lake, a resort area located within the urban area of Canton. The route is round trip on Tuesdays only. (See also Tri-City Transit, Inc. 4-K.)

13-G **Galion-Mansfield Transit Company**

1236 Poth Road  
Mansfield, Ohio 44905  
(419)-747-5966  
H. L. Pringle, President

This carrier operates intercity service between Mansfield, Galion, and Bucyrus. Galion – Mansfield has 3 routes, a total of 8 runs, providing 160 bus miles of service. (See also Loudonville – Mansfield Bus Line, Inc. 13-K.)

1973 Transit Profile: (Not Available)

13-H **Greyhound Lines — East**

1400 West Third Street  
Cleveland, Ohio 44113  
Harry Lesco, President  
M. J. O'Rourke, Vice President

This carrier operates intercity service throughout Ohio. Greyhound does provide local commuter-type service in several areas for the transportation of passengers from their suburban residences to their places of employment in metropolitan areas. Greyhound provides 34,200 bus-miles of service in Ohio between major cities.

Greyhound has one park-and-ride lot in cooperation with the CTS Rapid at the 150th Street and Puritas Station.
1973 Transit Profile:

Type of Ownership — Private
Type of Operation — Private
Municipalities Served — Most of Ohio
Ridership — 39,346,000
% Change — N/A
% Children — N/A
Number of Employees — 10,269
Number of Vehicles — 2,571
Regular Service —
Charter Service — N/A
Spare —
(Non-Servicable Spares — )
Total Seating Capacity — 103,152
Average Seating Capacity — 40.12
Vehicle Miles — 258,145,051
Average Miles Per Passenger — 6.56
Fare Schedule:
   Adult — As Per Distance
   Student — As Per Distance
   Special — As Per Distance
Revenue Per Passenger — $5.41 (Intercity Only)
Cost Per Passenger — N/A
Revenue Per Mile — $1.07
Cost Per Mile — 96 Cents
Energy Consumption:
   Diesel — 42,238,464 Gallons
Park-and-Ride Facilities:
   Number of Facilities — 1
   Total Parking Spaces Provided — N/A

Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Mfg.</th>
<th>Maker</th>
<th>Model</th>
<th>Vehicle Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>81</td>
<td>Rebuilt</td>
<td>GMC</td>
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<td>578</td>
<td>1961-65</td>
<td>GMC</td>
<td>PD-4106</td>
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<td>192</td>
<td>1966-67</td>
<td>GMC</td>
<td>PD-4107</td>
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<td>668</td>
<td>1965-68</td>
<td>MCI</td>
<td>MC-5</td>
<td>39</td>
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<td>68</td>
<td>1968-70</td>
<td>MCI</td>
<td>MC-6</td>
<td>43</td>
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<tr>
<td>813</td>
<td>1968-73</td>
<td>MCI</td>
<td>MC-7</td>
<td>43</td>
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<td>108</td>
<td>1973</td>
<td>MCI</td>
<td>MC-8</td>
<td>43</td>
</tr>
</tbody>
</table>

Note: These figures represent total national operations. Ohio accounts for between 5.6% and 5.9% of the total revenue and costs.

13-I Grove City Bus Lines, Inc.
R. D. 4
Grove City, Pennsylvania 16129
(412)-458-9240
Brenton Holter, President

This carrier operates intercity service between points in Pennsylvania and Warren and Youngstown, Ohio. It also provides limousine service at Youngstown Municipal Airport. Grove City provides 4 bus runs with a total of 40 bus-miles of service per day.

1973 Transit Profile:

Type of Operation — Private
Ridership — N/A
% Change — N/A
Number of Employees — 47
Number of Vehicles — 23
Total Seating Capacity — 952
Average Seating Capacity — 41.4
Vehicle Miles — 1,072,829
Average Miles Per Passenger — N/A
Revenue Per Passenger — N/A
Cost Per Passenger — N/A
Revenue Per Mile — N/A
Cost Per Mile — N/A

13-J Lake Shore System
600 West Town Street
Columbus, Ohio 43215
(614)-224-6310
R. S. Thompson, President

Due to increased costs and interest rates and a three month long strike, Lake Shore liquidated its assets on August 14, 1974. The Greyhound Lines, Greenlawn Transit Lines, and P & W Bus Lines have filed with PUCO to assume the routes operated by Lake Shore.
1973 Transit Profile:  *
Number of Employees - 3
Number of Vehicles - 9
Total Seating Capacity - 321
Average Seating Capacity - 35.7

13—L  Ohio Valley Charter Service
R. D. 2
East Liverpool, Ohio 43920
(216)-385-4677
John Young, President

This carrier operates intercity service between East Liverpool, Lisbon, Salem, and Youngstown. At one time this operator provided service for the Yellow Creek Transit Authority. (See also Quaker City Bus Lines, Inc. 13—O.)

1973 Transit Profile:  *
Type of Operation - Private
Ridership - 45,378
% Change - -13%
Number of Employees - 8
Number of Vehicles - 13
Total Seating Capacity - 400
Average Seating Capacity - 31
Vehicle Miles - 467,421
Average Miles Per Passenger - 10.3
Revenue Per Passenger - $5.19
Cost Per Passenger - $4.86
Revenue Per Mile - 50 Cents
Cost Per Mile - 47 Cents

13—M  Orwell—Cleveland Coach Line
P. O. Box 441
Chesterland, Ohio 44026
(216)-449-5928
Charles Rosenblatt, President

This carrier operates intercity service between Orwell, Chesterland, and Cleveland. The company's only bus was leased to Charles Bus Line after all other assets and records were destroyed by fire on September 3, 1973.

---

1973 Transit Profile:  +
Type of Ownership - Private
Type of Operation - Private
Ridership - 329,882
% Change - -17%
% Children - 0%
Number of Employees - 70
Number of Vehicles - 34
  Regular Service - 14
  Charter Service - 20
  Spares - 0
  (Non-Servicable Spares - 0)
Total Seating Capacity - 1,422
Average Seating Capacity - 41.8
Vehicle Miles - 2,367,408
Average Miles Per Passenger - 7.18
Fare Schedule:
  Adult - Depends on Trip length
  Student - None
  Special - Clergy, Military, Children Under 12
Revenue Per Passenger - $4.52
Cost Per Passenger - $4.81
Revenue Per Mile - 62.97 Cents
Cost Per Mile - 66.99 Cents
Energy Consumption:
  Diesel - 357,654 Gallons
Park-and-Ride Facilities:
  Number of Facilities - 0
  Total Parking Spaces Provided - 0

Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Mfg.</th>
<th>Maker</th>
<th>Model</th>
<th>Vehicle Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>34</td>
<td>1962—1973</td>
<td>GMC</td>
<td>PD-4106 PD-4107 PD-4108 PD-4903 PD-4905</td>
<td>Avg. 41.8</td>
</tr>
</tbody>
</table>

---

13—K  Loudonville—Mansfield Bus Line, Inc.
1235 Poth Road
Mansfield, Ohio 44905
(419)-747-5966
H. L. Pringle, President

This carrier operates intercity service between Mansfield, Mt. Vernon, and Shelby. Loudonville-Mansfield provides sixteen runs on its two routes with a total of 220 bus miles of service. (See also Galion-Mansfield Transit Co. 13—G.)
**1973 Transit Profile:**

* Type of Operation **- Private
Ridership — 1,300/7,002
% Change — N/A
Number of Employees — 1/1
Number of Vehicles — 1/2
Total Seating Capacity — 37/90
Average Seating Capacity — 37/45
Vehicle Miles — 36,000/13,500
Average Miles Per Passenger — 2.8/1.9
Revenue Per Passenger — 28 Cents/57 Cents
Cost Per Passenger — 45 Cents/57 Cents
Revenue Per Mile — 77 Cents/$1.09
Cost Per Mile — $1.23/$1.09


**13-N P&R Bus Lines**

Box 122
Wilmot, Ohio 44689
(216)-359-5430
Paul Mackey, Owner

This carrier operated intercity service three days a week transporting Amish from points in Holmes and Tuscarawas Counties to Millersburg.

The company was sold in April, 1974 and is now known as Scenic Hills Coach Service, Route 5, Millersburg, Ohio 44654.

**1973 Transit Profile:**

* Type of Operation — Private
Ridership — 562
% Change — 46%
Number of Employees — 2
Number of Vehicles — 1
Total Seating Capacity — 38
Average Seating Capacity — 38
Vehicle Miles — 6,740
Average Miles Per Passenger — 12
Revenue Per Passenger — $4.22
Cost Per Passenger — $4.13
Revenue Per Mile — 35 Cents
Cost Per Mile — 34 Cents

**13-P Clifford Shaffer Bus Line**

910 Stillwater Avenue
Dennison, Ohio 44621
(614)-922-4265
Clifford Shaffer, Owner

This carrier operates between Dennison, New Philadelphia, and Massillon, transporting workers from these points to a plant located in Massillon.

**13-O Quaker City Bus Lines, Inc.**

R. D. 2
East Liverpool, Ohio 43920
(216)-385-4677
John Young, President

This carrier operates intercity service between Lisbon, Columbiana, Warren, and Salem.

Incorporated in Ohio, October 1, 1947. (See also Ohio Valley Charter Service 13-L.)
Fare Schedule:

**Adult — As Per Distance**
- Revenue Per Passenger — 80 Cents
- Cost Per Passenger — 11 Cents
- Revenue Per Mile — $1.05
- Cost Per Mile — $1.29

Energy Consumption:
- Gasoline — 15,750 Gallons

Revenue Per Passenger — 54 Cents
Cost Per Passenger — 57 Cents
Revenue Per Mile — 74 Cents
Cost Per Mile — 77 Cents

Energy Consumption:
- Diesel — 168,223 Gallons
- Gasoline — 25,761 Gallons

**Equipment Roster:**

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Mfg.</th>
<th>Mfg.</th>
<th>Maker</th>
<th>Model</th>
<th>Capacity</th>
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<td>1</td>
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<td>Int'l.</td>
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<td>Int'l.</td>
<td>R-180</td>
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<td>1</td>
<td>1963</td>
<td>GMC</td>
<td>4000</td>
<td>32</td>
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</table>

**13—Q Short Way Lines, Inc.**
900 West Central Avenue
Toledo, Ohio 43610
(419)-243-5196
P. R. Rowe

This carrier operates regular intercity schedules between Toledo and Angola, Indiana, and between various cities within Michigan. Short Way also operates a charter service from points in Ohio and Michigan.

**1973 Transit Profile:**

+ Type of Ownership — Private
+ Type of Operation — Private
+ Municipalities Served — Toledo, Fayette, and Cities in Michigan and Indiana
- Ridership — 1,691,374
  % Change — -15%
  % Children — None
+ Number of Employees — 47
+ Number of Vehicles — 19
  + Regular Service — 9
  + Charter Service — 10
  + Spares — 0
  (Non-Servicable Spares — 0)
  - Total Seating Capacity — 703
  - Average Seating Capacity — 37
  + Vehicle Miles — 1,235,775
  - Average Miles Per Passenger — .73

**Fare Schedule:**

**Adult — According to Published Tariffs**
- Revenue Per Passenger — 54 Cents
- Cost Per Passenger — 57 Cents

**Equipment Roster:**

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Mfg.</th>
<th>Mfg.</th>
<th>Maker</th>
<th>Model</th>
<th>Capacity</th>
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<tr>
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<tr>
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<td>1960</td>
<td>GMC</td>
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<td>41</td>
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<td>2</td>
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<td>GMC</td>
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<td>2</td>
<td>1961</td>
<td>GMC</td>
<td>TGH-3102</td>
<td>31</td>
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<tr>
<td>1</td>
<td>1962</td>
<td>GMC</td>
<td>TGH-3102</td>
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<td>1</td>
<td>1970</td>
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<td>MCI</td>
<td>MC-7</td>
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<tr>
<td>1</td>
<td>1973</td>
<td>Chev.</td>
<td>Impala</td>
<td>Wagon</td>
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</table>

**13—R Southeastern Trailways**
1810 West 16th Street
Indianapolis, Indiana 46202
(317)-635-8671
B. D. Kramer, President

This carrier, which is part of the National Trailways Bus System, is basically intercity. The company provides a suburban service between Cleves, Cheviot, and downtown Cincinnati. This operation is with one bus. Southeastern Trailways has 10 runs providing 50 bus-miles of service within Ohio.

**1973 Transit Profile:**

* Type of Operation — Private
* Ridership — 332,728 **
  % Change — -11%
+ Number of Employees — 220
+ Number Of Vehicles — 59
+ Total Seating Capacity — 2,413
+ Average Seating Capacity — 40.9
+ Vehicle Miles — 3,888,852 **
  Average Miles Per Passenger — 11.6
  Revenue Per Passenger — N/A
  Cost Per Passenger — N/A
  Revenue Per Mile — N/A
  Cost Per Mile — N/A

** Intercity only.
13-S Sterling Stages, Inc.
R. D. 3
Greenville, Pennsylvania 16125
(412)-588-8310
O. D. Anderson, President

This carrier operates intercity service between Sharon, Pennsylvania and Ashtabula, Ohio, making 6 intermediate stops. (See also O. D. Anderson, Inc. 13-B.)

1973 Transit Profile: +
Type of Ownership - Private
Type of Operation - Private
Municipalities Served - Ashtabula, Jefferson, Rock Creek, Orwell, Bristolville, Warren, Vienna, Sharon
Ridership - 26,436
% Change - +15%
% Children - 0%
Number of Employees - 8
Number of Vehicles - 4
  Regular Service - 1
  Charter Service - All
  Spares - 0
(Non-Servicable Spares - 0)
Total Seating Capacity - 164
Average Seating Capacity - 41
Vehicle Miles - 200,478 (113,904 in Ohio)
Average Miles Per Passenger - 7.58
Fare Schedule:
  Adult - As Per Distance
  Revenue Per Passenger - $5.69
  Cost Per Passenger - $4.98
  Revenue Per Mile - 75 Cents
  Cost Per Mile - 66 Cents
Energy Consumption:
  Diesel - 39,804 Gallons

This carrier transports Amish from points in Wayne County to Wooster and Millersburg. The company has applied for authority to operate between Millersburg and Cleveland.

1973 Transit Profile: +
Type of Ownership - Private
Type of Operation - Private
Municipalities Served - Wooster, Millersburg, Applecreek, Kidron, Mt. Eaton, Holmesville, Mt. Hope, Maysville, Benton, Wilmot
Number of Employees - 5
Number of Vehicles - 7
  Regular Service - 3
  Charter Service - 2
  Spares - 1
(Non-Servicable Spares - 1)
Total Seating Capacity - 255
Average Seating Capacity - 36

Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Mfg.</th>
<th>Mfg.</th>
<th>Maker</th>
<th>Model</th>
<th>Capacity</th>
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<tbody>
<tr>
<td>1</td>
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<td>GMC</td>
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<td>1</td>
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<td>Chev.</td>
<td>S-69</td>
<td>40</td>
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<td>1974</td>
<td>Dodge</td>
<td>Van</td>
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</tbody>
</table>

13-U Tri-State Transit
1825 Parkway
P. O. Box 1201
East Liverpool, Ohio 43920
(216)-385-8927
John R. Campbell, Owner

This carrier operates intercity service between East Liverpool and Wellsville.
### 14. Limousine Service

<table>
<thead>
<tr>
<th>1973 Transit Profile: *</th>
<th>14-A</th>
<th>AAA Delivery System of Toledo</th>
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</thead>
<tbody>
<tr>
<td>Type of Operation — Private</td>
<td>P. O. Box 41613</td>
<td></td>
</tr>
<tr>
<td>Ridership — 63,985</td>
<td>Weir-Cook Airport</td>
<td></td>
</tr>
<tr>
<td>% Change — -2%</td>
<td>Indianapolis, Indiana 46241</td>
<td></td>
</tr>
<tr>
<td>Number of Employees — 7</td>
<td>(317)-547-5315</td>
<td></td>
</tr>
<tr>
<td>Number of Vehicles — 8</td>
<td>Jack Grierson, Manager</td>
<td></td>
</tr>
<tr>
<td>Total Seating Capacity — 259</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average Seating Capacity — 32</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicle Miles — 6,240</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Revenue Per Passenger — 31 Cents</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cost Per Passenger — 30 Cents</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Revenue Per Mile — $3.15</td>
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<td></td>
</tr>
<tr>
<td>Cost Per Mile — $3.03</td>
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<td></td>
</tr>
</tbody>
</table>

This carrier operates a limousine service between Toledo and the Toledo Express Airport located at Swanton, Ohio.

<table>
<thead>
<tr>
<th></th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Type of Operation — Private</td>
<td>1652 South Morgan Avenue</td>
<td></td>
</tr>
<tr>
<td>Ridership — 20,000</td>
<td>Alliance, Ohio 44601</td>
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</tr>
<tr>
<td>Number of Employees — 9</td>
<td>(216)-823-3124</td>
<td></td>
</tr>
<tr>
<td>Number of Vehicles — 4</td>
<td>Charles Alexander, President</td>
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<tr>
<td>Total Seating Capacity — 32</td>
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<td>Average Seating Capacity — 8</td>
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<tr>
<td>Vehicle Miles — 146,000</td>
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<tr>
<td>Average Miles Per Passenger — 7.3</td>
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<tr>
<td>Revenue Per Passenger — $4.67</td>
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<tr>
<td>Cost Per Passenger — $4.72</td>
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<tr>
<td>Revenue Per Mile — 64 Cents</td>
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<td>Cost Per Mile — 65 Cents</td>
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</table>

This carrier operates a limousine service between Alliance and the Canton-Akron Airport using three vehicles. It also operates six charter buses from Akron to Alliance to all parts of the United States.

<table>
<thead>
<tr>
<th>1973 Transit Profile: +</th>
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<td>Type of Ownership — Private</td>
<td>1652 South Morgan Avenue</td>
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<td>Type of Operation — Private</td>
<td>Alliance, Ohio 44601</td>
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<td>Municipalities Served — Alliance, Airport Service, Stark, Summit and Portage Counties — Charter</td>
<td>(216)-823-3124</td>
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<tr>
<td>Ridership — 37,898 Includes Charter and Limousine</td>
<td>Charles Alexander, President</td>
<td></td>
</tr>
<tr>
<td>% Change — -10%</td>
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<td></td>
</tr>
<tr>
<td>% Children — 0%</td>
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<tr>
<td>Number of Employees — 6 Fulltime/4 Parttime</td>
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<td>Number of Vehicles — 12</td>
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<td>Regular Service — 3</td>
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<td>Charter Service — 6</td>
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<td>Spares — 3</td>
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<td>Total Seating Capacity — 392</td>
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<td>Average Seating Capacity — 33</td>
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<tr>
<td>Vehicle Miles — 289,160</td>
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<tr>
<td>Average Miles Per Passenger — 7.63</td>
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</table>
Fare Schedule:
- Adult Akron-Alliance $1.50/Akron-Canton Airport-Alliance $7.00

14-C Akron Airlines Limousine Service
711 – 12th Street, N. E.
Canton, Ohio 44704
(216)-455-0119
John Davis, President

This company operates a limousine service between Akron and the Akron-Canton Airport, using 10-passenger vehicles. In addition, it operates a charter bus service.

(See also Davis Airport Limousine Service, Inc., same address and ownership, which provides similar service for the Canton area – 14-D.)

1973 Transit Profile: *
Type of Operation — Private
Ridership — 11,598
% Change — +9%
Number of Employees — 3
Number of Vehicles — 9
Total Seating Capacity — 150
Average Seating Capacity — 16.7
Vehicle Miles — 265,480
Average Miles Per Passenger — 22
Revenue Per Passenger $2.09
Cost Per Passenger — $1.66
Revenue Per Mile — 9 Cents
Cost Per Mile — 8 Cents

14-D Davis Airport Limousine Service, Inc.
711 – 12th Street, N. E.
Canton, Ohio 44704
(216)-455-0119
John Davis, President

This company operates a limousine service between Canton and the Akron-Canton Airport, using 10-passenger vehicles. The company also operates a charter bus service and two taxicab companies serving the Canton Area (Davis Cab Company and Independent Cab Company).

(See also Akron Airlines Limousine Service, same address, which provides similar service for the Akron area – 14-C.)

1973 Transit Profile: *
Type of Operation — Private
Ridership — 38,789
% Change — +20%
Number of Employees — 75
Number of Vehicles — 32
Total Seating Capacity — 844
Average Seating Capacity — 26
Vehicle Miles — 935,300
Average Miles Per Passenger — 24.1
Revenue Per Passenger — N/A
Cost Per Passenger — N/A
Revenue Per Mile — N/A
Cost Per Mile — N/A

14-E Falls Airport Bus Service, Inc.
2030 Chestnut
Cuyahoga Falls, Ohio
(216)-928-8172
J. Richard McMannis, President

This carrier operates a limousine service between Akron, Cuyahoga Falls, and both the Akron - Canton Airport and Cleveland - Hopkins Airport. The company also has an office in Medina (P. O. Box 361).

1973 Transit Profile: *
Type of Operation — Private
Ridership — 27,800
% Change — +11%
Number of Employees — 24
Number of Vehicles — 9
Total Seating Capacity — 99
Average Seating Capacity — 11
Vehicle Miles — 750,000
Average Miles Per Passenger — 26.98
Revenue Per Passenger — $6.94
Cost Per Passenger — $6.93
Revenue Per Mile — 26 Cents
Cost Per Mile — 26 Cents

14-F Hopkins Airport Limousine Service, Inc.
14-G Airport Limousine Service, Inc.
2903 Wellington Avenue
Parma, Ohio 44134
(216)-885-3573
Robert V. Goebel, President

These two companies operate limousine service to Cleveland-Hopkins Airport from Fairlawn, Kent and Lorain-Elyria, respectively.
1973 Transit Profile (14-F):
Type of Operation - Private
Ridership - 27,529
% Change - +70%
Number of Employees - 16
Number of Vehicles - 6
Total Seating Capacity - 95
Average Seating Capacity - 16
Vehicle Miles - 945,850
Average Miles Per Passenger - 34.36
Revenue Per Passenger - $6.55
Cost Per Passenger - $6.15
Revenue Per Mile - 19 Cents
Cost Per Mile - 18 Cents

1973 Transit Profile (14-G):
Type of Operation - Private
Ridership - 5,273
% Change - +47%
Number of Employees - 7
Number of Vehicles - 3
Total Seating Capacity - 33
Average Seating Capacity - 11
Vehicle Miles - 139,360
Average Miles Per Passenger - 26.43
Revenue Per Passenger - $6.16
Cost Per Passenger - $5.29
Revenue Per Mile - 23 Cents
Cost Per Mile - 20 Cents

14-H Town and Country Limousine Service, Inc.
2643 Narrows Road
Painesville, Ohio 44077
(216)–946-2111
M. Gilkerson, Manager

This company runs one 38-passenger bus and is wholly owned by Lake Front Lines, Inc. (See Lake Front Lines 12-H.)

14-J Yellow Cab Limousines, Inc.
1543 Superior Avenue
Cleveland, Ohio 44114
(216)–623-1550
Arthur B. McBride, Jr., President

This company operates a limousine service between Painesville and intermediate points and Cleveland - Hopkins Airport.

1973 Transit Profile: +
Type of Ownership - Private
Type of Operation - Private
Municipalities Served - Franklin County
Ridership - 28,000
% Change - +104%
Number of Employees - 10
Number of Vehicles - 3
Regular Service - 2
Charter Service - 1
Spares - 0
Total Seating Capacity - 69
Average Seating Capacity - 23
Vehicle Miles - 75,000
Average Miles Per Passenger - 2.68
Fare Schedule:
Adult - $2.25
Revenue Per Passenger - $2.67
Cost Per Passenger - $3.50
Revenue Per Mile - 64 Cents
Cost Per Mile - 90 Cents
Energy Consumption:
Diesel - 8,200 Gallons

Equipment Roster:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Year of Mfg.</th>
<th>Maker</th>
<th>Model</th>
<th>Capacity</th>
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<tr>
<td>3</td>
<td>1971</td>
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<td>23</td>
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14-I United Transportation, Inc.
525 Kennedy Drive
Columbus, Ohio 43215
(614)–221-3800
Ken Kauffman, President

This carrier operates a bus and limousine service between Port Columbus International Airport and downtown Columbus. The service was run at a deficit during 1973.

The company has arrangements to transport 1,000 children to and from school using 100 taxicabs. They have no school contracts for their buses but they are available.
15. Pupil Transportation

Pupil transportation in Ohio is primarily a task of the Yellow School Bus. Ninety-seven percent of these buses are owned and operated by local school districts while the remaining 3% are contractor owned. Most public transit authorities and companies provide limited service to school children. As previously stated in Section I, Toledo and Youngstown are currently using the public transit system to transport pupils.

The two tables in this section present daily statistics on pupil transportation by contractor owned buses and public transit systems. The information was gathered by the Ohio State Board of Education for payment of the pupil transportation subsidy.
Pupil Transportation on Contractor-Owned School Buses

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Buses</th>
<th>Public</th>
<th>Non-Pub.</th>
<th>Public</th>
<th>Miles</th>
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<td>12,074</td>
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</table>
16. Intercity Rail Passenger Transportation

AMTRAK

The National Railroad Passenger Corporation, better known as Amtrak, presently operates passenger rail service over three routes in Ohio, and it is planning to initiate service over three additional routes. The existing service is as follows:

1. New York and Washington to Chicago

Amtrak operates one train per day in each direction over this route. This train, the Broadway Limited, stops at Canton, Crestline, and Lima, running eastbound late in the evening, and westbound early in the morning. It is the major link connecting western trains and cities with the eastern part of the United States. This is considered to be one of the best trains on the Amtrak system.

2. New York and Washington to Kansas City

The National Limited operates over this route stopping at Columbus and Dayton during the early hours of the morning.


The James Whitcomb Riley operates daily over this route. The only city in Ohio served by this train is Cincinnati. Its scheduled arrival there is 10:50 p.m. eastbound and 7:15 a.m. westbound.

Amtrak is planning to initiate three additional routes which will operate through Ohio. Cleveland and Toledo will again receive service with a new Boston to Chicago train. A Norfolk to Cincinnati train is being planned and a Washington to Denver route may soon be initiated which will serve Cincinnati and Chillicothe in Ohio as well as Parkersburg, West Virginia.

Ohio is not presently well served by Amtrak. Major cities such as Cleveland, Akron, Toledo, and Youngstown presently receive no service and the trains stop at other cities during inconvenient hours. We are hopeful that as the route through Cleveland and Toledo is established, and as the public continues to demand improved service, that Amtrak will take the necessary steps to improve passenger rail service for this state. The state of Ohio is presently working with neighboring states in a cooperative effort to encourage Amtrak to provide a high quality level of service in the Boston to Chicago corridor.

The Erie Lackawanna Railroad
Midland Building
Cleveland, Ohio 44115

Gregory W. Maxwell, President and Chief Executive Officer

The Erie Lackawanna Railroad provides commuter rail service between Cleveland and Youngstown with eleven stops in between. This includes one train inbound to Cleveland Union Terminal in the morning, and one train outbound in the evening. The equipment for this train includes three coaches and a locomotive.

The future for this service remains uncertain at present. The Erie Lackawanna has requested permission from the Public Utilities Commission of Ohio to discontinue this operation. However, this request has been denied. The PUCO argues that this discontinuance would result in a severe hardship for the commuters who depend on this service.
17. Water Related Transportation

Water passenger transportation in Ohio is regulated by several state and federal agencies as well as municipalities. Section 715.32, Ohio Revised Code, states that municipal corporations have exclusive jurisdiction for the licensing and regulation of ferries from the municipality to the opposite shore or from one part of the municipal corporation to another. Thus, under some circumstances, incorporated villages, towns, or cities have the exclusive power to regulate ferry boats which are domiciled within their municipal limits. If, however, a ferry boat operates between a municipality and an unincorporated area, the Public Utilities Commission of Ohio has regulatory powers.

The Interstate Commerce Commission has regulatory powers when boats operate between the states. Their regulation includes control of routes and fares.

The United States Coast Guard inspects all passenger craft carrying over six passengers for safety provisions. This regulation covers boats on Lake Erie and the Ohio River.

The following is a list of ferry boat services in Ohio which operate between Ohio and West Virginia on the Ohio River.

16-A Moundsville Ferry Company
Mr. Rosswell E. Ruble
151 Carrie Street
Powhatan Point, Ohio 43942

JAY D and MOUND CITY operate on the Ohio River between Dilles Bottom, Ohio and Moundsville, West Virginia.

16-B Sistersville Ferry Company
Mr. Gilbert B. Harmon
Box 109
Fly, Ohio 45740

LARRY GENE and NEWPORT operate on the Ohio River between Sistersville, West Virginia and Fly, Ohio; St. Mary's, West Virginia and Newport, Ohio; Mason, West Virginia and Pomeroy, Ohio.

16-C Mr. Ralph Brewer
133-1/2 West Street
Jackson, Ohio 45640

LITTLE MIKE operates between Ravenswood, West Virginia and Portland, Ohio.

16-D Mr. Gilbert B. Harmon
Box 109
Fly, Ohio

WEST POINT FERRY operates between St. Mary's, West Virginia and Newport, Ohio.

16-E Mr. Everett Ruble, Jr.
308 Florence Street
Belpre, Ohio 45714

M/V VALLEY GEM is an excursion vessel operating on the Ohio River and its tributaries.

All of the above except M/V VALLEY GEM are non-self-propelled, Coast Guard inspected, deck passenger/vehicle ferry barges propelled by an uninspected towboat. A Coast Guard licensed operator, who is in charge of both the towing vessel and the barge, is required to be on the towboat. Ridership statistics are not maintained.

The M/V VALLEY GEM is a new self-propelled excursion vessel which was inspected for certification on July 26, 1973. The boat also is required to be navigated by a Coast Guard licensed operator.

The following ferry boat services operate between Ohio and Kentucky on the Ohio River:

16-F Anderson's Ferry Company
Henry Kottmeyer
Constance, Kentucky 41009

The Kottmeyer family has run this ferry between Cincinnati (River Road) and Constance, Kentucky (Route 8) for 110 years. M/V's BOONE NO. 7 and BOONE NO. 8 have a capacity of 8 cars each and carry about 350 cars per day.

16-G New Richmond Ferry
Aaron Cornett
3740 Stahlheber Road
Hamilton, Ohio 45013

M/V CLERMONT operates between New Richmond, Ohio and the opposite Kentucky shore.

16-H Augusta Ferry
Robert O'Neill
104 Riverside
August, Kentucky

M/V MISTER HANES operates between August, Kentucky and the opposite Ohio shore.
The following ferry boat services operate on Lake Erie:

16-I Newman Boat Line, Inc.
101 East Shoreline Drive
Sandusky, Ohio 44870

This company offers passenger service, including automobiles between Sandusky, Kelley's Island, Marblehead and the Bass Islands.

16-J Parker Boat Line, Inc.
Put-In-Bay, Ohio 43456

Passenger service, including automobiles is provided between Sandusky, Port Clinton and the Bass Islands. This company recently purchased two ferries from Erie Isle Ferry Company.

16-K Cedar Point Transportation Company
P. O. Box 759
Cedar Point
Sandusky, Ohio 44870
Truman B. Woodworth, President

Passenger service between Sandusky and Cedar Point.

16-L Miller Boat Line, Inc.
Put-In-Bay, Ohio 43456
(419) 285-2421
Mrs. William L. Miller, President
William E. Market, General Manager

Passenger service, including automobiles, between Catawba Island and South Bass or Middle Bass Island. This company operates 3 ferry boats.

16-M Erie Isle Ferry Company
Put-In-Bay, Ohio
(419) 285-3491

This company has discontinued service and was bought by Parker Boat Line, Inc. (16-J).

16-N Pelee Shipping Company, Ltd.
669 Talbot Street
St. Thomas, Ontario, Canada

Passenger service, including automobiles, between Sandusky, Pelee Island, and Ontario (Canadian regulation).

Several sight-seeing excursion trips are in operation on the Ohio River:

16-O Delta Queen Enterprises
322 East Fourth Street
Cincinnati, Ohio
(513) 621-1445

16-P Sunline, Inc.
2316 Victory Parkway
Cincinnati, Ohio
(513) 861-5959
M/V JUBILEE — Excursion

16-Q Johnston's Party Boats
Frank H. Johnston
P. O. Box 213
Cincinnati, Ohio 45202
M/V CHAPERON — Excursion

16-R William E. March
117 West 7th Street
Cincinnati, Ohio 45202
M/V MARK TWAIN — An excursion boat operating in the vicinity of Cincinnati on the Ohio River.

One sight-seeing excursion vessel operates on the Cuyahoga River and on Lake Erie:

16-S Goodtime Cruise Lines
150 East 209th Street
Cleveland, Ohio 49123
(216) 531-1505
M/V GOODTIME II — Excursion

One sight-seeing excursion trip is operated on the lake in Salt Fork State Park. This is supervised by the Ohio Department of Natural Resources.

Excursions are also run along some sections of Ohio canal lands. Certain sections of the Miami and Erie Canal north of Piqua in Miami County and from Minster to Delphos in Auglaize and Allen Counties are still being used for recreation and industry. A portion of the Ohio and Erie Canal from Cleveland at 49th Street south to State Route 82 in Cuyahoga County is presently being used for industrial water. The canal through Akron is also used by a number of industries in the area. The above sections require continual maintenance by the Ohio Department of Public Works.

The following sections of the canal carry canal boat replicas for sightseeing. The area north of Piqua in Miami County, known as the Johnston Farm, is operated by the Ohio Historical Society. The area from Minster to Delphos, maintained by the Division of Parks and Recreation, is used for public recreation and fishing.
A section of the canal in Cuyahoga County is presently not being used by the public but can be viewed by driving along Canal Road. This also pertains to the area of the canal through Akron. However, the reservoir lakes near Akron are open to the public, and are operated by the Ohio Division of Parks and Recreation.

A canal boat for sightseeing by the public is in operation south of Akron at Canal Fulton and is operated by the Parks Department of Stark County. There is also a canal boat in operation at Coshocton, in Coshocton County, which is restored in connection with the Roscoe Village Restoration.

Water Transportation Technology

In the future water passenger transportation may well perform a significant role in solving transportation problems. One current project is the proposed use of the Navy’s hydrofoil for commuter services on waterways. The Jetfoil, as it is called, reportedly can cruise up to 50 mph and provide smooth riding even in 12-foot waves. It is claimed that the external noise level is less than that produced by a single auto, the pollutants emitted are negligible, and no smoke is visible. Two types of Jetfoil are in planning, one holding 190 passengers and the other 250. According to Boeing, Jetfoil’s developer, the following commuter times could be maintained: Evanston, Illinois to downtown Chicago, 36 minutes; Manhattan to Great Neck, Long Island, 18 minutes; Honolulu International Airport to Waikiki Beach, 12 minutes; and Bremerton, Washington to Seattle, 21 minutes. Hydro-Ski of New Jersey, Inc. is using a smaller 72-passenger boat for commuter trips to New York City.

Similar in nature to the hydrofoil is the hovercraft, a type of air-cushioned vehicle (ACV). Great Britain has had these vehicles operating off its shores for over ten years. The Princess Margaret, a 165-ton hovercraft, presently makes trips across the English Channel carrying 256 passengers and 30 automobiles. It can operate at speeds up to 75 mph even in rough seas.

In Ohio, however, the only commuter boat service even in the proposal stage is the “River Clipper Project” in Dayton. Manfred Orlow, the project’s originator, suggests raising the level of the Miami River high enough to operate a transportation service from downtown Dayton to the southwest suburbs of Kettering, Oakwood, and Moraine. Hopefully, this project will stimulate thought in other areas of the state where water passenger transportation may be a viable complement to existing mass transportation facilities.

18. Discontinued Operations

Bedford Bus Line and Cleveland - Southeastern Bus Company merged to become Garfield Heights Coach Lines, Inc.

Canton - North Canton Regional Transit Authority was renamed Canton Regional Transit Authority on January 24, 1973, when North Canton dropped out of the Authority.

Charter Bus Lines, Inc., 825 Jonathon Lane, Newark, Ohio 43055 — Ramon Wilson, President. Operations are under suspension for failure to file insurance coverage. This carrier formerly operated between Newark and Buckeye Lake, and between Columbus and Port Columbus Airport.

Chesapeake Transit System had its insurance cancelled and is under suspension from PUCO.

Cincinnati Transit, Inc., 6 East Fourth Street, Cincinnati, Ohio 45202 — Jim Toben, General Manager. This carrier was taken over by the Southwest Ohio Regional Transit Authority (SORTA) on August 15, 1973.

Columbus Transit Company, 10 West Long Street, Columbus, Ohio 43215 — Edward Pellissier, President. This system was taken over by the Central Ohio Transit Authority (COTA) on June 30, 1973.

Dayton & Fairborn Transit, Inc.; D & T Bus Line, Inc.; and D & T Bus Line were purchased by White Lines during early 1973.

East Ohio Regional Transit Authority ceased operation in May 1973. The bus system was then taken over by the City of Steubenville.

Empire Trailways and Town and Country Limousine Service, Inc. merged to form Lake Front Lines, Inc. (12–H).

Thomas F. Hambly ceased operations in early 1974.

Indiana Trails, Inc., P. O. Box 15, Oxford, Ohio 45056 — David White, President. PUCO revoked this operator’s certificate on September 17, 1974.

Mogadore Transit Lines, Inc. was also suspended on September 17, 1974.

Ohio Trailways, Inc., 2849 East Military, Zanesville, Ohio — Conrad Wilson, President. This company, which operated an intercity service between Athens and Cleveland, is no longer in business. Its certificate was revoked during early 1973.
Ohio Valley Bus Company, 520 North Finley Street, Cleves, Ohio 45002 — Jerald Robbins, President. This company, which operated a mass transit service between Cincinnati and certain suburbs to the west, went out of business during July of 1973.

Ohio Valley Bus Company, 1749 Washington Avenue, Huntington, West Virginia — Leonard Samworth, President. This company, which operated an intercity and a mass transportation service between Huntington, West Virginia and Ironton, Ohio, is no longer in operation. Its certificate was revoked early in 1973.

Ortman Stewart Transportation Company, 412 Vanderveer Street, Middletown, Ohio — Tom Ortman, President. This operation was taken over by the City of Middletown on January 2, 1973.

Public Transport, Inc. received no subsidy from the City of Chillicothe and ceased operations in June of 1973.


Suburban Transportation Service has had its telephone disconnected and is assumed to be out of business.

Town & Country Limousine Service, Inc. and Empire Trailways merged to form Lake Front Lines, Inc. (12–H).

Tri-County Community Action Agency is now run by the Athens, Ohio Regional Transit Association.

Tri-State Transit Authority dropped its service in Ohio due to lack of financial support from the communities in Ohio. The Authority still operates in Kentucky and West Virginia.

White Lines, Inc. had its PUCO certificate revoked on September 17, 1974.

Wooster Transportation Company was taken over by the City of Wooster on March 1, 1973.

Yellow Creek Transit Authority is defunct and the City of Struthers is served by Western Reserve Transit Authority (WRTA).
Section III Statistical Summary
Introduction

This section is a statistical summary and reference that is intended to supplement the information previously presented. The figures and tables in this section show present and past trends in the transit industry and identify the extent of government involvement in urban public transportation.

Section III is divided into four subsections which identify the types of data presented.

a. Nationwide Transit Trends — consists of two graphs showing the yearly national Transit ridership and revenue/expense since 1962 (figures III-1 and III-2)

b. Ohio Transit System Summary — is a compilation of data shown in the Transit Profiles in Section II. There is also a ridership index graph giving the trends since 1960 for the eight major transit systems in Ohio (Tables III-I, III-2, Figures III-3, III-4)

c. Federal Grants Summary — is a brief synopsis of the Federal Capital and Technical Grants beginning in 1965. This summary includes tables showing total grant amounts of cities in Ohio as well as other states and major cities. The table dealing with grants to Ohio cities also gives a brief project description. (Tables III-4, III-5, III-6, III-7, III-8, III-9)

d. Ohio Public Mass Transportation Capital Grant Program — presents the dollar amounts and important dates for each participating City (Table III-10)

The statistics presented in Section III were compiled from a number of sources, including:

U. S. DOT Urban Mass Transportation Administration (UMTA)
American Public Transit Association (APTA)
Ohio DOT Division of Urban Mass Transportation
A. Nationwide Transit Trends

National Transit Trends
Figure III-1

National Transit Ridership
Figure III-2
### TRANSIT DATA SUMMARY CHART

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<tr>
<th>CATEGORY I - Major Urban Area</th>
<th>TYPE OF OPERATION</th>
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<th>1972</th>
<th>Fare Revenue</th>
<th>1972</th>
<th>Cost Revenue</th>
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<td>6-A. CENTRAL OHIO TRANSIT AUTHORITY (COTA)</td>
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<th>CATEGORY III - City (Under 100,000 population and supplying the central service in the area)</th>
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<th>Fare Revenue</th>
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<td>8-C. CITY OF MIDDLETOWN</td>
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<td>11-A. CITY OF SPRINGFIELD</td>
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<th>CATEGORY IV - Major Urban Area (over 500,000 population and the company is supplying a suburban or support service)</th>
<th>TYPE OF OPERATION</th>
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<th>1972</th>
<th>Fare Revenue</th>
<th>1972</th>
<th>Cost Revenue</th>
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<tr>
<td>3-A. CLEVELAND-LORAIN HIGHWAY COACH CO.</td>
<td>Private</td>
<td>18</td>
<td>660,416</td>
<td>301,004</td>
<td>679,557</td>
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### Table III-1, III-3

**B. Ohio Transit System Summary**
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<th>Category V</th>
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<td>WEST MILTON &amp; DAYTON BUS LINES</td>
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Category VI - City (under 100,000 population and the company is providing a suburban or support service)

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### TABLE III–2

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<th>Category</th>
<th>Average Revenue Per Passenger</th>
<th>Average Revenue Per Mile</th>
<th>1973</th>
<th>Average Cost Per Passenger</th>
<th>Average Cost Per Mile</th>
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<td>0.37</td>
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<td>0.83</td>
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<td>0.83</td>
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(Note: Asterisk (*) indicates that the category subtotal contains estimates for missing data; estimates were either the previous year’s data or based on past trends or ratios.)

### TABLE III–3

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<tr>
<th>Category</th>
<th>No. of Vehicles</th>
<th>Vehicle Miles</th>
<th>Ridership</th>
<th>No. of Vehicles</th>
<th>Vehicle Miles</th>
<th>Ridership</th>
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<td>1,258 Bus</td>
<td>37,396,773</td>
<td>117,191,553</td>
<td>1,297 Bus*</td>
<td>40,773,387*</td>
<td>128,926,697</td>
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<td>407</td>
<td>11,944,736</td>
<td>28,025,154</td>
<td>515</td>
<td>11,584,964</td>
<td>22,970,847</td>
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<tr>
<td>III</td>
<td>105*</td>
<td>2,435,239*</td>
<td>2,321,960</td>
<td>81*</td>
<td>2,403,683*</td>
<td>3,049,668*</td>
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<tr>
<td>IV</td>
<td>230 Bus</td>
<td>7,262,108*</td>
<td>15,455,127*</td>
<td>229 Bus*</td>
<td>8,240,932*</td>
<td>12,514,773*</td>
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<td>V</td>
<td>124*</td>
<td>1,984,600*</td>
<td>1,558,189*</td>
<td>93</td>
<td>1,971,769*</td>
<td>1,655,655*</td>
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<td>VI</td>
<td>54*</td>
<td>1,268,532*</td>
<td>3,286,672*</td>
<td>60*</td>
<td>1,394,912*</td>
<td>3,332,502*</td>
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<td>75,672</td>
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<td>93,864*</td>
<td>58,702</td>
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<td>2,280 Buses</td>
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(111-2, 111-3)
Figure III-3

Ridership Index — Category I
1960 = 100
Columbus
Cincinnati
Cleveland
Average

% per year

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project Number</th>
<th>Date of Approval</th>
<th>Gross Project Cost</th>
<th>Total Federal Commitment</th>
<th>Project Description</th>
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<td>City of Zanesville</td>
<td>OH-03-0001</td>
<td>3/29/65</td>
<td>165,690</td>
<td>110,460</td>
<td>8 35-P. buses, purchase used garage for lease to private company. (Project completed and closed.)</td>
</tr>
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<td>OH-03-0002</td>
<td>6/03/65</td>
<td>18,644,210</td>
<td>12,326,840</td>
<td>Extension of rapid transit to Cleveland-Hopkins Airport—20 rapid transit cars. (Revenue service began November 15, 1968. Project completed and closed.)</td>
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<tr>
<td>City of Springfield</td>
<td>OH-03-0003</td>
<td>6/30/66</td>
<td>185,220</td>
<td>123,480</td>
<td>12 35-P. buses for lease to private company. (Project completed and closed.)</td>
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<tr>
<td>City of Hamilton</td>
<td>OH-03-0004</td>
<td>6/26/68</td>
<td>259,928</td>
<td>127,714</td>
<td>15 35-P. buses and 25 fareboxes for lease to private company. (Project completed and closed.)</td>
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<td>Project approved but later dropped—no local funding.</td>
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<td>OH-03-0006</td>
<td>10/30/68</td>
<td>1,591,000</td>
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<td>12 35-P. buses. Construct garage. (Project completed.)</td>
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<td>OH-03-0007</td>
<td>6/17/69</td>
<td>13,780,100</td>
<td>8,840,066</td>
<td>10 rapid transit cars, 100 53-P. buses, new East 34th Street R.T. Station, miscellaneous equipment and improvements (R.T. and bus).</td>
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<tr>
<td>City of Akron</td>
<td>OH-03-0008</td>
<td>6/08/70</td>
<td>2,100,000</td>
<td>1,400,000</td>
<td>25 45-P. and 5 33-P. buses; 52 used buses; miscellaneous equipment; purchase and rehabilitation of garage.</td>
</tr>
<tr>
<td>City of Steubenville</td>
<td>OH-03-0010</td>
<td>10/12/70</td>
<td>239,966</td>
<td>159,977</td>
<td>5 33-P. and 10 20P. buses. (Project completed.)</td>
</tr>
<tr>
<td>Canton-North Canton Regional Transit Authority</td>
<td>OH-03-0013</td>
<td>5/14/71</td>
<td>1,572,563</td>
<td>1,146,831</td>
<td>Buy out private company; 35 33-P. buses garage repairs.</td>
</tr>
<tr>
<td>Toledo Area Regional Transit Authority</td>
<td>OH-03-0015</td>
<td>4/22/71</td>
<td>7,632,390</td>
<td>5,105,600</td>
<td>Buy out private company; 125 45-P. buses; garage rehabilitation; miscellaneous equipment.</td>
</tr>
<tr>
<td>City of Norwood</td>
<td>OH-03-0016</td>
<td>3/31/72</td>
<td>66,733</td>
<td>46,915</td>
<td>2 25-P. buses; construct garage.</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td>46,237,800</td>
<td>30,448,549</td>
<td></td>
</tr>
<tr>
<td>Grantee</td>
<td>Project Number</td>
<td>Date of Approval</td>
<td>Gross Project Cost</td>
<td>Total Federal Commitment</td>
<td>Project Description</td>
</tr>
<tr>
<td>---------</td>
<td>----------------</td>
<td>------------------</td>
<td>--------------------</td>
<td>--------------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>Miami Valley Regional Transit Authority (Dayton)</td>
<td>OH-03-0021</td>
<td>5/07/73</td>
<td>2,950,150</td>
<td>1,966,767</td>
<td>Buy out private company.</td>
</tr>
<tr>
<td>City of Cincinnati (SORTA)</td>
<td>OH-03-0019</td>
<td>6/20/73</td>
<td>14,220,900</td>
<td>9,480,600</td>
<td>Buy out private company; 170 buses, 2-way radios, 50 fareboxes, and other miscellaneous equipment.</td>
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<tr>
<td>Central Ohio Transit Authority (Columbus)</td>
<td>OH-03-0018</td>
<td>10/30/73</td>
<td>6,695,000</td>
<td>5,356,000</td>
<td>Acquisition of operating assets of the Columbus Transit Company.</td>
</tr>
<tr>
<td>Western Reserve Regional Transit Authority (Youngstown)</td>
<td>OH-03-0025</td>
<td>4/20/74</td>
<td>3,226,347</td>
<td>2,585,578</td>
<td>Acquisition of the tangible assets of the Youngstown Transit Co.</td>
</tr>
<tr>
<td>METRO Regional Transit Authority (Akron)</td>
<td>OH-03-0023</td>
<td>6/19/74</td>
<td>1,839,461</td>
<td>1,471,554</td>
<td>Purchase of 30 new buses, construction of garage addition plus miscellaneous equipment and improvements.</td>
</tr>
<tr>
<td>City of Ashtabula</td>
<td>OH-03-0024</td>
<td>2/14/74</td>
<td>154,050</td>
<td>123,240</td>
<td>Purchase of 3 buses, purchase of land and construction of garage.</td>
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<tr>
<td>City of Maple Hgts.</td>
<td>OH-03-0027</td>
<td>5/17/74</td>
<td>567,586</td>
<td>454,069</td>
<td>Purchase of 11 buses, radios and fareboxes.</td>
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<tr>
<td>Cleveland Transit System</td>
<td>OH-03-0022</td>
<td>6/19/74</td>
<td>8,845,000</td>
<td>7,076,000</td>
<td>Purchase of 160 buses and maintenance equipment of rail rapid transit system.</td>
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<tr>
<td>Miami Valley Regional Transit Authority (Dayton)</td>
<td>OH-03-0026</td>
<td>6/20/74</td>
<td>5,428,160</td>
<td>4,342,528</td>
<td>Purchase of 64 electric trolley buses and 10 diesel buses, bus air conditioners, and miscellaneous equipment.</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>90,164,454</strong></td>
<td><strong>63,304,885</strong></td>
<td></td>
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</tbody>
</table>

Federal (UMTA) Capital Grants To Ohio Cities By Year

**TABLE III–5**

<table>
<thead>
<tr>
<th>Year</th>
<th>Gross Project Cost</th>
<th>Federal Commitment</th>
<th>No. of Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>1965</td>
<td>18,809,900</td>
<td>12,437,300</td>
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<tr>
<td>1966</td>
<td>185,220</td>
<td>123,480</td>
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</tr>
<tr>
<td>1967</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>1968</td>
<td>1,850,928</td>
<td>1,188,380</td>
<td>2</td>
</tr>
<tr>
<td>1969</td>
<td>13,780,100</td>
<td>8,840,066</td>
<td>1</td>
</tr>
<tr>
<td>1970</td>
<td>2,339,966</td>
<td>1,559,977</td>
<td>2</td>
</tr>
<tr>
<td>1971</td>
<td>9,204,353</td>
<td>6,252,431</td>
<td>2</td>
</tr>
<tr>
<td>1972</td>
<td>66,733</td>
<td>46,915</td>
<td>1</td>
</tr>
<tr>
<td>1973</td>
<td>23,866,050</td>
<td>16,803,367</td>
<td>3</td>
</tr>
<tr>
<td>1974 (to June 30)</td>
<td>20,060,604</td>
<td>16,052,969</td>
<td>6</td>
</tr>
<tr>
<td>Total</td>
<td>90,164,454</td>
<td>63,304,885</td>
<td>20</td>
</tr>
</tbody>
</table>

Federal (UMTA) Grants by State

**TABLE III–6**

<table>
<thead>
<tr>
<th>State (or Area)</th>
<th>UMTA Grants * 6/65 through 6/74</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. New York</td>
<td>645,774,719</td>
<td>20.3</td>
</tr>
<tr>
<td>2. California</td>
<td>574,815,381</td>
<td>18.0</td>
</tr>
<tr>
<td>3. Illinois</td>
<td>364,077,185</td>
<td>11.4</td>
</tr>
<tr>
<td>4. Massachusetts</td>
<td>291,066,485</td>
<td>9.1</td>
</tr>
<tr>
<td>5. Pennsylvania</td>
<td>286,578,704</td>
<td>9.0</td>
</tr>
<tr>
<td>6. Georgia</td>
<td>161,247,953</td>
<td>5.1</td>
</tr>
<tr>
<td>7. Maryland</td>
<td>108,359,696</td>
<td>3.4</td>
</tr>
<tr>
<td>8. Connecticut</td>
<td>100,563,825</td>
<td>3.2</td>
</tr>
<tr>
<td>10. New Jersey</td>
<td>70,332,075</td>
<td>2.2</td>
</tr>
<tr>
<td>11. Ohio</td>
<td>63,286,142</td>
<td>2.0</td>
</tr>
<tr>
<td>12. Washington</td>
<td>61,850,647</td>
<td>1.9</td>
</tr>
<tr>
<td>13. Texas</td>
<td>47,395,834</td>
<td>1.5</td>
</tr>
<tr>
<td>14. Minnesota</td>
<td>42,894,921</td>
<td>1.3</td>
</tr>
<tr>
<td>15. Michigan</td>
<td>36,109,574</td>
<td>1.1</td>
</tr>
<tr>
<td>16. Florida</td>
<td>29,838,688</td>
<td>0.9</td>
</tr>
<tr>
<td>17. Hawaii</td>
<td>20,856,758</td>
<td>0.7</td>
</tr>
<tr>
<td>18. Louisiana</td>
<td>20,192,621</td>
<td>0.6</td>
</tr>
<tr>
<td>19. Oregon</td>
<td>16,709,574</td>
<td>0.5</td>
</tr>
<tr>
<td>20. Kentucky</td>
<td>13,970,649</td>
<td>0.4</td>
</tr>
<tr>
<td>21. Indiana</td>
<td>13,308,569</td>
<td>0.4</td>
</tr>
<tr>
<td>22. Tennessee</td>
<td>12,892,371</td>
<td>0.4</td>
</tr>
<tr>
<td>23. Kansas</td>
<td>11,802,123</td>
<td>0.4</td>
</tr>
<tr>
<td>24. Puerto Rico</td>
<td>11,163,993</td>
<td>0.4</td>
</tr>
<tr>
<td>25. Virginia</td>
<td>10,442,546</td>
<td>0.3</td>
</tr>
<tr>
<td>26. Wisconsin</td>
<td>10,173,316</td>
<td>0.3</td>
</tr>
<tr>
<td>Other — 26 States</td>
<td>83,656,848</td>
<td>2.7</td>
</tr>
<tr>
<td>Total</td>
<td>3,187,739,765</td>
<td>100.0</td>
</tr>
</tbody>
</table>

* Includes interstate grants divided equally to participating States.
### Federal (UMTA) Grants by Major City

**TABLE III—7**

<table>
<thead>
<tr>
<th>City</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>New York - New Jersey - Connecticut (24)*</td>
<td>$763,782,330</td>
</tr>
<tr>
<td>San Francisco (BART system - $297,695,295)</td>
<td>453,105,514</td>
</tr>
<tr>
<td>Chicago (21)</td>
<td>357,291,980</td>
</tr>
<tr>
<td>Boston (20)</td>
<td>290,210,405</td>
</tr>
</tbody>
</table>

*(Total of the above 4 represents 58.5% of total capital grant commitments)*

<table>
<thead>
<tr>
<th>City</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Philadelphia (18) (Note B)</td>
<td>180,742,214</td>
</tr>
<tr>
<td>Atlanta (2)</td>
<td>159,089,724</td>
</tr>
<tr>
<td>Baltimore (4)</td>
<td>107,216,856</td>
</tr>
<tr>
<td>Pittsburgh (5)</td>
<td>101,875,603</td>
</tr>
<tr>
<td>Washington (5)</td>
<td>79,961,122</td>
</tr>
<tr>
<td>Los Angeles (16)</td>
<td>77,182,213</td>
</tr>
<tr>
<td>Seattle (6)</td>
<td>56,702,807</td>
</tr>
<tr>
<td>Minneapolis-St. Paul (6)</td>
<td>40,652,981</td>
</tr>
<tr>
<td>Cleveland (5)</td>
<td>29,757,640</td>
</tr>
<tr>
<td>Detroit (8)</td>
<td>28,023,930</td>
</tr>
<tr>
<td>Dallas (5)</td>
<td>26,404,054</td>
</tr>
<tr>
<td>Honolulu (2)</td>
<td>20,380,906</td>
</tr>
<tr>
<td>Kansas City (5)</td>
<td>18,508,105</td>
</tr>
<tr>
<td>New Orleans (5)</td>
<td>15,195,737</td>
</tr>
<tr>
<td>Rochester (4)</td>
<td>14,820,988</td>
</tr>
<tr>
<td>Portland, Oregon (5)</td>
<td>14,636,964</td>
</tr>
<tr>
<td>St. Louis (4) (Note C)</td>
<td>13,853,059</td>
</tr>
</tbody>
</table>
Cincinnati (4) $12,985,202
Orange County, California (2) 12,676,804
San Diego (5) 11,345,448
San Juan, Puerto Rico (8) 11,163,993

(Grand total of the above 25 represents 90.9% of total capital grant commitment — $3,187,739,765 — at 6/30/74)

*Number of projects

Note A — An additional $33,019,000 in transit funding has been approved from FHWA urban systems funds.

Note B — An additional $51 million in transit funding has been approved from Interstate Transfer funds.

Note C — An additional $1,547,597 in transit funding has been approved from FHWA urban systems funds.
Per Capita (Urban) Distribution of Federal (UMTA) Grants by State

TABLE III–8

<table>
<thead>
<tr>
<th>State (or area)</th>
<th>Urban Population (Millions)</th>
<th>Per Capita Assistance (Urban)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Washington D. C.</td>
<td>.76</td>
<td>104.58</td>
</tr>
<tr>
<td>2. Massachusetts</td>
<td>4.81</td>
<td>60.51</td>
</tr>
<tr>
<td>3. Georgia</td>
<td>2.77</td>
<td>58.21</td>
</tr>
<tr>
<td>4. Connecticut</td>
<td>2.34</td>
<td>42.97</td>
</tr>
<tr>
<td>5. New York</td>
<td>15.56</td>
<td>41.50</td>
</tr>
<tr>
<td>6. Illinois</td>
<td>9.23</td>
<td>39.44</td>
</tr>
<tr>
<td>7. Maryland</td>
<td>3.00</td>
<td>36.12</td>
</tr>
<tr>
<td>8. Pennsylvania</td>
<td>8.43</td>
<td>33.88</td>
</tr>
<tr>
<td>9. Hawaii</td>
<td>.64</td>
<td>32.59</td>
</tr>
<tr>
<td>10. California</td>
<td>18.12</td>
<td>31.72</td>
</tr>
<tr>
<td>11. Washington</td>
<td>2.48</td>
<td>24.94</td>
</tr>
<tr>
<td>12. Minnesota</td>
<td>2.53</td>
<td>16.95</td>
</tr>
<tr>
<td>13. Oregon</td>
<td>1.40</td>
<td>11.94</td>
</tr>
<tr>
<td>15. Alaska</td>
<td>.14</td>
<td>9.21</td>
</tr>
<tr>
<td>16. Nebraska</td>
<td>.91</td>
<td>9.21</td>
</tr>
<tr>
<td>17. Louisiana</td>
<td>2.41</td>
<td>8.38</td>
</tr>
<tr>
<td>18. Kentucky</td>
<td>1.68</td>
<td>8.31</td>
</tr>
<tr>
<td>19. Ohio</td>
<td>8.02</td>
<td>7.89</td>
</tr>
<tr>
<td>20. Delaware</td>
<td>.40</td>
<td>7.51</td>
</tr>
<tr>
<td>21. West Virginia</td>
<td>.68</td>
<td>6.64</td>
</tr>
<tr>
<td>22. New Hampshire</td>
<td>.42</td>
<td>6.17</td>
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<tr>
<td>23. Tennessee</td>
<td>2.30</td>
<td>5.61</td>
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<tr>
<td>24. Michigan</td>
<td>6.55</td>
<td>5.51</td>
</tr>
<tr>
<td>25. Florida</td>
<td>5.47</td>
<td>5.45</td>
</tr>
<tr>
<td>26. Texas</td>
<td>8.92</td>
<td>5.31</td>
</tr>
<tr>
<td>27. Colorado</td>
<td>1.73</td>
<td>4.98</td>
</tr>
<tr>
<td>28. Utah</td>
<td>.85</td>
<td>4.96</td>
</tr>
<tr>
<td>29. Arizona</td>
<td>1.41</td>
<td>4.30</td>
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<tr>
<td>30. Puerto Rico</td>
<td>2.71</td>
<td>4.12</td>
</tr>
<tr>
<td>31. Vermont</td>
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<td>4.08</td>
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<td>3.37</td>
<td>3.95</td>
</tr>
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<td>33. Rhode Island</td>
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<td>3.79</td>
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<td>2.93</td>
<td>3.56</td>
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<td>35. Wisconsin</td>
<td>2.91</td>
<td>3.50</td>
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<td>36. Iowa</td>
<td>1.62</td>
<td>3.23</td>
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<td>37. Oklahoma</td>
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<td>3.03</td>
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<td>38. Mississippi</td>
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<td>39. Arkansas</td>
<td>1.41</td>
<td>2.00</td>
</tr>
<tr>
<td>40. Kansas</td>
<td>1.48</td>
<td>1.72</td>
</tr>
<tr>
<td>State (or area)</td>
<td>Urban Population Millions</td>
<td>Per Capita Assistance (Urban)</td>
</tr>
<tr>
<td>-------------------------</td>
<td>---------------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>Alabama</td>
<td>2.01</td>
<td>1.70</td>
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<tr>
<td>New Mexico</td>
<td>.71</td>
<td>1.51</td>
</tr>
<tr>
<td>North Carolina</td>
<td>2.28</td>
<td>1.47</td>
</tr>
<tr>
<td>Maine</td>
<td>.50</td>
<td>1.16</td>
</tr>
<tr>
<td>Montana</td>
<td>.37</td>
<td>.93</td>
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<tr>
<td>South Carolina</td>
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<td>.13</td>
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<td>Missouri</td>
<td>3.28</td>
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</tr>
<tr>
<td>Idaho</td>
<td>.38</td>
<td>.....</td>
</tr>
<tr>
<td>South Dakota</td>
<td>.30</td>
<td>.....</td>
</tr>
<tr>
<td>North Dakota</td>
<td>.27</td>
<td>.....</td>
</tr>
<tr>
<td>Wyoming</td>
<td>.20</td>
<td>.....</td>
</tr>
<tr>
<td>U. S. Total</td>
<td>148.91</td>
<td>21.41</td>
</tr>
<tr>
<td>Ten Most Urban Populous States</td>
<td>91.48</td>
<td>26.33</td>
</tr>
<tr>
<td>All States Average</td>
<td></td>
<td>13.23</td>
</tr>
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</table>
Federal (UMTA) Technical Study Grants To Ohio Cities By Recipient

**TABLE III–9**

<table>
<thead>
<tr>
<th>Grant No.</th>
<th>Agency</th>
<th>Approval Date</th>
<th>Federal Participation</th>
</tr>
</thead>
<tbody>
<tr>
<td>OH-09-0001</td>
<td>Akron Metropolitan Regional Transit Authority</td>
<td>8/28/67</td>
<td>$17,687</td>
</tr>
<tr>
<td>OH-09-0002</td>
<td>City of Toledo</td>
<td>9/20/68</td>
<td>21,220</td>
</tr>
<tr>
<td>OH-09-0003</td>
<td>City of East Liverpool</td>
<td>10/29/69</td>
<td>15,590</td>
</tr>
<tr>
<td>OH-09-0004</td>
<td>Stark Council of Governments</td>
<td>6/16/69</td>
<td>41,000</td>
</tr>
<tr>
<td>OH-09-0005</td>
<td>Montgomery County Planning Commission</td>
<td>11/5/69</td>
<td>23,500</td>
</tr>
<tr>
<td>OH-09-0006</td>
<td>Mahoning Valley Regional Mass Transit Authority</td>
<td>6/15/70</td>
<td>69,876</td>
</tr>
<tr>
<td>OH-09-0007</td>
<td>Lucas Co., Planning Commission Amended 12/27/72 to total</td>
<td>8/28/70</td>
<td>45,490</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>66,062</td>
</tr>
<tr>
<td>OH-09-0010</td>
<td>Montgomery County Planning Commission</td>
<td>5/28/71</td>
<td>104,000</td>
</tr>
<tr>
<td>OH-09-0011</td>
<td>Central Ohio Transit Authority</td>
<td>11/4/71</td>
<td>76,442</td>
</tr>
<tr>
<td>OH-09-0012</td>
<td>Northeast Ohio Areawide Coordinating Agency Amended 10/27/72 to total</td>
<td>5/2/72</td>
<td>582,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>678,620</td>
</tr>
<tr>
<td>OH-09-0013</td>
<td>Southwest Ohio Regional Transit Authority</td>
<td>5/24/73</td>
<td>182,000</td>
</tr>
<tr>
<td>OH-09-0014</td>
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Total Amount of Federal Participation  $3,804,056
## TABLE III-10

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**TOTAL APPROVED APPLICATIONS** $66,979,440  $49,063,729  $2,560,367

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<th>Applicant</th>
<th>No.</th>
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**TOTAL PENDING APPLICATIONS** $23,925,769  $23,925,769  $296,258

**NOTE:** *= Maximum  **= Minimum  A = Amended Application  † = Grant Amounts for Pending Projects are Estimated