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The Business of Moving People in Iowa- Problems & Solutions

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TRANSIT IN THE 80'S: LOOKING AHEAD

The IPTA Transit Plan for the 80's, published in December 1981, maps strategy for the state transit systems to meet the financial challenges of this decade. During the 1970's, Iowa's public transportation networks organized and improved themselves to show residents that "Transit Means Business." The question now facing those systems is whether transit can stay in business.

In the early 1970's, only a handful of faltering transit systems existed in scattered urban areas through the state. Within 10 years, those systems survived their own financial demise, created a resurgence in ridership, and helped the state weather two energy crises. At the same time, the systems expanded showing citizens they had access to public transit regardless of where they lived--big town, small town, or rural area.

By the end of the 1970's, public transit also was viewed as a vital, viable public service which affected not only citizens' mobility, but also the community's economic stability, cleanliness, and growth. Improving public transportation increased job opportunities for the minorities and handicapped, stimulated business, and improved the quality of life for elderly citizens in urban and rural areas.

The 1970's were recognized as the years of growth and popularity for transit. The 1980's now can be seen as the decade of challenge. The IPTA plan showed that mass transit was trying to continue its current level of service while facing a massive withdrawal of federal financial help.

The plan also showed that eliminating federal transit operating assistance would result in a revenue loss of \$10.4 million to state transit systems by 1985. A loss of this magnitude makes it virtually impossible to maintain present levels of service.

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

The IPTA recommended the following:

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. Establish a multi-modal trust fund by Fiscal Year 1986 with taxing power to sustain at a minimum the current level of service being provided to all transportation modes in Iowa.
3. Eliminate any encumbering regulations or administrative rules that only increase cost of transit and normally reduce efficiency in meeting public needs.
4. Enact enabling legislation (SF-560) 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 amendment 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.

THE RESULTS

Nearly a year has passed since the IPTA plan was formulated. The problem of federal fund withdrawal looms closer, but none of the six recommendations has seen any action. Mass transit systems have suffered several consequences as a result.

Be they large or small, transit systems were forced to reduce service and/or increase fares. As a result, and as predicted, they lost ridership.

During 1981-82, 11 (33%) of Iowa's 33 transit systems found it necessary to raise fares. Seventeen (52%) had to cut service.

In one respect, there has been a positive outcome: farebox revenues. Total farebox receipts for Iowa's transit systems increased from \$7.9 million in FY 81 to \$8.1 million in FY 82.

However, this cannot really be seen as a step forward. In FY 82, transit systems raised fares and cut service to become more efficient. The following indicate that those systems paid a price for those efficiency moves:

- ◇ The farebox revenue increase of FY 82 was the lowest revenue increase for Iowa's transit systems since 1978.
- ◇ FY 82 was the first year that Iowa's 16 regional systems recorded a loss in farebox revenue.
- ◇ In FY 82 annual ridership on Iowa's transit systems fell from 20.42 million to 20.27 million riders--the first decrease since FY 78.
- ◇ FY 82 was the first year that Iowa's 16 regional systems did not achieve a ridership increase; instead, ridership fell from 1.86 to 1.52 million (a 15% loss).
- ◇ FY 82 was the first year Iowa's large urban systems recorded a ridership loss.

If the goal of FY 82 was to reduce cost, balance budgets, and save money, then it was reasonably successful.

However, if the goal was to provide mobility for all the state's residents, then transit fell short. FY 82 could be seen as a step backwards.

Future Operating Assistance Up in the Air

What's in store for FY 83? It could be more of the same. Transit operating budgets are still up in the air, legislation is still up in the air, and no dependable sources of local funding have been determined. The state's transit agencies have finalized their budgets for FY 83, and present FY 83 budgets statewide are reduced from that projected in last year's IPTA plan. Anticipated expenditures for FY 83 have dropped 10% from \$30 million to \$27 million. In FY 84, Iowa's transit systems are projecting another 4% decrease in their budget projections amounting to an additional approximate \$1.3 million. The table below shows the total operating budget needs for Iowa's transit systems for FY 83 through FY 85.

SMALL URBAN TOTAL OPERATING BUDGET NEEDS

<u>System</u>	<u>FY82 (Actual)</u>	<u>FY83</u>	<u>FY84</u>	<u>FY85</u>
Ames	\$ 869,958	\$ 923,418	\$ 985,243	\$ 1,054,210
Bettendorf	312,900	327,668	364,256	393,397
Burlington	502,582	550,000	555,688	555,688
Clinton	456,000	465,000	495,000	617,823
Coralville	421,924	640,651	675,000	543,460
Iowa City	1,605,433	1,716,703	1,962,000	2,118,960
Mason City	222,557	208,088	250,992	271,000
Marshalltown	178,052	221,000	260,000	409,460
Muscatine	254,897	286,560	316,500	321,081
Ottumwa	293,248	287,222	315,634	422,837
Total	\$ 5,117,551	\$ 5,626,310	\$ 6,180,313	\$ 6,707,416

LARGE URBAN TOTAL OPERATING BUDGET NEEDS

<u>System</u>	<u>FY 82 (Actual)</u>	<u>FY 83</u>	<u>FY 84</u>	<u>FY 85</u>
Cedar Rapids	\$ 2,607,209	\$ 2,711,012	\$ 2,738,122	\$ 3,540,000
Council Bluffs	845,000	860,000	910,000	1,133,237
Davenport	1,994,871	2,132,414	2,100,000	2,886,970
Des Moines	5,720,205	6,228,011	6,761,239	7,307,392
Dubuque	1,323,766	1,521,380	1,507,875	1,944,472
Sioux City	1,480,994	1,472,874	1,523,000	1,561,000
Waterloo	1,286,945	1,615,915	1,869,104	1,948,560
Total	\$15,258,990	\$16,541,606	\$17,409,340	\$20,321,631

REGIONAL TOTAL OPERATING NEEDS

<u>System</u>	<u>FY 82 (Actual)</u>	<u>FY 83</u>	<u>FY 84</u>	<u>FY 85</u>
Region 1	\$ 347,947	\$ 420,468	\$ 500,000	\$ 481,471
2	183,899	194,304	197,550	375,400
3	303,167	350,000	375,000	387,539
4	200,013	196,843	224,558	244,768
5	124,404	205,404	250,000	266,650
6	141,400	206,537	213,500	280,240
7	85,886	303,343	311,282	319,282
8	None	105,423	255,600	369,544
9	272,985	193,692	300,312	335,637
10	535,000	666,000	700,000	671,000
11	615,641	706,384	813,536	935,566
12	113,066	124,532	132,285	164,000
13	155,600	188,100	200,500	227,200
14	236,770	196,803	230,000	247,478
15	459,216	468,932	480,000	500,000
16	None	217,622	230,000	468,063
Total	\$ 3,774,994	\$ 4,744,387	\$ 5,414,123	\$ 6,273,838

Iowa's 33 transit systems receive either Section 5 or Section 18 operating assistance from UMTA. In all cases FY 83 budgets, which began July 1, 1982, were predicated on the receipt of those funds in some part. Even though we have now entered that fiscal year, Congress has yet to appropriate operating assistance monies for FY 83, and there is considerable debate between Congress and the administration regarding the appropriation levels for FY 83. The table on the following page shows each appropriation alternative as proposed by the administration and Congress.

SECTION 5
Proposed Federal Transit Funding Legislation

	<u>1982</u>	<u>Adminis- tration 1983</u>	<u>HR-6211 1983</u>	<u>House Full App. Committee 1983</u>
Tier I*	\$791.1 mill.	\$440 mill.	\$791.1 mill.	\$735 mill.
Tier II*	158.2 "	130 "	158.2 "	130 "
Tier III*	86.3 "	70 "	86.3 "	85 "

(Senate is looking at cuts in the area of 20% and possibly 30%. Presently, it appears that a likely compromise might be in the area of a 10% cut, or about the same as recommended by the House Full Appropriations Committee.)

- *Tier I and II - Basic capital and operating assistance allocations based on population and population density.
- Tier III - Capital and operating assistance for both fixed guideway and commuter rail.

The Reagan administration is proposing what is essentially a 38% reduction in operating assistance in Tiers I, II, and III. The appropriations bill introduced in the House (HR-6211) proposes that the fiscal '83 appropriation be the same as the fiscal '82 appropriation. The House Full Appropriations Committee is recommending an approximate 8% cut. On the Senate side, discussions seem to indicate that there is support for reductions of operating assistance in the area of 20% and possibly 30%. The table below illustrates the potential effects of each appropriation alternative on Iowa's transit systems receiving Section 5 operating assistance.

FEDERAL FUNDS FY 83 (1)

<u>System</u>	<u>'82 Actual</u>	<u>Admin. Proposal</u>	<u>HR-6211</u>	<u>House Approp. Comm.</u>
Cedar Rapids	\$ 649,950	\$ 402,969	\$ 649,950	\$ 597,954
Council Bluffs	222,375	137,822	222,375	204,585
Davenport	532,270	330,007	532,270	489,688
Des Moines	1,551,992	962,192	1,551,992	1,427,833
Dubuque	483,507	299,774	483,507	444,826
Sioux City	484,645	300,480	484,645	445,873
Waterloo	467,966	290,138	467,966	430,529
Total	\$4,392,705	\$2,723,382	\$4,392,705	\$4,041,288

(1) These federal funds are provided under Section 5 of the Urban Mass Transportation Act of 1964, as amended. Formula funds provided directly to cities over 50,000 population for capital improvements (80%) and operating assistance (50%).

Appropriations for Section 18 don't appear to be the source of any great controversy; however, scattered draw-downs of Section 18 funds from prior years have added some confusion. The 1982 Section 18 appropriation was \$68.5 million. HR-6211 recommends a 1983 appropriation of \$68.75 million.

When HR-6211 was being discussed in committee, it was found that there may be substantial unobligated Section 18 funds from prior years. After being asked this question, the Federal Highway Administration responded to the House that there were, in fact, unobligated funds. Nearly \$140 million would be available for reobligation in 1983. As a result, the House Full Appropriations Committee recommended an '83 Section 18 appropriation of \$32 million.

Then, the Federal Highway Administration said they had made a mistake and that \$140 million had been available on June 30, but by the end of the fiscal year, that unobligated fund balance would be zero.

Regardless of what the unobligated fund balance is, both the Senate and the House have indicated that at least \$68.5 million will be appropriated for FY 83 for Section 18, plus any unobligated funds from prior years.

The administration's request for appropriations for Section 18 for FY 83 is zero. This recommendation is based on the administration's assumption that there will be \$43 million in unobligated funds that can be reobligated for FY 1983. If this is in fact the case, the administration's assumptions reflect a 33% cut in Section 18 funds.

The table on the next page illustrates the potential effects of each appropriation alternative on Iowa's transit systems receiving Section 18 funds.

FEDERAL FUNDS FY 83 (1)

<u>System</u>	<u>'82 Actual</u>	<u>Admin. Proposal</u>	<u>HR-6211</u>	<u>House Approp. Comm.</u>
Ames	\$ 54,639	\$ 36,061	\$ 54,639	\$ 54,639
*Bettendorf	116,314	72,115	116,314	116,314
Burlington	72,513	47,859	72,513	72,513
Clinton	57,807	38,153	57,807	57,807
Coralville	50,133	33,088	50,133	50,133
*Iowa City	221,984	146,509	221,984	221,984
Mason City	17,541	11,577	17,541	17,541
Marshalltown	7,128	4,704	7,128	7,128
Muscatine	10,782	7,116	10,782	10,782
Ottumwa	40,626	26,813	40,626	40,626
Total	\$649,467	\$423,995	\$649,467	\$649,467

*Now receiving Section 5 funds.

FEDERAL FUNDS FY 83 (1)

<u>System</u>	<u>'82 Actual</u>	<u>Admin. Proposal</u>	<u>HR-6211</u>	<u>House Approp. Comm.</u>
Region 1	\$ 21,996	\$ 14,517	\$ 21,996	\$ 21,996
2	69,429	45,823	69,429	69,429
3	27,549	18,182	27,549	27,549
4	15,579	10,282	15,579	15,579
5	0	0	0	0
6	7,300	4,818	7,300	7,300
7	9,846	6,498	9,846	9,846
8	18,415	12,154	18,415	18,415
9	7,281	4,805	7,281	7,281
10	47,000	31,020	47,000	47,000
11	211,238	139,418	211,238	211,238
12	6,408	4,229	6,408	6,408
13	10,000	6,600	10,000	10,000
14	103,013	67,989	103,013	103,013
15	53,784	35,497	53,784	53,784
16	None	18,000	None	None
Total	\$608,838	\$419,832	\$608,838	\$608,838

(1) These federal funds, unless otherwise noted, are provided under Section 18 of the Urban Mass Transportation Act of 1964, as amended. Section 18 is a formula grant program for rural and non-urbanized areas (under 50,000 population) financing capital improvements (80%) and operating assistance (up to 50%). Funding is discretionary and disbursed by Iowa DOT to various transit properties.

Eleventh Hour Cuts?

What does this mean for the 33 transit systems in Iowa? Obviously, there is a great deal of uncertainty over the federal funds that will be appropriated for transit operating assistance in FY 83. In the past months transit systems have modified their services, modified their fares, and finalized their budgets based on the best information they could gather, and are now in the process of living with those budgets. Depending on what appropriation level is finally arrived at, transit systems could suffer anywhere from a 10% to a 38% cut in their operating assistance.

To be more specific, Iowa's transit systems are anticipating receiving federal operating assistance in the amount of \$5,776,372, and when the appropriations are finally made, they could be receiving an amount as low as \$3,653,183! Budget uncertainty may not be answered until early 1983, which means that transit systems may be faced with last minute budget overruns and the need to implement almost immediate service reductions and/or fare increases to balance local budgets.

The Impact on Capital

The chance of a substantial loss in operating funds from the federal government places more pressure on local sources of funding for transit. Not only could local funding sources be pressed at the last minute to find more operating funds to avoid service reductions and fare increases, but serious question is laid to the availability of local money for capital needs.

Presently, capital equipment for transit can be purchased on an 80% federal/20% local basis. Legislation that has been introduced in Congress provides capital incentives that will provide better matching ratios up to 95% federal/5% local if operating monies are used to make capital purchases rather than used to subsidize operations. Although the capital incentive could save local governments substantial amounts of dollars when making capital purchases,

it is highly unlikely this incentive will be used because Iowa's transit systems have not found local sources of funding to replace federal monies and will find it necessary to use operating dollars to sustain their operations.

In FY 83 Iowa's transit systems have applied for \$8,905,249 in capital acquisitions. Below is a breakdown of the total capital funding requirement for 1983 between federal, state, and local sources.

FY 83 Total Capital Funding Requirements

Total Requirement	\$8,905,249
Federal Share	6,565,178
State Share	155,031
Local Share	2,185,040

The majority of these capital commitments for FY 83 are for the purchase of transit vehicles and the construction of transit operating facilities. Iowa's 33 transit systems will purchase 60 vehicles, most of them to be used to replace existing equipment. The regional systems will be purchasing 48 of these vehicles. Five systems will be constructing or expanding their maintenance facilities, and nine transit systems will be purchasing miscellaneous equipment such as shelters, radios, wheelchair lifts, etc. The local contribution to make these capital purchases is \$2,340,071. Of this figure, the state is contributing \$155,031.

The problem facing Iowa's transit systems is this: Numerous transit vehicles are going to have to be replaced between Fiscal Years 1983 and 1987. Statistics produced by the Iowa DOT Transit Division indicate that \$17.7 million must be spent between Fiscal Years 1983 and 1987 for rolling stock only. Numerous urban systems are now finding it necessary to defer capital purchases because the local money is simply not available, and every dime of local money that can be found is being plugged into the operating budgets.

It is necessary that Iowa's transit systems have the ability to make these capital purchases during the next five years, and a minimum of \$2 million is needed annually as local match to make purchases to complete the construction

of ground transportation centers, new facilities, and fleet replacement. While the federal government is encouraging Iowa's transit systems to make more capital purchases and to use their operating funds to make these purchases, without some kind of increased assistance from the state or increased capabilities of raising local funds, it is going to be impossible to make any capital purchases unless significant cutbacks are made in the operations of Iowa's transit systems.

A Measure of Success

Upon first examination, it would appear that IPTA's efforts during the past year, as well as the efforts of other transit agencies across the country, have had little success. Budget uncertainties, ridership losses, the probability of more service cuts and fare increases, and still no alternative sources of funding, paint a very bleak picture for Iowa's transit systems in the upcoming years.

No matter how bad things look, significant gains have been made. The problems of transit funding have gained awareness. The financial problems of transit systems across the country--Birmingham, Youngstown, Chicago, and Memphis, to name a few--have brought transit's funding problems to the forefront.

The IPTA plan and local efforts of IPTA members have caused local concern, and have led to the creation of task forces on both a state and local level to examine the problems of transit.

The cause of transit operating support has gained support. Numerous groups and organizations normally not connected with the transit industry have thrown their support to the continuation of federal funding of transit operations. Among the supporters of transit are the National Conference of State Legislators, the Coalition of Northeast Governors, the National League of Cities, and the National Conference of Mayors.

Finally, elsewhere in the country successful solutions have been found. Numerous local referendums have been passed in cities such as Lansing, Michigan, and Akron, Ohio; and states such as Arizona and California have passed legislation to ensure continued operation of their transit systems.

A Lot Needs To Be Done

It is obvious what IPTA has to accomplish in 1983. IPTA members must convince cities and counties in the state of Iowa to support positive federal legislation. We must add the names of the Iowa Legislature, the Iowa State Association of Counties, and any other groups in this state to the list of those organizations and groups across the country that are supporting transit. IPTA members must also cause action to be taken in the state of Iowa, its counties and its cities, to address the problems of funding public transportation in the following ways:

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

(1) IPTA urges the state to commit \$12.5 million to the maintenance of existing transit services and the purchase of necessary capital over the next five years.

(2) IPTA urges that the Iowa Legislature pass enabling legislation that provides for the implementation of local option taxes which can be designated to supporting the needs of public transportation in the state of Iowa.

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

➡ The state must identify funds that are expended in the social service and educational areas for transportation purposes and take appropriate actions to eliminate any duplication and waste in the expenditure of those funds. In the FY 81-82 budgets, it was identified that the State Department of Social Services expended \$28 million to administer and implement transportation programs for their clients. Also, the Department of Public Instruction spent in excess of \$50 million to administer and implement a school transportation system of 7,000 vehicles.

IPTA suggests that a substantial portion of the \$12 million needed to sustain transit over a four-year period can be derived by seeking efficiencies in the transportation operations of social services and public instruction. IPTA also suggests that \$12 million over a four-year period is money well spent to serve the transportation needs of the 20,000,000 riders on Iowa's transportation systems.

➡ Local governments must act to establish predictable and dedicated funding mechanisms for public transportation. The business of providing public transportation for Iowa's citizens is a joint venture between the state and local governments. Once the state has provided enabling legislation for the local governments, it is necessary for those local governments to take definitive action to provide for the continuation of public transit services.

➡ Local governments must identify policies and practices normally considered outside the realm of transportation that can have a positive or

The Future of Public Transit in Iowa

In the early 1970s, a partnership was formed among local, state, and federal governments with Iowa's few transit systems. The purpose was to build an extensive network of public transportation agencies around the state. There are now 33 such systems, double the number 10 years ago.

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

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

In many ways, Iowa's transit systems have demonstrated that "Transit means business."

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

The transit systems now face economic calamity and possible collapse. The federal government plans to pull almost \$14 million in aid between now and 1986. That enormous loss, combined with inflation, increased costs and capital expenses, will create a total deficit in transit funds of \$24.9 million.

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

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

These include:

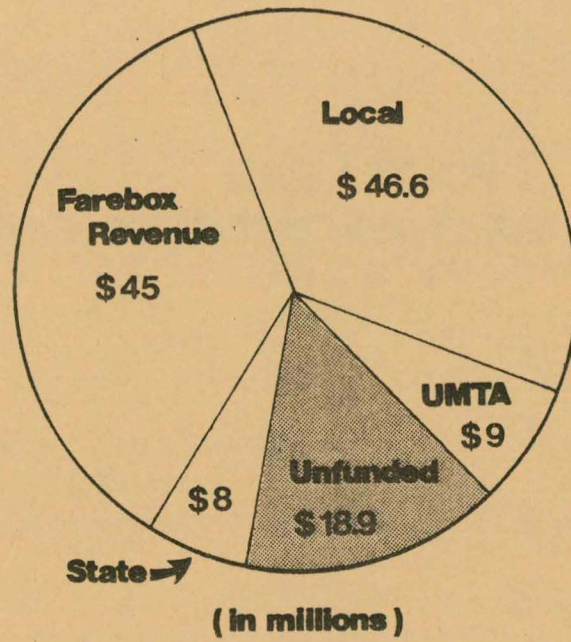
- Appropriating of \$12.5 million to public transit through 1986.
- Passing legislation allowing local option taxes dedicated to transit.
- Consolidating transportation needs in various agencies, including the departments of social services and education, to reduce costs and eliminate duplication of services.

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

The time is now for the state to meet its obligation in the partnership between transit agencies and governments to keep Iowans mobile. State leaders must decide if they are going to stay in the transit business, or if the partnership should be dissolved.

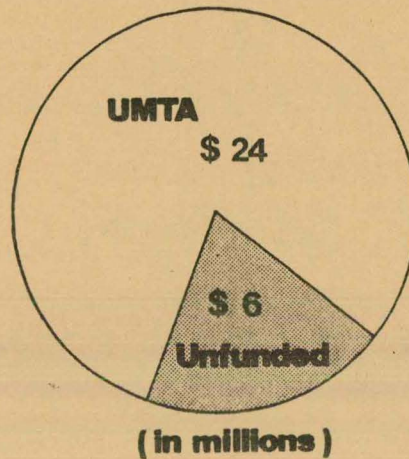
*Federal aid from Urban Mass Transportation Administration (UMTA)

**FOUR YEAR
OPERATING COSTS TO MAINTAIN CURRENT SERVICE LEVELS
FY 83-6**



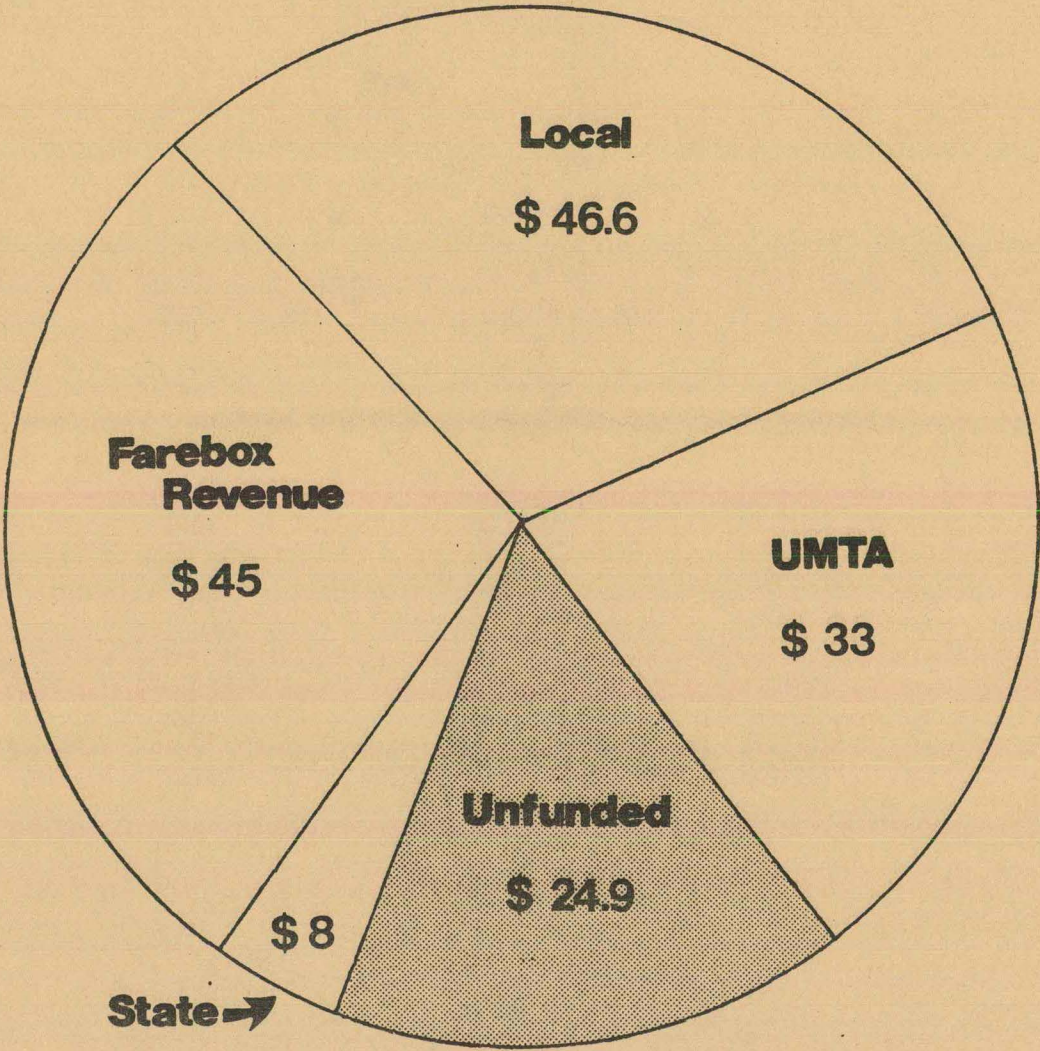
TOTAL FUNDS NEEDED \$ 127.5 million

**FOUR YEAR CAPITAL BUDGETS
FY 83-6**



TOTAL FUNDS NEEDED \$ 30 million

**FOUR YEAR
CAPITAL & OPERATING BUDGETS COMBINED
FY 83 - 6**



(in millions)

TOTAL FUNDS NEEDED \$ 157.5 million

FEDERAL LOSSES

Section 5

<u>System</u>	<u>FY 83</u>	<u>FY 84</u>	<u>FY 85</u>	<u>FY 86</u>
Cedar Rapids	\$ 246,981	\$ 441,966	\$ 801,471	\$ 857,574
Council Bluffs	84,503	151,215	311,788	333,613
Davenport	218,576	391,136	597,600	639,432
Des Moines	589,800	1,055,355	1,655,000	1,770,800
Dubuque	183,733	328,785	498,396	533,284
Sioux City	184,165	329,559	513,779	549,743
Waterloo	177,828	318,217	457,270	489,279
Total	\$1,685,586	\$3,016,233	\$4,835,304	\$5,173,725

Section 18

<u>System</u>	<u>FY 83</u>	<u>FY 84</u>	<u>FY 85</u>	<u>FY 86</u>
Ames	\$ 18,578	\$ 36,062	\$ 69,829	\$ 74,785
Bettendorf	47,140	91,506	174,314	188,259
Burlington	24,654	47,859	85,362	91,337
Clinton	19,654	38,152	74,854	80,093
Coralville	17,045	33,088	59,468	63,630
Iowa City	75,475	146,509	235,440	251,921
Mason City	5,964	11,577	22,713	24,303
Marshalltown	2,424	4,704	9,230	9,876
Muscatine	3,666	7,116	13,963	14,940
Ottumwa	13,813	26,813	42,166	42,588
Total	\$ 228,413	\$ 443,386	\$ 787,339	\$ 841,732
Region 1	7,479	14,517	15,744	16,846
2	23,606	45,823	28,252	30,229
3	9,367	18,182	35,673	38,170
4	5,297	10,282	20,172	21,584
5	0	0	0	0
6	2,482	4,818	9,453	10,114
7	3,311	6,498	12,748	13,640
8	6,261	12,154	15,068	16,123
9	15,000	30,000	10,285	11,005
10	15,980	31,020	25,898	27,711
11	71,820	139,418	211,238	220,000
12	9,789	19,000	17,000	21,000
13	3,400	6,600	13,961	14,938
14	35,024	67,989	103,013	110,000
15	18,278	35,497	76,518	81,874
16	0	11,880	18,774	20,088
Total	\$ 227,094	\$ 453,678	\$ 613,797	\$ 653,322

In 1981-82, Iowa's public transit systems felt the first shock waves from Reagan administration cuts in aid to transportation. Federal funds were reduced, but state and local governments could not make up the losses alone. Transit systems were urged to become more efficient and 'make do' with what monies they did have.

Here's what happened:

- 33 percent of the systems were forced to **increase fares**, and
- 17 percent had to **cut service**.

As a result, ridership and revenues suffered:

- The total ridership dropped from 20.42 million in 1980-81, to 20.27 million in 1981-82—the first decrease since 1978.
- Iowa's rural systems experienced a 15 percent ridership decline, and the urban systems saw their first ridership decrease since 1978—a five percent drop.
- The increase in revenues from FY81 to FY82 was the smallest since 1978.
- Iowa's rural systems lost money for the first time, with a reduction in farebox receipts.

The facts are there. Now, the question must be asked:

Does public transit have a future in Iowa?

A P P E N D I X

SUPPORTERS OF TRANSIT

The following is a list of governmental boards, councils, and other groups
have gone on record as supporting transit by passing resolutions acknowledg-
public transit as a fundamental public service that is vital to the
unity and the nation:

IOWA

1. City of Muscatine
2. Polk County Board of Supervisors
3. Des Moines City Council
4. West Des Moines City Council
5. Greater Des Moines Chamber of Commerce
6. Windsor Heights City Council
7. Urbandale City Council
8. City of Bettendorf
9. Linn County Board of Supervisors
10. Transportation Association of the Ottumwa
Area Chamber of Commerce
11. City of Ottumwa
12. Retired Teachers Association
13. League of Iowa Municipalities

NATIONAL

1. National Conference of State Legislators
2. Coalition of Northeast Governors
3. National League of Cities
4. National Conference of Mayors

REVENUE

Small Urban

<u>System</u>	<u>FY 78</u>	<u>FY 79</u>	<u>FY 80</u>	<u>FY 81</u>	
Ames	\$ 66,656	\$ 74,796	\$ 116,609	\$ 113,850	\$
Bettendorf	11,084	13,767	16,635	20,000	
Burlington	70,803	90,832	98,270	107,018	
Clinton	73,309	80,273	108,507	130,850	
Coralville	74,028	97,105	126,737	142,980	
Iowa City	340,681	359,692	476,830	640,750	
Mason City	17,229	22,957	21,944	23,750	
Marshalltown	13,875	12,301	12,442	25,000	
Muscatine	9,071	9,135	13,214	34,290	
Ottumwa	70,796	80,664	68,357	93,400	
Total	\$ 747,532	\$ 841,522	\$1,059,545	\$1,331,888	\$

Large Urban

<u>System</u>	<u>FY 78</u>	<u>FY 79</u>	<u>FY 80</u>	<u>FY 81</u>	
Cedar Rapids	\$ 431,093	\$ 483,237	\$ 529,851	\$ 616,000	\$
Council Bluffs	203,460	227,027	236,188	253,810	
Davenport	269,854	650,944	567,859	393,240	
Des Moines	1,524,574	1,870,546	2,255,978	2,247,000	
Dubuque	380,780	390,327	438,565	439,200	
Sioux City	431,314	472,083	555,889	358,254	
Waterloo	218,903	250,912	307,443	437,344	
Total	\$3,459,978	\$4,345,076	\$4,891,773	\$4,744,848	\$

Regional

<u>System</u>	<u>FY 78</u>	<u>FY 79</u>	<u>FY 80</u>	<u>FY 81</u>	
Region 1	\$ 17,656	\$ 17,461	\$ 131,191	\$ 206,599	\$
2	15,574	40,356	54,774	72,000	
3	7,352	55,312	107,020	234,172	
4	60,330	39,946	69,763	54,630	
5	9,519	11,911	76,859	120,000	
6	7,734	2,367	21,085	2,200	
7	-	49,720	28,425	37,146	
8	9,714	36,332	6,615	16,000	
9	3,298	11,070	44,178	35,000	
10	31,400	108,638	355,756	427,650	
11	13,927	26,289	302,284	30,000	
12	43,490	34,377	23,927	39,359	
13	24,269	17,209	25,761	34,000	
14	19,293	22,356	67,254	155,551	
15	102,404	154,256	274,973	323,286	
16	11,798	16,966	12,774	36,470	
Total	\$ 377,758	\$ 644,566	\$1,602,639	\$1,824,063	\$

SUPPORTERS OF TRANSIT

The following is a list of governmental boards, councils, and other groups who have gone on record as supporting transit by passing resolutions acknowledging public transit as a fundamental public service that is vital to the community and the nation:

IOWA

1. City of Muscatine
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REVENUE

Small Urban

<u>System</u>	<u>FY 78</u>	<u>FY 79</u>	<u>FY 80</u>	<u>FY 81</u>	<u>FY 82</u>
Ames	\$ 66,656	\$ 74,796	\$ 116,609	\$ 113,850	\$ 227,556
Bettendorf	11,084	13,767	16,635	20,000	30,247
Burlington	70,803	90,832	98,270	107,018	105,000
Clinton	73,309	80,273	108,507	130,850	130,651
Coralville	74,028	97,105	126,737	142,980	199,078
Iowa City	340,681	359,692	476,830	640,750	687,363
Mason City	17,229	22,957	21,944	23,750	60,000
Marshalltown	13,875	12,301	12,442	25,000	29,808
Muscatine	9,071	9,135	13,214	34,290	49,713
Ottumwa	70,796	80,664	68,357	93,400	60,115
Total	\$ 747,532	\$ 841,522	\$1,059,545	\$1,331,888	\$1,579,531

Large Urban

<u>System</u>	<u>FY 78</u>	<u>FY 79</u>	<u>FY 80</u>	<u>FY 81</u>	<u>FY 82</u>
Cedar Rapids	\$ 431,093	\$ 483,237	\$ 529,851	\$ 616,000	\$ 669,723
Council Bluffs	203,460	227,027	236,188	253,810	301,000
Davenport	269,854	650,944	567,859	393,240	358,503
Des Moines	1,524,574	1,870,546	2,255,978	2,247,000	2,547,446
Dubuque	380,780	390,327	438,565	439,200	356,751
Sioux City	431,314	472,083	555,889	358,254	419,649
Waterloo	218,903	250,912	307,443	437,344	342,140
Total	\$3,459,978	\$4,345,076	\$4,891,773	\$4,744,848	\$4,995,212

Regional

<u>System</u>	<u>FY 78</u>	<u>FY 79</u>	<u>FY 80</u>	<u>FY 81</u>	<u>FY 82</u>
Region 1	\$ 17,656	\$ 17,461	\$ 131,191	\$ 206,599	\$ 240,911
2	15,574	40,356	54,774	72,000	47,031
3	7,352	55,312	107,020	234,172	216,667
4	60,330	39,946	69,763	54,630	46,428
5	9,519	11,911	76,859	120,000	54,968
6	7,734	2,367	21,085	2,200	3,000
7	-	49,720	28,425	37,146	42,986
8	9,714	36,332	6,615	16,000	0
9	3,298	11,070	44,178	35,000	7,200
10	31,400	108,638	355,756	427,650	278,300
11	13,927	26,289	302,284	30,000	N/A
12	43,490	34,377	23,927	39,359	24,095
13	24,269	17,209	25,761	34,000	40,850
14	19,293	22,356	67,254	155,551	65,727
15	102,404	154,256	274,973	323,286	459,216
16	11,798	16,966	12,774	36,470	0
Total	\$ 377,758	\$ 644,566	\$1,602,639	\$1,824,063	\$1,527,379

RIDERSHIP

Small Urban

<u>System</u>	<u>FY 78</u>	<u>FY 79</u>	<u>FY 80</u>	<u>FY 81</u>	<u>FY 82</u>
Ames	121,960	160,800	236,351	331,365	912,840
Bettendorf	70,478	73,959	78,861	98,094	108,046
Burlington	375,104	470,363	537,969	519,201	465,450
Clinton	365,485	411,086	452,124	502,636	456,595
Coralville	283,428	334,998	426,915	484,936	481,541
Iowa City	1,521,192	1,743,433	2,028,886	2,106,000	2,419,000
Mason City	47,836	48,502	47,534	66,452	94,598
Marshalltown	54,271	49,109	49,361	56,328	63,515
Muscatine	36,271	36,174	34,619	54,764	119,632
Ottumwa	240,580	265,941	269,379	165,503	170,653
Total	3,116,605	3,594,365	4,161,999	4,385,279	5,291,870
% Increase/Decrease		(+15)	(+16)	(+5)	(+21)

Large Urban

<u>System</u>	<u>FY 78</u>	<u>FY 79</u>	<u>FY 80</u>	<u>FY 81</u>	<u>FY 82</u>
Cedar Rapids	1,776,574	2,010,738	1,876,437	1,910,222	1,765,426
Council Bluffs	710,604	796,770	850,111	729,600	654,000
Davenport	1,245,870	1,088,308	1,123,093	1,500,000	1,609,600
Des Moines	3,978,126	4,372,239	5,588,432	5,726,489	5,163,898
Dubuque	1,284,243	1,245,752	1,306,046	1,224,730	1,212,517
Sioux City	1,537,583	1,862,760	2,049,077	2,014,086	2,010,831
Waterloo	738,929	759,003	800,554	1,066,317	1,046,465
Total	11,271,929	12,135,570	13,593,750	14,171,444	13,462,737
% Increase/Decrease		(+8)	(+12)	(+4)	(-5)

RIDERSHIP

Regional Systems

<u>System</u>	<u>FY 78</u>	<u>FY 79</u>	<u>FY 80</u>	<u>FY 81</u>	<u>FY 82</u>
Region 1	11,062	57,486	76,106	144,100	135,728
" 2	49,841	79,298	91,000	107,700	108,771
" 3	71,348	107,779	137,173	147,103	134,078
" 4	85,561	82,582	94,473	100,000	81,030
" 5	78,019	90,136	99,126	112,200	79,196
"	10,580	13,346	41,388	55,000	44,236
" 7	N/A	22,472	24,050	25,739	20,112
" 8	41,077	46,967	46,961	60,000	None
" 9	30,522	32,290	34,109	46,000	53,274
" 10	90,191	190,199	287,385	255,668	299,654
" 11	125,000	193,468	207,137	221,772	222,000
" 12	37,982	26,000	40,358	53,320	61,226
" 13	8,231	36,800	40,924	56,600	60,500
" 14	67,404	131,247	153,951	98,648	79,000
" 15	135,865	188,194	210,770	204,206	202,828
" 16	<u>42,816</u>	<u>59,131</u>	<u>69,005</u>	<u>110,000</u>	<u>None</u>
Total	885,499	1,357,395	1,653,916	1,798,056	1,581,633
% Increase/Decrease		(+53)	(+22)	(+9)	(-12)

CAPITAL EXPENDITURES FOR FY 83

System	Sec. 18	Sec.5	Sec.3	Local	State	FAUS	16B-2	Total
<u>Small Urban</u>								
Ames	54,328		2,100,000	538,582				2,692,910
Bettendorf		63,892		15,973				79,865
Burlington								-0-
Clinton	588,152			79,514	67,524			735,190
Coralville		64,800		16,200				81,000
Iowa City			2,270,000	500,000				2,770,000
Marshalltown								-0-
Mason City	96,000			27,000	12,000	45,000		180,000
Muscatine	60,800			7,600	7,600			76,000
Ottumwa	11,840			2,960				14,800
Total	811,120	128,692	4,370,000	1,187,829	87,124	45,000		6,629,765
<u>Large Urban</u>								
Cedar Rapids				453,716				453,716
Council Bluffs								-0-
Davenport		8,000	14,000	5,500				27,500
Des Moines								-0-
Dubuque		553,256		150,814	1,500			705,570
Sioux City		286,260		290,080	5,000			581,340
Waterloo								-0-
Total		847,516	14,000	900,110	6,500			1,768,126
<u>Regional</u>								
Region 1				12,144			48,576	60,720
Region 2								-0-
Region 3				3,000			12,000	15,000
Region 4				7,150	1,850		36,000	45,000
Region 5	142,442			11,871	23,740			178,053
Region 6								-0-
Region 7								-0-
Region 8				31,254	1,146		129,600	162,000
Region 9								-0-
Region 10	96,000			24,000				120,000
Region 11	88,000			22,000				110,000
Region 12	30,400			7,600				38,000
Region 13	24,000			8,875				32,875
Region 14	6,464			1,036	1,500			9,000
Region 15	176,800			27,100	17,100			221,000
Region 16				16,071	16,071		128,568	160,710
Total	564,106			172,101	61,407		354,744	1,152,358

STATE LIBRARY OF IOWA



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