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Iowa's Public Transit Program

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November 1981

IOWA'S PUBLIC TRANSIT PROGRAM

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Iowa's Public Transit Program

Summary

Iowa's laws, policy, goals and objectives all stress the coordinated and efficient use of transit resources -- capital, human and financial.

The Public Transit Division of the Iowa DOT has, therefore, always stressed the development and improvement of the state's transit services through a concentrated effort on management techniques and technical assistance in the areas of administration, finances, marketing, planning and operations.

Even though the division is small (2 management staff, 6 district managers and 3 clerical) it directly administers 3 programs totaling about \$5 million a year and influences another \$27 million of federal, local and user funds.

Only 36% of the district managers' time is spent administering federal and state financial programs, however. Sixty-three percent of their time is spent providing management and technical assistance, working on statewide projects, attending training conferences and dealing with people other than transit system personnel.

While the state transit assistance appropriation has remained at the \$2 million level since its inception in FY 1977, Iowa's transit systems have continued to improve their provision of service:

- Ridership increased 29% over the last two years while vehicle miles increased only 19%.
- Operating revenue increased 63% over the last two years while operating expenses increased only 51%.

Throughout its history, the Iowa DOT has endeavored to be

- a leader rather than a follower,
- an innovator rather than a monitor, and
- an improver rather than a bureaucrat.

WHAT IS TRANSIT?

The organized movement of PEOPLE

Transit is the organized movement of people in motorized vehicles. The term "transit" encompasses a broad range of passenger transportation services and vehicle types, including familiar large urban and intercity buses.

Numerous public and private transit operations in Iowa provide transportation for daily work and intercity trips, as well as for shopping trips, medical appointments, congregate meal programs, and educational opportunities.

Iowa's transit services are provided in a variety of forms -- urban and regional bus systems, taxi companies, intercity carriers, ridesharing (vanpools and carpools) and commuter bus operations.

WHAT ARE THE OVERALL BENEFITS OF TRANSIT?

Reliable Transportation

Economical Transportation

Mobility for Nondrivers

Reduced Air Pollution

Reduced Energy Consumption

More Efficient Concentration of Urban Activities

Preservation of Urban and Rural Infrastructures

Conservation of Urban Space

Improvement of Travel Safety

Stimulated Economic Development

Increased Employment Opportunities

Reduced Social Service Costs

Effective Movement Within and Between Urban Areas

Essential Alternative if Oil Decontrol Policies are to Succeed

Resource in Times of Local, State or National Emergencies

WHO BENEFITS FROM TRANSIT?

- Many individuals use transit because it is their only alternative available for traveling to work, shopping, medical visits, or entertainment.
- Many use transit as a secure option or alternative during times when autos are being repaired or unavailable or when severe weather occurs.
- Businesses depend on public transit to provide a broad pool of workers from which to select employees.
- Employees use transit to provide a broad pool of accessible work locations.
- Developers, realtors, retailers, and other commercial interests frequently regard accessibility to public transit as key to their success.
- Shippers of goods and services using the highway system benefit from public transit's lessening of urban traffic congestion.

WHAT IS IOWA'S LAW?

Code of Iowa, 1981

Highlights

§307.10 DUTIES OF COMMISSION. The Commission shall:

1. Develop and coordinate a comprehensive transportation policy for the state not later than 1/1/75 which shall be submitted to the general assembly for its approval, and develop a comprehensive transportation plan by 1/1/76, to be submitted to the governor & the general assembly & to update the transportation policy & plan annually.
2. Promote the coordinated and efficient use of all available modes of transportation for the benefit of the state and its citizens including, but not limited to, the designation & development of multimodal public transfer facilities if carriers or other private businesses fail to develop such facilities.
3. Identify the needs for city, county and regional transportation facilities & services in the state and develop programs appropriate to meet these needs ...

§307.25 PUBLIC TRANSIT DIVISION. The Administrator of the Public Transit Division shall have the following duties and responsibilities:

3. Advise and assist the direction in the study of local and regional transportation of goods and people including intracity and intercity bus systems, dial-a-bus facilities, rural and urban bus and taxi systems, the collection of data from these systems, feasibility study of increased government subsidy assistance and determination of the allocation of such subsidies to each mass transportation system, such other physical and technical aspects which may be necessary to meet present and future needs and apply for, accept and expend federal, state or private funds for the improvement of mass transit.

Chapter 601J -- Transportation Programs

1. Provide technical assistance to political subdivisions: management and operations evaluations, systems and procedures.
2. Develop fiscal and service plans to assist political subdivisions to coordinate and consolidate all forms of urban and rural services, except school.
3. Maintain data on federal, state, local and private aids.
4. Any organization receiving government aid must provide annual budget to DOT before receiving aid.
5. Any organization receiving government aid (except school) must be in compliance with State Transit Plan.
6. Provide assistance to political subdivisions apply for federal aid.
7. Analyze each program financed to avoid duplication -- recommend to legislature methods to avoid duplication and increase efficacy of programs.

WHAT IS IOWA'S TRANSPORTATION POLICY?

- GOAL** The transportation goal for Iowa is to provide adequate, safe, and efficient transportation services to the public.
- POLICY** The Iowa Department of Transportation will:
- A. General**
1. Promote a transportation system to satisfy user needs and maximize economic and social benefits for Iowa citizens.
 2. Provide for a participatory planning process which involves public, private, and citizen interests and which encourages complementary transportation and land development patterns.
 3. Encourage and support programs to provide commodity movement and mobility for all citizens.
 4. Develop and promote just and equitable policies and procedures for the registration and regulation of motor vehicles and common carriers of passengers and freight.
 5. Promote financing of the transportation system through user and non-user sources in an equitable manner.
- B. Plan**
1. Develop a total transportation system plan, subject to annual review, which;
 - considers all transportation modes as interacting elements;
 - considers facilities and services necessary for person and commodity movement from origin to destination;
 - contributes to the development and implementation of a comprehensive state plan;
 - exerts a positive influence on social, economic, and aesthetic values;
 - provides safe, convenient travel opportunities;
 - minimizes economic, energy and environmental costs;
 - coordinates available federal, state, and local resources;
 - recommends appropriate investment and funding procedures;
 - makes the best use of land resources for permanent transportation use;
 - encourages more efficient use of energy resources;
 - fosters usage of technological advancements in transportation facilities; and
 - evaluates progress toward achievement of the goal contained in this policy.
 2. Encourage and assist in the development of general aviation, airport facilities, and air-carrier services.
 3. Encourage and assist in the general development, *preservation* and efficient use of highway transportation through improvement programs to equalize functional adequacy of roads and streets throughout Iowa.
 4. Encourage and assist in the development, maintenance and improvement of public transit systems and services.
 5. Encourage and assist in developing and maintaining a viable railroad system which is responsive to the needs of Iowa and the United States.
 6. Encourage and assist in the development of programs which promote efficient use of river transportation.
 7. Develop and participate in programs to improve the safety of all transportation modes.
 8. Encourage and support development of transportation education programs.
- C. Program**
1. Prepare a current and long-range program of capital investment, services, and regulatory practice--each year.
 2. Propose and promote legislative programs to facilitate an integrated transportation system.

January 1, 1981

WHAT ARE THE IOWA DOT'S TRANSIT OBJECTIVES?

Short Term Objectives

- Improve Regional Planning Process
- Implement Regional System Permits
- Develop Model Ordinance for Local Coordination
- Implement State Ridesharing Program
- Draft Commuter Regulations
- Increase Use of Service Inventory and Maintenance System (SIMS)
- Produce Transit Manager's Manual
- Produce Certification Process Booklet
- Evaluate Intercity Coordination Project
- Evaluate Regional Taxi Project
- Develop Rules for Protection of Passengers
- Develop Additional Ground Transportation Center Projects
- Continue Billing and Reporting Simplification through 6-state Consortium
- Continue Implementation of Accounting and Reporting Program (Uniform Data Management System)
- Prepare State Management Plan Required by Federal Government
- Develop Funding Criteria for State Transit Assistance
- Develop Legislative Program in Cooperation with Transit Systems
- Complete Intercity Service Study
- Fund Intercity/Local System Cooperative Experimental Project

Long Term Objectives

Evaluate User Support and Tax Credit Feasibility

Investigate Single State Transit Fund Creation

Encourage Single Federal Transit Fund

Evaluate Delivery of Goods and Services Techniques

Encourage Local Relaxation of Market Entry Controls of Taxi Companies

Evaluate Transit Service Techniques for School Purposes

Evaluate Feasibility of Statewide Transit Parts and Equipment Inventory

Assist Local Transit Systems to Become Transportation Brokers

Establish Intercity Terminal Performance Standards

Evaluate Use of Life Cycle Costing in Capital Procurement

Evaluate Transit Exemption from Payment of State Sales and Fuel Taxes

Evaluate Means to Simplify Charter Market Entry and Exit

Investigate Increased Communication as Partial Travel Substitution

Develop Intercity Data Bank

Encourage Varied Fare Structures

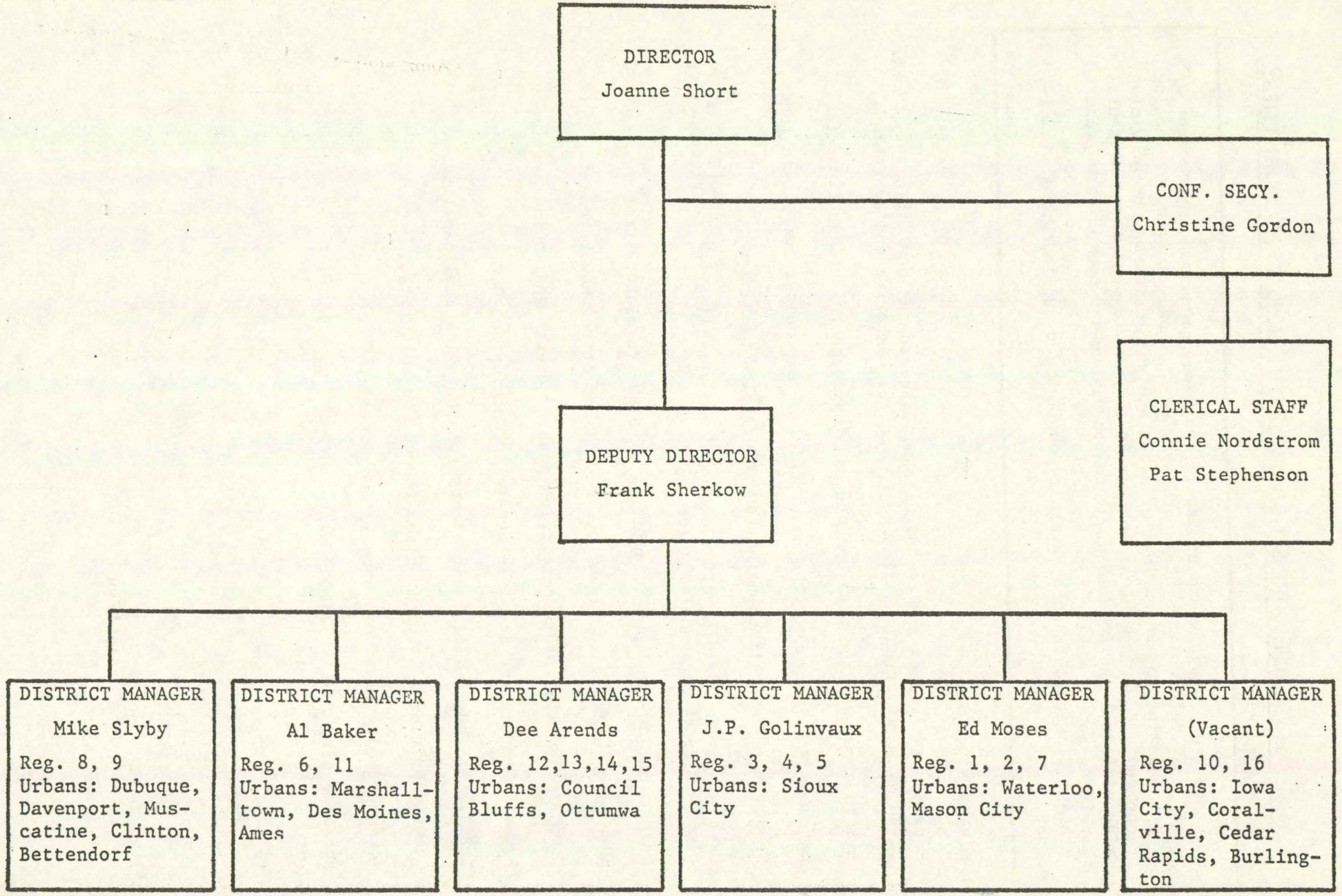
Develop State Interagency Agreements

Begin Implementing Safety Programs

On-Going Objectives

- Effect Plan and Service Conformance with Chapter 601J
- Encourage Establishment of Transit Authorities
- Improve Public Perception of Transit
- Continue Team Effort with Local Entities
- Guide and Encourage Transit and Intermodal Coordination
- Limit Private/Public Competition
- Encourage Utilization of Taxicab Service Support Procedures
- Support Assured Transit Funding
- Standardize Data Preparation and Use
- Encourage Local Participation
- Encourage Compatible Land Use Planning Policies
- Encourage Efficiency through Capital Improvements
- Continue Coordination/Consolidation of Administration and Services through Agencies
- Assist Coordination of State and Local Programs
- Promote Vehicle Safety
- Evaluate Improved Dispatching Techniques
- Develop New Management Assistance Programs as Needed
- Encourage Vehicle Acquisition on Basis of Need and New Technology
- Assist with Joint Capital Procurement Efforts
- Conduct Competitive Bidding for Discontinued Intercity Service
- Conduct Competitive Bidding for New Intercity Services
- Encourage Schedule Flexibility
- Develop and Monitor Performance Indicators

WHO IS THE PUBLIC TRANSIT DIVISION?



WHAT ARE THE PUBLIC TRANSIT DIVISION'S FUNCTIONS & RESPONSIBILITIES?

To encourage, support and assist in the development and improvement of Iowa's public transit systems and services by analyzing and evaluating the management and operations of urban and rural systems, by providing technical and management assistance in the development and implementation of fiscal and service plans to coordinate and consolidate transit services, and by making recommendations to the legislature about government financial support; avoiding duplication and improving efficiency.

The Division:

- Provides management and technical assistance to enhance efficiency in the areas of administration, finance, planning, marketing and operations.
- Brings about service developments and improvements through financial aid.
- Assesses ways to insure the most efficient expenditure of public funds.
- Serves as a centralized point for information exchange.
- Performs as an administrative resource and stabilizer of services during times of local personnel changes.
- Assists private and public entities with the regulatory process.
- Acts as an enforcement agent of federal and state requirements.
- Complements other state priorities such as energy and social services.
- Advocates state and local interests in Washington, D.C.
- Initiates and facilitates projects for statewide applicability.
- Groups individual local problems for common solution.
- Recommends legislative proposals and actions.
- Mediates disputes.

WHAT IS THE IOWA DOT'S PROGRAM RESPONSIBILITY FOR TRANSIT?

Iowa's Transit Programs have been structured to accomplish results and make improvements. Financial assistance has always been viewed as a means to that end, and not an end itself. The original purpose of establishing the State Transit Assistance fund was to create a "carrot" by which to "meaningfully" supply the management and technical assistance. Without this "carrot", this technical aid would go unused and ignored.

Based on maximizing the transit benefits while minimizing the costs (Transit Plan '77), funding program under Iowa DOT administration has been structured to:

1. Reward good performance,
2. allow innovations of existing or new services, and
3. provide an adequate capital base for transit operations.

	OPERATING	CAPITAL	FORMULA	DISCRETIONARY	50,000 OR MORE POP.	LESS THAN 50,000 POP.	PUBLIC AGENCY	PRIVATE NON-PROFIT	FY'82 TOTAL DOLLARS
STATE TRANSIT ASSISTANCE									
FORMULA	*	*	*	*	*	*	*	*	\$1,572,420
SPECIAL PROJ.	*	*		*	*	*	*	*	453,547
U.S. DOT									
SECTION 3		*		*	*	*			\$2,649,292
SECTION 5	*	*	*	*	*	*			5,621,964
SECTION 16(B)(2)		*	*	*	*		*		472,634
SECTION 18	*	*	*		*	*	*		2,296,767
LOCAL/USER	*	*		*	*	*	*		18,885,362
TOTAL									\$31,951,986

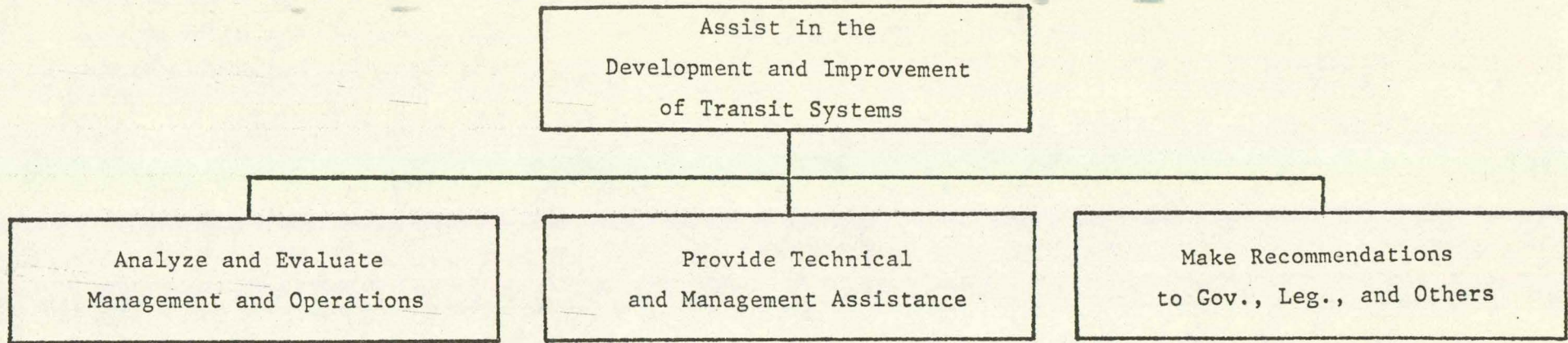
CHARACTERISTICS OF TRANSIT FUNDING

The Public Transit Division directly administers the

1. State Transit Assistance,
2. Section 16 (b)(2) funds, and
3. Section 18 funds for the entire state.

However, considerable review and effort is made concerning all sources of revenue to ensure:

1. Equitable allocation of resources,
2. consistent treatment of transit systems,
3. adequate resources available to accomplish the projects, and
4. establish financial need levels for transit systems.



UDMS/TAC - - - - -
A-95 Reviews

- - - - - Interagency Agreements

MAP
GTC
Annual Planning Activities
Intercity Bus Assistance
Bus Spec Brochure
Statewide Marketing
Ridesharing/Pooling Program
Transit Directory
Park and Ride Lot Coordination
Route/On-site Management Assistance
Route/On-site Technical Assistance
Route/On-site Planning Assistance

601J Report
Liaison Activities

Statistical Report
Contract Administration
System Evaluation

Methods and Tools

- Computers
- Accounting System
- Data Collection Process
- Standard Definitions/Procedures
- In Depth Knowledge of Transit Management Operations, Needs
- Surveys

Methods and Tools

- Funding/Financial Assistance for Specific Performance and Results
- Packaged Material and Documents
- On-site Work w/Local Representatives
- Professional/Industry Knowledge

Methods and Tools

- Code of Iowa
- Administrative Rules
- Policy/Plans
- Pending U.S. and Iowa Legislation
- Contacts with Others

WHY DO WE STRESS RIDESHARING?

Because transit in Iowa has always meant more than buses, coordination of small groups of people as they travel has provided alternative transportation in low density areas. This "pooling" can be in an automobile, van or even a bus. It may well be cheapest, and highest potential-type of transit for Iowa. However, if this "pooling" occurs only on an individual or company basis, no "system" will develop for public use.

Thus, the Iowa DOT and others around the country have established ridesharing programs in order to create a larger "pool" of travelers. This will mean that more "pooling" will occur and more travelers will be in each car, van or bus. It will also be accessible to all and standardized, giving it characteristics more like those of a public system.

HOW DOES THE PUBLIC TRANSIT DIVISION SPEND ITS TIME?

Management/Administrative Staff

	<u>% time spent</u>
Supervision of Staff	20
Program Development & Coordination	28
Reports and Publications	10
Contacts with other than Transit Systems	25
General Meetings/Training	<u>17</u>
	100

PROGRAM DEVELOPMENT AND COORDINATION

State Transit Assistance
Section 18
16b2
Uniform Data Management System (UDMS)

Management Assistance Program
Ground Transportation Centers
Ridesharing

REPORTS AND PUBLICATIONS

601J
Statistics

Bus Specification & Price Summary
Directory

MEETINGS/PHONE CONTACTS/CORRESPONDENCE (OTHER THAN TRANSIT SYSTEM PERSONNEL)

Other DOT Divisions/Offices

Transportation Regulation Board
Planning (Advance Planning, Research)
Administration (Audits, Accounting, Data Processing, Fleet)
Legal
Motor Vehicle (Operating Authority, Enforcement)
Highway (Contracts)
Director's Office (News and Information, Graphics and Publications,
Reproduction

Other Agencies -- Local, State, Federal Non-DOT

Other States
Individual Citizens
Legislators/Governor's Office
Media
Consultants
Commissioners

GENERAL MEETINGS/TRAINING

Conferences, Federal Regional Council, 6-State Consortium
Training Courses
Research and Development of Legislative and Administrative Proposals
Staff and Special Project Meetings

Districts Managers (6)

	<u>% time spent</u>
Management and Technical Assistance	24
Administration of State Transit Program	20
Administration of Federal Programs	16
Contacts with other than Transit Systems	14
General Meetings	<u>26</u>
	100

MANAGEMENT AND TECHNICAL ASSISTANCE (PUBLIC AND PRIVATE)

Presenting Modules
Revising Existing/Producing New Modules
Attending TAC Meetings
Commuter/Intercity Carrier Assistance
UDMS Development/Implementation
System Evaluations
Meeting with Local Elected Officials/Policy Boards

MANAGEMENT/ADMINISTRATION OF STATE TRANSIT FUNDS

Contract Negotiations
Objectives and Sub-objectives (Preparation and Monitoring)
Subcontract Review
Reimbursements
Quarterly Report Analysis (Financial and Operational Monitoring)
Audit Report Analysis

MANAGEMENT/ADMINISTRATION OF FEDERAL PROGRAMS

Funding Applications (Section 5, Section 3, 16b2, Section 18, Section 147)
Interpretation/Implementation of Regulations
Contract Administration

UMTA/FHWA Reports
Reimbursements
Review Local Documentation for Submission to Feds
Specifications Review
Planning Requirements

Ground Transportation Centers

MEETINGS/PHONE CONTACTS/CORRESPONDENCE (OTHER THAN TRANSIT SYSTEM PERSONNEL)

Same as Management/Administrative Staff

GENERAL MEETINGS

Conferences/Seminar Presentation/Participation
Staff Training Courses (Management, Technical, Safety)
Research and Development of Legislative and Administrative Proposals
Staff Meetings

WHAT ARE HIGHLIGHTS OF THE PUBLIC TRANSIT DIVISION'S ACCOMPLISHMENTS?

In 1975 The Public Transit Division:

- Was formally organized (August).
- Completed Transit Assistance Program for Iowa report through contract with Engineering Research Institute of Iowa State University.
- Held numerous meetings with "State Legislative Interim Sub-Committee on Public Transit" concerning state transit assistance program scope of responsibilities and financing (\$3 million requested by Iowa D.O.T.: \$1.5 million recommended by sub-committee).
- Issued "Bus Specification and Price Summary" brochure (first in U.S.).
- Conducted first Regional Rural Transit Conference (Kirkwood College, Cedar Rapids) for Eastern Iowa.
- Assumed 16(b) (2) Program (UMTA Program for purchase of vehicles for elderly and handicapped) for fiscal year 1975, \$304,000.
- Held first statewide Transit Policy Makers meeting.
- Presented D.O.T. Public Transit Plan on public television:
 1. Regional Transit System concept.
 2. Large Urban, Small Urban, and Rural Financial Assistance.
 3. Private enterprise considered equally important as public agencies.

In 1976 The Public Transit Division:

- Worked, in its first year of operation, on behalf of seven Iowa cities to expedite \$3 million in Federal funds for transit operating assistance.
- Allocated \$1.6 million of Fiscal Year 1977 Federal funds for operating assistance to four cities with populations between 50,000 and 200,000.
- Ordered 26 transit vehicles for private, non-profit agencies for elderly and handicapped transportation from \$2 million appropriated by the State Legislature.
- Awarded \$50,000 in State transit assistance funds for coordination of services in Muscatine and Scott Counties.
- Approved \$100,000 for Area XIV Agency on Aging, Creston, and the City of Ida Grove for expansion of existing rural transit systems.
- Conducted Southwestern Iowa Rural Public Transit Conference (Southwestern Community College, Creston).

In 1977 The Public Transit Division:

- Allocated the first state transit assistance funds. Funds amounting to \$1.4 million were awarded to 17 urban and 12 regional transit operations for operating and capital assistance. Transit systems in Iowa received a total of \$15.7 million in local, federal and state funds.
- Instituted "Management by Objectives" in all contracts with funding recipients.
- Assisted all of the state's regional planning agencies in developing regional transit development programs. The programs involve organizing, coordinating or consolidating transit operations under the administration of a single responsible agency in a particular area.
- Completed the first management studies on state transit systems. Studies in Sioux City and Clinton resulted in improved service, routes, schedules and increased ridership at a combined cost savings of \$81,000.
- Completed the second phase of the statewide public transit communication program involving four television and four radio public service announcements, market research and a marketing manual for transit operators.
- Developed a unique bus operators training program and bus care training manual as part of courses designed to help transit managers develop and improve management skills.
- Published first Iowa Transit Comparative Statistics Report.
- Conducted four Regional Conferences:
 - Northeastern Iowa Rural Public Transit Conference (Area I Vocational Technical School, Calmar)
 - Southeastern Iowa Rural Public Transit Conference (Indian Hills Community College, Ottumwa)
 - Southwestern Iowa Rural Public Transit Conference (Southwestern Community College, Creston)
 - Northwestern Iowa Rural Public Transit Conference (Iowa Central Community College, Fort Dodge)

In 1978 The Public Transit Division:

- Allocated \$1.9 million in state transit assistance funds to 18 urban and 14 regional transit operations for capital and operating assistance. Iowa transit systems received \$20 million in local, state and federal funds in 1978, an increase of \$4.3 million from the previous year.
- Made capital grants of \$377,000 to private non-profit organizations to provide transportation services to elderly and handicapped persons where existing services were inadequate. This program was authorized by the Urban Mass Transportation Administration under Section 16 (b) (2) of the Urban Mass Transportation Act of 1964, as amended.
- Assisted all the state regional planning agencies in the development of regional transit systems. The assistance was in the areas of organizing the administrative agencies' management, finance, planning operations and marketing activities.

1978 (Continued):

- Completed management studies of Burlington and Ottumwa transit systems. In Burlington the study resulted in increased ridership of an estimated 50,000 per year, improved routes, schedules and services, at a cost savings of \$30,000. Ottumwa's study resulted in improved service routes, promotions and an annual projected ridership increase of \$15,000, at a cost savings of \$50,000.
- Developed six management assistance programs to be used by the 34 urban and regional public transit systems.
- Designed a state public transit education program, "Focus on Transit", which is divided into four sections: "Community Awareness," "H.E.L.P. (Help Eliminate Litter and Pollution)," "The Public Transit Partnership (Bus and Driver)" and "The Big Three (Safety, Pride, Respect)."
- Selected three projects under section 147 of the Rural Public Demonstration Program, which is funded by the Federal Highway Administration. The projects were: Region 4, Woodbury Community Action Agency, \$162,277; Region 14, Matura Action Corporation, \$585,779; and Region 15, Area XV Regional Planning Commission, \$250,000.
- Distributed television and radio announcements on public transit services to 20 television and 125 radio stations throughout the state and bordering states. Follow-up research indicated Iowans believed more public transportation is needed.

In 1979 The Public Transit Division:

- Allocated \$2.2 million in state transit assistance funds to 18 urban and 16 regional transit operations for capital and operating assistance.
- Developed and implemented a transit assistance program for state employees utilizing a legislative appropriation of \$65,000. The program, which paid a share of the state employees' costs for public transit if the employees agreed not to park their motor vehicles on state property at their job site, began in October, 1978. Through the end of the fiscal year approximately 1,200 state employees utilized the program each month.
- Administered the use of \$22 million for transit services and the purchase of capital assets in the 34 designated transit agencies in the state.
- Provided more opportunities for carpooling. The carpool program, now known as "Let's Get Together," was modified and expanded to a statewide program rather than covering only Des Moines and Ames. One of the main improvements were the revision of the grid maps to take into account environmental barriers, traffic flow and common factors of residential areas, industrial areas and central business districts.

1979 (Continued):

- Put together a state program of ground transportation centers, which serve as joint development projects as well as intermodal terminals. They combine transportation functions under one roof, with financing being a combination of public and private funds. Seven Iowa urban areas were selected for study and four -- Cedar Rapids, Davenport, Des Moines and Sioux City -- were selected as candidates for federal approval as sites for the centers. The City of Des Moines later dropped its candidacy for a ground transportation center.
- Developed and provided 12 management assistance programs to improve the management and communication skills of transit managers throughout the state.
- Developed a program of projects for federal financial assistance (Section 18) to public transportation in rural and small urban areas for use when the funds become available.

In 1980 The Public Transit Division:

- Allocated \$2.3 million in state transit assistance funds to 17 urban and 16 regional transit operations for capital and operating assistance.
- Administered the use of \$28.0 million for transit services and the purchase of capital assets in the 33 designated transit agencies in the state.
- Assisted the state's 33 transit operations in improving their ridership through various programs. Ridership during the year was almost 20 million, a 14.8 percent increase from fiscal 1979.
- Developed a formula method based on three factors (locally determined income, ridership to expense and revenue miles to expense) for distributing state transit assistance funds.
- Implemented Uniform Data Management System in 7 regional and small urban transit systems with the goal of having all 33 systems on UDMS or Section 15 reporting system by FY'82.
- Two Iowa urban areas -- Cedar Rapids and Davenport -- received federal funds for the final architectural/engineering and land acquisition for their ground transportation centers.
- Made 68 presentations of the various management training modules to transit managers throughout the state.

HAS IOWA TRANSIT IMPROVED?

YES

Passengers

- Ridership is up 29% over the last two years.

State Transit Assistance funding seems to relate positively to the increases in ridership.

Cost

- Operating expenses are up 51% over the last two years. Most of this increase is due to higher labor costs. The greater the collective bargaining pressure, the greater the operating expense increases.

Revenue from Users

- Operating revenue from users is up 63% over the last two years.

Vehicle Miles

- Transit vehicle miles has increased 19% over the last two years.

User Revenue/
Operating Expenses

- This important relationship vastly differs with the type of transit system in Iowa.

Large urban systems showed a long decline until 1978.

Small urban systems declined with a small recovery in 1976 and an evening out in 1979.

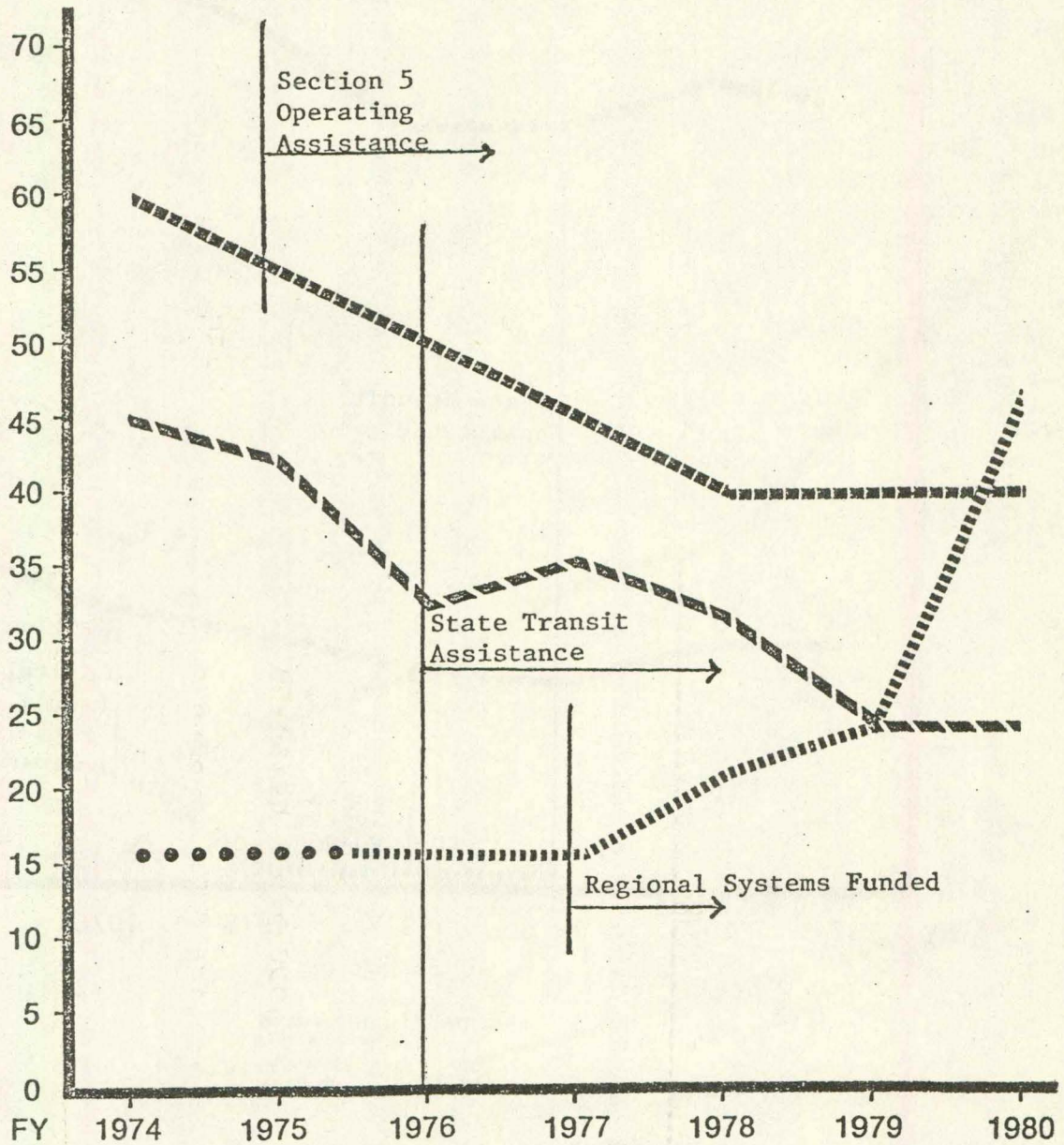
Regional systems have shown a significant increase because of the increases in contract services sold to client groups.

33 PUBLIC TRANSIT PROPERTIES STATEWIDE AVERAGES

<u>1980 TOTALS</u>	<u>% OF CHANGE FROM *FY'78 TO FY'79</u>	<u>% OF CHANGE FROM FY'79 TO FY'80</u>	<u>% OF CHANGE FROM FY'78 TO FY'80</u>
19,732,245 PASSENGERS	+12	+15	+29
13,261,160 MILES	+19	-03	+19
\$ 7,556,958 REVENUES	+25	+28	+63
\$19,134,087 EXPENSES	+30	+17	+51

* FY = FISCAL YEAR

Trends Revenue/Expense*



Large Urban

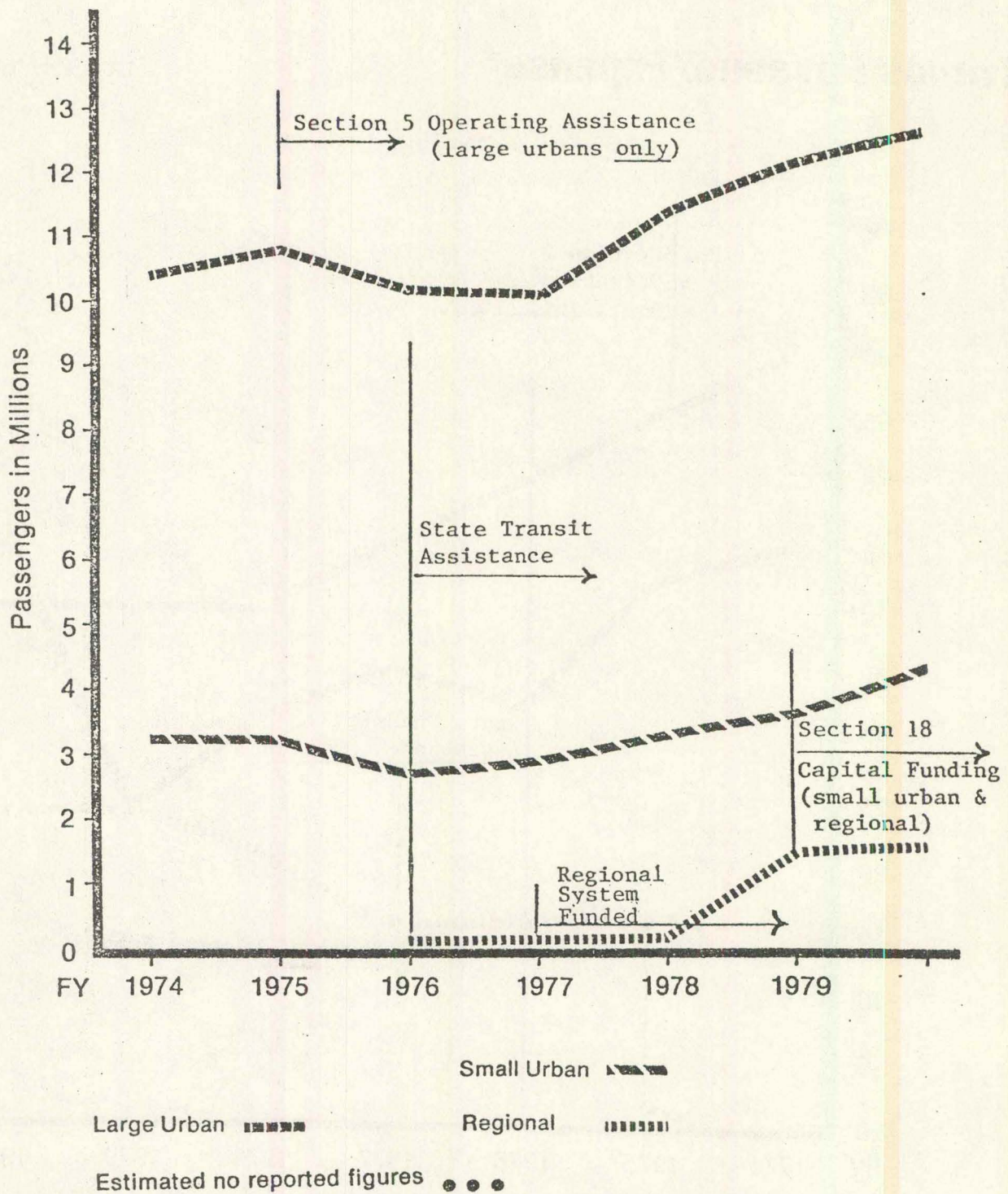
Regional

Small Urban

Estimated no reported figures

*Revenue/Expense - The percentage of operating expenses covered by passenger and/or contract revenue.

Transit Ridership Trends



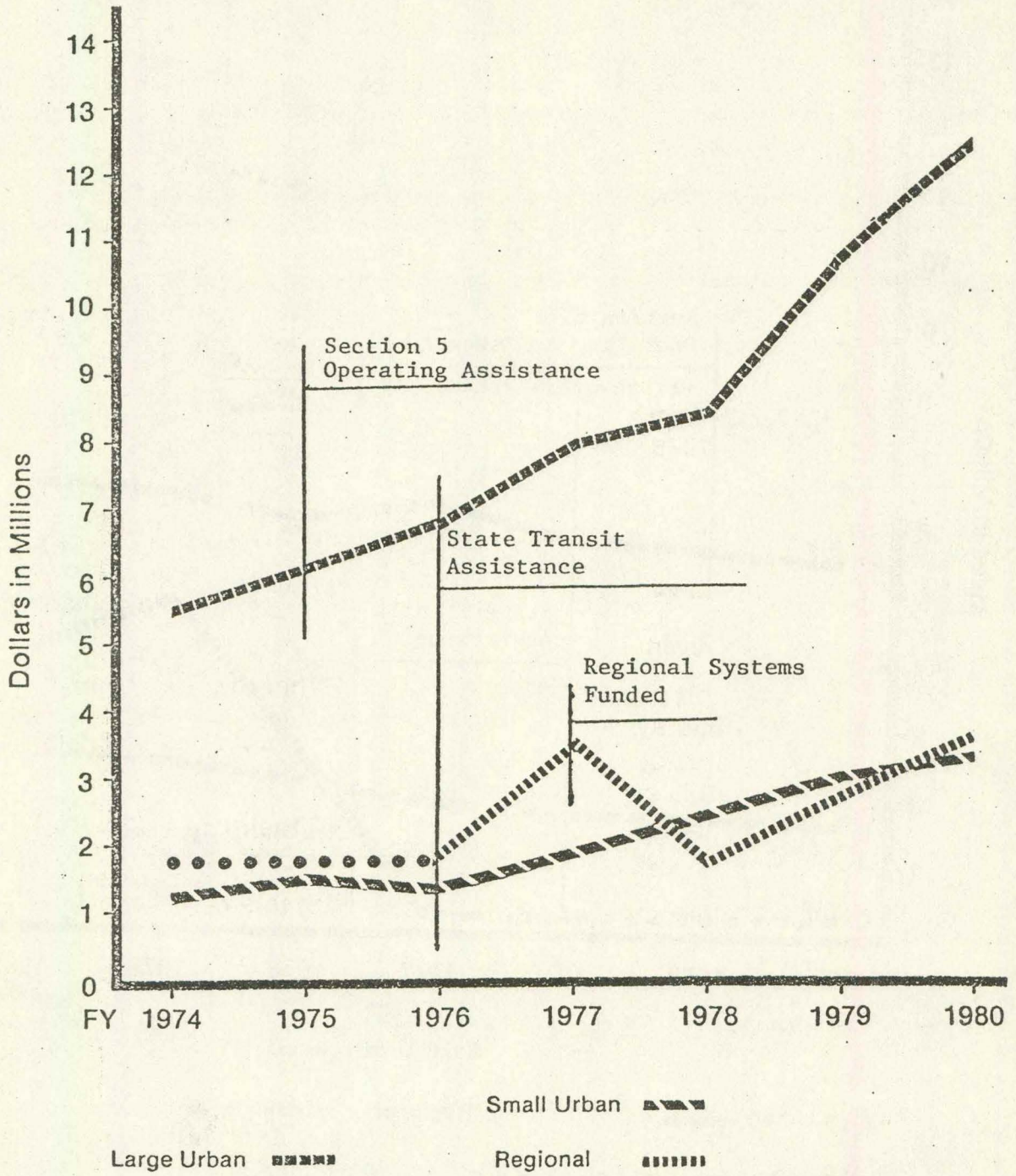
*Intercity carriers' report on a calendar year basis rather than the fiscal year basis reported by public systems.

Ridership has fluctuated some, but basically has been rising steadily since the energy crisis in 1973 and 1974.

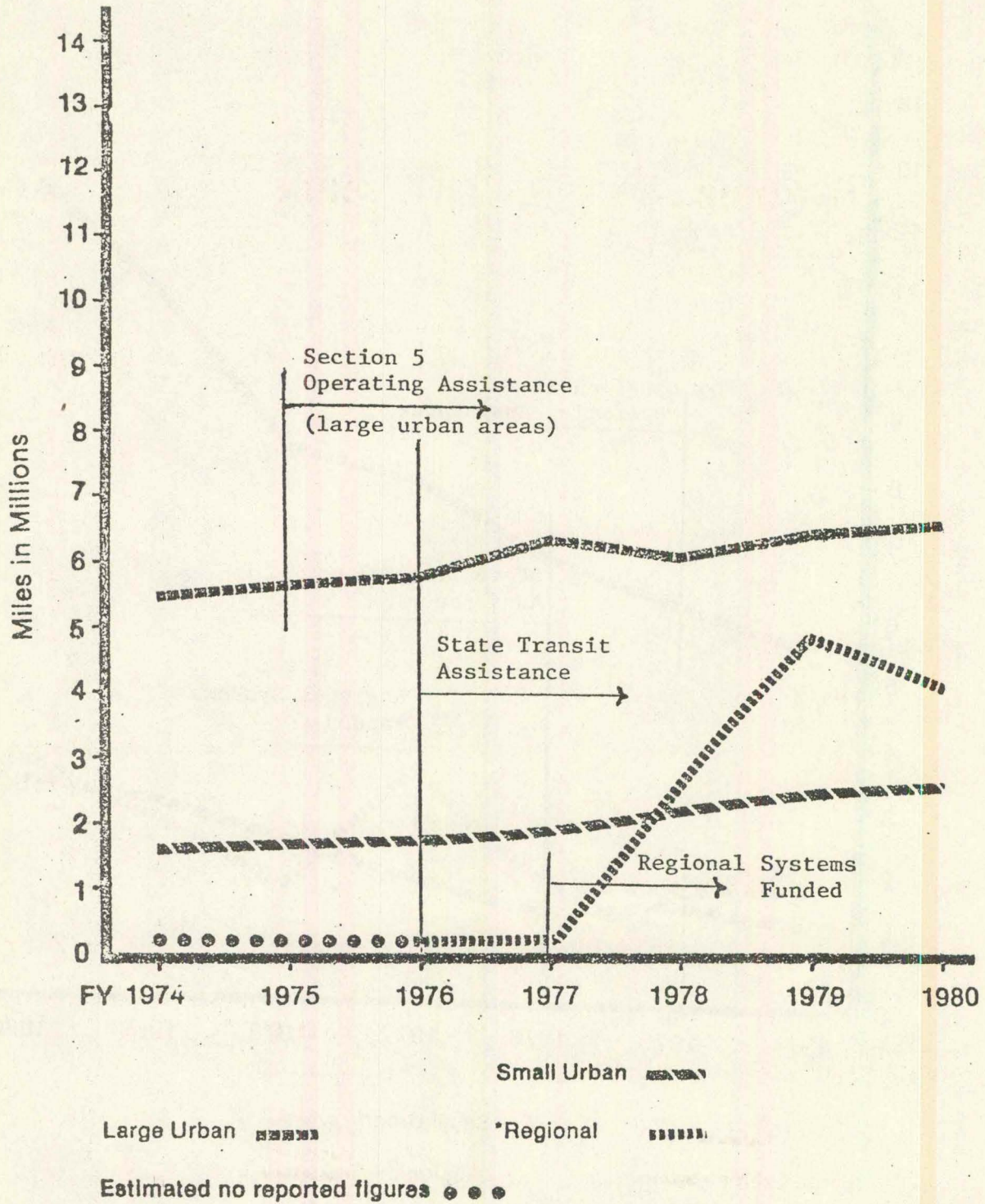
As the price of gasoline goes up more people leave their cars at home and join the "bus generation".

For more specific information refer to the portion of this report concerning that mode.

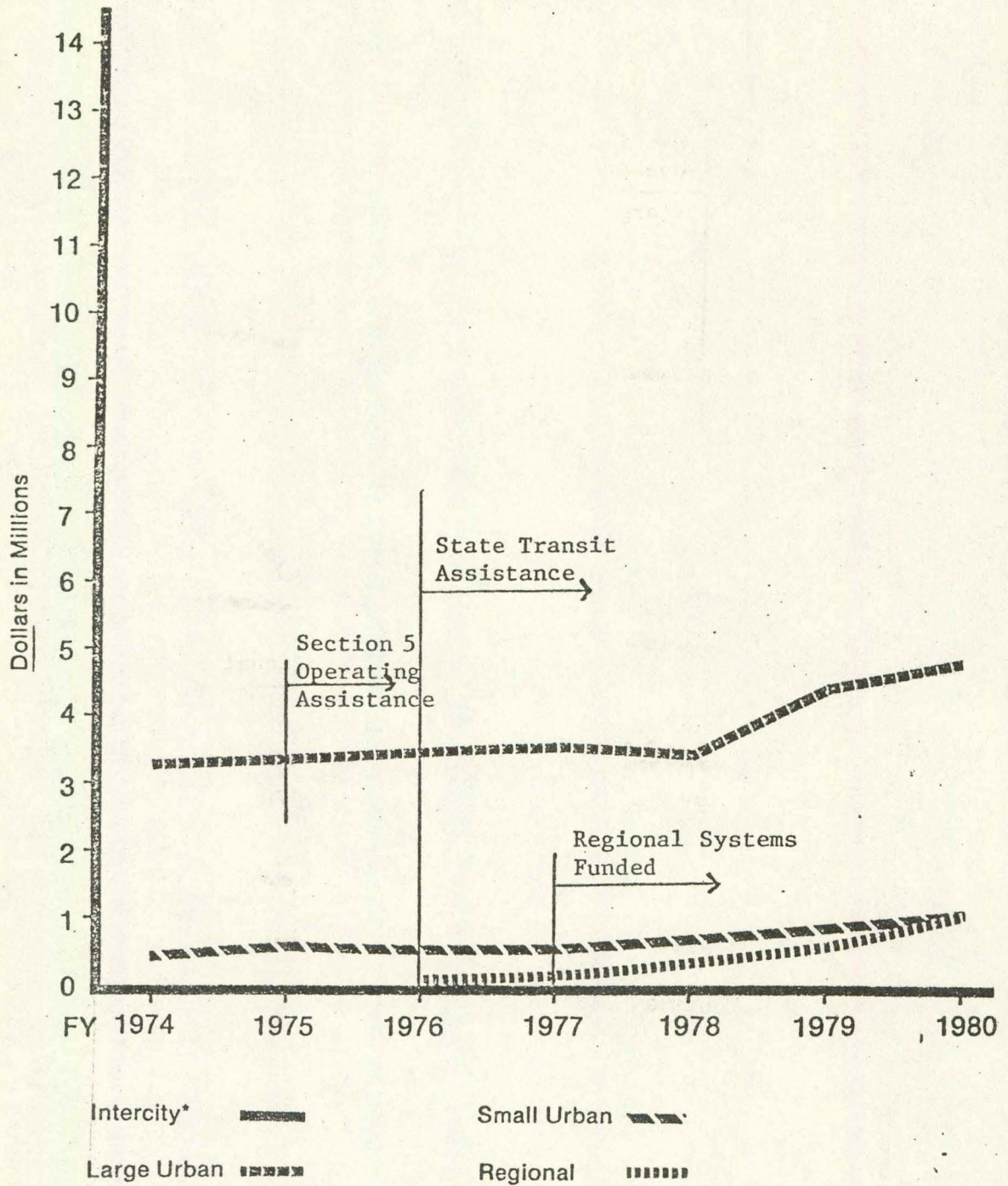
Cost Trends



Transit Revenue Mile Trends



Operating Revenue From Users Trends



Estimated no reported figures ● ● ●

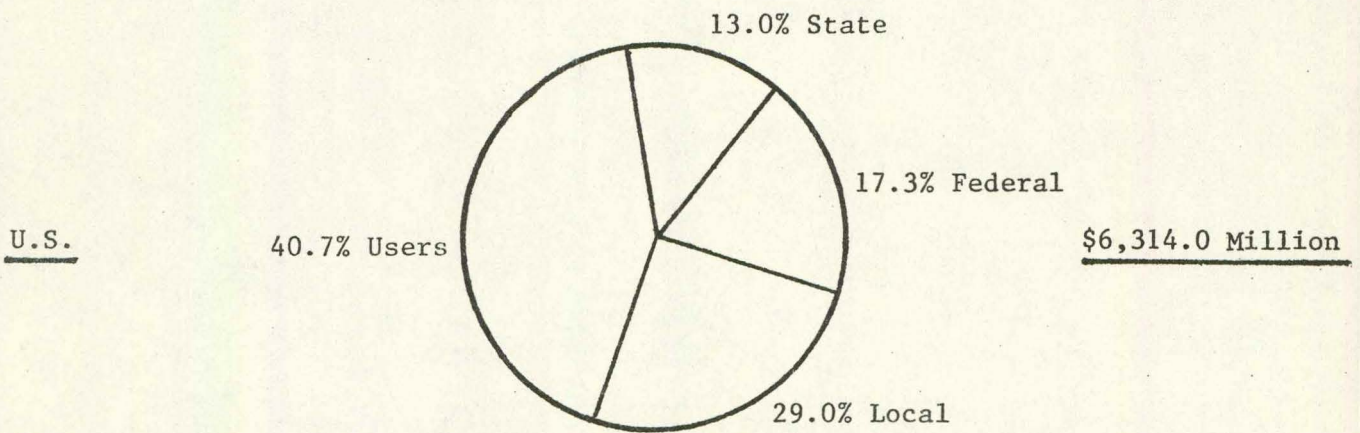
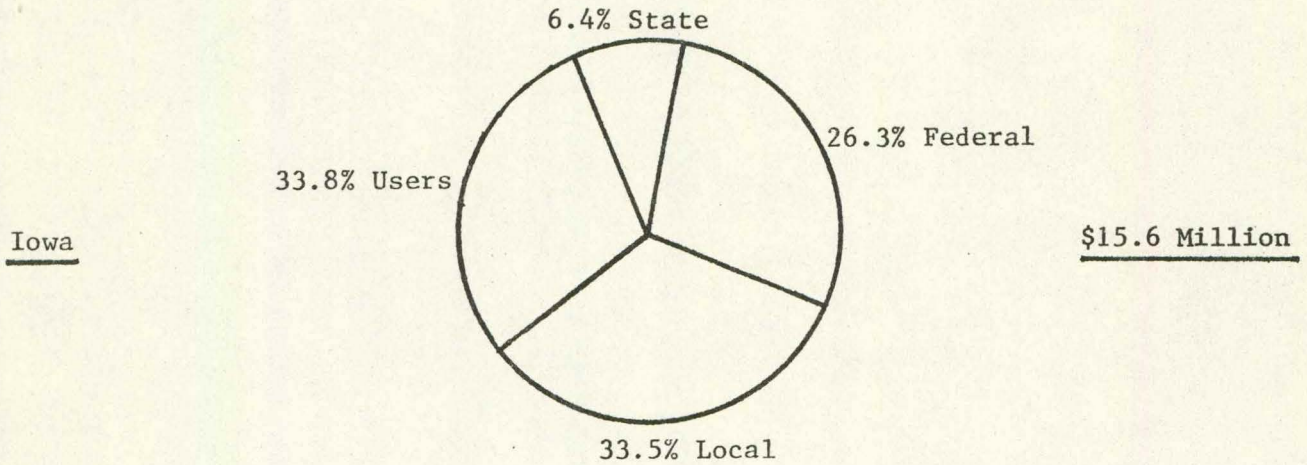
*Intercity carriers' report on a calendar year basis rather than the fiscal year basis reported by public systems.

Operating revenues have been increasing. The reasons for these upward trends are basically that the increased price of gasoline has resulted in more people using public transit, and contract revenues are now considered passenger revenues.

HOW DOES IOWA COMPARE TO THE NATION?

	<u>Iowa (33 systems) 1980</u>	<u>National (motor bus) 1980</u>
Number of Systems	17 (urban) 16 (regional)	1,022 (urban)
Passengers	18.0 million (urban) 1.7 million (regional)	5,731.0 million (urban)
Vehicles	287 buses (urban) 18 vans 9 other 67 buses (regional) 166 vans 54 other	59,411 buses (urban)
Vehicle Miles	9.1 million (urban) 4.1 million (regional)	1,677.2 million (urban)
Operating Revenue	\$6.0 million (urban) \$1.6 million (regional)	\$1,899.0 million (urban)
Operating Expense	\$15.7 million (urban) \$3.5 million (regional)	\$4,893 million (urban)
Transit Employees	635 (urban) 308 (regional)	189,300 (urban)

FY '80 Urban Operating Revenue



1. Note that Iowa's urban systems are significantly more dependent on Federal funds than the national average.
2. Iowa averages only half of the national average for state transit funding in urban areas.

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