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TRANSIT IN THE 80's:

Looking Ahead

October, 1983

prepared by the

Iowa Public Transportation Assn.

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Executive Summary

Dramatic improvements in Iowa's 33 transit systems have resulted in affordable and accessible transportation for thousands of citizens. Public transportation has provided a lifeline to work and school, to doctors and friends, to the world outside the confines of one's home. Mobility has been particularly crucial for elderly Iowans and residents in isolated rural areas.

Public transit also has played an important role in energy conservation and in improving environmental quality.

Public transit is now responding to the impacts of deregulation by attempting to provide increased service to those communities whose only mode of transportation is now public transit.

In many ways, Iowa's transit systems have demonstrated that "Transit Means Business."

To date, mass transit agencies have relied heavily on local farebox revenues and federal aid* for operating and capital expenses. In contrast, the state contributed only six percent towards those costs in FY83, which is down from seven percent in FY82, although state transportation leaders led the call earlier to bolster mass transit in the 1970's.

The transit systems now face economic calamity and possible collapse. The federal government plans to pull out almost \$1.6 million in aid in FY84. That enormous loss, combined with inflation, increased costs and capital improvement expenses, will create a total deficit in transit funds of \$25 million.

Ways must be found to replace those missing funds. Cities, which pay subsidies, and riders who pay fares cannot be expected to do the job alone.

* Federal aid from Urban Mass Transportation Administration (UMTA)

Transit now turns to the other partner, the state. There are steps that can be taken on this level to establish new sources of money and preserve current service levels.

These include:

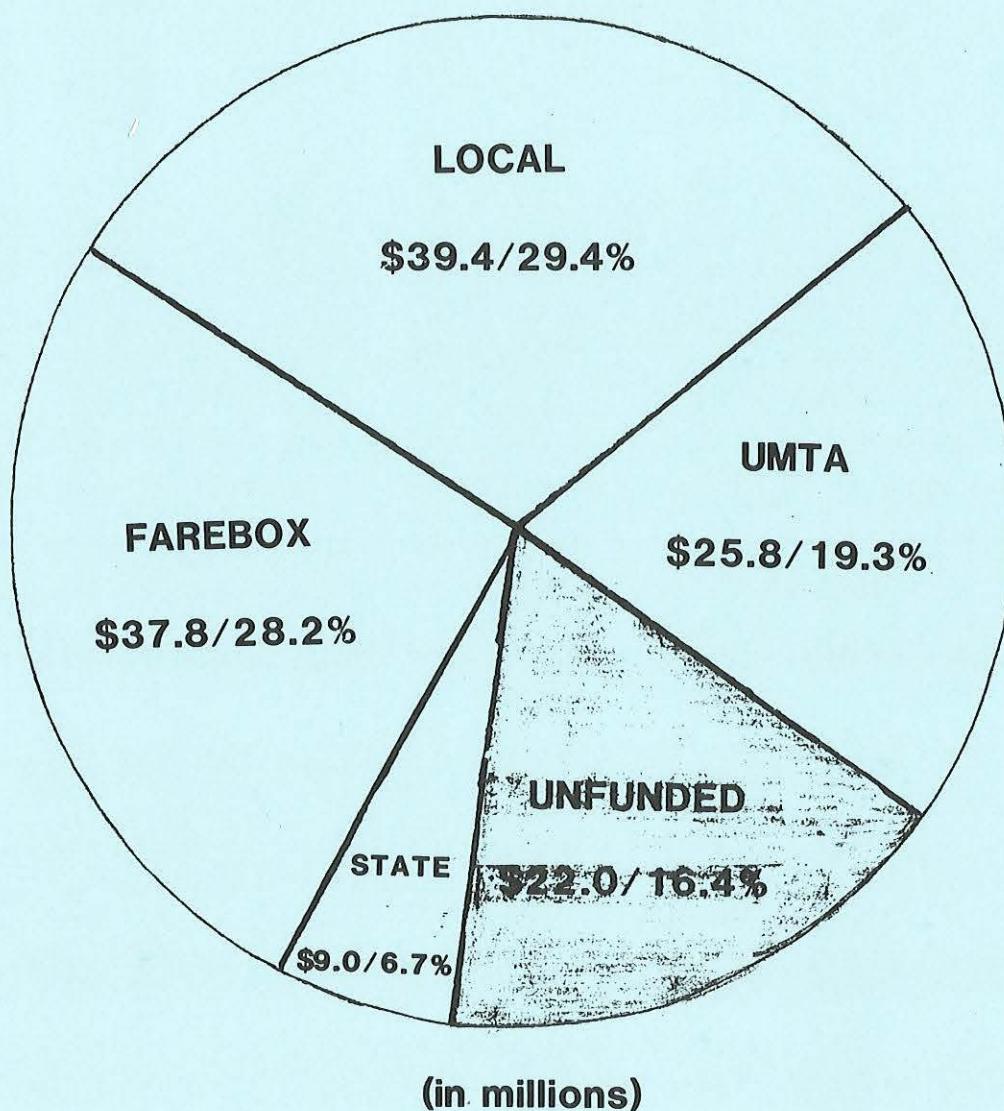
- Passing legislation which removes the payback provision of the \$1 million Public Transit Loan Program and which changes the loan to a continuous appropriation.
- Appropriating an additional \$9.5 million to public transit through FY86.
- Passing legislation allowing local option taxes dedicated to transit.
- Consolidating transportation needs in various agencies, including the departments of social services and education, to reduce costs and eliminate duplication of services.
- Passing a statewide public transportation 'Declaration of Intent and Purpose'.

Iowa's public transit systems have spent the last decade proving that they mean business. The dilemma now faced is whether they can stay in business.

The time is now for the state to meet its obligation in the partnership between transit agencies and governments to keep Iowans mobile. Private business has spoken through the Governor's Blue Ribbon Task Force, various Chambers of Commerce and Downtown Associations, and declared transit services need to be retained. State leaders must now decide if they are going to stay in the transit business, or if the partnership should be dissolved.

THREE YEAR CAPITAL & OPERATING BUDGETS COMBINED

FY 84-86



TOTAL FUNDS NEEDED \$134.0 million

Preface

Transit Means Business

Iowa's public transit systems employ in excess of 1,200 employees. These people are all productive members of Iowa's economy--earning a living, paying taxes and purchasing their commodities in this state. In addition, Iowa's transit systems provide a means by which approximately 75,000 people a day are able to move throughout the cities and counties of Iowa, most of them traveling to and from shopping, medical and other professional life support activities. These people depend on Iowa's transit systems to earn their living and to dispose of portions of their income in Iowa market places.

Iowa's transit systems serve more than the elderly, handicapped and disadvantaged in Iowa. Iowa's transit systems serve all citizens of the state, including it's workers and it's taxpayers. Therefore, it is an integral part of Iowa's economic stability. To fail to make a commitment to sustaining Iowa's public transportation systems is to restrict the growth and viability of Iowa's economic system. Now is the time to approve a statewide public transit 'Declaration of Intent and Purpose' before it's too late.

FY83 Objectives

The IPTA Transit Plan Update, published in September 1982, maps strategy for the state transit systems to meet the financial challenges of the 1980's. During the 1970's, Iowa's public transportation networks organized and improved themselves to show residents that "Transit Means Business." The question now facing those systems is whether transit can stay in business.

The Plan also showed that eliminating federal transit operating assistance would result in a revenue loss of \$9.0 million to state transit systems by fiscal year 1986. A loss of this magnitude makes it virtually impossible to maintain present levels of service.

An analysis of what could happen if Iowa systems lose their federal aid showed that some operations would have to close down while the rest would suffer irreparable setbacks due to increased fares and reduced service. IPTA identified and analyzed several possible ways to refinance and support public transportation systems so they could maintain present levels of operation and also establish funding predictability.

IPTA recommended the following:

- A) Securing an additional \$25 million over the next three years to maintain today's service levels. Federal losses in operating assistance during the next four years are projected to be \$18.9 million, and an additional \$6 million is needed to continue with necessary capital acquisitions. Realizing that the provision of public transportation in Iowa is a partnership of local and state governments, IPTA proposed that the state act to commit funding to offset half of these operating losses and capital needs, and pass legislation providing local governments with the ability to generate the other half.

- (1) IPTA urged the state to commit an additional \$12.5 million over the next three years to the maintenance of existing transit services and the purchase of necessary capital.
- (2) IPTA urged that the Iowa legislature pass enabling legislation that provides for the implementation of local option taxes which can be designated to supporting the needs of public transportation in the State of Iowa.

Realizing that Iowa's public transit systems could be only twelve months away from substantial losses in operating assistance, IPTA urged that this enabling legislation be passed as soon as possible in order that Iowa's cities and counties have adequate time to take the proper steps to implement local option taxes.

B) Identifying funds that are expended in the social service and educational areas for transportation purposes and take appropriate actions to eliminate any duplication and waste in the expenditure of those funds. In the FY82-83 budgets, it was identified that the State Department of Social Services expended \$31.3 million to administer and implement transportation programs for their clients. Also, the Department of Public Instruction spent in excess of \$57.5 million to administer a school transportation system of 7,000 vehicles. The cost per student is \$221 for a nine-month period.

IPTA suggested that a substantial portion of the additional \$12.5 million needed to sustain transit over a three-year period could be derived by seeking coordinated efficiencies in the transportation operations of social services and public instruction. IPTA also suggested the additional \$12.5 million over a three-year period was money well spent to serve the transportation needs of the 20,000,000 riders on Iowa's transportation systems.

- C) IPTA urged adoption of a predictable and dedicated funding mechanisms for public transportation at the local level. The business of providing public transportation for Iowa's citizens is a joint venture between the state and local governments. Once the state has provided enabling legislation for the local governments, it is necessary for those local governments to take definitive action to provide for the continuation of public transit services.
- D) IPTA urged enactment of coordinated policies and practices normally considered outside the realm of transportation that can have a positive or negative effect on the efficiency of transit operations. Such things as parking strategies, land use planning, and local ordinances and codes related to the physical characteristics of developments all have an impact upon the success of transit operations. The state and local governments need to take actions to ensure that future business and residential developments in the State of Iowa not only preserve our prime agricultural land and generate jobs, but also that they be controlled and designed in such a way that they can be adequately served by existing private or public transportation systems.

FY83 Results

Nearly a year has passed since the IPTA Plan Update was published. The problem of federal funding withdrawal remains, but progress has been made.

- The Governor's Blue Ribbon Task Force on Transportation went on record as supporting public transit in Iowa by recommending that the present size (1982 level) of the statewide public transportation network be retained. The Task Force further recommended that state involvement in the public transit program should be continued at the 1976 appropriation level of \$2 million with incremental increases to account for inflation and the maintenance of the original purchasing power of that appropriation. In FY83 those incremental increases would have resulted in a recommended appropriation of \$3.5 million.
- The Iowa State Transportation Commission adopted and proposed public transit funding levels for fiscal years 1984 and 1985 of \$6.9 million and \$6.4 million respectively. Although a sizeable portion of the proposed funding levels was earmarked for special transit-related projects, such as a statewide bus bank, the Commission, nevertheless, proposed a \$4.2 million appropriation for FY84 which would flow directly to Iowa's transit systems for operational and capital needs.
- In the last session the Iowa Legislature established two interim study committees. One is to investigate coordination potentials between public transit systems and social service agencies, and the other to analyze potential funding sources for public transit assistance. The establishment of these committees substantiates the increased awareness of public transit's needs among Iowa's legislators.

--- The Iowa Legislature in the last session appropriated an additional \$1 million advance funding program for public transit assistance during fiscal year 1984. This appropriation is considered an advance of funds to be received for public transit assistance under the Surface Transportation Assistance Act of 1982, and scheduled to be reimbursed in fiscal year 1985. While the exact nature of this appropriation and administration thereof are still uncertain, the action represents another supportive measure for public transit on behalf of Iowa's legislators. However, further legislation is necessary before public transit will realize the benefits of this additional appropriation.

In addition to the progress which IPTA has made during the past year regarding public transit issues, IPTA also realized progress in the conduct of its basic charge -- providing cost-effective public transportation. For example:

- In FY83, annual ridership on Iowa's public transit systems increased from 20.27 million riders to 21.15 million riders, a reversal of the trend experienced in FY82;
- Farebox revenue from the state's large and small urban transit systems increased by 6%; and
- Iowa's 16 regional transit systems experienced the largest ridership increase since FY80.

During fiscal year 1983, many positive strides were made by the public transit industry in Iowa. However, the major issue confronting all public transit systems remains unresolved -- adequate and predictable funding.

Prospects for the Future

What's in store for fiscal year 1984? It could be more of the same. The removal of federal operating assistance to public transit systems, while not imminent, still looms on the horizon. Deregulation in the private transportation sector has left an additional 48 Iowa communities without access to inter-city transportation service and has placed a burden on Iowa's public transit rural and small urban systems to fill the void. There are still no dependable sources of funding public transit at the local level to maintain existing services, much less to assume the citizens' needs as a result of private sector transportation losses.

The FY84 operating budgets for Iowa's 33 public transit systems total \$29.9 million, an increase of approximately \$2.7 million from FY83. This increase is due, in part, to increased service levels resulting from deregulation, increased labor and material costs, increased operating insurance costs, and increased service levels resulting from Iowa's citizenry needs for public transit. How will Iowa's public transit systems afford this increase? There are no easy or immediate answers without state legislative actions.

Federal Assistance

In late 1982, Congress passed the Surface Transportation Assistance Act of 1982 (STA-82). This was to be the first national dedicated revenue source in public transit's history. However, this Act has not become the transit funding savior that many had hoped and thought.

The STA-82 incorporated three major funding mechanisms for Iowa's transit systems. Section 3 Discretionary funding for Capital and Section 9 block grant funding for both Capital and Operating expenses. This Section 9 funding is primarily for large urban systems and the Act continued the Section 18 program for small urban and rural systems.

Section 3 is to be funded with proceeds from transit's 1¢ gasoline tax revenue. In addition, Section 3 lowered the federal match from 80% to 75% beginning in FY85. Section 3 is to be used for capital purchases which cannot be accommodated by Section 9 block grant funding. Mainly the Section 3 program includes new rail starts (45% of funds); rail modernization and upgrading (45% of funds); or any large bus purchases (10% of funds). Although money under Section 3 is discretionary, very little, if any, of this penny will make its way into any Iowa transit system. The reason: almost all this \$1.225 billion (90%) for FY84 is earmarked for either new rail starts or rail modernization. Only \$1.95 million for large bus purchases (50 buses purchased and up are considered large). Section 3 monies will be for these extraordinary bus purchases only.

Section 9 is a capital and operating block grant program funded from federal revenues. The fiscal year 1984 appropriation's bill signed by the President is far less than was appropriated in FY83. Under the Section 9 Block Grant, a portion of the funds available to each area is earmarked for Operating and Capital, and the total amounts available to each area have been "capped." Thus, the Act that many thought would provide for the continued viability of transit operations failed to address the main problem -- the eventual loss of federal operating assistance. As the federal role shrinks, particularly in terms of operating assistance, (capped at less than fiscal 1982), other funding sources must be found to replace it.

The reduction in operating funds from the federal government places more pressure on local sources of funding for transit when other human service program funding is also being drastically reduced. Local funding sources could be pressed for a decision to a difficult question of more operating funds to avoid service reductions and fare increases by differing capital improvements. This type of decision will ultimately create major operational problems with automatic higher operational costs by using obsolete or worn out equipment.

Presently, capital equipment for transit can be purchased on a 80% federal/20% local basis under the Section 9 program through FY85. The capital funding participation changes to 75%/25% in FY86.

In FY84, Iowa's transit systems have applied for \$11,697,192 in capital acquisitions. Below is a breakdown of the total capital funding requirement for 1984 between federal, state and local sources.

FY84 Total Capital Funding Requirements*	
Total Requirement	\$11,697,192
Federal Share (79.2%)	\$ 9,267,853
State Share (.9%)	\$ 103,261
Local Share (19.9%)	\$ 2,326,078

*Source Iowa Public Transit Program of Project FY84, IDOT, June 1983, and IPTA Survey of Transit Systems.

The majority of these capital commitments for FY84 are for the purchase of transit vehicles and the construction of transit operating facilities. Iowa's 33 transit systems will purchase 110 vehicles (depending upon bid prices), most of them to be used to replace existing equipment. The regional systems will be purchasing 73 of these vehicles. Five systems will be constructing or expanding their maintenance facilities, and 24 transit systems will be purchasing miscellaneous equipment such as shelters, radios, wheelchair lifts, etc. The local contribution to make these capital purchases is \$2,326,078 (19.9% of the total), and the state is contributing \$103,261 (.9% of the total).

The problem facing Iowa's transit systems is this: Numerous transit vehicles are going to have to be replaced between fiscal years 1984 and 1988. Statistics produced by the Iowa DOT transit division indicate that \$37.3 million must be spent between fiscal years 1985 and 1988 for rolling stock only. Numerous urban systems are now finding it necessary to defer capital purchases because the local money is simply not available, and every dime of local money that can be found is being plugged into the operating budgets.

It is necessary that Iowa's transit systems have the ability to make these capital purchases during the next five years, and a minimum of \$2.5 million is needed annually as local match to make purchases to complete the construction of ground transportation centers, new facilities, and fleet replacement. While the federal government is encouraging Iowa's transit systems to make more capital purchases and to use their operating funds to make these purchases, without some kind of increased assistance from the state or increased capabilities of raising local funds, it is impossible to make any capital purchases unless significant cutbacks are made in the operations of Iowa's transit systems.

State Assistance

In FY83, the State of Iowa contributed approximately 6% of the total operating costs for Iowa's public transit systems. During FY84, it is estimated that the state's participation will decrease to 5.7%. Assuming the State of Iowa continues to fund public transit at the present level of \$1.908 million, by FY86 the State of Iowa will only be contributing 4.3% of the total costs necessary to operate public transit throughout the state.

The partnership formed in the 1970's between federal, state and local governments to support Iowa's public transit systems was predicated on an equitable distribution of the financial obligations necessary to operate dependable public transit services. During the years immediately following the advent of state involvement, state participation was allowed to stagnate while the federal and local governments increased their level of support for the growing transit industry.* In recent years as the federal government's financial participation has begun to decline, state funding has continued relatively stable -- even showing a very small decline. The result is that local governments have had to come up with even greater annual increases in funding for transit these last couple of years than they had been doing all along. Meanwhile, the burden of

* Chart from 1980 Plan Update

supporting many other necessary government services has been put on local jurisdictions to the point that many local governments have exhausted their capabilities for providing increased financial aid. The future of public transit in Iowa now rests in the hands of the state legislature.

What Must Be Done

It is obvious what IPTA has to accomplish in 1984. IPTA members must convince cities and counties in the state to support positive federal legislation. We must add the names of the Iowa legislature, the Iowa State Association of Counties, the League of Iowa Municipalities, and any other groups in this state to the list of those organizations across the country that are supporting transit. IPTA members must also cause action to be taken in the State of Iowa, it's counties and it's cities, to address the problems of funding public transportation in the following ways:

A) ELIMINATE LOAN PAYBACK---

IPTA urges the Iowa legislature to adopt legislation which will eliminate the payback provision of the \$1 million Public Transit Loan Program and, in addition, changes the loan to a continuous appropriation.

The current nature of the loan program is counterproductive to transit. In order to take advantage of the loan proceeds, transit systems are forced to assume liabilities which must be repaid from the constantly shrinking pot of federal funds. The adoption of the loan program is evidence of the legislature's understanding of the need for additional financial assistance for transit in Iowa. IPTA applauds the intent of the loan program and encourages the legislature to adopt legislation which will allow for realization of that intent.

B) ADDITIONAL FUNDING----

Based upon implementation of Proposal A, IPTA must secure an additional \$22 million over the next three years if Iowa's transit systems are to maintain today's service levels. Federal losses in operating assistance during the next three years are projected to be \$18.9 million and an additional \$6 million is needed to combine with necessary capital

improvements. Realizing that the provision of public transportation in Iowa is a partnership between local and state governments as well as private businesses, IPTA proposes:

1. That the state commit an additional \$11 million to the maintenance of existing transit services and the purchase of necessary capital over the next three years.
2. That the Iowa Legislature pass enabling legislation that provides for the implementation of local option taxes which includes a certain percentage of revenues dedicated to supporting the needs of public transportation in the State of Iowa. It is essential that the business of providing public transportation for Iowa's citizens be a joint venture between the state and local governments. The passage of enabling legislation for local option taxes would provide local governments with increased opportunities and responsibilities for supporting public transit based upon local decisions.

C) COORDINATION---

The state must identify funds that are expended in the social service and educational areas for transportation purposes and take appropriate actions to eliminate any duplication and waste in the expenditure of those funds.

IPTA continues to suggest that a substantial portion of the additional \$9.5 million needed to sustain transit over a three-year period can be derived by seeking efficiencies in the transportation operations of social services and public instruction. IPTA also suggests that the additional \$9.5 million over a three-year period is money well spent to serve the transportation needs of the 20 million riders on Iowa's transportation systems. IPTA will also work closely with the Interim Study Committee on coordination in achieving this objective.

D) STATEMENT OF PURPOSE---

The state legislature must adopt a statewide public transit 'Declaration of Intent and Purpose' as follows:

Declaration of intent and purpose. We, the legislature, find that an increasing number of municipally owned, or leased, and operated transportation systems in the urban and rural areas of the State of Iowa as in the nation, are finding it impossible from the revenues derived from tolls, tariffs and fares, to maintain the financial solvency of such systems, and as a result thereof such municipalities have been forced to subsidize such systems to the detriment of other essential public services.

All persons in a community benefit from a solvent and adequate public transportation system, either directly or indirectly, and the responsibility of financing the operation, maintenance, and capital needs of such systems is a community obligation and responsibility which should be shared by all.

We further find and declare that the maintenance and operation of an adequate public transportation system is a top priority item and is essential to the economic, industrial and cultural growth, development and prosperity of a municipality and of the state and nation, and to protect the health and welfare of the residents of such municipalities and the public in general.

We further find and declare that the appropriation of general funds, levying and collection of taxes by such municipalities as authorized in the Iowa Code, Section 384 is necessary and any funds so derived and expended are for a public purpose for which public funds may properly be used.

Total Operating Budget Needs

<u>SMALL URBAN</u>	<u>Actual FY83</u>	<u>FY84</u>	<u>FY85</u>	<u>FY86</u>
Ames	\$ 920,788	\$1,212,000	\$1,400,000	\$1,500,000
Bettendorf	307,293	305,906	396,479	436,127
Burlington	589,497	606,336	643,278	675,442
Clinton	442,997	422,000	443,000	466,000
Coralville	473,209	589,198	589,623	636,393
Iowa City	1,911,842	2,161,770	2,193,285	2,224,800
Mason City	235,437	297,827	284,879	313,367
Marshalltown	190,000	200,000	215,000	220,000
Muscatine	278,176	303,500	346,700	381,300
Ottumwa	287,222	322,729	306,901	335,627
TOTAL	\$5,636,461	\$6,421,266	\$6,819,145	\$7,189,056
<u>LARGE URBAN</u>				
C.Rapids	\$2,256,348	\$2,100,000	\$2,730,181	\$3,003,200
C.Bluffs	892,911	799,177	833,519	875,194
Davenport	2,521,864	2,134,087	2,302,571	2,417,700
Des Moines	7,053,125	7,422,671	7,844,677	8,290,940
Dubuque	1,500,875	1,392,856	1,463,172	1,535,000
Sioux City	1,474,526	1,623,800	1,159,500	1,120,500
Waterloo	1,625,631	1,759,608	1,869,104	1,988,562
TOTAL	\$17,325,280	\$17,232,199	\$18,202,724	\$19,231,096
<u>REGIONAL</u>				
1	\$355,069	\$407,143	\$460,000	\$520,000
2	208,389	250,391	258,996	266,000
3	355,000	368,000	380,000	390,000
4	189,454	239,658	229,239	252,163
5	235,404	119,515	110,000	100,000
6	160,800	178,950	190,000	201,500
7	253,700	621,410	652,480	685,104
8	105,765	138,247	136,600	155,300
9	232,057	313,186	299,600	329,500
10	668,374	805,000	770,000	808,000
11	597,323	726,263	791,706	842,609
12	161,185	217,000	239,000	257,000
13	229,394	372,679	384,100	422,500
14	260,985	291,630	253,591	253,591
15	444,838	564,827	344,112	352,738
16	195,000	241,258	220,279	231,293
TOTAL	\$4,652,737	\$5,855,157	\$5,719,703	\$6,067,298
GRAND TOTAL	\$27,614,478	\$29,508,622	\$30,741,572	\$32,487,450

Source: 1983 through 1988 Iowa Transportation Improvement Program, Iowa DOT.

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Capital Expenditures For FY84

Attachment 2.

	Other	Sec.18	Sec.5	Sec.3	Local	State	Sec.9A	16-B-2	Total
SMALL URBAN									
#Ames	---	181,440	---	1,500,000	449,110	5,000	---	---	\$2,135,550
*Bettendorf	---		75,152	---	14,091	4,697			93,940
*Burlington	---	---	---	---	---	---	---	---	-0-
*Clinton	---	19,840	---	---	4,960	---	---	---	24,800
*Coralville	---	---	---	327,800	112,434	---	---	---	440,234
*Iowa City	---	---	---	752,800	250,934	---	---	---	1,003,734
*Mason City	---	96,000	---	---	24,000	---	---	---	120,000
#Mrsh'twn	---	---	---	192,000	26,000	22,000	---	---	240,000
#Muscatine	---	64,000	---	188,250	74,750	4,000	---	---	331,000
#Ottumwa	---	21,464	---	---	4,558	4,558	---	---	30,580
TOTAL	---	\$ 382,744	\$ 75,152	\$ 2,960,850	\$ 960,837	\$ 40,255	---	---	\$ 4,419,838
LARGE URBAN									
#C. Rapids	---	---	\$ 228,893	---	175,321	---	472,392	---	876,606
*C. Bluffs	---	---	---	---	---	---	---	---	---
*Davenport	---	---	---	---	12,267	24,533	147,200	---	184,000
#Des Moines	---	---	---	---	123,456	58,850	754,224	---	936,530
#Dubuque	---	---	---	60,000	40,000	---	---	---	100,000
*Sioux Cty.	---	---	---	---	22,541	2,963	102,016	---	127,520
*W'llo	384,160	---	280,000	1,780,240	---	---	---	---	2,444,400
TOTAL	\$ 384,160	---	\$ 508,893	\$ 1,840,240	\$ 373,585	\$ 86,346	\$ 1,475,832	---	\$ 4,669,056
REGIONAL									
1	\$ 15,664	---	---	---	---	---	---	\$ 62,656	\$ 78,320
2	---	\$ 104,000	---	---	\$ 26,000	---	---	---	130,000
3	---	---	---	---	11,990	---	---	47,960	59,950
4	---	---	---	---	3,600	---	---	14,400	18,000
5	---	---	---	\$ 99,996	33,332	---	---	---	133,328
6	---	92,000	---	---	20,000	\$ 3,000	---	---	115,000
7	---	12,000	---	---	3,000	---	---	---	15,000
8	43,560	---	---	---	---	---	---	174,240	217,800
9	17,600	---	---	---	---	---	---	70,400	88,000
10	---	---	676,200	225,400	---	---	---	---	901,600
11	---	180,000	---	45,000	---	---	---	---	225,000
12	---	63,200	---	15,800	---	---	---	---	79,000
13	---	36,800	---	8,850	350	---	---	---	46,000
14	---	---	---	7,800	4,200	---	48,000	---	60,000
15	---	---	131,250	66,070	14,880	---	148,800	---	361,000
16	1,970	---	---	5,910	7,880	---	63,040	---	78,800
TOTAL	\$ 78,794	488,000	---	907,446	472,752	30,310	---	629,496	2,606,798

Source: *Iowa Public Transit Program of Projects FY84, Iowa DOT.

#IPTA Survey of Transit Systems.

Ridership

Attachment 3.

<u>Small Urban</u>	<u>FY83</u>	<u>% Inc./Decrease</u>
Ames	1,212,561	
Bettendorf	123,294	
Burlington	450,000	
Clinton	413,021	
Coralville	529,364	
Iowa City	2,465,832	
Mason City	131,000	
Marshalltown	67,510	
Muscatine	113,823	
Ottumwa	212,560	
TOTAL	5,718,965	6%+

<u>Regional</u>	<u>FY83</u>	<u>% Inc./Decrease</u>
1	141,969	
2	176,877	
3	188,200	
4	90,000	
5	83,111	
6	48,000	
7	112,669	
8	42,870	
9	47,900	
10	300,000	
11	249,681	
12	121,656	
13	61,000	
14	75,000	
15	202,723	
16	105,479	
TOTAL	2,047,135	14%+

<u>Large Urban</u>	<u>FY83</u>	<u>% Inc./Decrease</u>
Cedar Rapids	1,995,000	
Council Bluffs	476,343	
Davenport	1,664,670	
Des Moines	5,241,353	
Dubuque	829,006	
Sioux City	2,140,000	
Waterloo	872,245	
TOTAL	13,218,617	2%+

GRAND TOTAL	20,984,717
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Source: 1983 through 1988 Iowa Transportation Improvement Program, Iowa DOT

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Revenue

Attachment 4.

<u>SMALL URBAN</u>	<u>FY83</u>
Ames	\$291,886
Bettendorf	36,567
Burlington	113,188
Clinton	125,163
Coralville	213,223
Iowa City	742,800
Mason City	80,000
Marshalltown	30,000
Muscatine?	49,000
Ottumwa	59,800
TOTAL	\$1,741,627

<u>Regional</u>	<u>FY83</u>
1	\$42,950
2	31,000
3	34,048
4	28,919
5	39,169
6	6,000
7	3,000
8	-0-
9	22,821
10	77,800
11	77,124
12	29,916
13	44,532
14	44,960
15	10,575
16	-0-
TOTAL	\$492,814

<u>LARGE URBAN</u>	<u>FY83</u>
Cedar Rapids	\$ 687,800
Council Bluffs	282,166
Davenport	500,000
Des Moines	3,330,489
Dubuque	325,346
Sioux city	437,290
Waterloo	293,496
TOTAL	\$5,856,587

GRAND TOTAL	\$8,098,780
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Source: Iowa Public Transit Program of Projects FY83: Operating, Capital, Federal, State, Local Funds, Iowa DOT.

