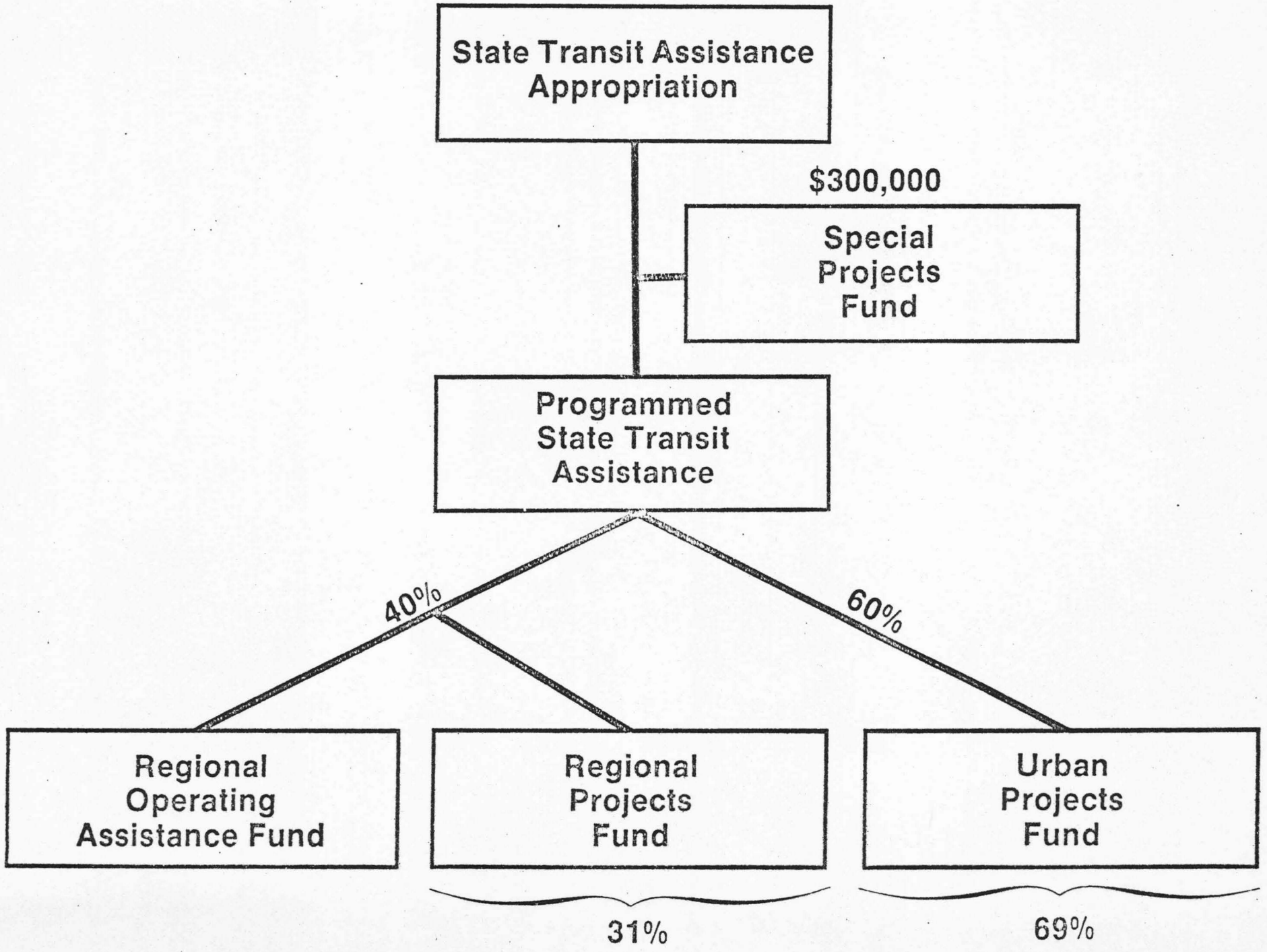


HE
213
.18
S7
1981

STATE TRANSIT ASSISTANCE
PROGRAMMING

FEBRUARY 17, 1981



State Transit Assistance
Appropriation

\$300,000
Special
Projects
Fund

Programmed
State Transit
Assistance

Regional
Operating
Assistance Fund

Regional
Projects
Fund

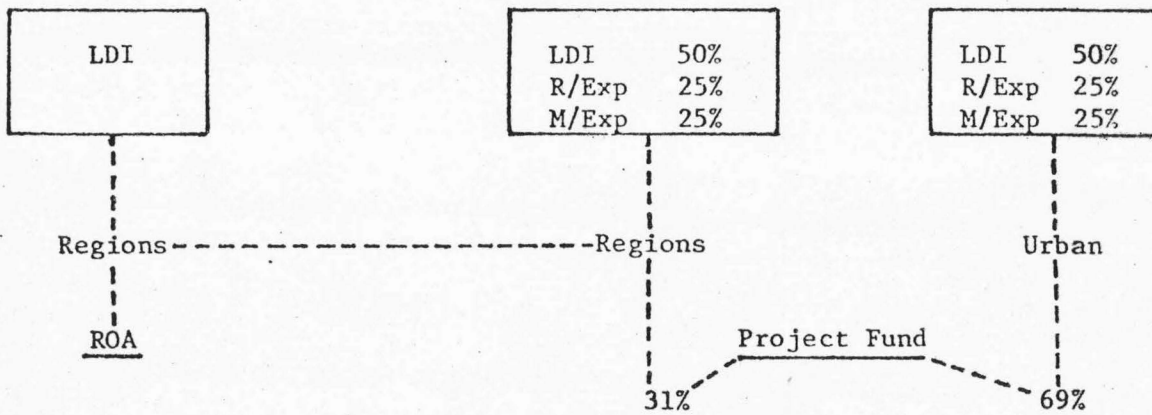
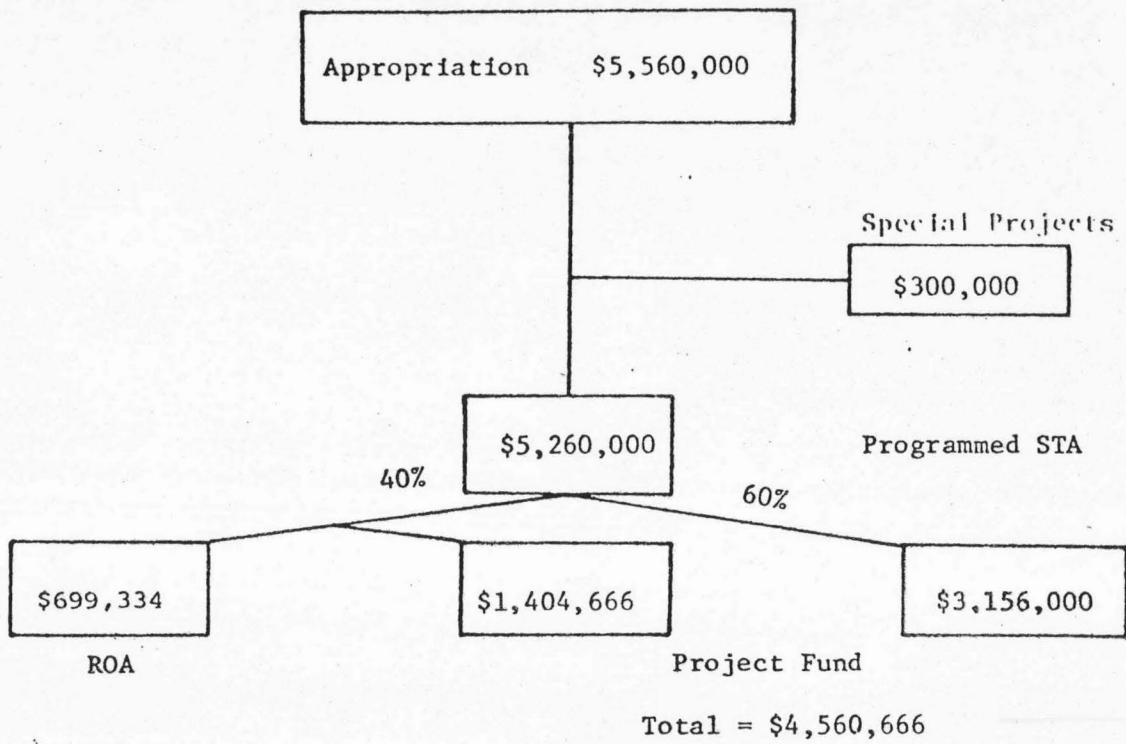
Urban
Projects
Fund

40%

60%

31%

69%



PROGRAMMING FACTORS

LDI

Locally determined income encourages local financial commitment -- a necessary component of a successful transit system. LDI also considers system size.

**Ridership
Expense**

The ridership to expense performance ratio is a factor which reflects efficiency in serving demand for transit. (regardless of size)

**Revenue Miles
Expense**

The revenue miles to expense performance ratio is an indicator of efficiency in supplying transit service. (regardless of size)

REGIONAL OPERATING ASSISTANCE FUND

- A region may receive up to 20 percent of its last known total operating expense.
- An individual region's share of this fund is based on that region's percent of all 16 region's locally determined income.*
- A region is eligible for the lesser of the above two values.

*All transit system income minus U.S. and Iowa DOT

REGIONAL OPERATION ASSISTANCE FUND EXAMPLE

- "Region 17" FY 81 operating expenses = \$150,000
- 20% of "Region 17" operating expenses = \$30,000
- Total LDI for all regions = 260,000
- LDI for "Region 17" = 13,000
- Region 17's LDI share = $\frac{13,000}{260,000} = 5\%$
- Region 17's LDI eligibility = $5\% \times \$699,300 = 34,965$
- Consider the lesser (34,965 vs. 30,000) Region 17 is eligible for \$30,000

PROJECTS FUND

- **Each transit system (region and urban) may apply for a share of its system-type's Projects Fund based on LDI, ridership to expense ratio and revenue mileage to expense ratio.**
- **Projects for funding must be derived from the urban or regional transit planning process.**
- **50 percent of the system-type's fund is allocated according to each system's share of total LDI.**
- **25 percent is allocated according to each system's share of total ridership to expense ratios.**
- **25 percent is allocated according to each system's share of total revenue mileage to expense ratios.**

PROJECTS FUND - EXAMPLE

- "Region 17" share of regional LDI = 5%

* * *

- All regions' total ridership to expense ratios = 10.2
- Region 17 ridership to expense ratio = .51
- Region 17 share of ridership to expense ratios = $\frac{.51}{10.2}$ = 5%

* * *

- All regions' total revenue miles to expense ratios = 73.1
- Region 17 revenue miles to expense ratio = 5.85
- Region 17 share of revenue miles to expense ratios = $\frac{5.85}{73.1}$ = 8%

* * *

- The LDI factor is applied to 50 percent of the regions' Projects Funds.
- The ridership/expense factor is applied to 25 percent of the fund.
- The mile/expense factor is applied to 25 percent of the fund.

FY 82 PROGRAMMING EXAMPLE
"REGION 17"

State Transit Assistance Appropriation:	\$5,560,000	(Recommended by Iowa DOT Commission)
Special Projects Fund:	\$ 300,000	
Regional Operating Assistance Fund:	\$ 699,300	
Projects Fund:	\$4,560,700	

Regional Operating Assistance (based on FY 80 data)

1. Region 17 FY 80 operating expense = \$150,000
2. 20% of operating expense eligibility = \$ 30,000
3. Region 17 share of FY 80 regional LDI = 5%
4. Eligibility based on LDI = 5% of \$699,300
= \$34,965
5. Amount Region 17 is eligible for = \$30,000 (Lesser of Steps 2 and 4)

Projects Funding (based on FY 80 data)

1. Regional share of Projects Fund = \$1,404,700
2. Region 17 eligibility based on LDI = 5% of \$1,404,700 x .5
= \$35,120
3. Region 17 share of all regions ridership to expense ratio (R/Exp) = 5%
4. Region 17 eligibility based on R/Exp = 5% of \$1,404,700 x .25
= \$17,560
5. Region 17 share of all regions revenue miles to expense ratio (M/Exp) = 8%
6. Region 17 eligibility based on M/Exp = 8% of \$1,404,700 x .25
= \$28,100

7. Region 17 total Projects Fund eligibility

\$ 35,120
\$ 17,560
<u>\$ 28,100</u>
\$ 80,780--Project Fund
<u>\$ 30,000--ROA</u>
\$110,780

Total Eligibility

Special Projects Fund

- Region 17 may apply for assistance from the Special Projects Fund in addition to above eligibility.

Proposed Program at \$5.56M Appropriation

Region	
1	\$ 143,493
2	107,199
3	148,437
4	107,251
5	95,785
6	112,248
7	77,848
8	93,575
9	69,432
10	269,049
11	287,091
12	67,012
13	82,266
14	116,825
15	210,137
16	116,352
Total	\$2,104,000

System	
Ames	\$ 127,292
Bettendorf	95,837
Burlington	158,010
Cedar Rapids	253,059
Clinton	153,908
Coralville	150,173
Council Bluffs	159,904
Davenport	227,863
Des Moines	543,516
Dubuque	196,829
Iowa City	255,110
Marshalltown	95,101
Mason City	103,359
Muscatine	81,635
Ottumwa	130,132
Sioux City	235,490
Waterloo	188,782
Total	\$3,156,000

Regions	\$2,104,000
Urban Areas	3,156,000
Subtotal	\$5,260,000
Special Projects Fund	300,000
Total	\$5,560,000

Proposed Program Compared to Discretionary Funding

System	FY 81 Actual Allocation	FY 81 Appropriation Applying Percent From Program	Amount Change	Sec. 18(FY 82) Operation & Cap. (in dollars)
Ames	\$ 103,000	\$ 50,591	\$-52,409	\$54,639
Bettendorf	21,000	38,089	+17,089	
Burlington	74,997	62,799	-12,198	72,513
Cedar Rapids	68,640	100,574	+31,934	
Clinton	55,000	61,169	+ 6,169	57,807
Coralville	32,186	59,684	+27,498	12,629
Council Bluffs	45,000	63,552	+18,552	
Davenport	73,000	90,561	+17,561	
Des Moines	173,000	216,013	+43,013	
Dubuque	59,798	78,227	+18,429	
Iowa City	173,068	101,390	-71,678	55,496
Marshalltown	40,800	37,797	- 3,003	7,128
Mason City	48,000	41,079	- 6,921	17,541
Muscatine	32,210	32,445	+ 235	10,728
Ottumwa	54,912	51,719	- 3,193	40,626
Sioux City	68,000	93,593	+25,593	
Waterloo	50,000	75,029	+25,029	
TOTAL	\$1,172,611	\$1,254,311	\$+81,700	

Proposed Program Compared to Discretionary Funding

Regions	FY 81 Actual Allocation	FY 81 Appropriation Applying Percent From Program	Amount Change	
1	\$ 50,000	\$ 57,050	\$+ 7,050	21,996
2	46,000	42,730	- 3,270	21,816
3	80,000	58,974	-21,026	27,549
4	65,000	42,668	-22,332	15,579
5	79,600	38,027	-41,573	14,886
6	40,000	44,716	+ 4,716	14,535
7	43,009	31,023	-11,986	9,902
8	28,000	37,232	+ 9,232	11,637
9	40,600	27,574	-13,026	7,281
10	90,000	106,784	+16,784	60,165
11	55,000	113,808	+58,808	48,150
12	43,600	26,780	-16,820	6,408
13	62,800	32,738	-30,062	10,782
14	49,500	46,451	- 3,049	27,549
15	90,000	83,412	- 6,588	53,784
16	54,800	46,242	- 8,558	14,499
TOTAL	\$ 917,909	\$ 836,209	\$-81,700	

SUMMARY OF COMMENTS

• GENERAL CONSENSUS FROM IPTA AND IARC.

• SOME RESERVATIONS:

1. NEED FOR TRANSITION PROGRAM FOR THOSE SYSTEMS WHOSE LEVEL OF FUNDING MAY DROP IN THE INITIAL YEARS OF PROGRAMMING;
2. OTHER FACTORS SHOULD BE CONSIDERED FOR PROGRAMMING PURPOSES, E.G., PASSENGER MILES, REVENUE HOURS, EXPENSES;
3. SYSTEMS SHOULD BE REWARDED FOR MAXIMUM LOCAL TRANSIT LEVIES;
4. LEVELS OF FEDERAL FUNDING WERE NOT SUFFICIENTLY CONSIDERED IN THE FORMULA;
5. USE OF RATIO FACTORS MAY INHIBIT CONSOLIDATION OF TRANSIT SYSTEMS.

SUMMARY:

1. TO QUALIFY FOR FUNDING, PROJECTS MUST BE IDENTIFIED THROUGH THE URBAN/REGIONAL TRANSIT PLANNING PROCESS.
2. PROJECTS FUNDED FROM THE SPECIAL PROJECTS FUND WILL BE APPROVED INDIVIDUALLY BY THE COMMISSION, BASED UPON APPLICATIONS FILED BY SPONSORS WITH THE PUBLIC TRANSIT DIVISION.
3. THE PROPOSED PROGRAMMING OF STATE TRANSIT ASSISTANCE FUNDS, EXCEPT FOR THE SPECIAL PROJECTS FUND, WILL BE APPROVED BY THE COMMISSION ON AN ANNUAL BASIS.
4. PROJECT FUNDS ALLOCATED AND CONTRACTED TO A TRANSIT SYSTEM, BUT NOT EXPENDED DURING THE TERM OF THE CONTRACT, WILL REVERT TO THE SPECIAL PROJECTS FUND UNLESS OTHERWISE PROVIDED FOR IN THE GRANT CONTRACT.
5. STATE TRANSIT ASSISTANCE WILL NOT BE TIED TO ANY SPECIFIC LOCAL MATCH, (I.E., STATE FUNDS WILL NOT BE CONFINED TO FUNDING ANY SPECIFIC PERCENTAGE OF PROJECT EXPENDITURES).

Region	LDI % Used In ROA & Project Fund	Rider/Exp %	Miles/Exp %	% Of Programmed STA
1	6.467	6.162	8.884	2.728
2	3.652	7.563	8.397	2.038
3	7.347	7.143	5.796	2.822
4	4.663	7.703	4.225	2.039
5	5.015	5.042	2.221	1.821
6	4.047	5.462	10.347	2.134
7	2.640	3.501	8.126	1.480
8	3.872	5.182	6.013	1.779
9	3.476	3.081	2.817	1.320
10	14.518	9.944	8.721	5.115
11	17.246	6.303	6.609	5.458
12	1.408	8.964	4.496	1.274
13	3.564	4.062	5.146	1.564
14	5.191	7.563	4.984	2.221
15	11.307	6.583	8.126	3.995
16	5.587	5.742	5.092	2.212
Total	100%	100%	100%	40%

System	LDI %	Rider/Exp %	Miles/Exp %	% Of Programmed STA
Ames	2.213	3.789	7.921	2.420
Bettendorf	.744	2.309	8.347	1.822
Burlington	3.903	6.513	5.707	3.004
Cedar Rapids	9.999	6.454	5.623	4.811
Clinton	3.491	6.986	5.536	2.926
Coralville	2.736	8.111	5.451	2.855
Council Bluffs	4.144	6.868	5.111	3.040
Davenport	10.985	3.671	3.236	4.332
Des Moines	28.719	7.105	4.344	10.333
Dubuque	6.579	7.105	4.685	3.742
Iowa City	7.595	11.012	6.133	4.850
Marshalltown	.402	5.625	5.623	1.808
Mason City	.925	2.309	8.944	1.965
Muscatine	.513	2.250	7.070	1.552
Ottumwa	2.123	5.861	6.388	2.474
Sioux City	8.400	9.295	3.748	4.477
Waterloo	6.529	4.737	6.133	3.589
Total	100%	100%	100%	60%

Net Public
+ Deficit

Cap. and/or Operations
press. (FY 80)

miles (FY 80)

AMES	250,573
DURLING	389,664
CLINTON	273,101
CORAL	182,945
I.C.	653,951
MARSH.	39,755
M.C.	103,888
MUSC.	79,813
OTT.	204,036
	<u>2,182,226</u>

*Clinton
Road
Dist.*

234,351	5.783
537,939	13.175
452,124	11.073
426,915	10.456
2,029,896	41.691
49,361	1.209
47,534	1.164
34,619	0.893
<u>269,379</u>	<u>6.577</u>
4,033,133	100.000

14,394	315.7
14,005	329.5
10,576	249.3
8,430	199.5
33,527	738.3
1,209	34.4
5.40	127.29
3.174	75.15
<u>8.632</u>	<u>203.12</u>
109,950	235,301

51,232
%

1	41,753
2	93,914
3	115,670
4	116,808
5	211,137
6	85,535
7	68,612
8	38,883
9	82,181
10	166,829
11	135,440
12	37,033
13	110,311
14	47,071
15	124,253
16	<u>23,242</u>
	1,499,172

51,232
%

76,106	1.932
91,000	5.592
137,173	3.291
94,473	5.712
99,126	5.993
41,333	2.503
24,050	1.454
46,961	2.381
34,109	2.042
287,385	7.177
207,137	12.524
40,558	2.449
40,924	2.515
153,951	9.378
210,770	12.744
<u>69,005</u>	<u>4.072</u>
1,499,172	100.000

284,232	2.931
258,100	6.25
288,906	6.99
135,278	3.27
114,553	2.77
203,934	4.9
144,753	3.51
140,343	3.4
79,957	1.9
651,339	15.7
559,249	13.5
53,075	1.25
134,245	3.25
261,006	6.37
659,220	15.95
<u>157,413</u>	<u>3.81</u>
4,127,683	100.00

51,232
%

51,232
%