

IPTA TRANSIT PLAN FOR THE 80's

Executive Summary

Public transit's societal importance in the U.S. is of short history. The question to be answered now: "Is it's benefits to be of short duration?" The situation of a highly mobile and transient society became critical in the early 70's with the onslaught of OPEC pricing impact on this nation. This influence on our mobility was again felt in the late 70's and continued in the 80's. It doesn't appear to be resolvable and continued disruptions with our mobility and defense of our freedom, still remain in question. Predictions by energy experts now are forecasting \$3.00 per gallon fuel prices by FY84. It was previously apparent that private enterprise could not provide for the transportation needs of society, even with raising fares and cutting service, because it simply was not profitable and meaningful service to the communities was questionable. Therefore, when the State and Federal government made the commitment to provide public transit, preserve mobility equally to all citizens, and become less dependent on foreign influences, it was fully realized that public transit services would cost more money than it generated.

At that time however, the country's and states' economic conditions were such that appropriate amounts of funds could be set aside for public transit. Now the economic conditions

are such that all government segments must reexamine public transit's benefit to society's mobility needs. The alarming increases in personal transportation costs, unemployment, and growth in individuals on social programs or fixed incomes, strongly suggests a change in priorities for transportation funds. The question must now be answered: "Is public transit a community or state service necessity or a luxury?" Certainly the answer is easy for 57,478 daily riders of public transit in Iowa, but the political answer to fund and preserve this needed service is critical. The 33 transit systems in Iowa serving these citizens await your decision.

Last year, IPTA came to the State with a funding request of \$8.4 million to "assure public transit services' capabilities will continue to be provided to meet society's mandated needs for mobility." Obviously, since then it has become apparent that public transit will not continue to expand in the foreseeable future. Therefore, IPTA has set forth a plan for the 80's to simply maintain current levels of transportation which communities, policymakers, elderly, handicapped, disadvantaged, etc., and now unemployed, have come to depend upon to obtain the basic necessities to sustain life.

The following graph was presented last year depicting the funding public transit's trends.

Source of Operating Funds Increase
(In Millions)

	<u>1979</u>	<u>1980</u>	<u>1981*</u>	<u>Increase</u>
Revenue	5.5	5.5	7.5	2 (36%)
Local	3.5	5.5	6.5	3 (86%)
Federal	4.5	5.5	6.5	2 (44%)
State	2.0	2.0	2.0	0 (0%)

*projected

Since that time, the State participation has been cut in FY81 and FY82 by 4.6%, and the Federal government will cut transit assistance to Iowa FY83 by 33-1/3%, FY84 by 33-1/3%, and FY85 by the remaining 33-1/3%. Now the Federal government is proposing cutting 12% from transit in FY82. Therefore, by FY85, public transit will receive no Federal funds for operating expense. Projections reflect that operating expense for IPTA members in FY86, with no increase in service, will be \$39,650,911, to serve approximately 24,350,000 estimated riders. The cost per rider is estimated at \$1.628, with approximately \$.651 per ride made up from fares charged. This leaves \$.977 to be supported by local government or State. If this amount was split equally between State and locals (cities and counties), it would require State transit be increased to \$11,895,273. This would cost approximately \$3.837 per year for every man, woman, and child, or one days cost of support for our national defense.

IPTA is not suggesting that the State absorb the entire funding void created by the withdrawal of Federal money. It realizes that to preserve public transit in Iowa, a combination

of factors must be considered; (1) a concerted effort by each transit system in harmony with it's citizens to improve the system's benefits and efficiencies, including farebox increases wherever possible; (2) a continued relaxation of unnecessary government costly regulations; (3) consolidation and coordination of all transportation within the total state, county, or cities to meet citizen's required mobility needs and remove unnecessary duplication; and (4) additional State and Local government financial commitment -- whether by shifting transportation funding priorities, increasing State transit assistance, providing specific enabling legislative transit funding abilities, or a combination of increased State funding participation with local enabling legislation.

IPTA stands ready to cooperate with any segment of State or Local government to provide a predictable funding commitment for public transit to ensure public mobility of Iowa citizens during these difficult economic times, to plan for an increased role for public transit to continue to play a major part in citizen's mobility when economic conditions improve, and to provide the cohesive legislative mechanism for predictable service levels and funding support of that service.

To assure the accomplishment of the above, the State of Iowa must now declare public transit a "necessity" rather than a "luxury" and reaffirm it's financial commitment for citizen mobility by supporting public transit. Without this State declaration

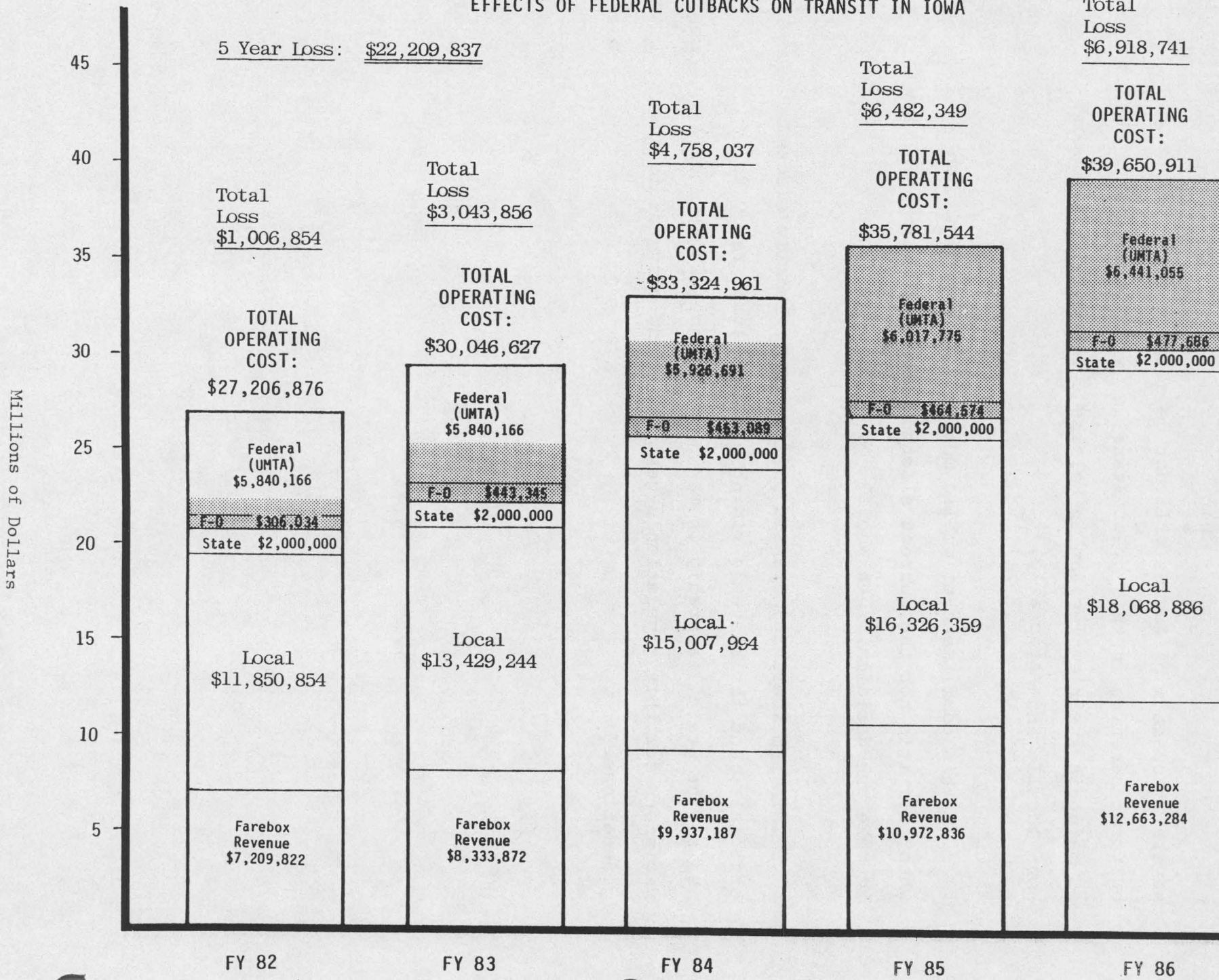
several thousands of Iowans will not be able to enjoy the many cultural benefits in this great State and will be unable to obtain or maintain their employment in helping turn around the economy both locally and nationally.

If this commitment to public mobility is not now, then when? If it's not the current elected officials' responsibility to make the decision, then whose?

IPTA's membership, transit policymakers, locally elected officials, and the system's riding citizens stand ready to assist the State leadership in making the right citizen mobility decisions for this population's generation and many future Iowa generations.

November 1981

EFFECTS OF FEDERAL CUTBACKS ON TRANSIT IN IOWA



5 Year Loss: \$22,209,837

Total Loss
\$1,006,854

TOTAL OPERATING COST:
\$27,206,876

Total Loss
\$3,043,856

TOTAL OPERATING COST:
\$30,046,627

Total Loss
\$4,758,037

TOTAL OPERATING COST:
\$33,324,961

Total Loss
\$6,482,349

TOTAL OPERATING COST:
\$35,781,544

Total Loss
\$6,918,741

TOTAL OPERATING COST:
\$39,650,911

Millions of Dollars

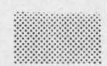
FY 82

FY 83

FY 84

FY 85

FY 86



Short

F-O = Other Federal, Health and Human Services

IPTA TRANSIT PLAN

FOR THE 80's

Prepared and Adopted by the
Iowa Public Transportation Association

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INTRODUCTION AND TASK

The 1980's present many challenges, as well as new opportunities, for the mass transit systems in Iowa. The Iowa Public Transportation Association (IPTA) joins as a partner to all agencies and elected bodies to help set the agenda for meeting the challenges of the 80's. This Statewide Transit Plan will outline the issues and commitments necessary to continue the past successes of transit in Iowa into, and throughout the current decade. This document is being transmitted to all persons and organizations who are in a position to act on behalf of the thousands of transit users in Iowa who will rely on mass transit in the future.

Why This Plan Is Needed

During the 1970's, local, state, and the federal government made commitments to mass transit in Iowa. Major improvements in the provision of transit service have occurred throughout this time period as a result of this interaction, and more and more riders have come to rely on this service as a result of these progressive actions.

Concurrent with the installation of a new federal administration in Washington, a different philosophy of government is being implemented. The Reagan Administration, along with Congress, has chosen to reduce the actual growth of many, if not most,

federal programs. In the case of mass transportation however, the Administration has decided to eliminate completely its commitment to the operational maintenance needs of the nation's transit systems. The consequences of this political action will be presented later, but that fact is a major reason for the drafting of this plan. Also, there is a good deal of concern by many factions in America that this decision will cause considerably more damage to the economy than can ever hoped to be recovered in the reduction of a point or two in the inflation rate.

This plan will address the fact that many local governing bodies will want to continue to aid their citizens by supporting transit services, but cannot without state legislation for funding being enacted. The loss of federal funds will be severe; this is not a measure to improve overall transportation service at all, regardless of the Administrative remarks on the subject. The sudden withdrawal of federal commitments will cause transit systems all over the country to turn to state, county, or city governments for additional financial assistance. New and innovative funding sources must be identified, along with probable fare increases to meet the funding needs of the next five years for transit systems in Iowa to avoid severe service reductions and citizen's reduced mobility.

However, fare increases alone cannot and will not realistically bridge the loss of federal funding. Certainly in some instances fares can be raised somewhat and some riders can afford

this increase, but the people most affected by fare increases are the handicapped, the elderly and low-income persons. These individuals will again be left captive in their homes. It's these people that would most suffer if Iowa transit systems were forced to charge the highest transit fares in history. Ridership has grown significantly in all population segments throughout the 1970's, from the transit dependant elderly/low income to the choice business rider commuting to and from work, recreation and shopping. One over-riding goal of this plan is to continue providing the transit services that these diverse groups in Iowa need, want and depend on during these national trying times. One unsettling fact is that there are many Iowans, because of economical or energy circumstances, age, or physical problems, who cannot afford their own individual transportation due to its high cost, and cannot afford the loss of their current transportation means to and from work, shopping, recreational and medical services that others take for granted due to the proposed transit service cuts. Originally, in the late sixties when government entered the transit industry with strong funding commitments, it was because of social concern and group response to this concern. At this point in time, government may want to re-examine its overall role in the provision of transportation to determine if the needs originally identified are being met. This plan will identify results and needs to answer this question as well as provide documentation to those many elected individuals who have made campaign

pledges to maintain total transportation services to their constituents. Finally, this plan has been prepared because it simply must be done now to avoid total chaos in the provision of community transportation.

This autumn, the Regional Systems and the Small Urban Systems will begin preparing their Regional Transit Development Programs for FY83. In FY83 the Urban Mass Transportation Administration will withdraw all of its financial operating assistance (which is approximately \$ 1million dollars in Iowa) from these systems. The Iowa Large Urban Systems will lose one-third of their federal commitments in FY83 (which is approximately \$ 1.6 million). All planning considerations developed now by elected and appointed officials as well as transit professionals can be done in relative calm. If the State of Iowa were to postpone action for one year, that is until the public outcry over the first year budget cuts are felt, then any planning would be done in a more or less panic atmosphere. Furthermore, in a year the Regional and Small Urban Systems will be in the second operating year without federal funding assistance, and the Large Urban Systems will have already lost 67% of their current federal operating maintenance assistance (some four and one-half million dollars). Basically, this state transit plan must be seriously considered and acted upon now, in 1981.

What This Plan Is and Is Not

Naturally, before any policy-maker or funder will want to make or allow new funding commitments to Iowa's transit systems, they will want to know what the systems have accomplished with past state funds. A brief synopsis of the benefits provided Iowa's citizens during the 1970's is provided in the following section.

This IPTA Plan is an extension of the Iowa Department of Transportation's 1981 Iowa Transit Plan, not a replacement. This plan develops certain themes that are not incorporated in the IDOT plan since the IDOT plan was written much earlier. IPTA recognizes that meeting the transit needs of Iowans is an effort that must involve transit operators and all levels of government.

This plan is not a "wish list" of capital and operating needs for the next five years, but a "status-quo" effort in maintaining progress made to date. The statistics and funding figures will attempt to demonstrate the needs in maintaining the current levels of service that have developed over years of ridership growth trends. The funding needed is not to encourage expansion or economic gains that can be derived for the transit operations. And one should recall that these current service levels often had extreme difficulty in carrying the rush of new ridership caused by the 1970's energy crises and the national economic down-turn.

An outline of the goals for the 1980's of the state's transit systems will be presented in the second section. Those benefits to Iowa citizenry and local economies will be presented. The effects of President Reagan's program to eliminate—not just reduce, but eliminate operating maintenance financial commitments to Iowa will be shown. IPTA will consider the kinds of alternatives for re-financing the state's transit systems in line with President Reagan's philosophy of "returning" the transit funding obligations to the state or local governments.

Lastly, this plan is a draft document. There is room for input from state legislators, elected/appointed officials at the county or local level and related transportation professionals. And there's room for input from citizens and the users of mass transit. Now, before the 1970's progressive efforts are lost, the impact felt through the loss of federal assistance, and the crises caused by the outcry of citizens trapped due to the lack of mobility, there needs to be immediate and positive state action.

TRANSIT SERVICES IN THE 70's

Planning, Implementations and Developments

Iowa Transit services in the 1970's saw a dramatic change-over from private service to service provided by government. The for-profit transit companies found that the auto, public expressways, and public parking facilities had stolen an unbearable number of transit riders. They also saw that they would only lose more riders by increasing the fares and cutting services in an effort to break even financially and avoid heavier losses. However, the citizen's reactions and their elected officials reacting to these concerns, decided across the country that transit services are an essential community service and ultimately acquired and provided financial aid to these systems. Public officials made it very clear that any loss of mobility for their constituents due to lack of public transit could not be allowed as the economic and social impact would be devastating, both locally and nationally.

With the introduction of public financial aid, the systems in Iowa were planned anew to provide equity in service for all sectors of the population. Particularly when federal operating maintenance assistance became available in 1974, all recipients were required to show that minorities, the handicapped and senior citizens were given equal transportation opportunities. Local governments went further by forming citizen advisory committees

and boards of directors to make Iowa's transit systems truly by and for the public. Indeed, any citizen could make his or her voice heard in requesting transit service. As services were planned more equitably, eventually service levels came back to become similar to where they had been in the early 1960's. The important point is that the planning centered around providing services for people who needed it rather than making profits -- since government is not designed to make profits whether it's for police or fire protection, parks, education or even mass transit. Soon the state became involved with financial assistance for operating and capital needs. The 1976 state format seemed to establish a relatively solid financial arrangement for the transit systems to plan to the utmost advantage for the mobility of the state's citizens.

The plans of the early and mid-1970's were implemented primarily in the areas of new services and in updating the capital needs throughout the state. Services that were to be abandoned when the private for-profit services became bankrupt now had begun to grow to meet former and new transit markets. The oil shortages particularly caused a resurgence of support for the state's transit systems. The capital equipment began to be renewed through the combined efforts of the local, state, and federal governments. Buses and maintenance facilities dating back forty-five to seventy-five years began to be replaced with modern hardware, and ridership began to return.

Ridership on many transit systems increased from 25% to 35% during the 1970's (see charts on the following two pages). Much of this was due to the realization of the state's citizens that the oil shortage during the 1970's coupled with extreme inflation rates were something that were becoming an almost permanent fixture of American society, and using mass transit was one way to combat these circumstances. Levels of service naturally were less during the off-peak hours (mid-day and Saturdays) but these service levels were seen as part of a necessary policy to meet the needs of senior citizens, the handicapped, and other off-peak riders.

State aid helped to bring about other improvements in Iowa's transit systems in the 1970's. Some recent examples of finalized or proposed projects through the use of these funds are as follows:

- Designing and implementation of rural transportation systems.
- Service efficiencies and improvements in many systems.
- Evening service in Ames, Des Moines and Iowa City.
- Marketing efforts in Clinton, Cedar Rapids, Dubuque, and Iowa City among others
- Service expansion in Burlington
- Elderly and handicapped service in Davenport
- Development of a mechanics apprenticeship program in Des Moines (1st nationally)
- Improve interagency procedures in Region 3
- Expand elderly and handicapped service in Iowa County (Region 10)

IOWA PAST TRANSIT RIDERSHIP

Large Urban

<u>System</u>	<u>FY78</u>	<u>FY79</u>	<u>FY80</u>	<u>FY81</u>
Cedar Rapids	1,814,012	1,937,450	2,840,132	2,102,769
Council Bluffs	710,604	796,770	850,111	907,500
Davenport	1,245,870	1,088,308	1,123,093	1,700,000
Des Moines	3,978,126	4,372,239	5,588,432	5,725,775
Dubuque	1,284,243	1,245,752	1,306,046	1,224,730
Sioux City	1,537,583	1,862,760	2,049,077	2,036,040
Waterloo	<u>738,929</u>	<u>759,003</u>	<u>800,554</u>	<u>916,000</u>
	11,309,367	12,062,282	14,557,445	14,612,814
Increase %	(+7.7)	(+12.0)	(+7.5)	

Small Urban

Ames	121,960	160,800	236,351	333,000
Bettendorf	70,478	73,959	78,861	98,094
Burlington	375,104	470,363	537,969	525,000
Clinton	365,485	411,086	452,124	500,000
Coralville	283,428	334,998	426,915	484,936
Iowa City	1,521,192	1,743,433	2,028,886	2,100,000
Marshalltown	54,271	49,109	49,361	71,500
Mason City	47,836	48,502	47,534	47,000
Muscatine	36,271	36,174	34,619	49,251
Ottumwa	<u>240,580</u>	<u>265,941</u>	<u>269,379</u>	<u>288,680</u>
	3,116,605	3,504,365	4,161,999	4,497,461
Increase %	(+12.4)	(+18.8)	(+8.1)	

IOWA PAST TRANSIT RIDERSHIP

Regional Systems

<u>System</u>	<u>FY78</u>	<u>FY79</u>	<u>FY80</u>	<u>FY81</u>
Region 1	11,062	57,486	76,106	144,100
" 2	49,841	79,298	91,000	107,700
" 3	71,348	107,779	137,173	150,000
" 4	85,561	82,582	94,473	100,000
" 5	78,019	90,136	99,126	112,200
" 6	10,580	13,346	41,388	55,000
" 7	N/A	22,472	24,050	25,739
" 8	41,077	46,967	46,961	60,000
" 9	30,522	32,290	34,109	56,523
" 10	90,191	190,199	287,385	255,000
" 11	125,000	193,468	207,137	221,772
" 12	37,982	41,651	40,358	53,320
" 13	8,231	113,436	40,924	50,000
" 14	67,404	131,247	153,951	163,500
" 15	135,865	188,194	210,770	204,206
" 16	<u>42,816</u>	<u>59,131</u>	<u>69,005</u>	<u>110,000</u>
	885,499	1,449,682	1,653,916	1,869,060
Increase %	(+63.7)	(+14.1)	(+13.0)	

Source: A Report of Urban, Regional, Intercity, and Taxicab Operations for 1978, 1979 and 1980; 1981 Iowa Transit Plan IDOT.

-- Public Transit Division of IDOT

These few examples of progressive strides taken in mass transit in Iowa after the declining years of private ownership can help to attest to the significance of state and local financial support.

Public Demand for Mass Transit

1973-74's Energy Problems

The Mid-East oil embargo of 1973-74 meant that Americans felt the meaning of shortages for the first time since World War II. The boycott by the oil producing nations in the Mid-East saw Americans paying prices for energy that rose enormously in a short time. In fact, oil rose from 65¢ a barrel in 1965 to \$13 in 1973. (Later, in 1979 the price went from \$18 to \$31 in less than one year).

This '74 energy crisis was a major factor in Congress's decision to strongly support the transit network of this country. In fact, for the first time since the early 60's, Iowans once again began to rely on and appreciate the transit systems in their state and wonder why the systems were not better prepared.

Additionally, a new meaning of mass transportation emerged. Certainly it was important to help improve the quality of life for Iowa's citizens in that they had every opportunity to get to where they needed to go, but now the factor of energy conservation became a community, state and national goal and not only an individual goal. The fact that this world's natural energy resources in the form of petroleum is disappearing rapidly became clear to citizens of the United States. The state of Iowa responded by

renewed transit ridership, new state financial assistance, and to go even farther, gasohol production and the regional transit concept. In a statewide community of over two million people where the need of energy for agricultural production sustain state economic balance in lieu of individual energy transportation needs was now known, the citizens mandate became clear, when an energy shortage occurs, this state finds an answer through public transit.

Elderly and Handicapped Transportation

With the increased ridership demands from the public during the 1970's came an emphasis on alternative transportation for the elderly and particularly the handicapped. However, with these kinds of new services came federal regulations called "special efforts" which came out of the UMTA/FHWA Joint Planning regulations of the mid-1970's. These efforts, although well-intentioned, have caused increased operating costs for many of the transit operations in the state due to a federally-mandated half-fare policy for elderly during off-peak hours, and handicapped riders throughout the total system. Additionally, new expenses have often been incurred when supplemental social service funded van service have been provided for the elderly and handicapped. All-in-all though, many social critics and handicapped organizations have supported these new transportation efforts saying that a new era of transportation equality has been born.

However, the lines were sharply drawn on the issue of lift-equipped full size buses in Iowa as well as in the nation. Nearly all systems in Iowa stated that the operating and capital costs (regardless of inflation, and lessening public dollars) could not be justified. (This rule has later been modified back to the "special efforts" requirements). It is expected that throughout the 1980's adequate levels of service for the elderly and handicapped will continue as long as funding will support it. Unfortunately, one will note later in this plan that it is precisely these two groups that will suffer the most from President Reagan's transit budget cuts.

Iowa has shown tremendous regard for the transportation necessities of its elderly and handicapped population over and above federal requirements. The regional transit concept was grown out of a business sense of consolidating costs but it is mostly the elderly that benefit from this program. In the small and large urban areas, transportation of the elderly and handicapped has taken on new meanings that were unheard of in the 1960's. Many urban systems have progressed far beyond the elderly and handicapped mandate of "special efforts" by providing van and mini-bus service to meet special needs. Many socially funded transit programs were eliminated and are now provided more efficiently by transit systems. Des Moines, for example, will operate twenty-eight vehicles specifically for elderly, handicapped, and some

income disadvantaged in 1982 including eighteen vehicles with wheelchair lifts. This effort replaces some 240 vehicles that were providing this transportation by 58 socially funded agencies at an estimated cost of \$2,000,000 plus per year in the early 1970's. Today, similar service is provided for under one million dollars. Observers can easily say that this state provides the necessities for all segments of its population.

'79's Energy Problems and '80's Preparedness

The problems caused by the Mid-East oil embargo of the early 1970's were repeated again in 1979 with widespread gasoline shortages and sudden price hikes throughout America. The major difference between the impact of the '73-74 embargo and the '79 shortages was that in 1979, mass transit systems were in a far better position to assume the increase in ridership as people turned to bus service for their mobility needs. Since the '74 crisis in Iowa, federal capital and operating assistance had been introduced and the state had made available funds that could be used for either operating or capital assistance. This created service levels that were usually the highest since the transit systems had become public and regional transit systems were growing with the help of state financial aid. But even with higher levels of transit service the overall transit system in Iowa found drastic overcrowding problems during the AM and PM peak periods. These conditions made it clear that with the energy uncertainties of the 1980's

energy contingency planning would be necessary. To this end, the Urban Mass Transportation Administration of the Carter Administration, the Iowa Energy Policy Council, and the Iowa Department of Transportation, among others urged all transit operators to prepare plans to address the possibility of further energy crises. At the same time those transit systems that could were stock-piling older vehicles for use during such times. Again, the public and their elected leaders looked to mass transit as the alternative, a permanent one, to help this state and country shift away from its dependence on non-renewable natural energy resources while at the same time providing safe, efficient and reliable transportation.

Transit Economics and Efficiencies

This section is designed to show how Iowa's transit system's have increased productivity and efficiency during the late 1970's. More importantly, it is to show how these same systems have used modern business techniques to carry more Iowans each year. The figures are taken from a statistical report prepared by the Public Transit Division of IDOT with input from all transit providers.

RECENT PAST TRANSIT STATISTICS

Small Urban Systems

	<u>Ridership Per Capita</u>	<u>Revenue Miles Per Capita</u>	<u>Ridership Per Mile</u>	<u>Ridership Per Vehicle Hours</u>	<u>Revenue/Expense Ratio</u>
FY80	13.34	7.60	1.75	21.57	31
FY79	12.41	8.66	1.15	18.86	30
FY78	10.62	8.08	1.06	17.09	33

Regional Systems

	<u>Ridership Per Capita</u>	<u>Revenue Miles Per Capita</u>	<u>Ridership Per Miles</u>	<u>Ridership Per Vehicle Hours</u>	<u>Revenue/Expenses Ratio</u>
FY80	1.01	2.52	.40	4.23	46
FY79	.94	3.22	.28	N/A	24
FY78	.53	1.71	.31	N/A	21

Large Urban Systems

	<u>Ridership Per Capita</u>	<u>Revenue Miles Per Capita</u>	<u>Ridership Per Miles</u>	<u>Ridership Per Vehicle Hours</u>	<u>Revenue/Expenses Ratio</u>
FY80	15.88	8.12	2.06	25.53	40
FY79	14.68	7.54	1.95	N/A	38
FY78	13.84	7.41	1.85	N/A	39

Summary: Regional Systems

	<u>% of Change FY78 to FY79</u>	<u>% of Change FY79 to FY80</u>
Passengers	+66	+19
Revenue Miles	+81	-16
Operating Revenue	+75	+149
Operating Expenses	+55	+28
Operating Support	+50	-9
Revenue/Expense	+3	+22

Summary: Small Urban Systems

	<u>% of Change FY78 to FY79</u>	<u>% of Change FY79 to FY80</u>
Passengers	+16	+22
Revenue Miles	+5	+5
Operating Revenue	+12	+17
Operating Expenses	+22	+13
Operating Support	+27	+12
Revenue/Expense	-3	+1

Summary: Large Urban Systems

	<u>% of Change FY78 to FY79</u>	<u>% of Change FY79 to FY80</u>
Passengers	+8	+12
Revenue Miles	+5	+4
Operating Revenue	+26	+13
Operating Expenses	+27	+15
Operating Support	+28	+16
Revenue/Expense	-1	+2

TRANSIT SERVICES IN THE 80's

Transit Goals

Transit service during the 1980's can continue the course set in the 1970's if certain changes occur in the methods of securing operating funds. The goals of Iowa transit systems were basically forged out of governmental partnerships developed in the mid 1970's. When the local governments primarily, and then the federal and state governments became involved, the Iowa transit systems formed goals that were appropriate for the remainder of the 1970's. Few participants in that process foresaw the oppressive inflation and interest rates that were to occur during the Carter Administration and now plague our nation. But virtually no one predicted that the federal government would turn its back on the transit systems in this country in the 1980's. With that, some of the goals of Iowa systems are still valid, some must be made anew. The goals below are those that should be met in an effort to help meet the life-style goals of thousands of Iowans who use or will use transit. These goals do not promise new and expanded transit service, only service destined to meet critical needs of citizens during the 1980's and return our country to a sound economical and defense basis with a citizen mobility network to support both of those efforts. Also, these goals are adaptable. If elected officials want to add new emphasis, now is the time to do it. If some of the following goals are to be

deleted, it is only the individuals elected by this state's citizenry who can undertake that kind of responsibility and decision making for the future.

Goals for the 80's: Small Urban

1. Provide a level of transit service funding equal to that provided in the late 1970's so that the citizens of small urban areas have an alternative to the automobile, or if they lack access to the automobile, a means of transportation with which to conduct their lives.
2. Reduce the need for using productive land for public parking.
3. Provide attractive transit services to meet the needs of students, working people, retirees from the farm regions and the cities themselves and the handicapped.
4. Reduce congestion on city streets and help reduce the need for expanded or new, city streets.
5. Develop up-to-date bus fleet capabilities so that fuel consumption is lessened, comfort and ease of boarding/deboarding is highlighted, and safety factors are increased.
6. Support increasing marketing techniques to achieve schedule efficiencies to meet the needs of present and future consumers.
7. Provide one-hundred percent reliable and economical transit service for handicapped citizens.

Goals for the 1980's: Large Urban

1. Provide fast, efficient transportation for the commuter working market, including exclusive bus lanes, 'Park-n-Ride' service.
2. Provide levels of service to meet the needs of low-income people unable to buy and maintain automobiles.
3. Reduce the use of land for public parking and new expressways.
4. Improve the quality of air for breathing by reducing auto traffic pollution.
5. Help make the United States independent of foreign oil producers by lessening the use of petroleum energy.

6. Provide one-hundred percent reliable and economical transit service for the handicapped.
7. Provide commuter routes to meet the needs of urban expansion.
8. Eliminate unneeded and unwarranted federal and state restrictive regulations or rules.

Goals for the 1980's: Regional Systems

1. Provide the means for citizens living in rural areas to have access to medical, shopping, recreational, religious, and social opportunities.
2. Reduce energy consumption associated with long drives in rural areas.
3. Increase the use of regional transit for commuter work trips.
4. Allow new dollar appropriations for social programs to be transferred for transportation needs that can be more efficiently used in consolidated regional transit networks.

BUDGET NEEDS

1. Capital Improvements

The charts on pages 23 through 27 show the financial commitments necessary to retain the current levels of transit service in Iowa. The majority of the funds will be used for replacement of buses or vans due to normal retirement schedules to ensure the safe and efficient transportation of people on the street. The remaining funds will be used for replacements and updating of facilities and maintenance equipment. It's important to note that Congress and the Administration intend to retain the federal commitment to the capital funding assistance program during the 1980's. This program provides finances "up to 80%" of the purchase of capital equipment. There is an additional possibility

that the federal government may provide increased capital assistance, possibly raising its share to 90% or even 100% and/or providing special funding for maintenance of the equipment it helps to acquire. It should be noted, that to assure useage of this equipment is the need of appropriate maintenance funding, otherwise this equipment may sit idle. At any rate, a summary is given immediately below to show the total funding commitments necessary to deliver transit service in Iowa during the next five years.

Total Capital Funding Commitments

	FY82	FY83	FY84	FY85	FY86
Federal	11,673,256	16,583,939	9,857,384	6,303,969	7,072,149
State	1,151,941	2,030,180	1,036,770	706,669	792,801
Local	1,998,610	2,117,095	1,427,578	868,827	975,237
Total	14,823,807	20,731,214	12,321,732	7,879,465	8,840,187

2. Funds to Maintain Operations

The charts following the capital funding requirements give the total funding needs necessary to maintain current levels of transit service in Iowa. These operating budgets contain estimated fare revenues; the remainder would be provided from local, state, and federal funding sources as long as the latter is available. (The next section will address federal funding losses). It is important to note here though, that these total budgets are merely to maintain the current levels of service that Iowans have come to rely upon more every year. The budgets are not for increased levels of service unless that new service can be justified

either because it meets a critical social need or fare revenues will be exceptionally high.

The total operating maintenance budgets needs for all the systems in Iowa is given below:

	<u>FY82</u>	<u>FY83</u>	<u>FY84</u>	<u>FY85</u>	<u>FY86</u>
Total	27,206,876	30,046,627	33,161,957	35,781,544	39,650,911

CAPITAL FUNDING NEEDS

<u>Large Urban</u>		<u>FY82</u>	<u>FY83</u>	<u>FY84</u>	<u>FY85</u>	<u>FY86</u>
Cedar Rapids	Total	5,820,086	3,645,659	1,667,670	1,705,432	1,909,432
	Federal	4,656,068	2,916,527	1,334,136	1,364,345	1,527,545
	State	582,009	364,566	166,767	170,543	190,943
	Local	582,009	364,566	166,767	170,544	190,943
Council Bluffs	Total	49,500	35,000	---	81,600	60,900
	Federal	39,600	28,000	---	65,280	48,720
	State	4,950	3,500	---	8,160	6,090
	Local	4,950	3,500	---	8,160	6,090
Davenport	Total	921,337	800,000	800,000	800,000	800,000
	Federal	737,069	640,000	640,000	640,000	640,000
	State	92,134	80,000	80,000	80,000	80,000
	Local	92,134	80,000	80,000	80,000	80,000
Des Moines	Total	1,354,600	2,245,700	3,087,000	1,579,500	1,064,000
	Federal	1,083,680	1,796,560	2,469,600	1,263,600	851,200
	State	13,126	224,570	308,700	157,950	106,400
	Local	257,794	224,570	308,700	157,950	106,400
Dubuque	Total	128,260	3,355,580	155,195	170,715	375,570
	Federal	102,608	2,683,434	124,156	136,572	300,456
	State	---	335,429	15,520	17,071	37,557
	Local	25,652	336,717	15,520	17,072	37,557
Sioux City	Total	1,843,540	13,800	965,300	16,800	606,200
	Federal	1,300,020	11,040	772,240	13,440	484,960
	State	2,000	---	---	---	---
	Local	541,520	2,760	193,060	3,360	121,240
Waterloo	Total	28,435	---	693,000	522,500	---
	Federal	22,748	---	554,400	418,000	---
	State	5,687	---	---	---	---
	Local	5,687	---	138,600	104,500	---
Large Urban	TOTAL	10,151,445	10,095,739	7,368,166	4,876,547	4,816,101
	Federal	7,941,793	8,075,561	5,894,532	3,901,237	3,852,881
	State	699,906	1,008,065	570,987	433,724	420,990
	Local	1,509,746	1,012,113	902,647	541,586	542,230

CAPITAL FUNDING NEEDS

<u>Small Urban</u>		<u>FY82</u>	<u>FY83</u>	<u>FY84</u>	<u>FY85</u>	<u>FY86</u>
Ames	Total	741,502	2,171,000	700,285	454,719	347,000
	Federal	593,202	1,736,800	560,228	363,775	277,600
	State	74,150	217,100	70,028	45,472	34,700
	Local	74,150	217,100	70,029	45,472	34,700
Bettendorf	Total	48,000	52,800	---	63,888	60,380
	Federal	38,400	42,240	---	51,110	48,304
	State	4,800	5,280	---	6,389	6,038
	Local	4,800	5,280	---	6,389	6,038
Burlington	Total	700,000	286,000	---	---	314,600
	Federal	560,000	228,800	---	---	251,680
	State	70,000	36,600	---	---	40,265
	Local	70,000	20,600	---	---	22,655
Clinton	Total	354,620	203,630	2,003,993	4,392	307,037
	Federal	283,696	162,904	1,603,194	3,514	245,630
	State	35,462	20,363	200,399	439	30,704
	Local	35,462	20,363	200,400	439	30,703
Coralville	Total	1,000	599,029	8,000	570,946	324,218
	Federal	800	479,223	6,400	456,756	259,374
	State	100	59,903	800	57,095	32,422
	Local	100	59,903	800	57,095	32,422
Iowa City	Total	53,560	4,745,548*	---	---	---
	Federal	42,848	3,796,438	---	---	---
	State	5,356	474,555	---	---	---
	Local	5,356	474,555	---	---	---
Marshalltown	Total	89,928	480,000	---	---	19,360
	Federal	71,942	384,000	---	---	15,488
	State	7,613	22,000	---	---	1,936
	Local	10,373	74,000	---	---	1,936
Mason City	Total	30,000	90,000	---	---	---
	Federal	24,000	72,000	---	---	---
	State	3,000	9,000	---	---	---
	Local	3,000	9,000	---	---	---

*Scheduling bulk of fleet replacement and new maintenance facility.

<u>Small Urban (Cont.)</u>		<u>FY82</u>	<u>FY83</u>	<u>FY84</u>	<u>FY85</u>	<u>FY86</u>
Muscatine	Total	15,000	29,500	62,000	35,000	---
	Federal	12,000	23,600	49,600	28,400	---
	State	1,500	2,950	6,200	3,300	---
	Local	1,500	2,950	6,200	3,300	---
Ottumwa	Total	1,012,000	406,000	369,000	413,000	867,000
	Federal	809,600	324,800	295,200	330,400	693,600
	State	101,200	40,600	36,900	41,300	86,700
	Local	101,200	40,600	36,900	41,300	86,700
Small Urban-TOTAL		3,045,610	9,063,507	3,143,278	1,541,945	2,239,595
	Federal	2,436,488	7,250,805	2,514,622	1,233,955	1,791,676
	State	303,181	888,351	314,327	153,995	232,765
	Local	305,941	924,351	314,329	153,995	215,154

CAPITAL FUNDING NEEDS

		<u>FY82</u>	<u>FY83</u>	<u>FY84</u>	<u>FY85</u>	<u>FY86</u>
Region 1	Total	61,120	100,411	85,159	120,833	98,311
	Federal	48,896	80,328	68,127	96,666	78,648
	State	6,112	10,041	8,516	12,083	9,831
	Local	6,112	10,042	8,516	12,084	9,832
Region 2	Total	121,500	66,000	---	63,000	33,000
	Federal	97,200	52,800	---	50,400	26,400
	State	12,150	6,600	---	6,300	3,300
	Local	12,150	6,600	---	6,300	3,300
Region 3	Total	279,650	282,800	262,800	285,300	312,520
	Federal	223,720	226,240	210,240	228,240	250,016
	State	27,965	28,280	26,280	28,530	31,252
	Local	27,965	28,280	26,280	28,530	31,252
Region 4	Total	61,000	45,000	114,450	98,000	36,000
	Federal	48,800	36,000	91,560	78,400	28,800
	State	6,100	4,500	11,445	9,800	3,600
	Local	6,100	4,500	11,445	9,800	3,600
Region 5	Total	140,000	165,680	250,000	180,000	200,000
	Federal	112,000	132,544	200,000	144,000	160,000
	State	14,000	16,568	25,000	18,000	20,000
	Local	14,000	16,568	25,000	18,000	20,000
Region 6	Total	125,554	---	---	---	---
	Federal	96,052	---	---	---	---
	State	11,624	---	---	---	---
	Local	17,878	---	---	---	---
Region 7	Total	198,000	---	---	---	135,000
	Federal	158,400	---	---	---	108,000
	State	19,800	---	---	---	13,500
	Local	19,800	---	---	---	13,500
Region 8	Total	67,200	---	98,398	---	---
	Federal	53,760	---	78,718	---	---
	State	8,064	---	9,840	---	---
	Local	5,376	---	9,840	---	---

		<u>FY82</u>	<u>FY83</u>	<u>FY84</u>	<u>FY85</u>	<u>FY86</u>
Region 9	Total	---	70,246	78,675	88,116	---
	Federal	---	56,196	62,940	70,492	---
	State	---	7,025	7,867	8,812	---
	Local	---	7,025	7,868	8,812	---
Region 10	Total	50,206	54,200	58,600	63,300	68,400
	Federal	40,165	43,360	46,880	50,640	54,720
	State	---	---	---	---	---
	Local	10,041	10,840	11,720	12,660	13,680
Region 11	Total	136,878	141,433	208,131	208,174	307,631
	Federal	109,502	182,505	166,505	166,539	246,105
	State	---	---	---	---	---
	Local	27,276	45,626	41,626	41,635	61,526
Region 12	Total	30,000	32,000	29,000	---	18,000
	Federal	24,000	25,600	23,200	---	14,400
	State	---	---	---	---	---
	Local	6,000	6,400	5,800	---	3,600
Region 13	Total	172,144	---	185,915	---	198,929
	Federal	135,600	---	148,732	---	159,143
	State	24,679	---	18,592	---	19,893
	Local	11,865	---	18,591	---	19,893
Region 14	Total	---	60,000	120,000	90,000	90,000
	Federal	---	48,000	96,000	72,000	72,000
	State	---	6,000	12,000	9,000	9,000
	Local	---	6,000	12,000	9,000	9,000
Region 15	Total	183,600	181,500	244,160	264,250	286,700
	Federal	146,880	145,200	195,328	211,400	229,360
	State	18,360	18,150	24,416	26,425	28,670
	Local	18,360	18,150	24,416	26,425	28,670
Region 16	Total	---	286,000	75,000	---	---
	Federal	---	228,800	60,000	---	---
	State	---	36,600	7,500	---	---
	Local	---	20,600	7,500	---	---
Regional	TOTAL	1,626,752	1,571,968	1,810,288	1,460,973	1,784,491
	Federal	1,294,975	1,257,573	1,448,230	1,168,777	1,427,592
	State	148,854	133,764	151,456	118,950	139,046
	Local	182,923	180,631	210,602	173,246	217,853

Small Urban Total Operating Budget Needs

<u>System</u>	<u>FY82</u>	<u>FY83</u>	<u>FY84</u>	<u>FY85</u>	<u>FY86</u>
Ames	994,000	1,093,400	1,191,806	1,287,150	1,377,251
Bettendorf	312,900	337,274	364,256	393,397	424,869
Burlington	489,459	555,688	555,688	555,688	594,586
Clinton	470,431	501,920	552,112	617,323	660,535
Coralville	487,936	488,000	513,600	543,460	590,806
Iowa City	1,650,000	1,800,000	1,962,000	2,118,960	2,267,287
Mason City	178,100	204,900	235,600	271,000	289,970
Marshalltown	147,246	161,510	383,600	409,460	438,122
Muscatine	226,550	242,869	262,298	321,081	343,556
Ottumwa	296,902	382,760	402,091	422,837	445,108
Total	5,253,524	5,768,321	6,423,051	6,940,356	7,432,090

Large Urban Total Operating Budget Needs

<u>System</u>	<u>FY82</u>	<u>FY83</u>	<u>FY84</u>	<u>FY85</u>	<u>FY86</u>
Cedar Rapids	2,580,827	2,866,000	3,184,000	3,540,000	3,939,000
Council Bluffs	899,601	971,569	1,049,295	1,133,237	1,212,564
Davenport	2,010,765	2,261,100	2,577,660	2,886,970	3,089,058
Des Moines	6,081,136	6,893,603	7,708,415	8,639,300	9,699,715
Dubuque	1,501,505	1,651,653	1,800,302	1,944,472	2,080,585
Sioux City	1,471,000	1,483,000	1,523,000	1,561,000	1,592,000
Waterloo	1,563,975	1,675,260	1,796,600	1,948,560	2,094,300
Total	16,108,809	17,802,276	19,802,276	21,653,539	23,707,222

Regional Total Operating Needs

<u>System</u>	<u>FY82</u>	<u>FY83</u>	<u>FY84</u>	<u>FY85</u>	<u>FY86</u>
Region 1	336,307	383,824	429,884	481,471	515,174
Region 2	246,500	283,100	325,700	375,400	401,678
Region 3	591,690	650,859	715,945	787,539	842,667
Region 4	189,006	206,017	224,558	244,768	261,902
Region 5	238,568	253,203	240,334	266,650	285,316
Region 6	194,112	219,369	247,926	280,240	299,857
Region 7	580,014	623,893	682,277	726,616	777,479
Region 8	217,837	240,195	255,600	369,544	395,412
Region 9	239,923	268,518	300,312	335,637	359,131
Region 10	551,000	589,000	629,000	671,000	715,000
Region 11	615,641	706,384	813,536	935,566	1,001,055
Region 12	125,156	136,800	149,100	164,000	178,000
Region 13	478,650	569,749	697,120	849,123	908,561
Region 14	191,115	210,226	229,146	247,478	264,801
Region 15	621,891	694,349	704,188	752,093	804,739
Region 16	427,133	440,544	455,008	468,063	500,827
Total	5,844,543	6,476,030	7,099,634	7,187,649	8,511,599

FINANCING TRANSIT IN THE 80's

Government Financial Commitments

The nation will experience a reduction in many government services with the implementation of a different federal administration in Washington. The new administration's government spending reductions were to stop the growth, but in many cases are totally eliminating funding with no alternatives being proposed. Congress has reacted to the Reagan Administration's call for reduction of the federal budget by eliminating — not just reducing — financial operating maintenance assistance to the nation's mass transit providers. In Iowa, this will mean that the Large Urban Systems will lose one-third of its federal operating funds (UMTA, Sec. 5) in FY83, one-third in FY84, and a total loss in FY85 and thereafter. For the Small Urban and Regional Systems receiving UMTA Sec. 18 funds, this is the last year (FY82) they will receive these operating funds. These facts obviously can cause impediments to sustain the progress made, much less the implementation of this state plan for mass transit.

In the previous section, the total operating maintenance budgets necessary to provide Iowans with mass transit were presented. The chart below shows the impact of the federal governments' withdrawal of its commitment to transit services to the State of Iowa. (The total budgets include the dollars needed to maintain current service levels.)

Regional Systems

	<u>FY82</u>	<u>FY83</u>	<u>FY84</u>	<u>FY85</u>	<u>FY86</u>
Total Budgets	\$5,844,543	\$6,476,030	\$7,099,634	\$7,187,649	\$8,511,599
Federal Losses	-0-	329,096	359,605	395,132	425,598

Small Urban Systems

Total Budgets	\$5,253,524	\$5,768,321	\$6,423,051	\$6,940,356	\$7,432,090
Federal Losses	-0-	675,766	731,782	787,339	841,732

Large Urban Systems

Total Budgets	\$16,108,809	\$17,802,276	\$19,802,276	\$21,653,539	\$23,707,222
Federal Losses	-0-	1,595,649	3,213,561	4,835,304	5,173,725

Total Statewide

Total Budgets	\$27,206,876	\$30,046,627	\$33,324,961	\$35,781,544	\$39,650,911
UMTA Federal Losses	700,820*	2,600,511	4,304,948	6,017,775	6,441,055
Human Services Federal Losses	306,034	443,345	453,089	464,574	477,686
TOTAL	\$ 1,006,854	\$ 3,043,856	\$ 4,758,037	\$ 6,482,349	\$ 6,918,741

* Proposed Congressional FY82 Reductions of up to 12%.

In order to see the impact on the localities throughout the state, the following charts show the operating dollars that will be needed to maintain mass transit in Iowa, but have been lost due to the Reagan Administration's withdrawal of support. (This FY82 will not be impacted by federal funding reductions).

Large Urban Systems

Specific Loss of UMTA Sec. 5 Operating Funds

<u>City</u>	<u>FY83</u>	<u>FY84</u>	<u>FY85</u>	<u>FY86</u>
Cedar Rapids	264,485	534,581	801,471	857,574
Council Bluffs	102,890	207,962	311,788	333,613
Davenport	197,208	398,599	597,600	639,432
Des Moines	546,150	1,092,300	1,655,000	1,770,800
Dubuque	164,470	332,430	498,396	533,284
Sioux City	169,547	342,690	513,779	549,743
Waterloo	150,899	304,999	457,270	489,279
	<u>1,595,649</u>	<u>3,213,561</u>	<u>4,835,304</u>	<u>5,173,725</u>

Small Urban System

Specific Loss of UMTA Sec. 18 Operating Funds

<u>City</u>	<u>FY83</u>	<u>FY84</u>	<u>FY85</u>	<u>FY86</u>
Ames	59,372	64,715	69,829	74,785
Bettendorf	149,446	161,402	174,314	188,259
Burlington	72,513	79,039	85,362	91,337
Clinton	63,587	69,310	74,854	80,093
Coralville	50,517	55,063	59,468	63,630
Iowa City	200,000	218,000	235,440	251,921
Mason City	19,295	21,031	22,713	24,303
Marshalltown	7,841	8,546	9,230	9,876
Muscatine	11,860	12,927	13,963	14,940
Ottumwa	41,335	41,749	42,166	42,588
	<u>675,766</u>	<u>731,782</u>	<u>787,339</u>	<u>841,732</u>

Regional Systems

Specific Loss of UMTA Sec. 18 Operating Funds

<u>Region</u>	<u>FY83</u>	<u>FY84</u>	<u>FY85</u>	<u>FY86</u>
Region 1	12,551	14,057	15,744	16,846
Region 2	24,000	26,160	28,252	30,229
Region 3	30,304	33,031	35,673	38,170
Region 4	17,136	18,678	20,172	21,584
Region 5	16,374	17,848	19,276	20,625
Region 6	8,030	8,753	9,453	10,114
Region 7	10,830	11,804	12,748	13,640
Region 8	12,800	13,952	15,068	16,123
Region 9	8,737	9,523	10,285	11,005
Region 10	22,000	23,980	25,898	27,711
Region 11	52,965	57,731	62,349	66,713
Region 12	8,700	10,000	17,000	21,000
Region 13	11,860	12,927	13,961	14,938
Region 14	11,860	12,927	13,961	14,938
Region 15	65,000	70,850	76,518	81,874
Region 16	15,949	17,384	18,774	20,088
	<u>329,096</u>	<u>359,605</u>	<u>395,132</u>	<u>425,598</u>

The Regional Transit Systems inevitably will suffer loss of federal funding assistance over and above the total loss of UMTA operating assistance. The Reagan Administration is cutting human service programs an average of 22% each year over the course of this program. The following two charts show the effects of these actions and the operating losses incurred.

Dollars Lost From The Health and Human Services Administration

REGIONAL SYSTEMS

<u>Region</u>	<u>FY82</u>	<u>FY83</u>	<u>FY84</u>	<u>FY85</u>	<u>FY86</u>
1	32,904	45,243	42,243	42,243	42,243
2	16,704	7,172	7,172	7,172	7,172
3	43,680	58,683	58,683	58,683	58,683
4	20,055	27,576	27,576	27,576	27,576
5	6,870	9,446	9,446	9,446	9,446
6	4,640	7,040	7,040	7,040	7,040
7	12,960	21,862	26,483	31,808	37,924
8	5,400	14,319	14,319	14,319	14,319
9	7,200	9,900	9,900	9,900	9,900
10	25,120	42,240	45,540	47,740	50,380
11	47,079	65,174	65,174	65,174	65,174
12	4,749	1,510	2,750	2,750	2,750
13	6,331	9,858	9,858	9,858	9,858
14	17,024	25,749	25,749	25,749	25,749
15	40,706	61,556	61,556	61,556	61,556
16	<u>24,612</u>	<u>36,017</u>	<u>39,600</u>	<u>43,560</u>	<u>47,916</u>
Total	306,034	443,345	453,089	464,574	477,686

Source: Figures based on estimates of operating funding levels from human service programs given in the FY82 Regional Transit Development Programs.

Total UMTA and HHS Funding Cuts

REGIONAL SYSTEMS

<u>Region</u>	<u>FY83</u>	<u>FY84</u>	<u>FY85</u>	<u>FY86</u>
1	57,794	56,300	57,987	59,089
2	31,172	33,332	35,424	37,401
3	88,987	91,714	94,356	96,853
4	44,712	46,254	47,748	49,160
5	25,820	27,294	28,722	30,071
6	15,070	15,793	16,493	17,154
7	32,692	38,287	44,556	51,564
8	27,119	28,271	29,387	30,442
9	18,637	19,423	20,185	20,905
10	64,240	69,520	73,638	78,091
11	118,139	122,905	127,523	131,887
12	10,210	11,510	19,750	23,750
13	21,718	22,785	23,819	24,796
14	37,609	38,676	39,710	40,687
15	126,556	132,406	138,074	143,430
16	<u>51,966</u>	<u>56,984</u>	<u>62,334</u>	<u>68,004</u>
	772,441	811,454	859,706	903,284

Statewide Transit Operators Survey

Prior to beginning work on this plan, IPTA conducted a survey of the state's transit operators to determine what some of the effects of the loss of federal funding commitments would be in Iowa. Pages 35 through 39 give examples of the kind of responses received from around the state. In general the following findings become alarmingly evident.

1. Fares could be increased as much as 100% with the loss of federal funds. Studies in America have shown that fare increases generally cause ridership losses. Although realistic increases will probably occur for those systems that can do this, they have proven to be the most negative marketing factor in the transit industry. One only needs to witness the situation in Chicago or recall the demise of the private sector's involvement in transit to recognize these drawbacks.
2. Current local funding mechanisms are strained often to their maximum capabilities now.
3. Legislators who have made campaign pledges to improve the lives of all citizens, including the elderly and handicapped in this state may be particularly moved when observing which segments of the population are most affected by loss of federal funding.
4. All elected officials and citizens in general, should be concerned with the effects of possible transit service cuts and their relation to new parking requirements, increased air pollution, increased traffic congestion, and increased consumption of non-renewable energy reserves.
5. Transit operators have identified diverse sources of new funding avenues to meet the operating maintenance budget needs throughout this five year program.

IDOT's Public Transit Divisions Recommendations

The Iowa Public Transit Division has developed certain possible responses to the withdrawal of federal assistance to the state's transit systems. To summarize, they are:

1. Eliminate special half-fare requirements for elderly and handicapped during off-peak operating hours.
2. Eliminate proposed bus maintenance requirements.

3. Increase state transit assistance to make up part or all of the lost federal funds, and ease the burden on local budgets.
4. Allow local option taxes for transit service support.
5. Remove spending cap on local spending and taxing abilities.
6. State of Iowa to require coordination of all social service transportation funds with existing regional systems in order to reduce and control costs.
7. State of Iowa to allow and encourage coordination of school bus transportation with regional transit systems (mixing general public, social service clients and school children on buses and vans) in order to reduce costs for all parties.
8. Eliminate labor protection provisions required for Section 18 recipients.

Sample of Responses to
Statewide Transit Survey

1. What is your current fare and approximately what would the fare be when UMTA operating assistance is discontinued but the local and state funding remains the same?

Region XII C.O.G.: Farebox would have to increase 30%. Title IID regs prohibit a mandatory fare and 98% of riders are elderly. Thus, we cannot expect a 30% increase in revenue with a fare increase. Fares are 25¢ to \$7.00 depending on distance.

Sioux City Transit: Cash fare 50¢ with reduced fares in some categories. Fares would be increased to a minimum of 75¢

Integrated Transit System: 50¢ a ride. We're sure we would raise this somewhat, but since a lot of our revenue comes from contracts, we would raise the contracts about 10-15% to offset this loss of funding.

Coralville Transit: Current fare 50¢ Would be 60¢

Ottumwa Transit Authority: 50¢ current Would be 85¢ approximately

Ames Transit: 50¢ fixed routes; \$1.25 DAR
Increase to 55¢ fixed routes; \$1.35 or \$1.50 DAR

Cedar Rapids Transit: Average fare in FY82 40¢ now to average fare of \$1.13 in FY85.

Dubuque - KeyLine: 60¢ cash, without UMTA assistance over \$1.00

Bettendorf Mass Transit: 50¢ Route 10¢ E & H 75¢ Dial 25¢ E & H
May increase Dial to \$1.00 when assistance is discontinued.

2. Which segments of the population in your overall ridership would be most impacted by significantly higher fares?

Northeast Regional Transit: Elderly.

Region XII C.O.G.: Elderly riders who comprise 98% of ridership.

Sioux City Transit: The elderly and low income families.

Integrated Transit System: All of our ridership would be affected including senior citizens, the low income and the handicapped.

Coralville Transit: University students, working people-nurses, motel maids, families of school children, and those without cars-poorest

Ottumwa Transit Authority: First impacted would be elderly and handicapped, followed closely by student ridership.

Ames Transit: Senior Citizens

City of Davenport: All segments

Cedar Rapids Transit: Students, Elderly, Handicapped, Adult commuter to work.

Dubuque-KeyLine: Elderly

Bettendorf Mass Transit: Elderly and handicapped

3. How much of an increase in your local funding can realistically be expected with the elimination of UMTA operating funds?

Northeast Regional Transit: We would predict no more than 5%.

Region XII C.O.G.: Less than 50% of FY82 Section 18 operating amounts or about \$3,000.

Sioux City Transit: None, as we are at maximum millage now.

Integrated Transit System: We would hope 20%, but that may be high.

Coralville Transit: No more than 5% of revenue-taxation limit however, growth in tax base may be 2%-5%/year also.

Ottumwa Transit Authority: None. We are at the top of our 2 mill levy allowed by law. Revenue from general fund is unavailable because of low tax base. Revenue sharing funds already obligated.

City of Davenport: Very little.

Cedar Rapids Transit: In FY83 we will be at 54¢/\$1000 allowed by the State of Iowa. The City of Cedar Rapids is at its legal limit of \$8.10/\$1000. There is no more local money unless the State of Iowa acts!

Dubuque-KeyLine: None

Bettendorf Mass Transit: None

4. How would your transit operations be affected by UMTA funding cuts?

Region XII C.O.G.: 20% reduction in service on 9 routes (eliminate 1 day per week). Reduce 10,000 cab rides. Total loss of 19,000-25,000 rides or 29-38% of total.

Sioux City Transit: All service to go to one (1) hour headway with the possibility of mid-day service cut.

Integrated Transit System: If the loss in funding could not be made up, then all areas of service would be cut back, somewhat, to offset the loss of revenue.

Coralville Transit: Very severe in the future, when current equipment-already 4 yrs. old-maximizes usefulness.

Ottumwa Transit Authority: Service would be cut. At today's rate, not including any inflationary increases, it would mean approximately 1800 hours or 17% of our existing services. That's a total service cut of 39% since FY 80, if implemented.

Ames Transit: If fare increase was not acceptable, we would probably cut some evening or Sunday service.

Cedar Rapids Transit: We already faced a funding shortfall even without UMTA cutbacks. It will be more severe with the UMTA cuts.

Dubuque-KeyLine: Yes, service reductions would be made as funds are cut.

Bettendorf Mass Transit: The members of the Transit Committee of Council have indicated that transit operations will cease when assistance is discontinued.

5. What would the social-economic impacts be on your community if service reductions were to occur?

Northeast Regional Transit: Socially, cuts would affect many elderly and handicapped in N.E. Iowa.

Region XII C.O.G.: Many elderly would have to find other transportation (neighbors) for shopping, medical and other purposes.

Sioux City Transit: The largest impact would be the job losses due to the employees inability to get to his minimum income job. We see no energy or air quality problems.

Integrated Transit System: Ours is a little different situation than most. I'm sure there would be more energy consumption, but a lot of elderly and handicapped would simply not go and that in itself is a shame.

Coralville Transit: Traffic would be totally impossible-cars & trucks would have to be banned & bicycles would take over, especially during University classes.

Ottumwa Transit Authority: The major impact would be isolation to a large segment of our population who use transit because they lack other alternatives such as driving skills or a car.

Ames Transit: Reduced mobility for senior citizens and students or increased cost.

City of Davenport: The transportation-disadvantaged would be affected; they would have to use a taxi at a higher expense.

Cedar Rapids Transit: Those with no other means of travel would be limited with lack of service. More congestion on streets as 6000-8000 additional people will travel daily with other means. Air quality would suffer somewhat if transfer was from 1 bus trip to 1 automobile trip.

Dubuque-KeyLine: Would reduce mobility of elderly-would reduce opportunity for segment of population to have a job.

6. What possible alternatives are available locally to replace the above loss of funding?

Region XII C.O.G.: County funds and fare increases are possibilities.

Sioux City Transit: Sioux City would require a special election to raise its millage. Increase fares would be about 25%, but no more.

Integrated Transit System: 1. Contract-fare increase 2. Added local support from cities & counties 3. Special service-commuters, etc.
4. Special grants

Ottumwa Transit Authority: 1. We are looking at both direct service provision and/or re-writing the contract for services to reflect more direct cost accounting rather than flat hourly rates for all charges. 2. We are establishing ad sales on the exterior of our buses to generate new sources of revenue. 3. We will most likely increase fares but our local tax dollars have been tapped to the limit.

Ames Transit: Fare increases; increase in student tuition; increase in contribution from Iowa State University Administration; increase in property tax levy if the ceiling is raised; increased state assistance.

City of Davenport: Possibly some combination of tax and fare increases.

Cedar Rapids Transit: Fare increases only unless State of Iowa changes law!

Dubuque-KeyLine: Fare increases; State Fund increases

East Central Transit: Fare increases; County funds; Local government funds; Local Transit Tax Assessment.

7. Give your projections of the impacts on your system for each of the following fiscal years.

FY 83 UMTA Cuts 33% of Operating Assistance

Dubuque	Bettendorf	Cedar Rapids	Sioux City
At least a third of service would be cut.	Service would be cut back because Council has indicated no additional funds from taxes & fares will not be increased again.	Service cut-back of \$100,000 to \$200,000 worth of service.	System will go to one hour headway on 80% of runs.

FY 84 UMTA Cuts of 67% of Operating Assistance

Dubuque	Bettendorf	Cedar Rapids	Sioux City
Nearly half of service would be eliminated.	Services will be cut back.	Twenty per cent cut-back in services.	System would go to one hour headway on all routes.

FY 85 UMTA Share of Operating Assistance is -0-

Dubuque	Bettendorf	Cedar Rapids	Sioux City
Over half of service would be eliminated.	No more transit in Bettendorf.	By this time inflation/fund cut backs would result in 70% service reduction.	One hour headway on all routes plus eliminating weak runs from 9:00 AM to 3:30 PM

Alternative Funding Sources

Obviously, given the preceeding information showing the effect of the federal government's withdrawal of financial support for transit, new funding alternatives must be found in Iowa or prepare to witness severe cutbacks in service, fares affordable to only parts of the population, and the social effects occurring as people lose their means of transportation. The new "mood" of this nation has been declared to be one of support for the return of government to state and localities. The major emphasis in searching for new funding sources should probably be in the area of local funding mechanisms for transit.

Recently, the Metropolitan Transit Authority in Des Moines contracted with ATE Management & Service Company of Cincinnati to do work in the preparation of an MTA Transit Development Program. As a part of this effort, research was gathered and analyzed regarding alternative local and state funding mechanisms for transit that could replace the past federal financial commitments for operating maintenance assistance. The following information should be considered carefully by all transit operators, elected officials and other transportation officials when determining the most appropriate means of continuing adequate funding levels for the state's transit systems.

• State Funding Prospects

Prospects for increased state aid appear to be slim if the legislature acts as it has in the past. Despite intense efforts by IPTA transit authorities, and IDOT during the past several

years to gain increased assistance, state allocations have actually decreased relative to purchasing power. The Governor and state legislators have demonstrated a clear unwillingness to increase general fund allocations and have expressed, time and again, fundamental opposition to adopting new dedicated state taxes for any purpose, including transit. The current consensus of opinion of persons involved in state legislative activity recommends that transit systems look to increased fare (and other system) revenues and local subsidies to fund transit services.

- Local Funding Alternatives

- Transit District Taxing Authority

- It may be difficult, but still possible that transit districts will acquire taxing authority through new state enabling legislation given the strong tendency of cities, counties, and the state to jealously guard taxing authority and funding prerogatives. Additionally, the few existing special taxing districts within the state—water, sewer, and particularly school have had little, if any, success in securing additional revenues by referenda in recent years.

- City and County Taxing Districts

- Acquiring funding through city (or county) taxing districts appears to offer the best prospects for successes for transit systems and in the state. While mayors, city council-people, and county officials would clearly prefer

increased state (in lieu of local) assistance for transit and other hard pressed public services, state legislators, the Governor, and trends in public opinion clearly favor the return of funding/taxing responsibility for public services to local government where taxpayers have the greatest degree of control.

While trends in public opinion have favored local budgetary control, enabling legislation to permit greater taxing authority for localities has not cleared legislative hurdles in Iowa. In fact, local taxing authority has been significantly reduced by the state legislature within the last two years. Near-universal consensus by state residents that property taxes have become unbearably high has caused state legislators to place a cap on property taxation (\$8.10 per \$1000 assessed valuation in municipalities) and to roll back assessments in order to cut rates of taxation. With most localities in the state at or near this imposed limit, and with no significant revenue source other than property taxes available under present state law many localities have had to trim allocations for many services—including transit. Also, many cities will be unable to grant increases in transit funding from their general funds.

However, another avenue for property tax funding of transit is available to localities throughout the state. Present state law (Code of Iowa 1981, as amended, Chapter 384.12.10.) permits municipal government to enact, by city

council resolution, a special (54¢ per \$1000 assessed valuation) property tax—to be dedicated for transit use.

(Councils may adopt this tax above and beyond general fund property tax limits discussed above). To date, most, if not all cities have chosen not to do so because of widespread taxpayer resistance to property tax increases, and because until now, cities have been able to provide adequate funding for transit from general fund revenues (with substantial help from the federal government and some from the state). Although the property tax recourse enjoys little favor today, city councils should definitely not ignore this prospective source of revenue in the future. When faced with few or no alternatives to severe service cuts, council members may well come to appreciate this potential "ace in hole".

To give an example of how this funding alternative could work in one city, Des Moines, revenue projections from this special (dedicated) property tax are shown below:

Dedicated Property Tax Revenue Projections

MTA Member City	1982	1983	1984	1985	1986 Totals	
Des Moines	\$1,512,000	\$1,617,840	\$1,731,089	\$1,852,265	\$1,981,924	\$8,695,118
Urbandale	153,887	160,043	166,444	173,102	180,026	833,502
West Des Moines	235,054	253,858	274,167	296,100	319,788	1,378,967
Clive	62,009	64,489	67,069	69,751	72,541	335,859
Windsor Heights	48,149	50,122	52,126	54,211	56,380	261,033
	<u>\$2,011,144</u>	<u>\$2,146,352</u>	<u>\$2,290,895</u>	<u>\$2,445,429</u>	<u>\$2,610,659</u>	<u>\$11,504,479</u>

The total revenue generated by this tax over the five year period - \$11,504,479 - would be more than adequate to maintain present transit service levels for the Des Moines metropolitan area, exceeding the projected financial shortfall due to loss of federal funds and assuming judicious fare increases over the coming years. These figures should be viewed from the current federal funding reduction proposals which would cause budgets as follows:

Projected 1982-1986 Funding Shortfalls Under Present Arrangements

<u>Year</u>	<u>Total Projected Annual Operating Expense</u>	<u>Projected Funding Sources for MTA Services</u>					<u>Projected Shortfalls</u>
		<u>Federal Funding</u>	<u>State Funding</u>	<u>Local Funding</u>	<u>System Revenues Farebox</u>	<u>Other</u>	
1982	\$6,081,136	1,655,000	185,000	1,470,000	2,327,755	411,793	\$ 31,588
1983	\$6,893,603	1,108,850	181,300	1,470,000	2,424,862	411,793	\$ 1,296,798
1984	\$7,708,415	562,700	177,674	1,470,000	2,530,603	411,793	\$ 2,555,645
1985	\$8,639,300	0	174,121	1,470,000	2,634,830	411,793	\$ 3,948,556
1986	\$9,699,715	0	170,638	1,470,000	2,736,462	411,793	\$ 4,910,822
TOTAL							<u>\$12,743,409</u>

Unlike most state legislation, revenues collected each year from this tax source may be put in "a reserve fund for the (municipal) transit system". (Iowa Code). Thus, excess revenues collected in the first few years could be expended in the latter part of the five year period when they would be needed. Excess revenues might be used as local match for federal capital assistance for the purchase of rolling stock and other capital equipment, or applied by member cities to operating deficits in future years.

Factors impeding the ultimate success of this funding alternative include:

- (1) Current council and taxpayer resistance to property tax increases (discussed above),
- (2) The possibility that some, but not all of member cities in metro areas would avail themselves of this source of revenue for transit funding, and

- (3) The possibility that local officials may hesitate to create a reserve fund for fear of taxpayer displeasure.
- (4) Given rates of cost increases from FY82 to FY86, receipts from dedicated property tax revenues are not expected to meet revenue shortfalls after FY86.

With respect to the second factor, the most a transit operator will be able to do to obtain funding from any of the member towns will be to enumerate the benefits of transit services for member communities, explain the ramifications of funding shortfalls (service cuts), and assist municipalities in seeking other local option taxing authority so that members may choose among alternatives. If a member city chooses not to take advantage of available fund-raising method(s) and cannot provide adequate assistance from General Fund revenues, a transit operator will have no choice but to cut service in that jurisdiction.

With respect to potential council opposition to the creation of a reserve—once all options are considered, the reserve option may seem the most feasible alternative.

With respect to the anticipated inadequacy of dedicated property tax revenues after FY86, communities might find it possible to increase General Fund (property tax) contributions after FY86 to supplement dedicated tax revenues or might pursue at that time (or sooner) other local tax option possibilities (described below).

Other Local Tax Option Possibilities

Opportunities to obtain state enabling legislation for any new dedicated taxing authority (local option or mandatory) for transit could be very hard to accomplish. Opportunities for cities

(and counties) to obtain general local option taxing authority, however, are much greater. While tax initiative or tax enabling legislation is not viewed favorably by any party—the Governor, state legislators, city or county officials, or taxpayers, national and state trends in public opinion strongly favor the concept of "local option" taxing authority (i.e., that which may be voluntarily adopted by localities) over mandatory (state or federal) taxation. "Local option" taxation is the logical extension of "local control" of budgets, policy-making, etc.

A bill introduced in the last session of the legislature should be of special interest to all parties involved in the delivery of transit services. Senate File 560 would grant cities and counties* local tax option authority for a range of taxing alternatives:

- Income tax authority

For implementation of a range of 10%, 20%, or 30% increases in personal income taxes for residents of the jurisdiction where adopted. Collection and distribution of revenues would be done by the state through existing administrative mechanisms.

- Sales tax authority

For implementation of a 1% general sales tax on goods and services sold within the jurisdiction where adopted. Collection and distribution of revenues by present state administrative mechanism.

- Earnings (payroll) tax authority

For implementation of up to 10% assessment on earnings within the jurisdiction. Collection and distribution mechanisms do not currently exist, would have to be developed.

*If counties were to opt for any (or more) of the taxes authorized, taxes would be introduced in unincorporated areas only. If cities were to opt for a tax, levies would be made within municipal boundaries only. Thus rural, urbanized, and urban areas could benefit from the proposed legislation and those taxed would be those receiving the benefit of the taxation.

- Wheel (motor vehicle) tax authority

For implementation of taxation in any amount—by dollars per axle. Joint county-state administrative mechanism is already in place for collection and distribution of revenues.

While this particular bill may not pass during the next legislative session, there is much to recommend introduction of a similar bill in future sessions:

- (1) The bill offers a wide range of options to rural and urban communities. For areas where property tax increases are particularly anathema, localities would be able to consider a range of other options for transit (and other) purposes.
- (2) Revenues generated by any one of the taxes could be used to offset transit funding shortfalls.
- (3) The bill is democratic. It mandates no tax increase, only makes "local-option" possible.
- (4) Most importantly, this bill (or a similar bill) has a chance for eventual adoption because of the large constituency it would benefit all cities, counties, public service departments (or agencies) within the state which are presently or expect to be financially strapped in the near (or distant) future.

Other aspects of the bill may prove more troublesome:

- (1) As presently written, the tax would have to be initially adopted and renewed every two years by public referendum,
- (2) The legislature may pass the bill with an amendment which would mandate that half the revenues generated by an adopted tax be used for property tax relief,
- (3) The bill, if passed, would leave the local policy-maker/ politician in the politically unpopular position of having to sell the concept of increased taxation to the people.
- (4) Present prospects for passage could be poor.

With respect to above-mentioned disadvantages:

- This or any bill can be amended during the legislative process.
- None of the disadvantages poses an insuperable problem to increased transit (or other) funding.

- Half of something is better than nothing.
- Any successful taxation initiative (at any level of government) will require political courage and a great deal of work by public officials. Any successful tax initiative will also require intense and coordinated lobbying and public relations efforts by the parties who stand to benefit from the initiative. If this (or similar) enabling legislation is to be passed and eventually adopted by localities within the state, transit and other public service managers, Leagues of Municipalities and Counties, IPTA, IDOT and other state agencies are going to have to share with local officials and councilpeople the work burden and political heat generated by the effort.

Summary of Funding Alternatives

The state's transit systems must seek alternative funding as federal operating assistance is phased out. Unfortunately, historic funding patterns and the present mood of state legislators make increased state general fund appropriations or passage of enabling legislation for new dedicated tax authority for transit systems possibly ~~less than likely~~. Given this background, farebox (and other system) revenue increases and increased local subsidies represent some of the best potential sources of alternative funding.

Enabling legislation to provide a dedicated source of funding for transit systems from (real) property taxes has been on the books for a number of years. While increases would be politically difficult to implement because property tax levels are already high, transit systems may wish to consider this option as a viable fall-back alternative.

An excellent prototype for general use local option enabling legislation has been introduced during the past Iowa legislative session. While Senate File 560 is undoubtedly not perfect as presently written, the bill's intent—to offer a wide range of taxing

possibilities to cities and counties—appears to be ideal for communities hard-pressed for transit and other public service funding. Because resistance to any tax bill is strong, sponsors, of this (or any similar) bill will need all the help they can get. Transit officials statewide should consider the possibility of helping to organize and coordinate efforts with many community leaders to promote the bill's passage.

If passed, this (or a similar) bill doesn't guarantee increased transit funding. Local officials would have to be persuaded to adopt one (or more) of the taxes made possible by the legislature, and transit systems would have to compete with other public services for part of the revenues generated. It would be incumbent upon transit officials to thoroughly inform local officials and the public of the benefits of transit services and ramifications of service loss while making their case for new funding.

Conclusion

The state transit plan for the 1980's has discussed several points. The gains in increasing the mobility of Iowans during the 1970's, especially with regard to facing two energy crises, have been examined. It has been noted that even with the current levels of service, the state's transit systems could not assure the sudden high volume of new ridership that would occur with a new energy crisis. After the demise of the private transit systems, the public systems have brought service levels back up to where all segments of the population use, or have the opportunity to use the services. Particularly in the area of innovative services, nationally recognized advances have been made. All of this occurred because local governments, the state and more importantly the federal government have made commitments to mass transit.

The section of this plan devoted to transit in the 80's shows the effects of the federal government's withdrawal of its long-time commitment to transit. Also, it should be made very clear that the Reagan Administration will eliminate transit operating assistance by the fiscal year 1985, (not just reduce the growth of the program). The total federal loss to Iowa in fiscal year 1985 will be \$10.4 million. Funding losses of this magnitude will most likely cause several systems in the state to stop providing transit services; without immediate action by the state legislature increasing state transit assistance from \$1.9 million to \$8.1 million to avoid causing 12 to 13 thousand productive Iowa citizens from losing their public transit mobility.

This plan has also presented the capital and operating budgets necessary just to maintain the existing state's transit services into the 1980's.

The most important part of the plan has dealt with the specific federal dollar losses, their probable impacts to the state's citizens and alternative financing to replace this vital funding. It becomes strikingly clear that some transit systems will have to close, while the rest will suffer generally irreparable setbacks and severe to moderate service cuts, without increased state transit assistance. Twenty-eight thousand to thirty thousand daily citizens using transit unfortunately will suffer doubly, some will lose jobs, some will lose their volunteer worth, some will basically lose their means of mobility just to sustain independent life styles and the rest will pay more for less useable service. Downtown business, air pollution and energy conserving efforts will all be drastically and adversely affected. And even if local governments wanted to supply the funds to make up the federal cutbacks, most cannot without new enabling legislation. IPTA has identified and analyzed several alternative means of refinancing and supporting the state's public mass transit systems, without federal operating funds. All of these alternatives must be carefully considered and acted upon by this session because as the Country witnessed the events in Birmingham, Alabama; Boston; Youngstown, Ohio and Chicago it became clear that when public funds are lost, services are cut severely and that means many less fortunate citizens cannot get to where they need to go. Yes, and before long they are institutionalized at the total cost of the state.

Action

The IPTA membership's recommended actions that need to be taken now by the Governor, IDOT Commissioners, and state legislators to assist public transit in continuing to provide mobility to the citizens of Iowa without the federal government support are as follows:

1. Increase state transit assistance from \$1.9 million to \$10.1 million by fiscal year 1985, requiring dollar for dollar match with local (city, county, private) funds.
2. The establishment of a multi-modal trust fund by fiscal year 1986, with taxing power to sustain at a minimum the current level of service being provided by all transportation modes in Iowa.
3. The elimination of any encumbering regulations or administrative rules that only increase cost of transit and normally reduce efficiency in meeting the public needs.
4. Enact enabling legislation (SF560) that will allow a local option tax to support the mobility needs of all citizens through public transit services.
5. Enact legislation requiring that public transit alternative analysis be considered before widening any city/county streets or state highways, and before any public parking facilities are to be built.
6. Obtain passage of an ammendment to 601-J, Code of Iowa, providing that any transit jurisdiction not in compliance with the 601-J, as amended language, shall be subject to the loss of all State IDOT transportation funds.

A P P E N D I X

--Summary of 1980...state contributions to their
respective transit systems.

CHARACTERISTICS OF STATE TRANSIT ASSISTANCE PROGRAMS

(Source: AASHTO Standing Committee on Public Transportation)

STATE	POPULATION	NUMBER OF SYSTEMS		PROGRAM FUNDING	FUNDING SOURCE	METHOD OF FUNDS DISTRIBUTION	TRANSIT \$'s PER CAPITA
		Urban	Non-urban				
Louisiana	3,642,463	P-11 H-31	P-1 H-48	\$ 6,616,965	General Fund	M	1.82
Maine	993,722	P-2 H-2	P-3 H-6	600,000	General Fund	M	.60
Maryland	3,923,897	P-6 H-69	P-9 H-67	114,300,000	Consolidated Transportation Trust Fund	M	29.13
Massachusetts	5,689,170	P-10 H-9	P-2 H-3	109,191,000	General Fund	M	19.19
Michigan	8,881,826	P-12	P-43	99,715,300	Gasoline Tax Excise Tax	M	11.23
Minnesota	3,806,103	P-17 H-125	P-55 H-250	42,080,000	General Fund	D	11.06
Missouri	4,677,623	P-5 H-150	P-3 H-85	588,500	General Revenue	M	.13
Nebraska	1,485,533	P-3 H-17	P-3 H-52	1,778,633	General Funds	M	1.20
New Jersey	7,171,112	P-68 H-447	P-NA H-NA	80,000,000	General Funds	NA	11.15
New York	18,241,584	P-13 H-NA	P-15 H-NA	157,000,000	General Fund	M	8.61
North Carolina	5,084,411	P-10 H-410	P-7 H-NA	846,000	General Fund	M	.17
Ohio	10,657,423	P-38 H-160	P-26 H-260	26,440,000	General Fund Human Service Agencies	M	2.50

P=Public Transportation System
H=Human Service System

M=Maintenance of Effort from Year-to-Year
D=Discretionary

CHARACTERISTICS OF STATES TRANSIT ASSISTANCE PROGRAMS

(Source: AASHTO Standing Committee on Public Transportation)

STATE	POPULATION	NUMBER OF SYSTEMS		PROGRAM FUNDING	FUNDING SOURCE	METHOD OF FUNDS DISTRIBUTION	TRANSIT \$'s PER CAPITA
		Urban	Non-urban				
Iowa	2,825,368	P-7 H-16	P-10 H-NA	\$ 2,000,000	General Fund	D	.71
California	19,969,175	P-45 H-1046	P-98 H-31	27,000,000	State Highway Account, Transportation Planning and Development Account, Abandoned R.R. Account	NA	1.35
Connecticut	3,032,217	P-17 H-8	P-4 H-NA	40,000,000	General Fund (Oper.) Bond Funds (Cap.)	M	13.19
Delaware	548,104	P-2 H-1	P-1 H-1	2,928,400	Delaware Turnpike	D	5.35
D.C.	756,668	P-1 H-5	P-NA H-NA	651,478	Interstate Transfer Funds	M	.86
Florida	6,791,418	P-18	P-4	37,000,000	MotorFuel Tax, Motor Vehicle Tax, State General Revenue	M	5.45
Georgia	4,587,930	P-6 H-6	P-2 H-73	518,500	General Revenue	M	.11
Illinois	11,113,141	P-49 H-17	P-5 H-34	160,000,000	Bond, Public Transit and General Funds	M	14.40
Indiana	5,195,610	P-9 H-101	P-7 H-132	4,250,000	General Fund	M	.82
Kentucky	3,220,711	P-5 H-2	P-9 H-36	500,000	General Fund	M	.16

P=Public Transportation System
H=Human Service System

M=Maintenance of Effort from Year-to-Year
D=Discretionary

CHARACTERISTICS OF STATE TRANSIT ASSISTANCE PROGRAMS

(Source: AASHTO Standing Committee on Public Transportation)

STATE	POPULATION	NUMBER OF SYSTEMS		PROGRAM FUNDING	FUNDING SOURCE	METHOD OF FUNDS DISTRIBUTION	TRANSIT \$'s PER CAPITA
		Urban	Non-urban				
Oregon	2,091,533	P-3 H-2	P-12 H-18	\$ 2,855,627	General Fund	D	1.37
Pennsylvania	11,800,766	P-22 H-NA	P-17 H-420	117,255,000	General Fund Lottery Fund	M	9.93
Rhode Island	949,723	P-1 H-10	P-NA H-2	6,430,000	State Bonds General Funds	M	6.77
Tennessee	3,926,018	P-4 H-95	P-6 H-145	1,650,000	Highway Users Revenues	M	.42
Texas	11,199,385	P-17 H-NA	P-2 H-NA	9,600,000	General Fund	M	.86
Vermont	444,732	P-0 H-NA	P-5 H-NA	200,000	Highway Gas Tax	M	.50
Virginia	4,651,448	P-8 H-NA	P-6 H-NA	59,900	Highway Users Revenues	D	.013
Washington	3,413,244	P-7 H-NA	P-8 H-NA	385,000	General Fund	M	.11
West Virginia	1,744,237	P-4 H-NA	P-9 H-NA	350,000	General Funds	M	.20
Wisconsin	4,417,821	P-10 H-60	P-12 H-200	17,000,000	State Transportation Fund	M	3.85

P=Public Transportation System
H=Human Service System

M=Maintenance of Effort from Year-to-Year
D=Discretionary

Large Urban Funding Sources
(FY 1981)

City	Revenue	Local	State	Federal	Total
Cedar Rapids	\$ 616,000	\$ 684,404	\$ 68,640	\$ 673,000	\$ 2,042,044
Council Bluffs	253,810	233,456	45,000	283,455	815,721
Davenport	393,240	1,038,610	73,000	2,272,110	3,776,960
Des Moines	2,247,000	1,427,318	173,000	1,654,767	5,502,085
Dubuque	439,200	385,401	59,798	445,400	1,329,799
Sioux City	358,254	445,783	80,600**	606,163	1,490,800
Waterloo	437,344	576,361	110,000	1,689,081	2,812,786
Total	\$4,744,848	\$4,791,333	\$610,038	\$7,623,976	\$17,770,195

Regional Funding Sources
(FY 1981)

Regions	Revenue	Local	State	Federal	Total
\$ 1	\$ 206,599	\$ 40,630	\$ 50,000	\$ ---	\$ 297,229
2	72,000	94,239	46,000	92,111	304,350
3	234,172	57,128	80,000	177,200	548,500
4	54,630	63,730	65,000	39,840	223,200
5	120,000	100,873	79,600	129,492	429,965
6	2,200	75,540	40,000	76,543	194,283
7	37,146	17,894	60,769	154,396	270,205
8	16,000	70,144	28,000	170,155	284,299
9	35,000	28,885	47,996	161,026	272,907
10	427,650	25,350	90,000	---	543,000
11	30,000	273,684	55,000	408,409	767,093
12	39,359	30,943	43,600	70,000	183,902
13	34,000	64,792	62,800	34,575	196,167
14	155,551	22,000	49,500	60,000	187,051
15	323,286	41,192	90,000	52,222	506,700
16	36,470	33,200	54,800	371,609	496,079
Total	\$1,824,063	\$1,040,224	\$943,065	\$1,997,578	\$5,804,930

Small Urban Funding Sources
(FY 1981)

City	Revenue	Local	State	Federal	Total
Ames	\$ 113,850	\$ 345,518	\$103,000	\$ 494,400	\$1,056,768
Bettendorf	20,000	76,133	21,000	137,337	254,470
Burlington	107,018	280,743	75,000	--	254,470
Clinton	130,850	267,305	84,999	263,992	747,146
Coralville	142,980	252,650	54,766	250,000	700,396
Iowa City	640,750	602,047	175,043	159,780	1,577,620
Mason City	23,750	113,584	57,459	120,000	314,793
Marshalltown	25,000	129,767	82,800	512,000	749,567
Muscatine	34,290	103,445	32,210	70,180	240,125
Ottumwa	93,400	218,089	124,912	560,000	996,401
Total	\$1,331,888	\$2,389,281	\$811,189	\$2,567,689	\$7,100,047

	<u>FY83</u>	<u>FY84</u>	<u>FY85</u>	<u>FY86</u>
Ames	\$ 59,372	\$ 64,715	\$ 69,892	\$ 74,785
Bettendorf	149,446	161,402	174,314	188,259
Burlington	82,325	82,325	82,325	82,325
Clinton	177,343	195,078	218,119	233,387
Coralville	48,005	50,523	53,460	58,118
Iowa City	94,338	189,839	285,106	305,063
Mason City	78,108	89,811	103,305	110,537
Marshalltown	110,321	262,022	279,686	299,264
Muscatine	82,758	89,378	109,408	117,067
Ottumwa	52,373	55,018	57,857	60,904
Total	<u>\$934,389</u>	<u>\$1,240,111</u>	<u>\$1,433,472</u>	<u>\$1,535,472</u>

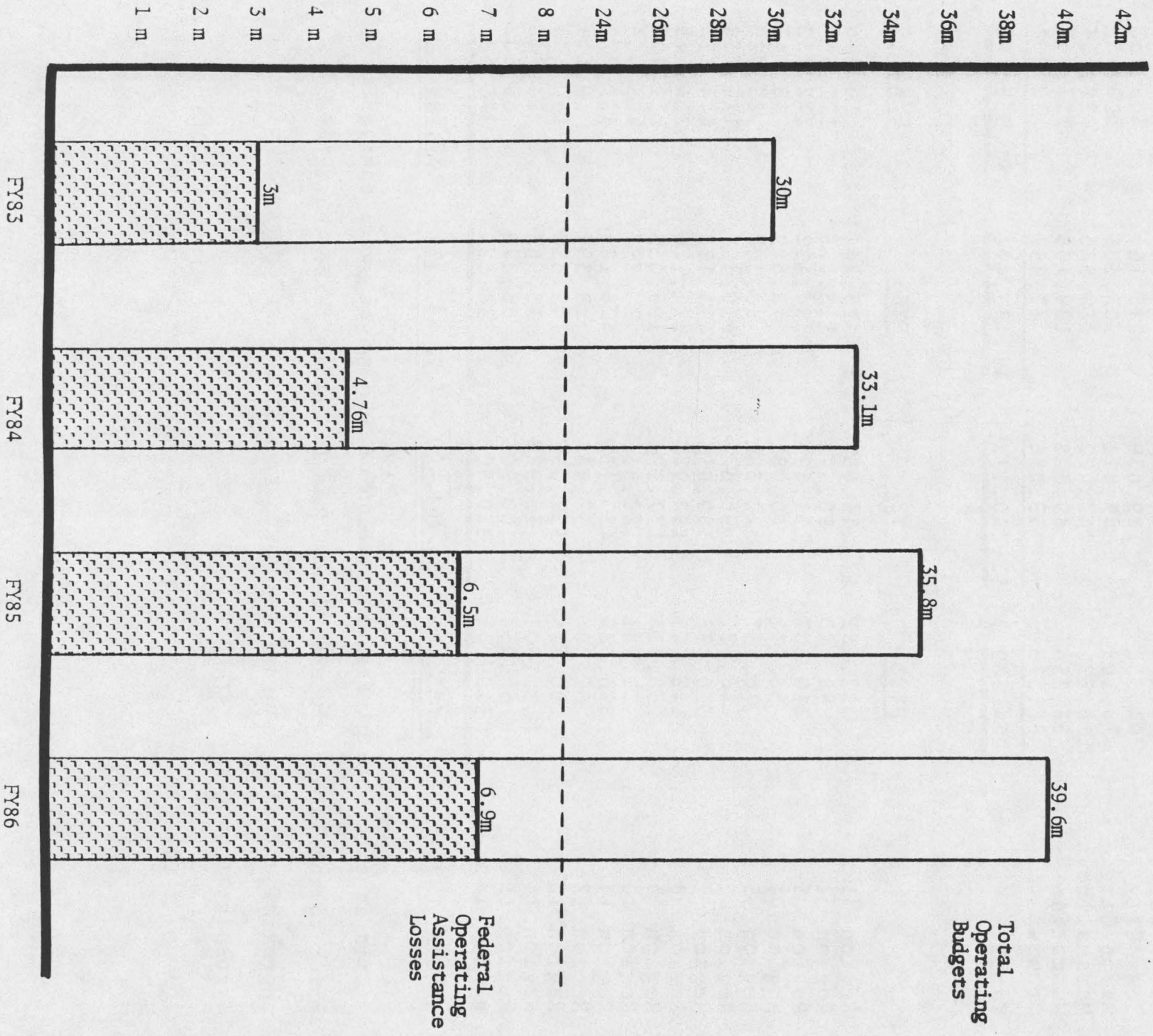
	<u>FY83</u>	<u>FY84</u>	<u>FY85</u>	<u>FY86</u>
Region 1	\$ 12,551	\$ 14,057	\$ 15,744	\$ 16,846
Region 2	85,680	98,573	113,615	121,567
Region 3	210,267	231,293	254,422	272,232
Region 4	36,772	40,081	43,689	46,747
Region 5	76,257	72,381	80,307	85,929
Region 6	86,427	96,678	110,409	118,138
Region 7	356,492	389,853	415,188	444,252
Region 8	143,759	152,979	221,176	236,648
Region 9	158,436	177,196	198,039	211,902
Region 10	21,381	22,833	24,357	25,955
Region 11	376,086	433,135	498,105	532,972
Region 12	7,004	7,634	8,397	9,114
Region 13	100,418	122,857	149,658	160,134
Region 14	11,861	12,928	13,963	14,940
Region 15	60,054	60,905	65,049	69,602
Region 16	319,961	330,007	350,621	375,164
Total	<u>\$2,063,406</u>	<u>\$2,264,400</u>	<u>\$2,562,739</u>	<u>\$2,742,152</u>

In an effort to give an indication of how budgets were constructed prior to the loss of federal funds, the following three charts of approximate funding sources are taken from the Iowa Department of Transportations' 1981 Transit Plan.

STATEWIDE TRANSIT SYSTEMS

Dollars

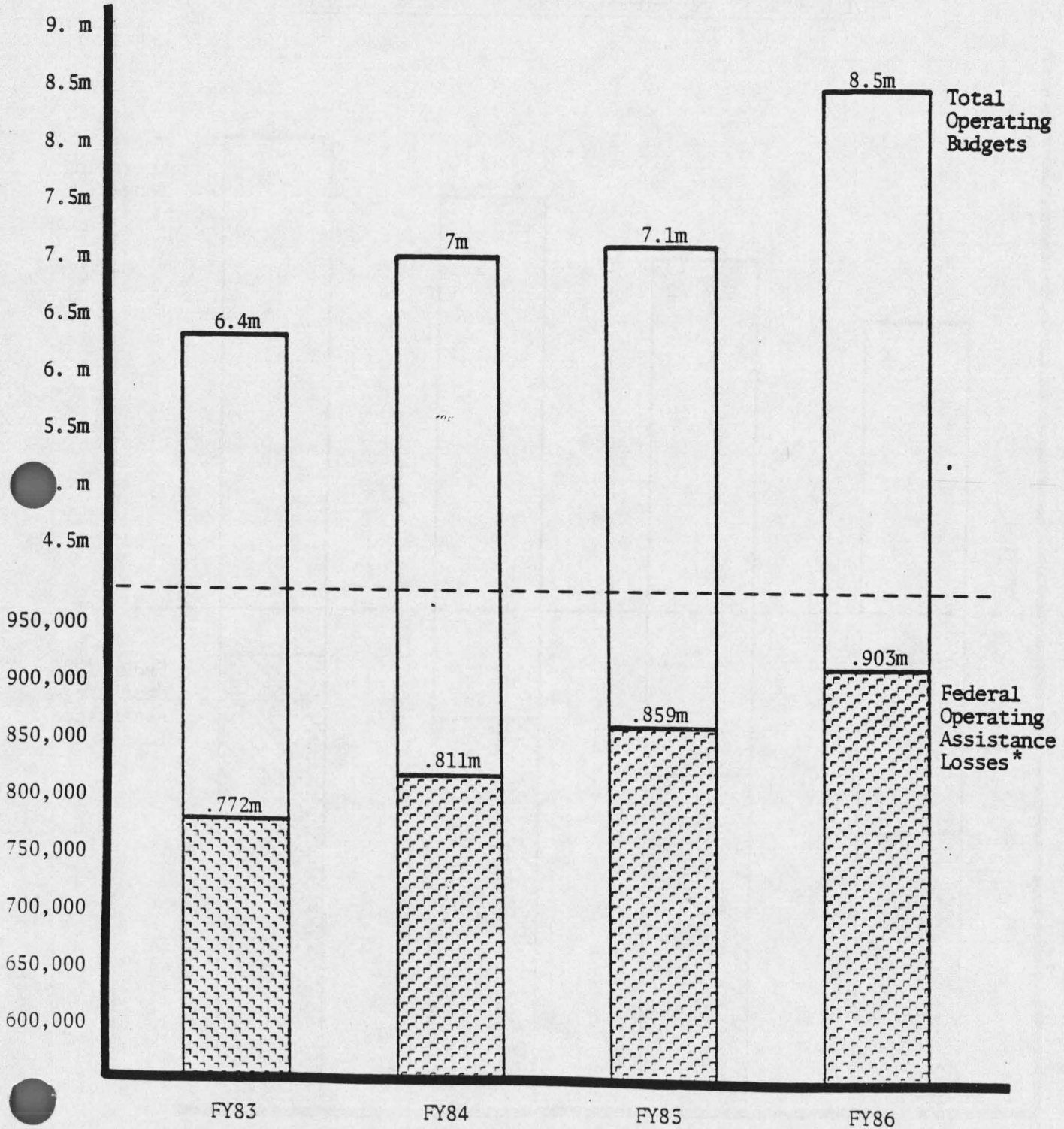
TOTAL BUDGETS AND FEDERAL OPERATING FUNDING LOSSES



REGIONAL TRANSIT SYSTEMS

TOTAL BUDGETS AND FEDERAL OPERATING FUNDING LOSSES

Dollars

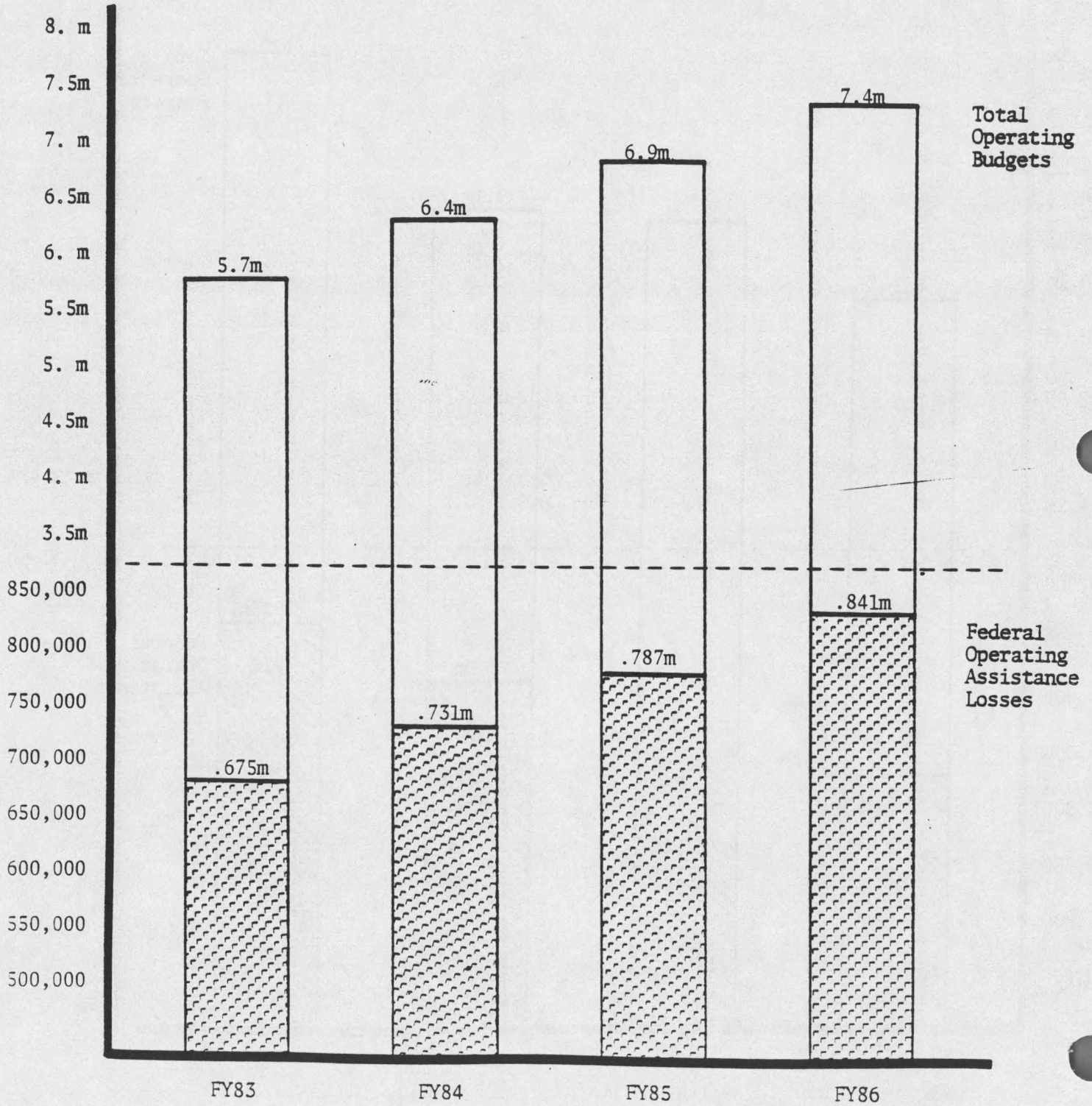


*Includes reductions in health and human service program funding.

SMALL URBAN TRANSIT SYSTEMS

TOTAL BUDGETS AND FEDERAL OPERATING FUNDING LOSSES

Dollars



LARGE URBAN TRANSIT SYSTEMS

Dollars

TOTAL BUDGETS AND FEDERAL OPERATING FUNDING LOSSES

