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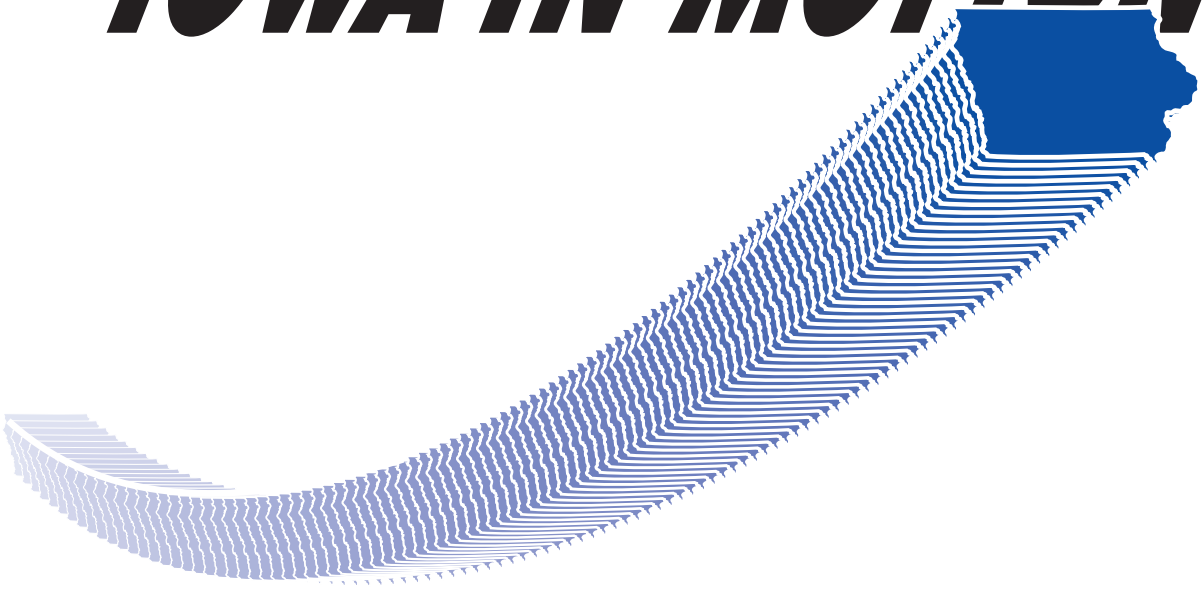

TRANSIT SYSTEM PLAN

Iowa Department of Transportation

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Transit System Plan

Implementing Iowa's State Transportation Plan

Adopted by the Iowa Transportation Commission
September 14, 1999

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Introduction

The Iowa Transit System Plan was developed as a result of the on-going long-range transportation planning process known as *Iowa In Motion*. In Part I of *Iowa in Motion*, Iowa=s transportation system was described in detail, and concerns about our system were identified. *Iowa in Motion*: Part II provided alternatives for addressing the concerns in Part I, and based on an extensive public outreach effort, a consensus was achieved on the transportation investment directions for Iowa. These were summarized in *Iowa in Motion*: Part III, the State Transportation Plan. In Part IV, system plans, policies and programs were developed for the state investment directions outlined in the State Transportation Plan. This planning document, the 1999 Iowa Transit System Plan, is the result of this continuing planning process and has been considered and coordinated with other *Iowa in Motion*: Part IV system plans.

The Iowa Transit System Plan is intended to serve as a guide and resource document for state efforts relative to public transit in Iowa. This Plan provides a basis for current and future policies, funding priorities, and program decisions that affect both public and private providers and users. Contained in the Iowa Transit System Plan are:

- data, analysis, and information on transit in Iowa;
- an outline of the *Iowa in Motion* investment directions and implementation actions;
- recommended programs and programs management;
- a discussion of current and future needs and resources; and
- the identification of future planning and program efforts.

This Plan is intended to be a marker or milestone in the transit and transportation planning process rather than the end of the process.

The role of the Iowa Department of Transportation (department) was reaffirmed in the *Iowa in Motion* planning process and the State Transportation Plan. Public transit in Iowa has matured over the past 20 years; most decisions affecting services and the funding of services are made at the local and regional level and the current state role is one of assistance and support. The department=s transportation policy and resulting goal for public transit is Ato encourage and assist in the development, preservation, maintenance, improvement, and efficient use of public transit systems and services.@ As such, the department is primarily involved in coordinating the planning and programming of state and federal funds and in providing planning, administrative, and technical assistance to the public and private transit providers in Iowa.

Throughout the *Iowa in Motion* public input process, it was affirmed that primary emphasis should be placed on assuring transit services to the transportation disadvantaged (elderly, disabled, low- income, etc.) with further emphasis on the fostering of public transit as an alternative transportation choice. In addition, future investments should be made in consideration of equity between rural and urban areas; economic development support; improved efficiencies; safety; and impacts on air quality, congestion, and energy consumption. Balancing these sometimes competing

goals is the essence of the on-going transit and transportation planning and programming process.

History of Transit in Iowa

Iowa=s transit history has spanned more than a century. The transit systems may trace their beginnings from one-horse streetcars, to electric trolleys, to the diesel buses and vans of today. Transit ridership has declined steadily since the end of World War II. The changes which occurred after World War II significantly altered the transit market. Several factors have contributed to the decline in the number of passengers carried since 1946. Some of the more important factors are: (1) greater availability and use of the private automobile, (2) higher fares to meet increased labor costs, and (3) reduced work week in industry.

Until the early 1960s, most transit operations in Iowa were privately owned, profitable businesses which provided transportation services to city dwellers. However, as personal incomes and automobile mobility continued to rise during the post-World War II era, transit ridership continued to decline. At the same time, transit operation costs rose dramatically. As profits dropped, many transit systems operators surrendered their systems to public agencies.

Public officials recognized that the mobility provided by transit was an essential public good. In order to keep transit systems running, some communities were forced into public subsidy or ownership to sustain transit operations. Services were often simply abandoned in other cities. Transit continues to play an important role in the fulfillment of travel needs, especially for the transportation disadvantaged.

An improved public attitude toward transit was enhanced by the energy problems which erupted in 1973. Shortages of petroleum converted many automobile drivers into transit passengers. Government spending at all levels was increased in order to improve equipment and facilities, pay operational expenses, and finance new programs. Public spending was often targeted to assist elderly, disabled, and low-income individuals in both rural and urban areas.

In the early 1970s, a wide variety of agencies were providing transit services which resulted in duplication of services and service inefficiencies. State legislation was passed to move toward a more coordinated and efficient transit system.

During the 1980s and early 1990s, Iowa=s public transit service and systems matured, funding became more stabilized, and operations became more professional. Today Iowa=s 35 public transit systems provide mobility and services to nearly 22 million riders. Given the available resources, these transit systems provide a wide variety of targeted services, are efficient and effective, are professionally managed, and are a vital element to Iowa=s total transportation system.

Organization of this Report

As stated before, this document is intended to be a marker in the continuing transit and transportation planning process, and not the end of the planning effort. As such, this

document is organized to reflect the department=s continued commitment to the process. An overview of historic and current transit activities and elements is presented to aid in understanding where we=ve been and where we are now. The *Iowa in Motion* process and the directions and policies relative to public transportation are outlined. A review of current programs and recommendations for any program changes are provided in order to more fully implement the *Iowa in Motion* directions. Transit needs and funding resources are also discussed. The document concludes with further planning and programming initiatives to emphasize the on-going nature of this process.

Transit Overview

Introduction

The term “transit” encompasses a broad range of passenger transportation services which includes all multiple-occupancy-vehicle passenger services of a local and regional nature provided for the general public use.

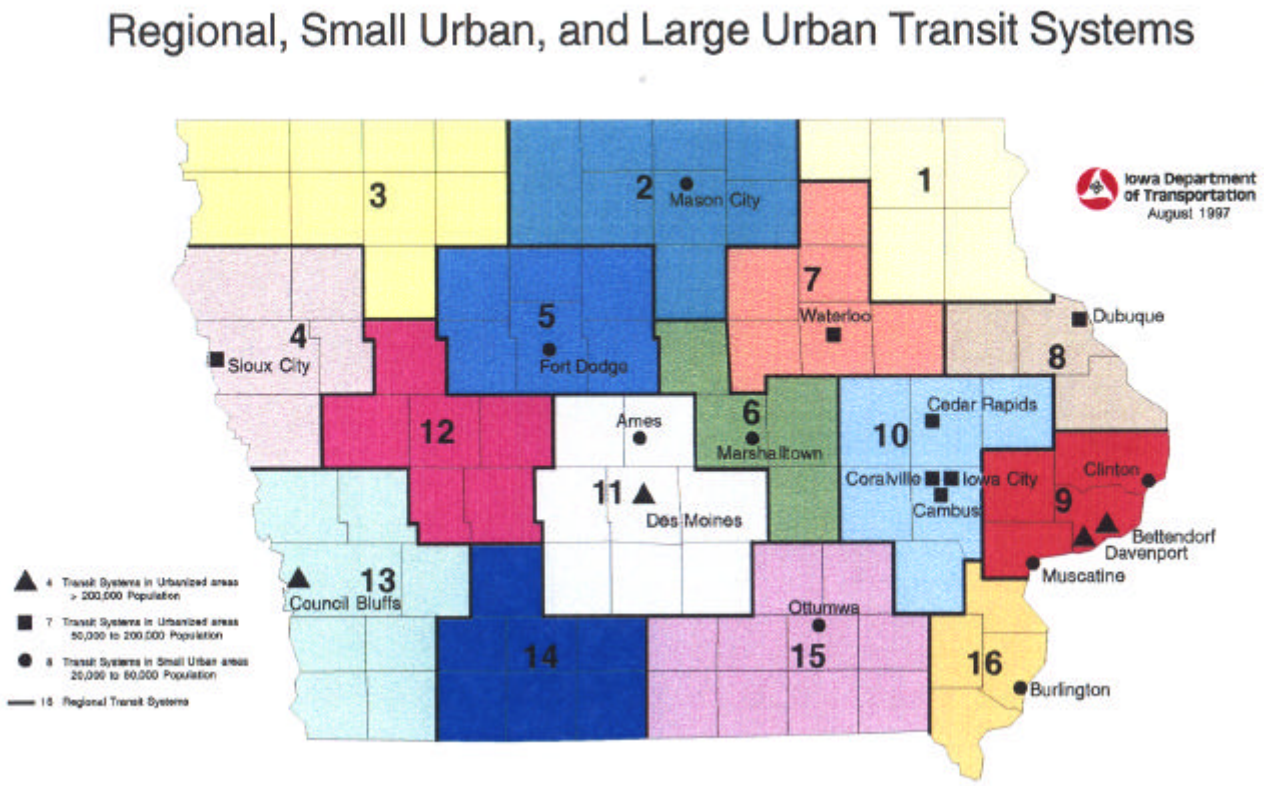
Transit serves two markets--persons in the transit-dependent market and the transit-choice market. Persons in the transit-dependent market have no personal transportation, no access to such transportation, or are unable or not allowed to drive. This group may include those with low-incomes, the disabled, elderly, children, and families whose travel needs cannot be met with only one car. The transit-choice market includes people who opt not to own personal transportation and employees who ride transit to work as well as others on recreational, social, medical, or other journeys. These riders are not required to use transit, but choose to do so for reasons of economy, comfort, convenience, traffic avoidance, speed, or environmental principles.

Numerous public and private transit operators in Iowa provide transportation for daily work and intercity trips, as well as for medical appointments, congregate meal programs, shopping trips, and educational opportunities. Following is an overview of public transit systems and services including measures of use and users, condition and performance, and systems costs.

Public Transit Systems

There are currently 35 public transit systems (Figure 1) operating in the state of Iowa. These systems are stratified by regional, small urban, and large urban. There are 16 regional systems that are based upon the State’s original 16 planning regions. Urban transit systems are divided into small and large urban systems. There are eight small urban systems which operate in cities with populations ranging from 20,000 to 50,000; and 11 large urban systems which operate in cities with populations of 50,000 or more. Iowa’s transit network also includes five intercity bus carriers and 55 taxi companies. See Appendix B for more detailed information on the individual systems.

Figure 1



Public Transit Services

Although the regional and urban transit systems share many operating features, each system classification is unique. Most regional transit systems have their roots in many social service agencies throughout rural Iowa. Due to this, the regional transit systems have concentrated on transporting client groups such as the elderly and disabled. The regional systems mainly provide demand-response services of which a large percent is subscription service (where routes and schedules are prearranged to meet the travel needs of those who sign up in advance). The urban systems provide fixed-route, regularly-scheduled service as well as demand-response services. However, for the most part, the regional transit systems provide the demand-response services in urban areas under contracts with the large urban systems.

Because of the wide variations in the types of services provided by the systems, comparisons between individual systems is difficult and less useful. However, comparisons between service classifications does provide a basis for analysis. Below are data on rides, users, miles, vehicles and system costs by the various classifications.

Ridership

Total transit ridership in Iowa has decreased slightly (1.0 percent) (Figure 5) over the past 10 years. However, during this same period, regional ridership had a steady increase of 22.2 percent (Figure 2), small urban ridership increased by 9.2 percent (Figure 3), and large urban ridership decreased by 8.8 percent (Figure 4).

Figure 2
Regional Ridership

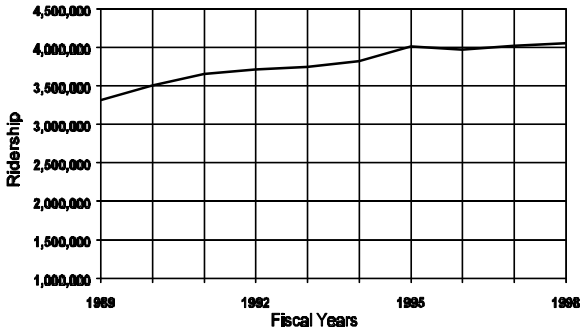


Figure 3
Small Urban Ridership

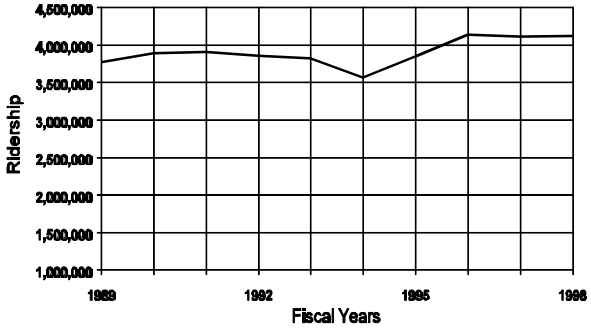


Figure 4
Large Urban Ridership

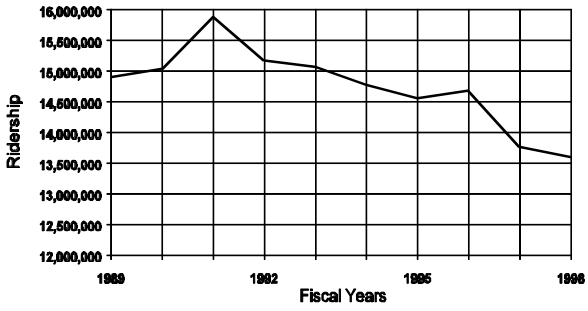
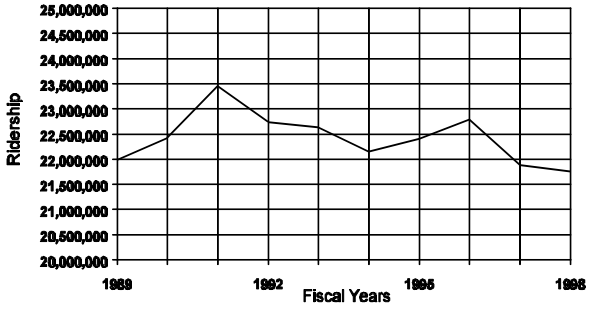


Figure 5
Total Ridership



These different growth patterns are due, in part, to the differences in the markets the systems serve. The regional systems primarily serve the elderly and disadvantaged in rural or non-urban areas, and that market has grown with improvements in coordination and services. The large urban market, however, is more directed to serving work/commuter trips and is primarily served by fixed routes. That market has shown a gradual decline. A combination of factors is responsible, such as lower personal vehicle operating costs due to declining fuel prices, community parking policies' availability of free parking, changing/development patterns, changing lifestyles, rider demographics, etc.

The large urban transit systems, however, account for the majority of the total passengers, even though there have been declines over the past 10 to 15 years. However, the population base of the market areas for these systems (the 8 urbanized areas of the state) account for only 33 percent of the total state population. That is, the average number of rides per capita in the urban areas is significantly greater than the regional areas, (15.6 rides per capita for the urban systems compared to 2.5 rides per capita by the regional systems).

One would expect that the increase in urban population over the past 20 years would increase the overall market for transit. However, transit ridership has actually declined as a result of a number of factors including urban development patterns, low fuel prices and automobile ownership. The opposite relationship exists for the regional systems where the population base is declining yet ridership is increasing. Table 1 shows a comparison of population and ridership by classification for FY 1998.

Table 1
Population and Ridership Comparison by Classification
FY 1998

System	Rides*	Percent of Rides	Population*	Percent of Population	Rides/ Population
Regional	4.048	18.6%	1.634	58.8%	2.5
Small Urban	4.119	18.9%	0.234	8.4%	17.6
Large Urban	13.587	62.5%	0.909	32.8%	14.9
Total	21.754	100.0%	2.777	100.0%	7.8

* Millions

The percentage of rides provided to the elderly and disabled varied greatly by system classification. Table 2 shows that regional transit systems provided the highest percentage of rides to elderly and disabled persons in FY 1998.

Table 2
Percentage of Total Rides Provided to Elderly* and Disabled
FY 1998

System	Elderly Rides	Disabled Rides	Elderly Population	Disabled Population
Regional	22%	50%	17%	N/A
Small Urban	8%	5%	15%	N/A
Large Urban	5%	5%	12%	N/A
Total	8%	13%	15%	N/A

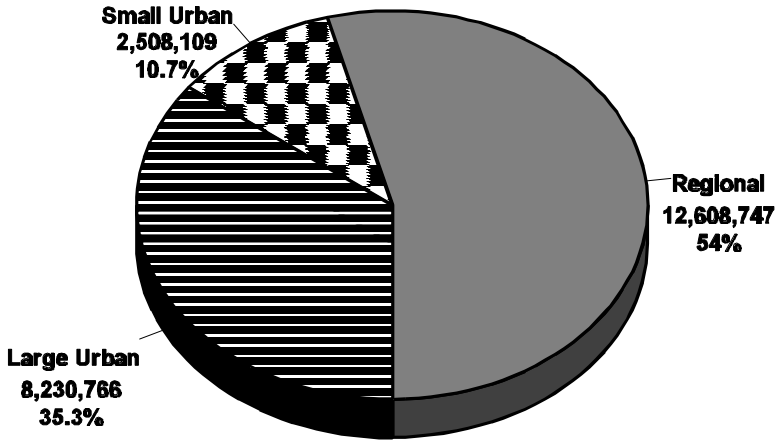
Elderly--Defined as over age 65 N/A--Not Available

Revenue Miles

Besides ridership, revenue miles also show the differences in markets and service by the various classifications. Revenue miles are defined as miles driven while providing service to clients or en route between clients. In 1998, the transit systems traveled more than 23 million miles to provide these rides. As would be expected because of the type of service and the rural area served, the regional systems accounted for the most revenue miles, 54 percent (Figure 6). In the regions, riders traveled an average of 15 miles per ride, while travel on the small and large urban systems, averaged two miles and five miles respectively.

Figure 6

Revenue Miles by System Classification
FY 1998



Total Revenue Miles -- 23,347,622

Vehicle Fleet

The vehicle fleet mix also shows the differences in the type of service provided. The composition of the public transit vehicle fleet is shown in Table 3. The public transit fleet consisted of 1,509 vehicles in FY 1998. The regional systems had a total of 862 vehicles or 57.1 percent of the total fleet. Most of these vehicles were conversion vans or light-duty buses to provide a more efficient demand response and low passenger-per-vehicle type of service. There were 143 vehicles in the small urban fleet. These were mainly a mixture between light-duty to heavy-duty buses. The large urban fleet consisted of 504 vehicles, of which 324 were heavy-duty buses. These reflect the typical large urban bus, fixed-route type of service.

Table 3
Vehicle Fleet Summary
FY 1998

System Classification	Service Vehicles	Autos	Vans (Mini & Conversion)	Light-Duty Buses	Medium-Duty Buses	Heavy-Duty Buses	Total
Regional	1	26	362	437	34	2	862
Small Urban	3	1	13	50	11	65	143
Large Urban	14	6	92	51	17	324	504
Total	18	33	467	538	62	391	1509

One of the continuing issues for public transit operators is the acquisition, maintenance, and replacement of vehicles. Table 4 shows the average age and miles of the vehicle fleet by category. When the averages are compared to the thresholds established for replacement, the average age of the entire fleet by nearly every category meets the threshold for replacement, and the threshold miles are nearly met or exceeded except for service vehicles and medium-duty and heavy-duty buses. This is a major problem for Iowa's transit systems and affects their ability to continue to provide essential transportation services to Iowans.

Table 4
Weighted Average Age and Miles by Vehicle Category Summary
FY 1998

	Vehicle Classification					
System Measurements	Service Vehicles*	Autos**	Vans (Mini & Conversion)	Light-Duty Buses	Medium-Duty Buses	Heavy-Duty Buses
Age	12.00 yrs.	9.55 yrs.	5.42 yrs.	4.45 yrs.	8.02 yrs.	9.08 yrs.
Miles	41,116	110,624	91,677	88,792	134,488	305,830
Iowa DOT Replacement Thresholds by Vehicle Category						
Age	4/7 yrs.	4 yrs.	4 yrs.	4 yrs.	7 yrs.	10/12 yrs.
Miles	100,000/ 150,000	120,000	150,000	150,000	200,000	350,000

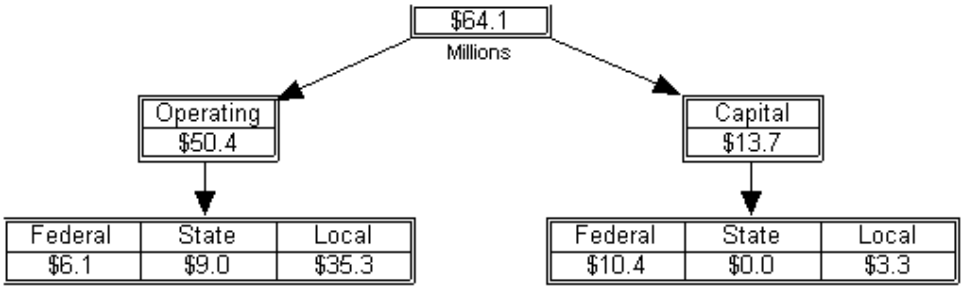
*Service vehicle replacements are analyzed independent of all other vehicle classifications.
**Sedans and station wagons are no longer being purchased.

Public Transit Systems Costs

Figure 7 shows that the total cost (operating and capital) of providing public transit services in Iowa in FY 1998 was $64,101,882. Operating costs accounted for the largest share, 78.6 percent of this amount. This figure illustrates the total operating and capital costs as well as the respective funding sources.

Figure 7

Total Operating and Capital Costs
FY 1998

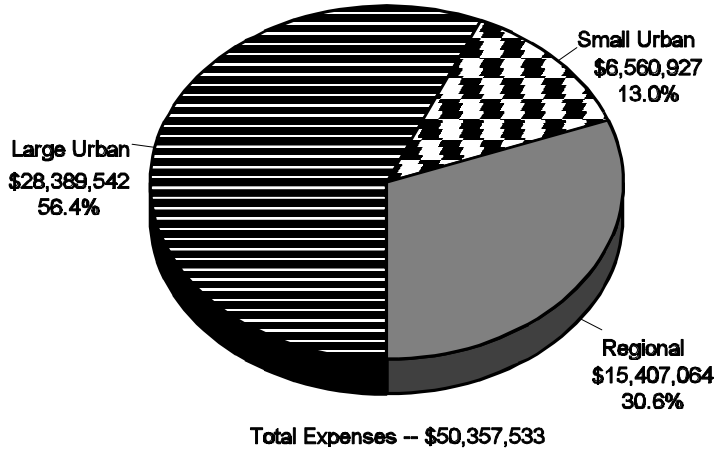


Operating Costs

Figure 8 is a comparison of the total operating costs by system classification. The total operating costs to provide public transit services in FY 1998 were over $50.4 million. The large urban systems accounted for 56 percent of the total operating costs. On the whole, passenger revenues (farebox and service contracts) pay approximately 36.8 percent of transit expenses in Iowa. Over the last 10 years, the operating costs of the public transit systems in Iowa have increased significantly. However, these costs have increased by only 8.7 percent in constant 1997 dollars even though new federally mandated initiatives such as the Americans with Disabilities ACT (ADA) and drug and alcohol testing requirements have been implemented.

Figure 8

Operating Costs
FY 1998



Operating costs vary from system to system. This is due to many differences including the type and level of services, geographical area, labor costs, equipment age, etc. Table 5 summarizes average costs per ride, mile, and hour of service by system classification. It points out the highest cost per ride is in the regional systems which is due to traveling longer distances to serve the smaller cities and rural areas.

Table 5
Average Operating Costs
FY 1998

System Classification	Cost per Ride	Cost per Mile	Cost per Hour
Regional	$3.81	$1.22	$20.62
Small Urban	$1.59	$2.62	$30.66
Large Urban	$2.09	$3.45	$45.00
Statewide	$2.31	$2.16	$31.63

Table 6 summarizes the total operating revenue, operating expenses, and operating deficit for FY 1998. Detailed material concerning each funding source is available in the section of this plan entitled "Programmed Expenditures." The operating deficit was the highest ($20,418,844) for the large urban systems. Over 79 percent of the regional operating revenue was derived from service contracts.

Table 6
Operating Revenue, Operating Expenses, and Operating Deficit
FY 1998

System Classification	Operating * Revenue	Operating Expenses	Operating ** Deficit
Regional	$8,891,024	$15,407,064	$6,516,040
Small Urban	$1,667,055	$6,560,927	$4,893,872
Large Urban	$7,970,698	$28,389,542	$20,418,844
Total	$18,528,777	$50,357,533	$31,828,756

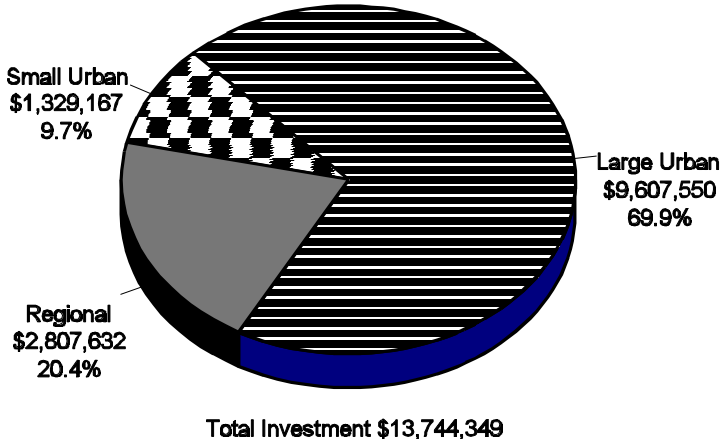
*Operating Revenue--includes passenger revenue (fares, donations, tickets paid in advance, contracts, advertising revenue, and interest on deposits.

**Operating Deficit--is the portion of the operating expenses that must be covered by public subsidy. That subsidy comes from local tax support, State Transit Assistance (STA) funds, and Federal Transit Administration funds.

Capital Improvements

Capital improvements such as buses, facilities, and equipment are extremely dependent upon federal funding. In FY 1998, the federal funding consisted of FTA discretionary funds ($3,987,094), FTA formula funds ($5,142,536), FHWA - Clean Air Attainment Program funds ($685,200), and FHWA flexible funds ($608,270). State funding was $16,000 and local funding was $3,305,249. Historically, FTA discretionary funding has provided the largest portion of federal funding and varies from year to year. Figure 9 shows that nearly 70 percent of the $13.7 million investment was made in the large urban areas.

Figure 9
Capital Improvements
FY 1998

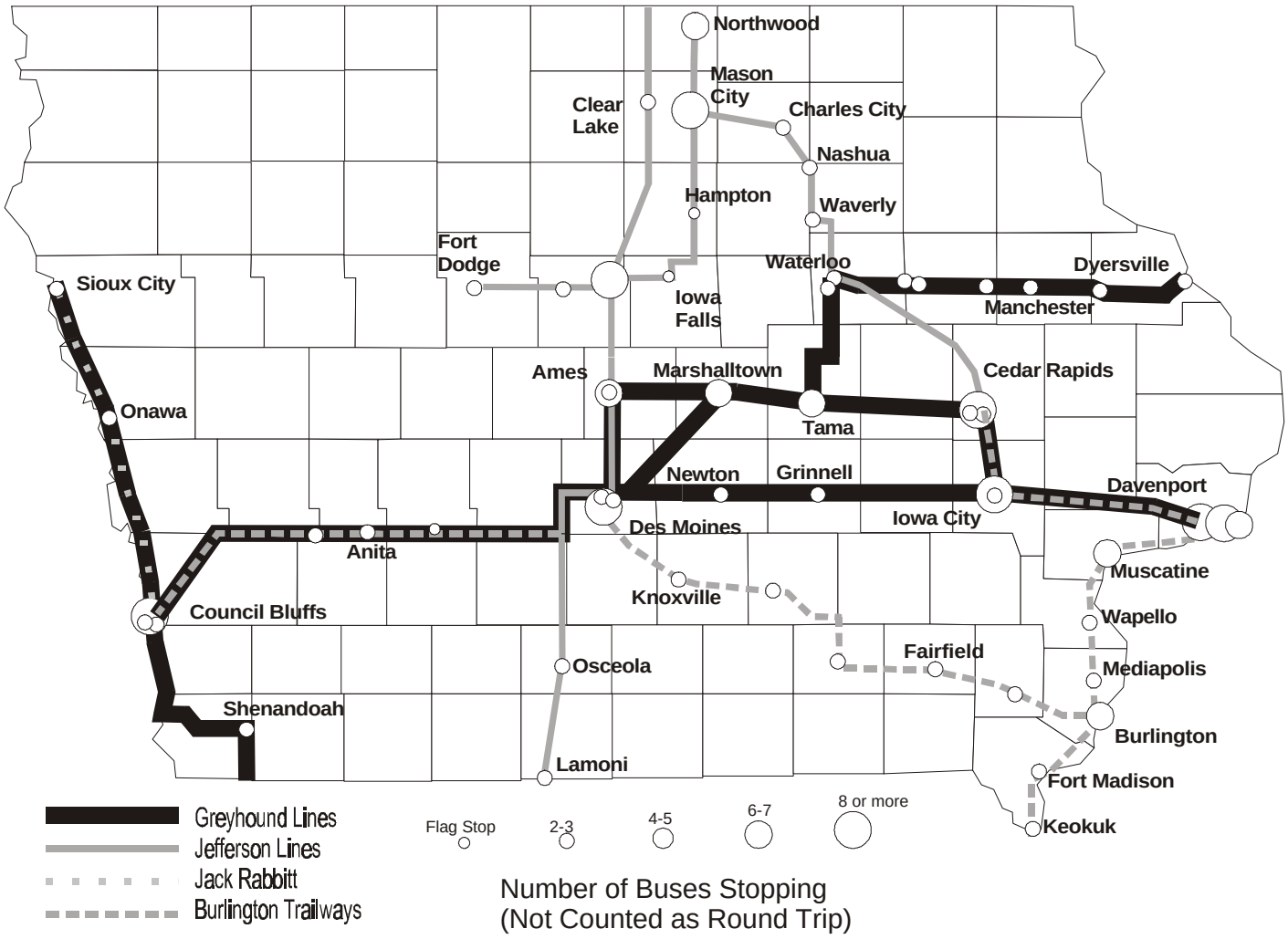


Source: FY 1998-2000 Iowa Transportation Improvement Program, Iowa DOT

Intercity Bus Network

The intercity bus (i.e., fixed route and schedule) industry in the United States has been in a long term decline over the past 30 years. Total annual intercity bus travel has decreased by 50 percent during this period. Like most portions of the country, Iowa has retained a backbone intercity bus system that provides less coverage and lower frequency of service than existed before the post 1940s decline of the industry and deregulation. Iowa is currently served by five intercity carriers, including Greyhound Lines, the only national intercity common carrier bus company. Other interstate services are provided by three regional carriers including Jefferson Lines, Burlington Trailways, and Jack Rabbit Lines. Finally, Five Oaks Charters operates several shorter intrastate routes focusing on the Des Moines area. These carriers provide passenger and essential small package freight services to both small and large communities. Figure 10 illustrates the 62 communities served by the interstate private bus carriers.

Figure 10
Iowa Communities and Areas Served by Intercity-Interstate Bus Lines
FY 1998



Note: In addition, Five Oaks Charter also operates several shorter intrastate routes within Central Iowa.

Charter Services

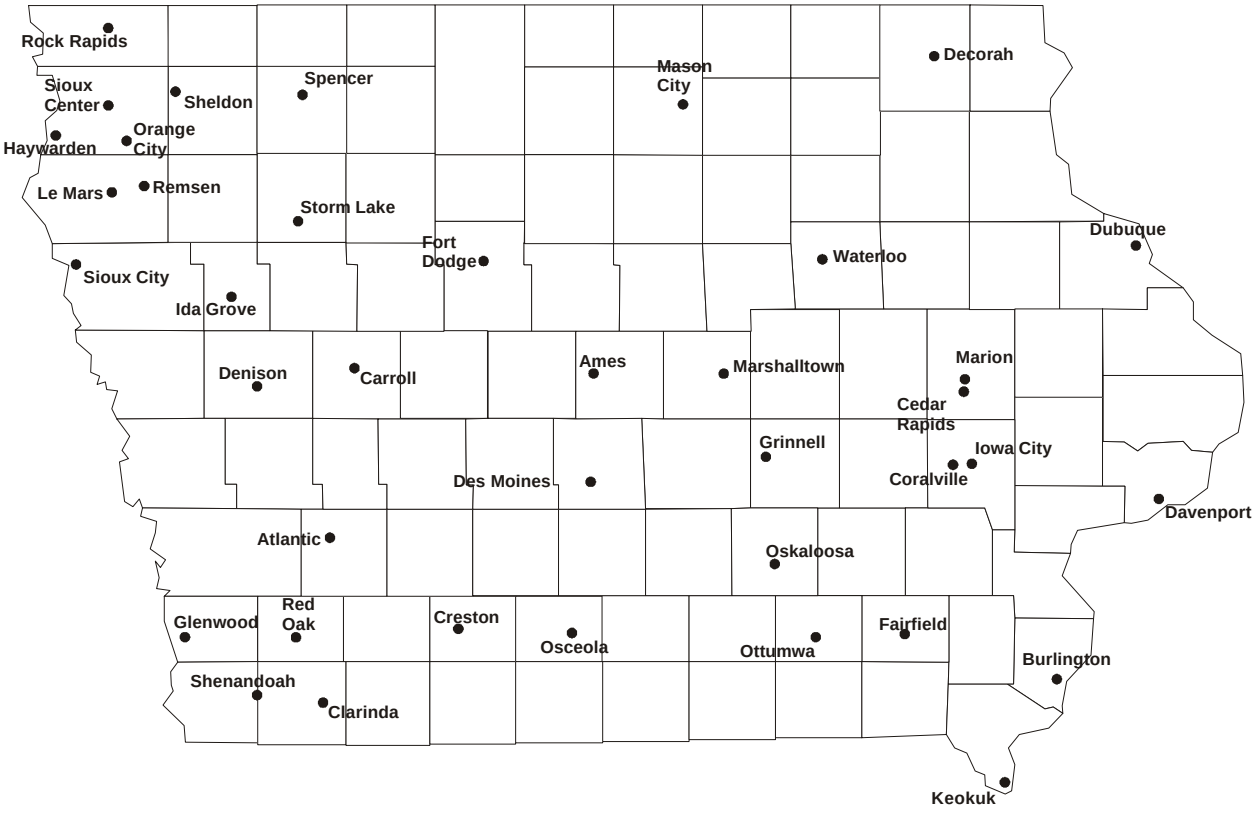
In addition to the above fixed-route services, Iowa has several carriers that provide only charter services. These carriers and their corporate locations are:

A OK Shuttle Service Inc.	Dubuque
Ace Transportation Co. Inc.	Albert Lea, MN
Arrow Stage Lines Inc.	Norfolk, NE
Bunny's Casino Express Inc.	Camanche
Carson Coaches	Waterloo
Chief Bus Service	Omaha, NE
Crusader Coach Lines Inc.	Logan
Denny's Bus Service	Alpha, MN
Dextours Inc.	LeClaire
Dubuque Trolley Inc.	Dubuque
Five Oaks Charter Inc.	Des Moines
Iowa Coaches Inc.	Dubuque
Jack Pot Express Inc.	Forest City
Johannes Bus Services Inc.	Rock Island, IL
LTC Lucky Time Coaches	Cedar Rapids
Lucky Escort/Cab	Davenport
Midwest Coaches Inc.	Ames
Northwest Transportation Inc.	Fort Dodge
Ottumwa Coaches Inc.	Ottumwa
Reading Bus Lines Inc.	Reading, MN
River Trails Transit Inc.	Dubuque
RSB/Marshall Coaches	Rochester, MN
Scenic Stage Lines Inc.	Morrison, IL
Shamrock Charters	Fort Dodge
South Central Coaches Inc.	St. James, MN
Sun Valley Cab	Savanna, IL
The Forilli Corp.	West Liberty
White Tiger Lines Inc.	Sutherland
3 Main Place Ltd.	Ottumwa

Taxi Companies

Taxi service was provided in 39 cities by 55 private taxi companies in 1998 as illustrated in Figure 11. Several of these companies provide contracted services with public transit systems.

Figure 11
Iowa Communities with Taxi Service
FY 1998



Ridesharing Operations

Ridesharing through carpools and vanpools is a form of public transit in which more than one person shares the use of a vehicle, such as a bus, van, or automobile, to make a trip to or from work. It is a form of prearranged transportation by a group of individuals using employer-owned or public/private vehicles in which an employee drives fellow employees to work. There are several organized ridesharing programs located throughout Iowa. The University of Iowa, Iowa State University, and the Pella Corporation have employer-based vanpool programs. Des Moines Metro, a large urban transit system, has an established public vanpool (rideshare) program comprised of over 50 vans.

Commuter Bus Operations

Commuter bus service is a form of public transportation which has helped to fulfill the travel needs of various segments of Iowa's population. These services are tailored to serve urban travelers who ride them on a regular basis, usually for their daily trips to and from work. Over time, a number of such services have been organized in and around Iowa's major metropolitan areas to serve travel needs of the commuters. Today, Five Oaks is the major commuter bus carrier providing services to commuters mainly in central Iowa.

Future Investment Directions

Through the public input process for the State Transportation Plan, it was determined Iowans want continued support of all public transit systems between rural and urban areas, and expanded intercity bus and commuter services. As a result, this section first summarizes the investment actions outlined in the adopted State Transportation Plan (shown in blue shading), and secondly, establishes specific objectives to accomplish a number of investment actions. The transit advisory committee helped to develop specific objectives to implement each of the investment actions identified in the State Transportation Plan. The overall goal of these investment actions is to strengthen partnerships with public transit providers to develop, improve, and maintain public transit systems and services that are accessible and cost-effective.

Operating Support

Invest in operating support to Iowa's public transit systems.

Specific Objectives:

A. Continue to provide federal and state funding assistance to support locally operated public transit services which are "open to the general public". Public transit services that provide essential trips (such as medical, shopping, and work trips) for the transportation disadvantaged will have the highest priority for state funding.

   1. The department established an advisory committee made up of persons representing the transportation disadvantaged. The committee currently includes members from the Iowa Departments of Education, Human Rights, Human Services, Elder Affairs, and Work Force Development. The committee also includes regional, small urban, and large urban public transit system operators, intercity bus carriers, regional and metropolitan planning organizations as well as representatives from Head Start and the Area Agencies on Aging. This committee will assist the department in identifying how well the transportation needs are being met, especially the transportation disadvantaged, i.e., how many there are, where they are located, and what special needs they may have. The committee membership will be reviewed periodically to ensure inclusion of appropriate representatives.

   2. The department will periodically review transit programs with regard to services provided to the transportation disadvantaged to determine if program changes are necessary.

B. Provide assistance to transit agencies and the transportation disadvantaged by encouraging a collaborative process to improve transit services to better meet the communities' needs or to increase the efficiency and productivity of their transit systems. Assist in the development of educational and promotional material for use by the public transit systems to better inform the public of available transit services.

Capital Assistance

Invest in purchasing transit vehicles, facilities, and equipment to meet the capital needs of Iowa's 35 public transit systems as necessary to provide safe, efficient, and reliable levels of service.

Specific Objectives:

A. Provide federal assistance to transit agencies for purchasing vehicles to be replaced or rehabilitated based on Iowa's Public Transportation Facilities and Equipment Management System (PTMS) to meet current and future needs and provide safe and efficient transportation to Iowans.

B. Provide federal assistance for expansion vehicles justified by anticipated use with projections of rides, miles, and why the existing fleet cannot provide needed service. Existing system vehicle utilization will also be considered. Encourage transit agencies to seek flexible funding (STP, ICAAP, etc.) when needed to fund expansion of transit fleets.

C. Provide federal assistance for existing or new transit facilities and equipment necessary to support efficient services. New facilities will require a feasibility study documenting need and analyzing alternatives, including cost of on-going facility operations and maintenance. All facilities must have an adopted building maintenance plan.

D. Continue to work with the Iowa Public Transit Association to keep our Congressional representatives informed on the importance of transit to Iowa as well as the capital needs requested by the transit systems.

E. Work with the Iowa Public Transit Association to develop other sources of funding for capital investments in order to provide a more balanced funding program.

F. Continue to use and refine the Public Transportation Facilities and Equipment Management System (PTMS) in cooperation with the transit community. Investment priorities will be based on objective criteria to be used in making equitable distribution of capital funding. This information will be used to select cost-effective strategies for protecting the investment in facilities and equipment and to evaluate needed improvements.

G. Verify that the purchase of vehicles, equipment, and facilities are in compliance with ADA regulations and provide reasonable progress toward the goal of full accessibility.

Intercity Bus

Implement an annual application program to invest in intercity bus infrastructure and services to preserve existing services and to provide transportation linkages throughout Iowa.

Funding Objectives:

A. Provide a base level of support to preserve the existing intrastate system. Assistance would be allocated on the basis of miles of service provided in the state of Iowa and would be primarily targeted to support preventive maintenance and insurance costs for the individual carriers.

B. Provide support for new connector/feeder services through local or private transit operators which provide access to the backbone of Iowa's intercity bus system.

C. Provide marketing assistance for specific corridor projects which are jointly developed between local cities, terminal managers, and intercity carriers.

D. Provide capital support for vehicles, terminals, and a customer technology based information infrastructure system which is fully integrated with the state's planned Intelligent Transportation System (ITS) program.
   - Terminal improvements will be balanced between rural and urban areas.
   - Commitments will be required from intercity carriers for all terminal projects.

Administrative Objectives:

A. Establish an Intercity Surface Transportation Public-Private Council to provide a forum for on-going communications among all entities involved in providing intercity transportation services to the state's residents and visitors. This council will also be involved in assisting in the continued development of the Intercity Bus Assistance program.

B. Monitor and report on service, including fares, ridership, service quality and traffic levels.

C. Facilitate a public/private partnership to complete a market-demand analysis to determine the feasibility for "testing" premium interstate bus services.

D. Continue to work with the Midwest Rail Consortium and assist in providing feeder bus service to the Midwest rail system as it is developed.

Commuter Services

Emphasize the development of commuter services for access to jobs and training that support Iowa's economic development.

Specific Objectives:

A. Work with the Iowa Public Transit Association to re-examine commuter services policies and develop operating standards.

B. Collaborate with planning agencies and transit agencies through the planning process to identify potential commuter service corridors.

C. Invest in the purchase of vehicles and equipment that support intercity commuter services from outlying areas to major employment areas. Services must meet ADA "program accessibility" standards. Replacement vanpool vehicle costs as well as vanpool operating expenses will be the responsibility of the user unless they are part of a "Welfare to Work" program.

D. Cooperate with regional planning affiliations and metropolitan planning organizations to identify locations for intermodal connections, i.e., park-n-ride lots in rural and fringe urban areas for commuters that would assist in reducing urban congestion. Develop design guidelines in cooperation with these planning organizations.

E. Encourage transit systems to promote employers to use nontaxable transit and vanpool benefits for their employees.

F. Consider the feasibility of an employer-funded transit pass program for state employees.

Coordination

Facilitate the coordination of all publicly funded passenger transportation services through a single administrative agency (designated public transit system) to better serve customers' needs and to maximize the benefits of public expenditures.

Specific Objectives:

A. Reactivate the state level Transportation Coordination Council which includes the Iowa Departments of Transportation, Human Services, Elder Affairs, and Education plus the Iowa Association of Counties, to serve as a forum for the discussion of coordination issues. Consider expanding membership to include the Department of Workforce Development, the Iowa League of Cities, and possibly other agencies involved in funding transportation services.

B. Assess if there needs to be a refinement of the language of the Transportation Coordination mandate in Chapter 324A of the Iowa Code.

C. Facilitate the review function provided in Chapter 324A of the Code of Iowa to ensure that agencies/organizations receiving federal or state funding to provide or purchase passenger transportation services are coordinating or consolidating those services to the maximum extent feasible with the designated transit systems.

D. Facilitate meetings between designated public transit systems and local human service agencies to promote local coordination efforts.

E. Work with other state departments to remove any state or federal regulatory barriers to coordination of publicly funded transportation services.

F. Encourage transit systems and other agencies including school districts, to coordinate services, and the use of vehicles, facilities, and equipment whenever feasible.

G. Inform public transit systems, other providers and funding agencies of various transit coordination practices found in Iowa or elsewhere.

H. Develop a system to better integrate regional transit systems' service statewide to better serve the transportation customer.

I. Encourage transit systems to promote public/private partnerships for developing coordinated transit services.

Integration with Planning Process

Strengthen the integration of public transit with the local intermodal transportation planning process.

Specific Objectives:

A. Encourage local planning agencies to include transit representation on technical and policy committees.

B. Establish minimum standards for the local transportation planning process to address short-range transit planning needs.

Transit Accommodations on Street Projects

Consider improvements that support safe and convenient public transportation on all street projects as they are planned and developed.

Specific Objectives:

A. The department will consider accommodations for transit in all stages of state highway system project planning and development. All transit accommodations will be developed in cooperation with the local jurisdictions and transit providers.

B. The department will encourage Metropolitan Planning Organizations and Regional Planning Affiliations to plan for transit accommodations in their areas both on and off the state highway system.

C. The department will, through the planning process, encourage local communities to consider transit accommodations as part of their residential and commercial development review process.

Environmental Concerns

Ensure that transit system development is sensitive to environmental and energy conservation concerns.

Specific Objectives:

A. Support demonstration projects which will promote the use of technology that reduces air or noise pollution.

B. Fund transit projects such as vanpools, park-n-ride lots, etc. which may help to reduce congestion, improve air quality, and enhance the overall environmental quality of the state.

Accessibility for Persons with Disabilities

Ensure that transit system development maximizes access by persons with disabilities.

Specific Objectives:

A. Support demonstration projects which promote new accessibility technologies designed to improve the safety, convenience, and dignity of transporting persons with disabilities.

Technology Projects

Encourage Iowa transit systems to pursue transit advanced technology projects.

Specific Objectives:

A. Support demonstration projects that promote transit advanced technology and integration with Intelligent Transportation Systems (ITS) projects for other modes.

Program Guidance

There are a number of state and federal programs which provide financial assistance for public transportation activities. This section of the plan describes these funding programs and program guidelines necessary to implement the future investment directions as discussed in the previous section. The program guidance details how a particular program will be administered including funding categories, formula criteria, and project priorities. This guidance will be the basis for decision-making relative to the department's investments in Iowa public transit over the next few years.

Current Transit Program Guidelines

The department currently administers a number of funding programs to assist transit operations, capital improvements, and planning, as well as administrative programs that support coordination and technical assistance.

Program Guidance Highlights

Program: State Transit Assistance (STA) ***Formula*** program

Program Purpose: General support of public transit in the state of Iowa.

Eligible Recipients: Designated public transit systems.

Project Eligibility: These funds may be used to support the development, improvement, and maintenance of the public transit program.

Match: No match required for formula funds.

Program Background: Funding for STA is derived from 1/20th of the first 4 cents of the state use (sales) tax on motor vehicles and accessories.

Distribution: The department uses a performance-based formula (based on rides, revenue miles, operating costs, and local support) to distribute formula funds.

- The formula uses revenue miles for the initial split between regional and urban systems.
- Within each regional or urban group, 25 percent is allocated on the basis of rides over operating costs and 25 percent using revenue miles over operating costs.
- The remaining 50 percent within each group is allocated on the basis of each system's locally determined income (LDI).
  (LDI is calculated by determining the amount of each system's operating cost which cannot be covered by state and federal transit assistance received.)

Direction: Continue to operate the State Transit Assistance Formula program as it is currently being operated. This funding formula provides an equitable distribution of funds that is balanced between rural and urban areas. Continue policy that carpool/vanpool statistics are not considered in STA formula calculations.

Program: State Transit Assistance (STA) ***Special Projects*** Funds

Program Purpose: Improvement of public transit in the state of Iowa.

Eligible Recipients: Designated public transit systems and local transportation planning organizations (for fellowships).

Project Eligibility: Innovative and extraordinary projects, fellowships, and emergency projects.

Match: State participation can be up to 50 percent on operating projects and up to 13.3 percent on capital projects.

Program Background: Special project funds are for innovative, extraordinary, or emergency projects and fellowships. This program is funded with $300,000 from STA funds. Any portion of the $300,000 which is not expended for special projects is returned to the formula program.

Distribution: The funds are distributed on a discretionary basis for innovative or extraordinary projects designed to improve a transit system's performance or for fellowships or emergency purpose projects. Application may be made by individual transit systems, or statewide projects are eligible for funding.

Direction: Revise program to fund only emergency projects and statewide training including fellowships up to $300,000 annually. State participation for emergency projects would be limited to 50 percent and fellowships would be limited to 80 percent. In recent years, many project applications did not meet the definition of a special project. In the future, there may be a need for emergency funding that occurs above and beyond normal system operations. Unused funds will be distributed annually by STA formula to designated public transit systems.

Program: (Federal) Capital Investment Program, Section 5309

Program Purpose: To fund capital improvements which are beyond the scope of the formula funding programs.

Eligible Recipients: Designated public transit systems and other public bodies.

Project Eligibility: Capital projects.

Match: Capital projects usually--80 percent federal/20 percent local match except for vehicles meeting ADA or Clean Air standards--83/17 match or--90/10 match for just ADA or bicycle projects.

Program Background: These funds are available to Iowa based on Congressional earmarks.

Type of Assistance: Capital assistance.

Distribution: Statewide earmarks are currently distributed through a process which is partially based on Public Transportation Facilities and Equipment Management System (PTMS) rankings.

The current PTMS structure provides for up to 60 percent for rolling stock replacement or rehabilitation; up to 15 percent for existing facility and equipment needs; and a minimum of 25 percent for general expansion/replacement needs which includes expansion vehicles, new maintenance facilities, new equipment, and overflow from the above categories. Statewide earmarks are applied for and administered by the department. Systems with individual earmarks may apply directly to FTA or request the department to apply for and administer funds on their behalf.

Direction: Continue to use, develop, and refine the PTMS for prioritizing statewide earmarked funds. The PTMS process provides a mechanism for objective project evaluation for programming purposes.

Program: (Federal) Formula Assistance for Transit Serving Elderly and Persons with Disabilities, Section 5310

Program Purpose: To expand services to the elderly or persons with disabilities beyond what would otherwise be available under other transit funding programs.

Eligible Recipients: Designated regional and small urban public transit systems.

Project Eligibility: Contracted services and capital projects.

Match: Contracted services--80/20 match; capital projects--80/20 except for vehicles meeting ADA or Clean Air standards.

Program Background: Previously, these funds could only be used to support capital expenditures. As a result of federal legislation (ISTEA), subcontracted services can be funded as well. The department currently allocates all of these funds for contracted services.

Type of Assistance: Contracted services and/or capital assistance.

Distribution: The department uses a performance-based formula (based on rides, revenue miles, and net public deficit) to distribute Section 5310 funds along with Section 5311 funds.

- The formula divides funds between regional and small urban systems on the basis of “Net Public Deficit”.
- Among the regional systems, the funding is allocated based 60 percent on revenue miles and 40 percent on ridership.
- Small urban systems allocation is based 50 percent on revenue miles and 50 percent on ridership.
- Only “open to the public” service statistics are used in the allocation formula.

  (Net Public Deficit is defined as the total federal and state transit operating subsidies, plus local tax dollars needed to support the operating deficit.)

Direction: Continue to operate the program as it is currently being administered. The funding formula provides an equitable distribution of funds that support transit services to the elderly and persons with disabilities in areas with populations less than 50,000.

Program: (Federal) Non-Urbanized Area Formula Program, Section 5311

Program Purpose: To support transit activities in rural areas (less than 50,000 population).

Eligible Recipients: Regional and small urban transit systems, planning affiliations, and intercity bus operators.

Project Eligibility: Operating, capital, planning, and intercity bus projects. Formula funds can be used for up to 50 percent of the operating deficit. The new transportation reauthorization law “Transportation Equity Act for the 21st Century” or TEA 21 added “preventive maintenance” to the list of capital expenditures allowable under the formula program. There is no limit on the amount of formula funds that can be used for preventive maintenance.

Match: Operating--50/50; capital--80/20 except for vehicles meeting ADA or Clean Air standards--83/17; and planning--80/20.

Program Background: These funds flow through the state and have traditionally been linked with Section 5310 funds to support coordinated transportation services by regional and small urban transit systems.

Type of Assistance: Operating, capital, planning, and intercity bus.

Distribution: The department allocates the formula (operating) portion of these funds by using a performance-based formula (using rides, revenue miles, and net public deficit) to distribute Section 5311 funds along with Section 5310 funds. The

capital portion is determined by collaboration with the transit industry. The planning portion is distributed by a formula based 50 percent on population and 50 percent on the number of counties in each regional planning affiliation. Federal law specifies that states must use 15 percent of the Section 5311 funds for an intercity bus program. Iowa allocates this portion through an annual application process.

- The formula divides funds between regional and small urban systems on the basis of "Net Public Deficit".
- Among the regional systems, the funding is allocated based 60 percent on revenue miles and 40 percent on ridership.
- Small urban systems allocation is based 50 percent on revenue miles and 50 percent on rides.
- Only "open to the public" service statistics are used in the allocation formula.

  (Net Public Deficit is defined as the total federal and state transit operating subsidies, plus local tax dollars needed to support the operating deficit.)

Direction: No changes to current operating formula or distribution of capital funds. The formula provides an equitable distribution of funds to rural areas. Change planning formula to a 50 percent base, plus 25 percent based on population, and 25 percent on the number of counties to better reflect that there is a basic level of effort needed from each regional planning affiliation. Implement intercity bus program which includes support of existing services (preventive maintenance and insurance cost assistance), start up of new connector services, marketing, capital (rolling stock/terminals), and other support (i.e. internet projects).

Program: (Federal) Urbanized Area Formula Program, Section 5307

Program Purpose: General support of public transit activities (for areas 50,000-200,000 population).

Eligible Recipients: Designated transit systems in areas 50,000 to 200,000 population.

Project Eligibility: Operating, capital and planning. TEA 21 provides that small urbanized areas (UZAs) - those with populations under 200,000 - can use all formula funds for operating or capital. Operating assistance can be used up to 50 percent of the operating deficit. The definition of "capital" has been expanded to include all preventive maintenance costs.

Match: Operating--50/50; capital--80/20 except for vehicles meeting ADA or Clean Air standards--83/17; and planning--80/20.

Program Background: These funds are subject to state allocation. The local transit systems apply directly to FTA which then administers the grants.

Type of Assistance: Operating, capital, and planning.

Distribution: The department allocates the majority of these funds using the federal formula based on population and population densities. The remaining funds are included in a “peer pool” which is distributed similarly to the process used for the Capital Investment Program funds.

Direction: No changes. The current distribution is the result of annual consultation with the systems involved.

Program: (Federal) Urbanized Area Formula Program, Section 5307

Program Purpose: General support of public transit activities (for areas over 200,000 population).

Eligible Recipients: transit systems in areas over 200,000 population.

Project Eligibility: Capital and planning. TEA 21 eliminated operating assistance for UZAs with 200,000 or more people. (Operating assistance was previously eligible but the amount was limited). TEA 21 adds “preventive maintenance” to the list of capital expenditures allowable under the formula program.

TEA 21 also requires one percent of formula funds distributed to UZAs with 200,000 or more people must be spent on transit enhancements, including historic preservation, rehabilitation, and related activities; bus shelters; landscaping and other scenic beautification including street lights; public art; pedestrian access and walkways; bicycle access including storage facilities and installation of equipment for transporting bicycles on transit vehicles; signage; and enhanced access to transit for persons with disabilities.

Match: Capital--80/20 except for vehicles meeting ADA or Clean Air standards--83/17; transit enhancements--90/10 except for bicycle projects--95/5; and planning--80/20.

Program Background: The federal government allocates these funds based on population, population densities, and passenger miles. These funds are programmed at the local level and the programming must be in an approved State Transportation Improvement Program (STIP). Local transit systems apply directly to FTA who then administers the grants.

Type of Assistance: Capital and planning. The definition of “capital” has been expanded to include all preventive maintenance costs and all costs of ADA paratransit operations.

Distribution: Capital program as well as the planning program are determined by the local transit systems.

Direction: No changes. These transit systems receive their own direct allocations from FTA.

Program: (Federal) Metropolitan Planning Program, Section 5303

Program Purpose: General support of transportation planning activities in urbanized areas.

Eligible Recipients: Metropolitan Planning Organizations (MPOs).

Project Eligibility: Transportation planning.

Match: Planning services--80/20.

Type of Assistance: Transportation planning.

Program Background: The department administers these funds for use by the MPOs. TEA 21 authorization provides that the metropolitan planning process is to include “representatives of users of public transit”. Also recipients of Health and Human Services (HHS) or other government funding for passenger transportation services are to be included in the planning process. MPOs are to coordinate the design and delivery of passenger transportation services funded by the U.S. DOT, HHS, and other federal agencies.

Distribution: These funds are distributed by a formula that includes a historical amount for each MPO and then an additional amount based on their proportion of total urbanized population.

Direction: No changes. The distribution of funds is considered to be fair and equitable.

Program: (Federal) State Planning and Research Program, Section 5313b

Program Purpose: General support of state initiated planning activities associated with rural and urban public transportation assistance.

Eligible Recipients: Regional Planning Affiliations (RPAs).

Project Eligibility: Transportation planning.

Match: Planning services--80/20.

Program Background: The department currently administers these funds in concert with Section 5311 planning funds to support intermodal planning activities by the regional planning affiliations.

Distribution: These funds have been distributed by a formula based 50 percent on population and 50 percent on the number of counties within each regional planning affiliation.

Direction: Change planning formula to a 50 percent base, plus 25 percent based on population, and 25 percent on the number of counties to better reflect that there is a basic level of effort needed from each regional planning affiliation.

Program: (Federal) Rural Transit Assistance Program, Section 5311b

Program Purpose: To fund training and technical assistance projects and other support services tailored to meet the specific needs of transit operators in non-urbanized areas.

Eligible Recipients: Regional, small urban transit systems, and Regional Planning Affiliations (RPAs).

Project Eligibility: Training, technical assistance.

Match: Training fellowships--80/20; statewide training events, no match specified.

Program Background: The department currently administers these funds often partnering with other organizations to cosponsor training events. Statewide projects must address primarily needs of the regional or small urban systems but can include large urban transit systems, MPOs, etc., as incidental beneficiaries.

Type of Assistance: Training, technical assistance.

Distribution: These funds are distributed to transit and planning staff in areas less than 50,000 population based on applications for assistance. Statewide training projects are eligible for these funds.

Direction: No changes, however, program is annually reviewed to assess training and technical assistance needs of non-urbanized transit systems.

New Programs (Created by TEA 21)

Program: (Federal) Clean Fuels Formula Grant Program, Section 5308

Program Purpose: A public transit-related program designed to support the national global warming initiative. The program is intended to speed up the introduction of

advanced bus propulsion technologies into the nation's transit fleets. The program provides special funding to purchase clean-fuel vehicles, including vehicles fueled by compressed natural gas, liquified natural gas, biodiesel fuels, batteries, alcohol-based fuels, hybrid electric, fuel cell, clean diesel, and other low or zero emissions technology. Nationally, this program is authorized to receive up to $200 million per year.

Eligible Recipients: Funds will be allocated through a grant application process using a formula based on area's non-attainment rating. Two-thirds of the funds must go to UZAs with 1,000,000 or more people, and one-third must go to UZAs with fewer than 1,000,000 people. At least five percent of the funds must go to hybrid electric or battery-powered buses and facilities. No more than $50 million per year can go to clean diesel buses, and no more than five percent can go to retrofitting or replacing bus engines that are not in compliance with clean air standards.

Project Eligibility: Federal guidelines have not been issued.

Match: Federal guidelines have not been issued.

Program Background: Funding of candidate projects is based on their clean air impact factored in terms of the clean air status of their area, with the lowest priority going to "maintenance" areas and the highest to "extreme non-compliance" areas. Iowa is an attainment state and therefore not eligible to receive these funds.

Type of Assistance: Federal guidelines have not been issued.

Distribution: Federal guidelines have not been issued.

Direction: For 1999, Congress consolidated these funds with the Section 5309 program. Any further distribution of funds will depend on Congressional action and will be carried out by the Federal Transit Administration. Iowa DOT staff will provide technical assistance if any area of Iowa becomes eligible for these funds.

Program: (Federal) Jobs Access and Reverse Commute Grant Program, Section 3037

Program Purpose: This program offers discretionary grants to develop transportation services for transporting welfare recipients and low-income individuals to and from jobs and to develop transportation services connecting residents of urban centers and rural and suburban areas with suburban employment opportunities. Nationally, this program is authorized to receive up to $150 million per year. Up to $10 million per year can go to reverse commute projects, defined as transportation to suburban job opportunities.

Eligible Recipients: Qualified entities need not be transit agencies but must be part of a coordinated public transportation-human services transportation planning process.

Project Eligibility: Operating and capital costs of equipment, facilities, and associated capital maintenance items.

Match: Funds from non-DOT federal programs can be used to pay for the local match, which is 50 percent.

Program Background: Projects are to be selected through a national solicitation, with 60 percent of funding for urbanized areas over 200,000 population, 20 percent for urbanized areas under 200,000 population, and 20 percent to non-urbanized areas.

Type of Assistance: Operating or capital assistance.

Distribution: Grants will be issued on a competitive basis with the U.S. DOT soliciting grant applications nationally. States are encouraged to file consolidated applications on behalf of non-urbanized and small urban transit operators.

Direction: The Federal Transit Administration will make the grant determinations. Iowa DOT staff will assist transit agencies seeking Section 3037 funding to address needs targeted by this program.

Program: (Federal) Rural Transportation Accessibility Incentives Program, Section 3038

Program Purpose: To provide funding to assist over-the-road bus operators with the cost of complying with the U.S. DOT's over-the-road bus accessibility rule. This program is authorized to receive a total of $24.3 million nationally in FY 1999 - 2003.

Eligible Recipients: Intercity bus operators.

Project Eligibility: Projects to finance the incremental capital and training costs of complying with U.S. DOT's over-the-road bus accessibility rule.

Match: FTA funds are available for up to 50 percent of the cost of a project.

Program Background: Only intercity, fixed-route over-the-road bus service providers may apply for these funds in FY 1999, thereafter, other over-the-road bus service providers, including operators of local fixed-route service, commuter service, and charter or tour service may apply for these funds.

Type of Assistance: Capital projects include adding lifts and other accessibility components to new vehicle purchases, and purchasing lifts to retrofit existing vehicles. Eligibile training costs include training in proper operation and maintenance of accessibility features and equipment, boarding assistance, securement of mobility aids, sensitive and appropriate interaction with passengers with disabilities, and handling and storage of mobility devices.

Distribution: Grants will be made on a competitive basis and based on several criteria including: identified need for accessibility for persons with disabilities in the area served by the applicant; extent of demonstration of innovative strategies and financial commitment; extent of equipment requirements prior to required rule timeframe; extent financial costs of complying with the rule presents a financial hardship; and the impact of accessibility on the continuation of bus service with particular consideration of the impact to rural areas and for low-income individuals.

Direction: The Federal Transit Administration will make the grant determinations. Iowa DOT staff will assist Iowa carriers seeking Section 3038 funding to address Iowa carriers' accessibility needs.

Needs Factors

Most major life activities depend upon having personal mobility. The public must have access to transportation in order to obtain education or training, employment, social or health services, and recreational needs. Also access to transportation plays a major role in maintaining older families in their traditional homes and in providing access to health care services and shopping. However, not all Iowans have the same mobility options. Transit service caters to those with limited options, i.e., people who are transportation disadvantaged.

The development of public transportation services is directly influenced by a number of factors including population, demographics, travel demand, population density, shifts in travel patterns, and local support. Because of this, there is a great variation in the scope, size and level of service provided from one system to another. Fixed-route bus service is characterized in the urban areas. In the regional areas (unlike the clearly defined services in urban areas), the majority of services are subscription and demand responsive services.

Transportation Disadvantaged

The State Transportation Plan states that transit is an important component for the transportation disadvantaged which includes the elderly, low-income, disabled, and youth. The elderly population is considered as transportation disadvantaged because many individuals in this category encounter failing vision and slower reflexes as they age, forcing them to depend upon other transportation means for personal mobility. Low-income individuals are included in this definition as this group may have difficulty in owning an automobile due to income limitations. The definition also includes the disabled which are defined as those individuals who have some physical or mental impairment that effectively limits their ability to drive. In addition, the youth are included in this category which can vary from Head Start students to college students who need transit services.

Elderly

Iowa's population is projected to increase from 2.8 million in 1995 to 3.1 million in 2020. Some segments of Iowa's population will decline, but the number of elderly, age 60 and over is projected to increase by 63.8 percent between 1990 and 2020. The percent of persons 75 years old and over is projected to increase by 47.5 percent.

The 60-and-over group's share of the total state population is projected to grow from 19.9 percent to 29.5 percent; while the 75-and-over group is projected to increase from 7.2 percent to 9.6 percent.

The need for transportation services for the elderly is expected to continue to grow, as has been the experience in past years, at a pace exceeding population growth. There is no apparent limit to the demand for transportation services for the elderly. It is a case of supply (what can feasibly be provided) rather than demand (what is needed) determining the level of service.

Low-Income Persons
The 1990 U.S. Census data shows 11.5 percent of Iowa's population is below the poverty level. A large percentage of these persons may not own an automobile and therefore have a need for transit services. Some of this population group includes unemployed persons. The Clinton Administration's initiative "Access to Jobs" (also referred to as Welfare to Work) has identified the lack of transportation as a major barrier in being able to get to jobs. It is difficult to estimate the level of demand, however, the need will probably meet the level of service that can be funded.

Persons with Disabilities
The number of persons with disabilities in Iowa varies depending on the definition used. Regardless how the term is defined, it can be assumed that growth in demand is again more important than growth in population alone. The need for services will continue to increase as persons with developmental disabilities become more "main streamed" into society and are more able to travel as vehicles and buildings continue to become more accessible. However, a large percentage of the services provided to disabled persons will continue to be demand-response service. Because of the nature of demand-response service it is hard to achieve economies of scale when compared to fixed-route services. Demand-response service results in a higher cost per passenger trip.

Youth
Iowa's youth is another category of persons needing transit services. This includes school children, students from Head Start programs, and college students. In the majority of families today, both parents are employed which results in a greater need for children to travel by public transportation to day care centers, school, and other activities. Also, many school districts contract with transit agencies to provide school transportation. In larger urban areas, service is provided as part of the fixed-route service. In rural areas, much of the service is provided for students with disabilities.

Another group of youth who utilizes transit services includes children with disabilities and low-income families who are assisted by the Head Start Program. In Iowa, the Head Start Program enrollment was 6,341 students in FY 1997. This program serves children with disabilities such as mental retardation, health impairments, visual handicaps, hearing impairments, emotional disturbance, speech and language impairments, orthopedic handicaps, and learning disabilities.

In addition, many college students have a high reliance on public transit because of limited campus housing or restricted campus parking. Two of the urban areas where state universities are located account for the highest and third highest transit ridership in the state.

Estimated Transit Needs
The demand for public transit services creates needs. Traditionally, however, both in Iowa and nationally, the determination of transit service levels has been mainly governed by expenditure limits. Transit operators/planners typically evaluate what funding they will receive - both in terms of passenger revenues and governmental

funds. Once the total revenues are determined, programs are prepared within these budgetary constraints. Transit needs are divided into two primary areas, operating and capital, with operating needs constituting the larger share of the need.

Transit services in Iowa are primarily designed to accommodate essential trips for the economically disadvantaged, youth, elderly, and disabled while also providing an alternative to the automobile. The following needs have been developed using the investment levels identified by the designated public transit systems.

Operating Needs

Operating needs are generally determined by reviewing a number of factors including the cost of providing existing services, needs for service improvements where demand exceeds capacity, requests for new services, legal requirements for services (ADA), and most importantly available resources.

Consideration is also given to an appropriate balance between fixed-route and paratransit services, type of trip priorities, and service area priorities. In Iowa, local fare revenue (fares and contracts) covers approximately 35.9 percent of all operating costs. The balance of the expenses are covered by an array of local funding sources as well as federal and state operating assistance.

The needs presented in this section have been identified at the local level and coordinated through the regional, metropolitan, and state planning processes. Transit needs are defined as the amount of investment required to achieve a specific level of service. The specific level of service depends on the demand for services. Historically, transit needs have provided basic service levels that have met the desires of the transit customers. In the short term, the investments needed to provide the desired service levels have been easy to estimate. However, determination of future long-term needs is more difficult and dependent on the amount and type of service desired.

Iowa's public transit systems provide service to a wide array of customers including the elderly, disabled, low-income, youth, commuters, etc. Each has specific service requirements in terms of routes, vehicle types, and schedules.

Table 7 presents the total projected operating costs by system classification for fiscal years 1999, 2000, and 2001 as identified in the Iowa Transportation Improvement Program.

Table 7
Projected Operating Costs
for Regional, Small Urban, and Large Urban
Transit Systems
FY 1999-2001

System Classification	1999	2000	2001	Total
Regional	$15,677,592	$16,256,522	$16,634,010	$48,568,124
Small Urban	$6,954,780	$7,136,200	$7,277,200	$21,368,180
Large Urban	$25,474,044	$26,111,717	$26,559,522	$78,145,283
Total	$48,106,416	$49,504,439	$50,470,732	$148,081,587

Source: FY 1999-2001 Iowa Transportation Improvement Program, Iowa DOT

Capital Needs
Capital needs are established by balancing funding availability with an assessment of capital expenditures necessary to provide safe, efficient, and reliable vehicles for customer service. Federal assistance has remained and is expected to remain the major funding resource over the next few years. The need to replace aged equipment will continue.

Although federal assistance covers approximately 80 percent of the capital equipment cost, the ability for some local jurisdictions to provide the required 20 percent local match is sometimes difficult. The projected capital costs as identified by system classifications are shown in Table 8.

Table 8
Projected Capital Costs
for Regional, Small Urban, and Large Urban
Transit Systems
FY 1999-2001

System Classification	1999	2000	2001	Total
Regional	$1,353,267	$16,242,524	$4,998,472	$22,594,263
Small Urban	$2,650,822	$10,640,739	$1,477,921	$14,769,482
Large Urban	$18,531,500	$28,322,280	$21,742,100	$68,595,880
Total	$22,535,589	$55,205,543	$28,218,493	$105,959,625

Source: FY 1999-2001 Iowa Transportation Improvement Program, Iowa DOT

Table 9 provides a summary of projected operating and capital costs for the regional, small urban, and large urban transit systems for FY 1999-2001.

Table 9
Projected Operating and Capital Costs
for Regional, Small Urban, and Large Urban
Transit Systems
FY 1999-2001

System Classification	1999	2000	2001	Total
Regional	$17,030,859	$32,499,046	$21,632,482	$71,162,387
Small Urban	$9,605,602	$17,776,939	$8,755,121	$36,137,662
Large Urban	$44,005,544	$54,433,997	$48,301,622	$146,741,163
Total	$70,642,005	$104,709,982	$78,689,225	$254,041,212

Source: FY 1999-2001 Iowa Transportation Improvement Program, Iowa DOT

Resources

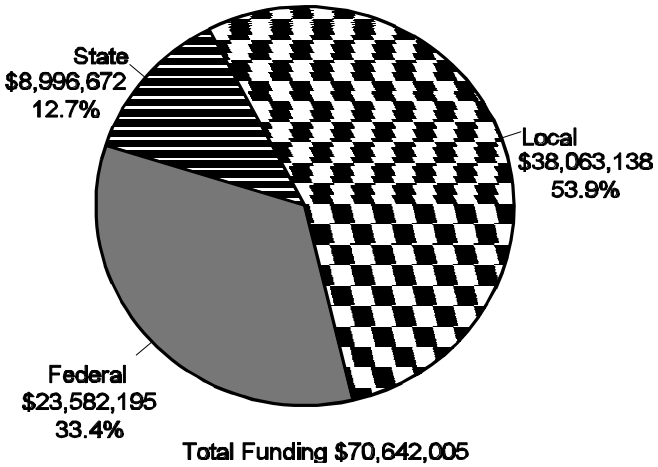
Not only are needs growing for elderly and disabled transportation, but the cost of service is rising. Funding has to be increased just to continue present service levels, without addressing the desirability or need for expanded services. Faced with limited funding, the problem is not so much to quantify the need but to determine how available resources can best be directed to a large and growing need.

Programmed Expenditures

Funding to support public transit in Iowa is provided from federal funds, state funds, and locally generated revenues. Transit systems receive funds from several federal programs authorized under “TEA 21", which allocate funding to urbanized areas or states by formula or through discretionary processes. The Iowa Department of Transportation administers the State Transit Assistance Program (STA). These funds are distributed to the transit systems using a performance-based formula and by funding special projects. The majority of the funding is supplied to the transit systems from local sources such as individual passenger fares or donations, service contracts (with agencies for client transportation), local tax support, and other miscellaneous sources such as student fees, advertising revenues, and interest earnings.

This section shows planned expenditures for transit services and capital projects for fiscal year 1999 and projected expenditures for FY 2000 and FY 2001. Expenditures shown in this section reflect information received from local agencies concerning their needs and proposed schedules but do not constitute a commitment of state or federal funds. Figure 12 shows that the combined funding to support public transit for FY 1999 is expected to amount to $70,642,005. Of this total, federal funding is estimated to account for 33.4 percent, state funding for 12.7 percent, and local and system-generated funds will cover the remaining 53.9 percent.

Figure 12
Total Funding for Iowa Transit Systems
by Funding Type
FY 1999

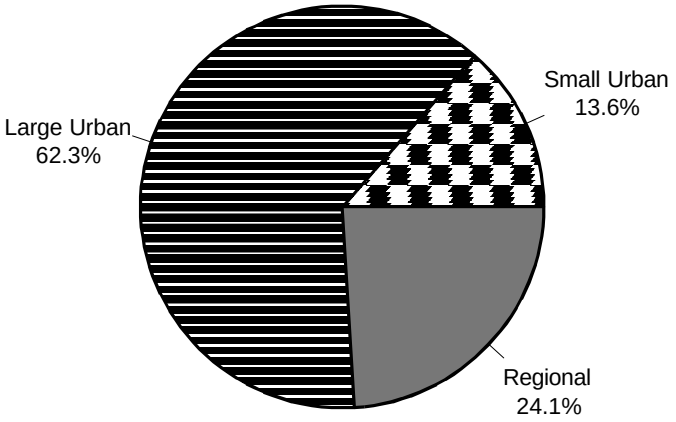


Source: FY 1999-2001 Iowa Transportation Improvement Program, Iowa DOT

Figure 13 shows that approximately 62.3 percent of the total operating and capital funding for FY 1999 will go to large urban systems, 24.1 percent will be allocated to the regional systems, and 13.6 percent to the small urban systems.

Figure 13

Total Budgeted Operating and Capital Expenses
by System Classification
FY 1999



Source: FY 1999-2001 Iowa Transportation Improvement Program, Iowa DOT

Table 10 shows the funding levels from each source for each system classification. Local funding accounts for 53.9 percent of all funding.

Table 10

Funding Source Summary by System Classification
FY 1999

System Classification	Federal	State	Local	Total
Regional	$2,263,922	$4,742,343	$10,024,594	$17,030,859
Small Urban	$3,110,795	$1,283,122	$5,211,685	$9,605,602
Large Urban	$18,207,478	$2,971,207	$22,826,859	$44,005,544
Total	$23,582,195	$8,996,672	$38,063,138	$70,642,005

Source: FY 1999-2001 Iowa Transportation Improvement Program, Iowa DOT

Table 11 and Figure 14 show that 68 percent of the operating costs are funded with local public support and system-generated revenues, but that over three-quarters of the capital costs are covered with federal funds.

Table 11
Sources of Funding for Operating and Capital Budgets
by System Classification
FY 1999

OPERATING BUDGET

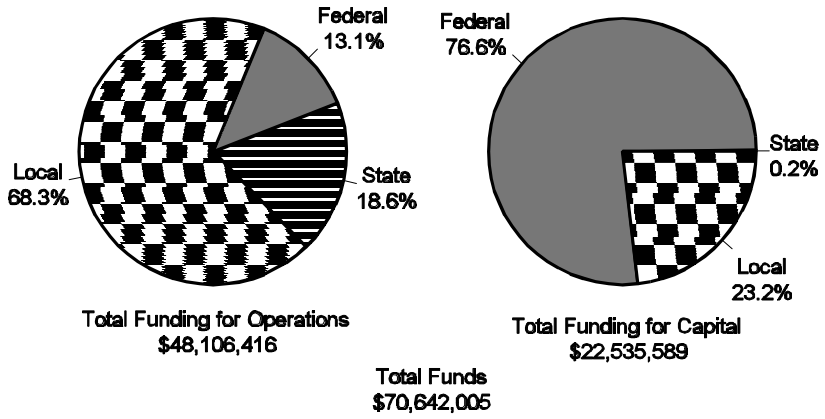
Funding Sources	Regional	Small Urban	Large Urban	Total
Federal	$1,238,678	$945,200	$4,124,509	$6,308,387
State	$4,711,543	$1,278,122	$2,971,207	$8,960,872
Local	$9,727,371	$4,731,458	$18,378,328	$32,837,157
Total	$15,677,592	$6,954,780	$25,474,044	$48,106,416

CAPITAL BUDGET

Funding Sources	Regional	Small Urban	Large Urban	Total
Federal	$1,025,244	$2,165,595	$14,082,969	$17,273,808
State	$30,800	$5,000	$0	$35,800
Local	$297,223	$480,227	$4,448,531	$5,225,981
Total	$1,353,267	$2,650,822	$18,531,500	$22,535,589

Source: FY 1999-2001 Iowa Transportation Improvement Program, Iowa DOT

Figure 14
Sources of Transit Funding in Iowa
FY 1999



Source: FY 1999-2001 Iowa Transportation Improvement Program, Iowa DOT

Regional Transit Systems

The funding for the regional transit systems for FY 1999 is estimated to total $17,030,859. Table 12 shows that 58.9 percent of the funding will be from local sources, 13.3 percent from the federal government, and 27.8 percent from the state. Over ninety-two percent of the total regional transit system funding will go to support operations while the remaining funds will be used for capital improvements.

Regional transit systems for FY 1999 will receive less federal and more state funds as a percentage of their operating budgets when compared to small and large urban transit systems.

Table 12
Operating and Capital Budgets
for Regional Transit Systems
FY 1999

Regions	O/C *	Federal	State	Local	Total
Region 1	O	$74,971	$287,029	$325,440	$687,260
	C	$105,520	$0	$38,480	$144,000
Region 2	O	91,608	323,759	659,633	1,075,000
	C	100,370	0	21,154	121,524
Region 3	O	119,135	379,172	751,693	1,250,000
	C	87,980	0	18,020	106,000
Region 4	O	69,206	267,765	487,029	824,000
	C	178,770	0	40,230	219,000
Region 5	O	59,406	256,232	443,362	759,000
	C	91,180	13,300	45,620	150,100
Region 6	O	32,355	186,753	140,892	360,000
	C	9,814	0	2,454	12,268
Region 7	O	79,620	351,060	1,144,227	1,574,907
	C	0	0	0	0
Region 8	O	66,158	275,940	382,902	725,000
	C	0	0	0	0
Region 9	O	44,683	224,340	1,130,977	1,400,000
	C	121,200	0	42,300	163,500
Region 10	O	102,839	413,564	1,524,077	2,040,480
	C	97,130	17,500	38,370	153,000
Region 11	O	152,534	465,692	1,303,574	1,921,800
	C	89,640	0	18,360	108,000
Polk Co.	O	31,571	0	66,429	98,000
	C	0	0	0	0
Region 12	O	81,267	285,204	482,001	848,472
	C	81,340	0	16,660	98,000
Region 13	O	73,071	272,822	454,107	800,000
	C	0	0	0	0
Region 14	O	65,004	277,792	(212,696)	130,100
	C	20,700	0	5,175	25,875
Region 15	O	67,305	267,548	348,720	683,573
	C	41,600	0	10,400	52,000
Region 16	O	28,125	176,871	295,004	500,000
	C	0	0	0	0
Total	O	$1,238,858	$4,711,543	$9,727,371	$15,677,592
	C	$1,025,244	$30,800	$297,223	$1,353,267

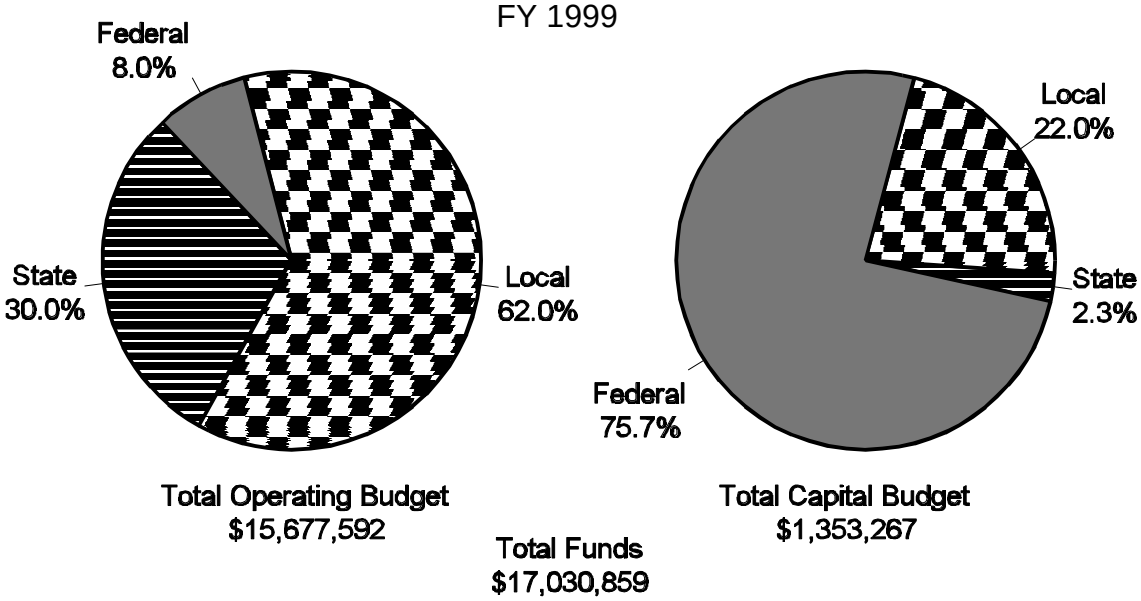
*O = operating, C = capital

Source: FY 1999-2001 Iowa Transportation Improvement Program, Iowa DOT

Figure 15 illustrates that locally generated funding accounts for 62 percent of the regional operating expenses. However, federal funding accounts for over 75 percent of total capital improvements.

Figure 15

Operating and Capital Budgets
for Regional Transit Systems
FY 1999



Source: FY 1999-2001 Iowa Transportation Improvement Program, Iowa DOT

The regional transit systems have projected their operating and capital budgets to be slightly more than $70 million for the three-year period from 1999-2001 as shown in Table 13. It is estimated that operating expenditures will account for 69 percent of the total budget over the three-year period and capital costs will account for the remaining 31 percent. The three-year budgeted capital expenditures will annually average $7.5 million. This is in line with capital budgets in preceding periods.

Table 13
Operating and Capital Budget Projections
for Regional Transit Systems
FY 1999 - FY 2001

Regions	O/C *	1999	2000	2001	Total
Region 1	O	$687,260	$691,822	$695,322	$2,074,404
	C	$144,000	$196,200	$105,200	$445,400
Region 2	O	1,075,000	1,182,000	1,300,000	3,557,000
	C	121,524	1,061,724	206,300	1,389,548
Region 3	O	1,250,000	1,250,000	1,250,000	3,750,000
	C	106,000	1,688,000	737,000	2,531,000
Region 4	O	824,000	824,000	824,000	2,472,000
	C	219,000	437,000	351,000	1,007,000
Region 5	O	759,000	797,000	830,000	2,386,000
	C	150,100	370,200	35,000	555,300
Region 6	O	360,000	448,800	380,000	1,110,000
	C	12,268	294,000	96,000	402,268
Region 7	O	1,574,907	1,653,652	1,736,355	4,964,914
	C	0	1,153,500	289,232	1,442,732
Region 8	O	725,000	740,000	745,000	2,210,000
	C	0	792,000	10,000	802,000
Region 9	O	1,400,000	1,500,000	1,600,000	4,500,000
	C	163,500	2,637,000	740,000	3,540,500
Region 10	O	2,040,480	2,040,480	2,040,480	6,121,440
	C	153,000	1,869,900	864,500	2,887,400
Region 11	O	1,921,800	1,921,800	1,921,800	5,765,400
	C	108,000	4,549,000	470,000	5,127,000
Polk Co.	O	98,000	101,000	101,000	300,000
	C	0	0	0	0
Region 12	O	848,472	909,218	927,403	2,685,093
	C	98,000	325,000	304,000	727,000
Region 13	O	800,000	800,000	800,000	2,400,000
	C	0	436,000	248,000	684,000
Region 14	O	130,100	178,550	178,550	487,200
	C	25,875	173,000	281,500	480,375
Region 15	O	683,573	718,200	754,100	2,155,873
	C	52,000	260,000	260,000	572,000
Region 16	O	500,000	500,000	550,000	1,550,000
	C	0	0	0	0
Total	O	$15,677,592	$16,256,522	$16,634,010	$48,568,124
	C	$1,353,267	$16,242,524	$4,997,732	$22,593,523

*O = operating, C = capital

Source: FY 1999-2001 Iowa Transportation Improvement Program, Iowa DOT

Small Urban Transit Systems

The funding for the eight small urban transit systems is estimated to total $9.6 million in FY 1999. Table 14 shows that slightly more than 54 percent of the funding is estimated to be from local sources, 32.4 percent comes from the federal government, and the balance is provided by the state. Also, 72 percent of the small urban systems' budget will support operating expenses, and the remaining 28 percent will be used for capital programs.

Table 14
Operating and Capital Budgets
for Small Urban Transit Systems
FY 1999

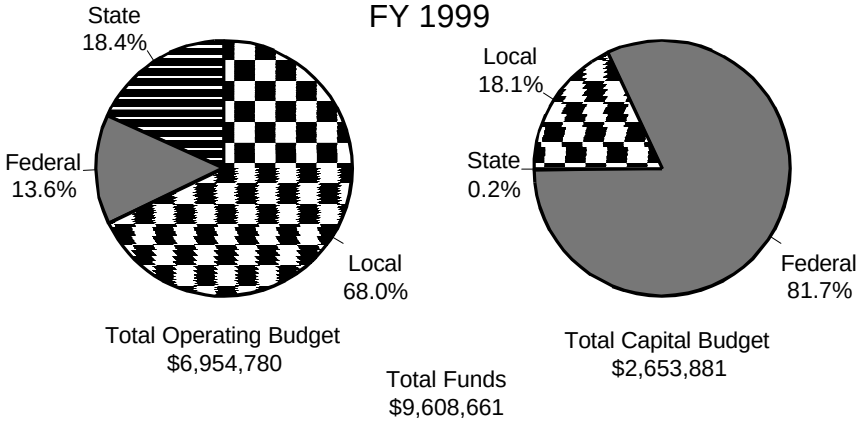
Small Urban	O/C *	Federal	State	Local	Total
Ames	O	$468,367	$315,195	$2,646,438	$3,430,000
	C	$896,400	$0	$183,600	$1,080,000
Burlington	O	56,246	116,689	352,365	525,300
	C	0	0	0	0
Clinton	O	87,521	131,285	553,194	772,000
	C	0	0	0	0
Fort Dodge	O	91,780	178,791	281,229	551,800
	C	1,072,363	5,000	264,326	1,341,689
Marshalltown	O	34,295	106,498	105,487	246,280
	C	97,522	0	19,981	117,533
Mason City	O	86,138	172,167	254,095	512,400
	C	0	0	0	0
Muscatine	O	40,416	104,540	275,044	420,000
	C	0	0	0	0
Ottumwa	O	80,437	152,957	263,606	497,000
	C	99,280	0	12,320	111,600
Total	O	$945,200	$1,278,122	$4,731,458	$6,954,780
	C	$2,165,595	$5,000	$480,227	$2,650,822

*O=operating, C = capital
Source: FY 1999-2001 Iowa Transportation Improvement Program, Iowa DOT

Figure 16 illustrates that 68 percent of the small urban operations are funded with locally generated funding. Federal funding accounts for nearly 82 percent of the capital improvement costs.

Figure 16

Operating and Capital Budgets
for Small Urban Transit Systems
FY 1999



Source: FY 1999-2001 Iowa Transportation Improvement Program, Iowa DOT

The small urban transit systems have projected their operating and capital costs to exceed $36 million over the next three years as shown in Table 15. It is estimated that operating expenditures will account for 59 percent of the total budget over the three-year period and capital costs will account for the remaining 41 percent. The three-year budgeted capital expenditure will annually average $4.9 million.

Table 15
Operating and Capital Budget Projections
for Small Urban Transit Systems
FY 1999 - FY 2001

Small Urban	O/C *	1999	2000	2001	Total
Ames	O	$3,430,000	$3,532,900	$3,638,900	$10,601,800
	C	$1,080,000	$6,297,000	$1,212,000	$8,589,000
Burlington	O	525,300	525,300	525,300	1,575,900
	C	0	0	0	0
Clinton	O	772,000	772,000	772,000	2,316,000
	C	0	1,900,500	40,500	1,941,000
Fort Dodge	O	551,800	571,100	575,000	1,697,900
	C	1,341,689	491,100	51,000	1,883,789
Marshalltown	O	246,280	250,000	255,000	751,280
	C	117,533	732,000	0	849,533
Mason City	O	512,400	543,100	543,100	1,598,600
	C	0	1,048,000	0	1,048,000
Muscatine	O	420,000	420,000	420,000	1,260,000
	C	0	116,000	116,000	232,000
Ottumwa	O	497,000	521,800	547,900	1,566,700
	C	111,600	56,139	58,421	226,160
Total	O	$6,954,780	$7,136,200	$7,277,200	$21,368,180
	C	$2,650,822	$10,640,739	$1,477,921	$14,769,482

*O = operating, C = capital

Source: FY 1999-2001 Iowa Transportation Improvement Program, Iowa DOT

Large Urban Systems

The FY 1999 budget for the large urban transit systems is estimated to total $44,005,544. Table 16 shows that 51.9 percent is expected to come from local sources, 41.4 percent from the federal government, and 6.7 percent from the state. Also, 58 percent of the large urban systems' budgets will support operations, and the remaining 42 percent will be used for capital programs.

Table 16
Operating and Capital Budgets
for Large Urban Transit Systems
FY 1999

Large Urban	O/C*	Federal	State	Local	Total
Bettendorf	O	$9,915	$130,205	$205,919	$346,039
	C	$349,516	$0	$110,664	$460,180
Cedar Rapids	O	946,917	296,256	2,374,519	3,617,692
	C	649,664	0	147,166	796,830
Coralville	O	94,443	133,726	713,331	941,500
	C	85,140	0	13,215	98,355
Council Bluffs	O	0	130,136	(130,136)	0
	C	215,000	0	711,200	926,200
Davenport	O	0	256,364	2,491,636	2,748,000
	C	1,194,500	0	113,000	1,307,500
Des Moines	O	1,270,100	731,946	6,695,074	8,697,120
	C	7,919,800	0	2,461,700	10,381,500
Dubuque	O	459,757	158,779	791,464	1,410,000
	C	413,780	0	85,370	499,150
Iowa City	O	301,923	296,635	2,864,842	3,463,400
	C	518,900	0	129,700	648,600
Sioux City	O	590,681	226,159	790,203	1,607,043
	C	2,175,557	0	543,888	2,719,445
University of Iowa	O	100,773	396,112	1,165,115	1,662,000
(Cambus)	C	134,320	0	33,580	167,900
Waterloo	O	350,000	214,889	416,361	981,250
	C	426,792	0	99,048	525,840
Total	O	$4,124,509	$2,971,207	$18,378,328	$25,474,044
	C	$14,082,969	$0	$4,448,531	$18,531,500

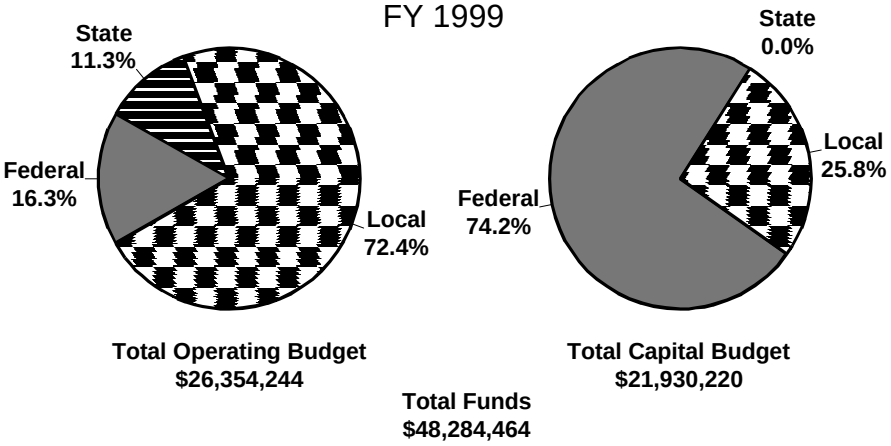
*O = operating, C = capital

Source: FY 1999-2001 Iowa Transportation Improvement Program, Iowa DOT

Figure 17 illustrates that over 72 percent of the large urban operations are funded with locally generated funding. Federal funding accounts for 76 percent of the capital improvement program.

Figure 17

Operating and Capital Budgets
for Large Urban Transit Systems
FY 1999



Total Operating Budget
$26,354,244

Total Capital Budget
$21,930,220

Total Funds
$48,284,464

Source: FY 1999-2001 Iowa Transportation Improvement Program, Iowa DOT

Table 17 shows that Iowa's 11 large urban systems have projected their operating and capital costs to exceed $146 million over the FY 1999-2001 period. Operating costs will account for 53.3 percent, while 46.7 percent of the funds will be budgeted for planned capital expenditures.

Certain projects will be administered by each large urban transit system rather than as part of the statewide section 5309 capital grant.

Table 17
Operating and Capital Budget Projections
for Large Urban Transit Systems
FY 1999 - FY 2001

Large Urban	O/C *	1999	2000	2001	Total
Bettendorf	O	$346,039	$446,000	$464,000	$1,256,039
	C	$460,180	$251,000	$220,000	$931,180
Cedar Rapids	O	3,617,692	3,650,000	3,650,000	10,917,692
	C	796,830	13,050,180	520,000	14,367,010
Coralville	O	941,500	960,400	979,600	2,881,500
	C	98,355	1,033,800	1,113,800	2,245,955
Council Bluffs	O	0	0	0	0
	C	926,200	959,100	933,800	2,819,100
Davenport	O	2,748,000	2,805,600	2,864,500	8,418,100
	C	1,307,500	1,575,200	570,600	3,453,300
Des Moines	O	8,697,120	8,697,120	8,697,120	26,091,360
	C	10,381,500	2,235,000	0	12,616,500
Dubuque	O	1,410,000	1,350,000	1,350,000	4,110,000
	C	499,150	475,200	0	1,034,350
Iowa City	O	3,463,400	3,701,500	3,942,100	11,107,000
	C	648,600	4,347,900	962,800	5,959,300
Sioux City	O	1,607,043	1,774,747	1,798,952	5,180,742
	C	2,719,445	2,241,500	12,628,000	17,588,945
University of Iowa	O	1,662,000	1,745,100	1,832,000	5,239,100
(Cambus)	C	167,900	1,896,200	4,132,700	6,196,800
Waterloo	O	981,250	981,250	981,250	2,943,750
	C	525,840	257,200	660,400	1,443,440
Total	O	$25,474,044	$26,111,717	$26,559,522	$78,145,283
	C	$18,531,500	$28,322,280	$21,742,100	$68,595,880

O = Operating Costs, C = Capital
Source: FY 1999-2001 Iowa Transportation Improvement Program, Iowa DOT

Conclusion

The Iowa Transit System Plan has been developed to serve as the basis for transit-related decision-making. Specifically, the plan depicts existing conditions of transit in Iowa and presents planned future transit directions and initiatives which will address the state's goal of providing adequate, safe, and efficient transportation. Transit needs identified by the transit systems are presented as well as transit funding programs.

The state role in transit, as described in the future directions section of this plan, portrays some of the ways the Iowa DOT will continue its endeavor in facilitating the improvement, maintenance, and development of transit systems which provide transportation for the disadvantaged and provide an alternative transportation choice for Iowans in both rural and urban areas. The following summarizes the future directions the state will focus on over the next few years:

- Invest in operating support to help ensure transit services are provided to the transportation disadvantaged,
- Invest in capital improvements to provide safe and efficient transportation to Iowans,
- Invest in intercity passenger services to maintain and improve transportation throughout Iowa,
- Emphasize the development of commuter services that support Iowa's economic development,
- Encourage increased coordination to improve efficiencies and maximize limited resources,
- Strengthen the integration of public transit with the local intermodal transportation planning process,
- Consider transit accommodation improvements in all stages of planning and project development for state highway system construction projects,
- Invest in intelligent transit infrastructure projects, and
- Support the development of transit projects which enhance the overall environment of the state.

Attainment of these initiatives will require a commitment to transit funding at all levels of government as well as a willingness by transit users to bear an appropriate share of costs. A major funding concern was resolved with the reauthorization of federal funding. The transit program remains intact from ISTEA, with a continuation of existing programs and state-by-state distribution formulas. Several program policy changes were made including provisions to increase flexibility, thus further enhancing local decisions. Three additional programs were created under TEA 21. These are Jobs Access and Reverse Commute Program, Clean Fuels Formula Grant Program and the Rural Transportation Accessibility Incentives Program.

These funding programs will continue to be augmented by technical support from departmental staff as transit's role in intermodal transportation in Iowa continues to be developed.

Appendix A

Historical Funding Assistance

HISTORICAL FEDERAL TRANSIT ASSISTANCE PROGRAM FUNDING

Federal Fiscal Year	Section 5303 Metropolitan Planning	Section 5307 Urbanized Areas 50-200k	Section 5307 Urbanized Areas 200k+*	Section 5309 Discretionary Capital	Federal Total Per Year
1985	$164,500	$3,770,914	$3,776,289		$7,711,703
1986	$170,600	$3,320,580	$3,551,263		$7,042,443
1987	$157,800	$3,072,269	$3,123,786		$6,353,855
1988	$157,800	$2,752,132	$2,877,594	$4,701,951	$10,489,477
1989	$157,800	$2,524,022	$2,639,913	$1,155,000	$6,476,735
1990	$157,600	$2,563,342	$2,585,189	$710,100	$6,016,231
1991	$154,400	$2,735,036	$2,739,227	$0	$5,628,663
1992	$196,010	$2,729,089	$2,630,316	$8,514,000	$14,069,415
1993	$168,188	$2,335,893	$2,305,138	$12,203,694	$17,012,913
1994	$185,833	$3,341,820	$3,125,873	$13,000,000	$19,653,526
1995	$185,901	$3,448,414	$3,062,750	$10,000,000	$16,697,065
1996	$175,738	$2,826,428	$2,435,356	$8,436,250	$13,873,772
1997	$179,331	$2,960,493	$2,741,832	$12,609,712	$18,491,368
1998	$176,442	$3,443,507	$3,204,261	$3,987,094	$10,811,304
1999	$196,974	$3,805,936	$4,412,129	$6,883,003	$15,298,042
Total	$2,584,917	$45,629,875	$45,210,916	$82,200,804	$175,626,512

*Areas with a population of 200,000 or more include Bettendorf, Council Bluffs, Davenport & Des Moines.

Federal Fiscal Year	Section 5310 Elderly & Disabled	Section 5311 Nonurbanized Area	Section 5311 RTAP	Section 5313(b) State Planning & Research	Federal Total Per Year
1985	$388,532	$1,617,852	*	*	$2,006,384
1986	$453,565	$1,394,294	*	*	$1,847,859
1987	$531,104	$1,667,769	$82,192	*	$2,281,065
1988	$532,412	$1,448,556	$82,213	*	$2,063,181
1989	$529,818	$1,477,748	$86,942	*	$2,094,508
1990	$529,848	$1,466,521	$86,905	*	$2,083,274
1991	$530,545	$1,524,046	$87,192	*	$2,141,783
1992	$753,786	$2,128,114	$83,065	$50,265	$3,015,230
1993	$644,144	$1,819,131	$83,319	$43,472	$2,590,066
1994	$772,463	$2,579,930	$90,302	$47,538	$3,490,233
1995	$774,796	$2,642,915	$90,265	$47,538	$3,555,514
1996	$681,581	$2,210,501	$89,418	$46,276	$3,027,776
1997	$736,367	$2,312,529	$89,350	$46,400	$3,184,646
1998	$812,931	$2,684,033	$91,584	$47,522	$3,636,070
1999	$873,989	$3,540,844	$105,749	$51,926	$4,572,508
Total	$9,545,881	$30,514,783	$1,148,496	$380,937	$41,590,097

*Program not in existence.

HISTORICAL STATE TRANSIT ASSISTANCE (STA) PROGRAM FUNDING

Fiscal Year		General Funds	Use Tax	Petroleum Overcharge		State Total Per Year
				Exxon	Stripper Well	
1977		$2,000,000	$0	$0	$0	$2,000,000
1978		$2,000,000	$0	$0	$0	$2,000,000
1979		$2,000,000	$0	$0	$0	$2,000,000
1980		$1,996,246	$0	$0	$0	$1,996,246
1981		$1,908,000	$0	$0	$0	$1,908,000
1982		$1,908,000	$0	$0	$0	$1,908,000
1983		$1,908,000	$0	$0	$0	$1,908,000
1984		$1,854,576	$0	$0	$0	$1,854,576
1985		$1,854,600	$0	$0	$0	$1,854,600
1986	*	$1,836,054	$1,210,191	$0	$0	$3,046,245
1987		$0	$2,374,820	$1,700,000	$0	$4,074,820
1988		$0	$2,548,318	$0	$1,700,000	$4,248,318
1989	**	$0	$4,664,385	$0	$0	$4,664,385
1990		$0	$5,961,091	$0	$0	$5,961,091
1991		$0	$5,885,999	$0	$0	$5,885,999
1992		$0	$5,886,384	$0	$0	$5,886,384
1993		$0	$6,083,429	$0	$0	$6,083,429
1994	***	$7,019,206	$0	$0	$0	$7,019,206
1995	***	$7,668,083	$0	$0	$0	$7,668,083
1996	***	$7,974,625	$0	$0	$0	$7,974,625
1997	***	$8,684,132	$0	$0	$0	$8,684,132
1998	***	$8,971,699	$0	$0	$0	$8,971,699
1999	***	$9,539,403	$0	$0	$0	$9,539,403
2000	****	$9,615,000	$0	$0	$0	$9,615,000
Total		$78,737,624	$34,614,617	$1,700,000	$1,700,000	$116,752,241

* 1/40 of use tax
** 1/20 of use tax
*** Although still based on motor vehicle use-tax receipts, STA is now paid out through the general fund.
**** Projected

Notes: In 1993, the Use Tax was increased to 5 cents, but STA remained at 1/20 of the first 4 cents. The Iowa Legislature began to provide support of public transit in FY 1977 with a $2 million appropriation.

City Levies for Transit
FY 1997-2000

Regional Systems	FY 1997 Levy Rate	Dollar Amount	FY 1998 Levy Rate	Dollar Amount	FY 1999 Levy Rate	Dollar Amount	FY 2000 Levy Rate	Dollar Amount
Chariton (Region 15)					0.13501	9,223	0.00000	0
Clarion (Region 5)	0.33267	15,000	0.33052	15,000	0.32945	15,000	0.33373	15,015
Denison (Region 12)	0.09500	8,827	0.09499	9,069	0.09500	9,175	0.09500	9,804
Eldora (Region 6)					0.07144	3,250	0.00000	0
Humboldt (Region 5)	0.05994	5,000	0.05868	5,000	0.05211	5,000	0.05037	5,001
Northwood (Region 2)	0.70455	15,726	0.46934	10,616	0.68650	13,186	0.81960	16,343
Rock Rapids (Region 3)							0.25114	11,000
Subtotal		44,553		39,685		54,834		57,163
Small Urban Systems	**FY 1997 Levy Rate**	**Dollar Amount**	**FY 1998 Levy Rate**	**Dollar Amount**	**FY 1999 Levy Rate**	**Dollar Amount**	**FY 2000 Levy Rate**	**Dollar Amount**
Ames	0.51241	537,700	0.51250	561,897	0.52362	616,394	0.51213	653,378
Burlington	0.40648	214,150	0.40500	218,908	0.40524	226,142	0.40491	237,829
Clinton	0.75516	488,900	0.75544	506,800	0.75537	504,800	0.75504	529,200
Fort Dodge	0.00000	0	0.40059	178,334	0.40000	182,584	0.40003	186,828
Marshalltown	0.22034	117,812	0.23344	125,917	0.16500	89,105	0.16500	91,954
Mason City	0.00000	0	0.00000	0	0.00000	0	0.00000	0
Muscatine	0.46000	250,788	0.40136	222,800	0.36371	206,500	0.33785	200,000
Ottumwa	0.63988	239,980	0.64000	239,905	0.64000	254,311	0.63982	261,210
Subtotal		1,849,330		2,054,561		2,079,836		2,160,399
Large Urban Systems	**FY 1997 Levy Rate**	**Dollar Amount**	**FY 1998 Levy Rate**	**Dollar Amount**	**FY 1999 Levy Rate**	**Dollar Amount**	**FY 2000 Levy Rate**	**Dollar Amount**
Bettendorf	0.00000	0	0.00000	0	0.00000	0	0.00000	0
Cedar Rapids	0.63139	2,315,985	0.63139	2,407,606	0.65893	2,623,747	0.65893	2,743,067
Marion for Cedar Rapids	0.12204	60,117	0.12699	65,308	0.12072	69,314	0.14047	85,999
Coralville	0.00000	0	0.00000	0	0.00000	0	0.00000	0
Council Bluffs	0.44433	458,538	0.43389	515,500	0.43389	564,360	0.43510	581,200
Davenport	0.90486	1,968,025	0.90850	2,015,406	0.90485	2,196,819	0.90502	2,252,958
Des Moines	0.58278	2,457,712	0.58289	2,530,720	0.58289	2,544,742	0.58289	2,641,588
West DSM for Des Moines	0.30245	500,000	0.29663	520,000	0.30519	550,000	0.27292	548,000
Windsor Heights for DSM	0.52919	75,900	0.44511	64,000	0.46530	68,000	0.47431	71,300
Dubuque	0.49620	623,447	0.44261	583,942	0.41177	566,628	0.39031	554,795
Iowa City	0.95000	1,482,171	0.95000	1,513,924	0.95000	1,569,203	0.95000	1,639,804
Sioux City	0.61936	892,295	0.62832	910,141	0.55853	892,979	0.46595	776,855
University of Iowa (Cambus)	0.00000	0	0.00000	0	0.00000	0	0.00000	0
Waterloo	0.76636	981,129	0.73513	981,129	0.68240	981,129	0.69319	1,006,129
Cedar Falls for Waterloo	0.35755	197,920	0.35009	197,920	0.31709	195,710	0.29970	195,710
Subtotal		12,013,239		12,305,596		12,822,631		13,097,405
State Total		**13,907,122**		**14,399,842**		**14,957,301**		**15,314,967**

Note: Under the Iowa Code cities are allowed to levy a dedicated property tax for transit of $0.95 per $1,000 assessed valuation.

Source: Iowa Department of Management

Appendix B

Transit Facts

Regional
Transit Systems

Operating Statistics for Regional Transit Systems
FY 1998

System	Ridership	Revenue Miles	Revenue Hours	Operating Costs	Federal Transit Assistance	State Transit Assistance	Local Tax	Passenger Revenues	Contracts & Other Revenues
Region 1	229,201	803,034	50,492	758,822	65,027	274,476	24,128	64,585	378,602
Region 2	368,979	951,393	57,196	1,023,488	74,177	323,386	108,758	94,539	469,115
Region 3	470,512	1,111,851	56,106	1,399,543	104,384	340,078	248,428	94,913	530,527
Region 4	195,756	750,071	51,084	791,404	63,797	264,162	36,130	48,490	368,661
Region 5	226,287	442,964	38,720	675,113	63,205	285,116	45,225	96,131	350,221
Region 6	65,636	437,112	22,885	456,664	27,921	186,828	11,110	43,463	159,286
Region 7	229,312	856,293	47,054	1,621,436	78,170	394,059	11,039	5,957	1,352,556
Region 8	234,440	636,643	44,338	786,042	59,186	260,610	0	95,412	391,438
Region 9	114,758	598,111	33,526	660,714	41,366	209,455	17,340	23,397	442,936
Region 10	339,612	1,150,711	81,932	1,857,517	93,394	410,324	592,163	350,782	355,549
Region 11	521,051	1,539,809	93,259	1,856,933	139,168	466,249	259,154	509,614	532,203
Region 12	267,613	855,098	46,177	868,098	77,265	305,000	35,388	99,997	383,247
Region 13	225,093	881,023	36,016	806,858	60,269	260,357	41,145	97,334	431,616
Region 14	250,896	531,920	36,452	635,010	54,839	260,691	33,313	66,268	283,358
Region 15	223,462	749,432	38,800	798,894	56,911	261,353	7,809	102,880	429,164
Region 16	85,553	313,282	13,122	410,528	23,983	175,637	0	13,585	225,198
Region Total	4,048,161	12,608,747	747,159	15,407,064	1,083,062	4,677,781	1,471,130	1,807,347	7,083,677

Performance of Regional Transit Systems
FY 1998

System	Average Cost per Passenger Trip	Average Cost per Revenue Mile	Average Cost per Revenue Hour	Average Passengers per Mile	Average Passengers per Hour	Average Daily Passengers per Vehicle
Region 1	$3.31	$0.94	$15.03	0.29	4.54	20.04
Region 2	$2.77	$1.08	$17.89	0.39	6.45	18.43
Region 3	$2.97	$1.26	$24.94	0.42	8.39	19.25
Region 4	$4.04	$1.06	$15.49	0.26	3.83	15.69
Region 5	$2.98	$1.52	$17.44	0.51	5.84	19.34
Region 6	$6.96	$1.04	$19.95	0.15	2.87	13.29
Region 7	$7.07	$1.89	$34.46	0.27	4.87	31.50
Region 8	$3.35	$1.23	$17.73	0.37	5.29	19.60
Region 9	$5.76	$1.10	$19.71	0.19	3.42	7.01
Region 10	$5.47	$1.61	$22.67	0.30	4.15	13.06
Region 11	$3.56	$1.21	$19.91	0.34	5.59	22.27
Region 12	$3.24	$1.02	$18.80	0.31	5.80	16.08
Region 13	$3.58	$0.92	$22.40	0.26	6.25	17.67
Region 14	$2.53	$1.19	$17.42	0.47	6.88	26.08
Region 15	$3.58	$1.07	$20.59	0.30	5.76	19.10
Region 16	$4.80	$1.31	$31.29	0.27	6.52	25.31
Region Total	$3.81	$1.22	$20.62	0.32	5.42	18.06
State Average	$2.31	$2.16	$31.63	0.93	13.67	55.45

Region 1
Northeast Regional Transit System (NRTS)

Service Area: Allamakee, Clayton, Fayette, Howard, and Winneshiek Counties (3,302 square miles)

Types of Services: Demand-response and subscription service

Service Characteristics:

Percentage of Service Operated Directly	67%
Percentage of Service Contracted From Others	33%

Estimated Percentage of Riders by Category:

Elderly	26%
Persons with Disabilities	40%
Students/Head Start Children	25%
Other	9%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	76,106	160,242	170,379	225,082	229,201
Revenue Miles	286,282	570,226	577,972	705,505	803,034
Operating Revenue	$131.191	$236,047	$225,849	$436,893	$443,187
Operating Expenses	$174,058	$432,489	$449,929	$691,130	$758,822
Operating Deficit	$ 42,867	$196,442	$224,080	$254,237	$315,635
Cost/Ride	$ 2.29	$ 2.70	$ 2.70	$ 3.07	$ 3.31
Cost/Mile	$ 0.61	$ 0.76	$ 0.78	$ 0.98	$ 0.94

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**44**
Large Bus	0
Small Bus	18
Van	22
Minivan	4
Auto	0
Auxiliary Vehicles	**0**
Service	0
Supervisory	0

Region 2
North Iowa Regional Transit System

Service Area: Cerro Gordo, Floyd, Franklin, Hancock, Kossuth, Mitchell, Winnebago, and Worth Counties (4,481 square miles)

Types of Services: Demand-response and subscription service

Service Characteristics:

Percentage of Service Operated Directly	0%
Percentage of Service Contracted From Others	100%

Estimated Percentage of Riders by Category:

Elderly	23%
Persons with Disabilities	61%
Students/Head Start Children	4%
Other	12%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	91,000	177,392	284,442	327,494	368,979
Revenue Miles	258,100	435,512	687,262	757,528	951,393
Operating Revenue	$ 54,774	$159,131	$198,468	$588,763	$ 563,654
Operating Expenses	$166,059	$243,465	$626,697	$909,376	$1,023,488
Operating Deficit	$111,285	$ 84,334	$428,229	$320,613	$ 459,834
Cost/Ride	$ 1.82	$ 1.37	$ 2.20	$ 2.78	$ 2.77
Cost/Mile	$ 0.64	$ 0.56	$ 0.97	$ 1.20	$ 1.08

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**77**
Large Bus	0
Small Bus	37
Van	33
Minivan	5
Auto	2
Auxiliary Vehicles	**0**
Service	0
Supervisory	0

Region 3
Regional Transit Authority/RTA

Service Area: Buena Vista, Clay, Dickinson, Emmet, Lyon, O'Brien, Osceola, Palo Alto, and Sioux Counties (4,804 square miles)

Types of Services: Demand-response and subscription service

Service Characteristics:

Percentage of Service Operated Directly 85%
Percentage of Service Contracted From Others 15%

Estimated Percentage of Riders by Category:

Elderly 17%
Persons with Disabilities 64%
Students/Head Start Children 7%
Other 12%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	137,173	202,895	310,022	433,674	470,512
Revenue Miles	288,906	519,981	756,935	943,095	1,111,851
Operating Revenue	$107,020	$305,165	$429,415	$ 559,001	$ 625,440
Operating Expenses	$269,941	$373,972	$664,197	$1,017,433	$1,399,543
Operating Deficit	$162,921	$ 68,807	$234,782	$ 457,754	$ 774,103
Cost/Ride	$ 1.97	$ 1.84	$ 2.14	$ 2.35	$ 2.97
Cost/Mile	$ 0.93	$ 0.72	$ 0.88	$ 1.08	$ 1.26

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**92**
Large Bus	4
Small Bus	50
Van	25
Minivan	11
Auto	2
Auxiliary Vehicles	**2**
Service	1
Supervisory	1

Region 4
Siouxland Regional Transit System (SRTS)

Service Area: Cherokee, Ida, Monona, Plymouth, and Woodbury Counties (3,437 square miles)

Types of Services: Demand-response and subscription service

Service Characteristics:

Percentage of Service Operated Directly	94%
Percentage of Service Contracted From Others	6%

Estimated Percentage of Riders by Category:

Elderly	19%
Persons with Disabilities	38%
Students/Head Start Children	39%
Other	4%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	94,473	116,164	201,012	194,362	195,756
Revenue Miles	135,278	379,131	796,561	827,055	750,071
Operating Revenue	$ 69,763	$124,277	$302,334	$384,441	$417,151
Operating Expenses	$172,226	$277,950	$561,378	$709,509	$791,404
Operating Deficit	$102,463	$153,673	$259,044	$325,068	$374,253
Cost/Ride	$ 1.82	$ 2.39	$ 2.79	$ 3.65	$ 4.04
Cost/Mile	$ 1.27	$ 0.73	$ 0.70	$ 0.86	$ 1.06

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**48**
Large Bus	0
Small Bus	20
Van	24
Minivan	1
Auto	3
Auxiliary Vehicles	**0**
Service	0
Supervisory	0

Region 5
Mid-Iowa Development Association (MIDAS)

Service Area: Calhoun, Hamilton, Humboldt, Pocahontas, Webster, and Wright Counties (3,459 square miles)

Types of Services: Demand-response and subscription service

Service Characteristics:

Percentage of Service Operated Directly	80%
Percentage of Service Contracted From Others	20%

Estimated Percentage of Riders by Category:

Elderly	33%
Persons with Disabilities	33%
Students/Head Start Children	15%
Other	19%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	99,126	63,837	196,573	297,848	226,287
Revenue Miles	114,553	160,941	482,029	561,341	442,964
Operating Revenue	$ 76,859	$ 92,352	$213,146	$397,423	$446,352
Operating Expenses	$278,797	$ 81,571	$403,852	$694,253	$675,113
Operating Deficit	$201,938	$152,166	$190,706	$278,257	$228,761
Cost/Ride	$ 2.81	$ 1.28	$ 2.05	$ 2.33	$ 2.98
Cost/Mile	$ 2.43	$ 0.51	$ 0.84	$ 1.24	$ 1.52

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**45**
Large Bus	2
Small Bus	27
Van	11
Minivan	5
Auto	0
Auxiliary Vehicles	**0**
Service	0
Supervisory	0

Region 6
Region 6 Planning Commission

Service Area: Hardin, Marshall, Poweshiek, and Tama Counties (2,457 square miles)

Types of Services: Demand-response and subscription service

Service Characteristics:

Percentage of Service Operated Directly	63%
Percentage of Service Contracted From Others	37%

Estimated Percentage of Riders by Category:

Elderly	32%
Persons with Disabilities	52%
Students/Head Start Children	9%
Other	7%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	41,388	51,910	112,544	83,683	65,636
Revenue Miles	203,934	268,427	412,122	388,424	437,112
Operating Revenue	$ 21,085	$ 37,549	$ 63,281	$163,662	$202,749
Operating Expenses	$106,463	$128,890	$268,842	$325,471	$456,664
Operating Deficit	$ 85,378	$ 92,154	$205,561	$161,809	$253,915
Cost/Ride	$ 2.57	$ 2.48	$ 2.39	$ 3.89	$ 6.96
Cost/Mile	$ 0.52	$ 0.48	$ 0.65	$ 0.84	$ 1.04

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**19**
Large Bus	0
Small Bus	3
Van	13
Minivan	2
Auto	1
Auxiliary Vehicles	**0**
Service	0
Supervisory	0

Region 7
Iowa Northland Regional Transit Commission (RTC)

Service Area: Black Hawk, Bremer, Buchanan, Butler, Chickasaw, and Grundy Counties (3,163 square miles)

Types of Services: Demand-response and subscription service

Service Characteristics:

Percentage of Service Operated Directly 17%
Percentage of Service Contracted From Others 83%

Estimated Percentage of Riders by Category:

Elderly 7%
Persons with Disabilities 66%
Students/Head Start Children 25%
Other 2%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	24,050	157,260	321,790	237,323	229,312
Revenue Miles	144,753	1,229,875	1,439,429	1,043,493	856,293
Operating Revenue	$ 21,085	$262,771	$ 550,986	$1,492,231	$1,358,513
Operating Expenses	$ 96,462	$487,520	$1,101,421	$1,740,531	$1,621,436
Operating Deficit	$ 75,367	$224,749	$ 550,435	$ 251,738	$ 262,923
Cost/Ride	$ 4.01	$ 3.10	$ 3.42	$ 7.33	$ 7.07
Cost/Mile	$ 0.67	$ 0.40	$ 0.77	$ 1.67	$ 1.89

1998 Fleet Characteristics:

Number of Vehicles

Revenue Vehicles 28
Large Bus 6
Small Bus 19
Van 2
Minivan 1
Auto 0

Auxiliary Vehicles 0
Service 0
Supervisory 0

Region 8
Delaware, Dubuque and Jackson
County Regional Transit Authority

Service Area: Delaware, Dubuque, and
Jackson Counties (1,828 square miles)

Types of Services: Demand-response and subscription service

Service Characteristics:

Percentage of Service Operated Directly	90%
Percentage of Service Contracted From Others	10%

Estimated Percentage of Riders by Category:

Elderly	15%
Persons with Disabilities	55%
Students/Head Start Children	30%
Other	0%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	46,961	87,570	158,048	217,452	234,440
Revenue Miles	140,343	263,731	477,279	582,969	636,643
Operating Revenue	$ 6,615	$161,352	$213,493	$451,553	$486,850
Operating Expenses	$125,909	$246,693	$382,068	$629,288	$786,042
Operating Deficit	$119,294	$ 85,341	$168,575	$177,735	$299,192
Cost/Ride	$ 2.68	$ 2.82	$ 2.42	$ 2.89	$ 3.35
Cost/Mile	$ 0.90	$ 0.94	$ 0.80	$ 1.08	$ 1.23

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**46**
Large Bus	1
Small Bus	24
Van	17
Minivan	3
Auto	1
Auxiliary Vehicles	**0**
Service	0
Supervisory	0

Region 9
Great River Bend Services, Inc. (GRBS)

Service Area: Cedar, Clinton, Muscatine, and Scott Counties and the Illinois Quad City Area (2,175 square miles)

Types of Services: Demand-response and subscription service

Service Characteristics:

Percentage of Service Operated Directly 100%
Percentage of Service Contracted From Others 0%

Estimated Percentage of Riders by Category:

Elderly 29%
Persons with Disabilities 60%
Students/Head Start Children 1%
Other 10%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	34,109	70,238	177,601	106,039	114,758
Revenue Miles	79,987	278,117	561,552	498,002	598,111
Operating Revenue	$ 44,178	$ 93,538	$409,141	$498,529	$466,333
Operating Expenses	$151,714	$310,087	$604,332	$636,863	$660,714
Operating Deficit	$107,536	$216,549	$195,191	$138,334	$194,381
Cost/Ride	$ 4.45	$ 4.41	$ 3.40	$ 6.01	$ 5.76
Cost/Mile	$ 1.90	$ 1.11	$ 1.08	$ 1.28	$ 1.10

1998 Fleet Characteristics:

Number of Vehicles

Revenue Vehicles 62
Large Bus 0
Small Bus 7
Van 54
Minivan 1
Auto 0

Auxiliary Vehicles 1
Service 1
Supervisory 0

Region 10
East Central Iowa Transit

Service Area: Benton, Iowa, Johnson, Jones, Linn, and Washington Counties (3,791 square miles)

Types of Services: Demand-response and subscription service

Service Characteristics:

Percentage of Service Operated Directly	0%
Percentage of Service Contracted From Others	100%

Estimated Percentage of Riders by Category:

Elderly	36%
Persons with Disabilities	44%
Students/Head Start Children	20%
Other	0%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	287,385	355,296	297,690	306,539	339,612
Revenue Miles	651,339	980,511	949,750	1,112,612	1,150,711
Operating Revenue	$355,756	$425,628	$ 348,984	$ 750,474	$ 706,331
Operating Expenses	$402,848	$735,945	$1,111,764	$1,426,407	$1,857,517
Operating Deficit	$ 47,092	$310,317	$ 762,780	$ 675,933	$1,151,186
Cost/Ride	$ 1.40	$ 2.07	$ 3.73	$ 4.65	$ 5.47
Cost/Mile	$ 0.62	$ 0.75	$ 1.17	$ 1.28	$ 1.61

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**99**
Large Bus	17
Small Bus	36
Van	39
Minivan	6
Auto	1
Auxiliary Vehicles	**1**
Service	1
Supervisory	0

Region 11
Heart of Iowa Regional Transit Agency (HIRTA)

Service Area: Boone, Dallas, Jasper, Madison, Marion, Story, and Warren Counties (4,095 square miles)

Types of Services: Demand-response and subscription service

Service Characteristics:

Percentage of Service Operated Directly	0%
Percentage of Service Contracted From Others	100%

Estimated Percentage of Riders by Category:

Elderly	25%
Persons with Disabilities	45%
Students/Head Start Children	10%
Other	20%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	207,137	297,944	437,915	540,311	521,051
Revenue Miles	559,249	697,602	1,240,161	1,448,791	1,539,809
Operating Revenue	$302,284	$388,227	$ 672,002	$ 839,094	$1,041,817
Operating Expenses	$458,315	$597,227	$1,182,317	$1,574,585	$1,856,933
Operating Deficit	$156,031	$209,000	$ 510,315	$ 735,491	$ 815,116
Cost/Ride	$ 2.21	$ 2.00	$ 2.70	$ 2.91	$ 3.56
Cost/Mile	$ 0.82	$ 0.86	$ 0.95	$ 1.09	$ 1.21

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**90**
Large Bus	3
Small Bus	54
Van	20
Minivan	12
Auto	1
Auxiliary Vehicles	**0**
Service	0
Supervisory	0

Region 12
Western Iowa Transit System

Service Area: Audubon, Carroll, Crawford, Greene, Guthrie, and Sac Counties (3,481 square miles)

Types of Services: Demand-response and subscription service

Service Characteristics:

Percentage of Service Operated Directly 87%
Percentage of Service Contracted From Others 13%

Estimated Percentage of Riders by Category:

Elderly 25%
Persons with Disabilities 60%
Students/Head Start Children 11%
Other 4%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	40,358	271,273	243,361	364,401	267,613
Revenue Miles	53,075	480,897	592,915	870,739	855,098
Operating Revenue	$23,927	$152,712	$218,491	$494,175	$483,244
Operating Expenses	$63,226	$260,666	$459,545	$815,566	$868,098
Operating Deficit	$39,299	$107,954	$241,054	$310,781	$384,854
Cost/Ride	$ 1.57	$ 0.96	$ 1.89	$ 2.24	$ 3.24
Cost/Mile	$ 1.19	$ 0.54	$ 0.78	$ 0.94	$ 1.02

1998 Fleet Characteristics:

Number of Vehicles

Revenue Vehicles 63
Large Bus 1
Small Bus 31
Van 14
Minivan 4
Auto 13

Auxiliary Vehicles 1
Service 1
Supervisory 0

Region 13
Southwest Iowa Transit Agency (SWITA)

Service Area: Cass, Fremont, Harrison, Mills, Montgomery, Page, Pottawattamie, and Shelby Counties (4,733 square miles)

Types of Services: Demand-response and subscription service

Service Characteristics:

Percentage of Service Operated Directly 69%
Percentage of Service Contracted From Others 31%

Estimated Percentage of Riders by Category:

Elderly 30%
Persons with Disabilities 49%
Students/Head Start Children 21%
Other 0%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	40,924	102,173	228,673	213,709	225,093
Revenue Miles	134,245	392,408	714,931	754,012	881,023
Operating Revenue	$ 25,761	$129,606	$318,185	$459,799	$528,950
Operating Expenses	$140,808	$262,808	$546,237	$789,935	$806,858
Operating Deficit	$115,047	$133,202	$228,052	$330,136	$277,908
Cost/Ride	$ 3.44	$ 2.57	$ 2.39	$ 3.70	$ 3.58
Cost/Mile	$ 1.05	$ 0.67	$ 0.76	$ 1.05	$ 0.92

1998 Fleet Characteristics:

Number of Vehicles

Revenue Vehicles 47
Large Bus 0
Small Bus 28
Van 17
Minivan 2
Auto 0

Auxiliary Vehicles 2
Service 1
Supervisory 1

Region 14
Area XIV Agency on Aging,
Southern Iowa Trolley (SIT)

Service Area: Adair, Adams, Clarke, Decatur, Ringgold, Taylor, and Union Counties (3,445 square miles)

Types of Services: Demand-response and subscription service

Service Characteristics:

Percentage of Service Operated Directly	94%
Percentage of Service Contracted From Others	6%

Estimated Percentage of Riders by Category:

Elderly	29%
Persons with Disabilities	34%
Students/Head Start Children	25%
Other	12%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	153,951	70,021	119,271	194,834	250,896
Revenue Miles	261,006	298,937	301,827	595,250	531,920
Operating Revenue	$ 67,254	$160,798	$185,090	$313,322	$349,626
Operating Expenses	$283,460	$246,671	$326,941	$576,140	$635,010
Operating Deficit	$216,206	$ 85,873	$141,851	$262,818	$285,384
Cost/Ride	$ 1.84	$ 3.52	$ 2.74	$ 2.96	$ 2.53
Cost/Mile	$ 1.09	$ 0.83	$ 1.08	$ 0.97	$ 1.19

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**36**
Large Bus	0
Small Bus	27
Van	4
Minivan	5
Auto	0
Auxiliary Vehicles	**1**
Service	1
Supervisory	0

Region 15
10 - 15 Regional Transit Agency

Service Area: Appanoose, Davis, Jefferson, Keokuk, Lucas, Mahaska, Monroe, Van Buren, Wapello, and Wayne Counties (4,944 square miles)

Types of Services: Demand-response and subscription service

Service Characteristics:

Percentage of Service Operated Directly	100%
Percentage of Service Contracted From Others	0%

Estimated Percentage of Riders by Category:

Elderly	46%
Persons with Disabilities	30%
Students/Head Start Children	11%
Other	13%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	210,770	150,255	142,873	179,805	223,462
Revenue Miles	659,220	572,002	423,381	650,906	749,432
Operating Revenue	$274,973	$384,365	$233,927	$445,579	$532,044
Operating Expenses	$439,468	$556,331	$492,295	$664,237	$798,894
Operating Deficit	$164,495	$171,966	$258,368	$218,658	$266,850
Cost/Ride	$ 2.09	$ 3.70	$ 3.45	$ 3.69	$ 3.58
Cost/Mile	$ 0.67	$ 0.97	$ 1.16	$ 1.02	$ 1.07

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**44**
Large Bus	0
Small Bus	44
Van	0
Minivan	0
Auto	0
Auxiliary Vehicles	**1**
Service	1
Supervisory	0

Region 16
Southeast Iowa Transit Authority (RTA)

Service Area: Des Moines, Henry, Lee, and Louisa Counties (1,778 square miles)

Types of Services: Demand-response and subscription service

Service Characteristics:

Percentage of Service Operated Directly 100%
Percentage of Service Contracted From Others 0%

Estimated Percentage of Riders by Category:

Elderly 30%
Persons with Disabilities 35%
Students/Head Start Children 30%
Other 5%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	69,003	126,670	97,253	82,298	85,553
Revenue Miles	157,413	246,849	353,284	304,783	313,282
Operating Revenue	$ 12,774	$130,850	$235,060	$267,943	$238,783
Operating Expenses	$166,930	$205,720	$399,223	$327,082	$410,528
Operating Deficit	$154,156	$ 74,870	$164,163	$ 59,139	$171,745
Cost/Ride	$ 2.42	$ 1.62	$ 4.10	$ 3.97	$ 4.80
Cost/Mile	$ 1.06	$ 0.83	$ 1.13	$ 1.07	$ 1.31

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**13**
Large Bus	2
Small Bus	10
Van	1
Minivan	0
Auto	0
Auxiliary Vehicles	**0**
Service	0
Supervisory	0

Small Urban Transit Systems

Operating Statistics for Small Urban Transit Systems
FY 1998

System	Ridership	Revenue Miles	Revenue Hours	Operating Costs	Federal Transit Assistance	State Transit Assistance	Local Tax	Passenger Revenues	Contracts & Other Revenues
Ames	2,755,200	828,330	75,655	3,195,326	391,051	313,899	1,704,533	669,595	263,934
Burlington	168,352	174,509	14,962	486,892	46,801	111,840	266,535	58,423	3,293
Clinton	249,555	298,739	21,197	803,262	78,418	138,151	444,752	126,070	15,869
Fort Dodge	229,617	326,339	39,113	509,505	69,604	170,947	100,000	76,061	117,689
Marshalltown	102,336	124,775	9,643	292,670	27,152	115,775	86,849	49,875	28,275
Mason City	178,970	363,981	24,084	396,706	76,410	178,615	200,529	75,253	0
Muscatine	105,226	160,327	12,276	362,416	39,560	109,229	163,838	51,624	8,332
Ottumwa	329,663	231,109	17,081	514,150	71,521	157,400	240,648	114,819	7,943
Small Urban Total	4,118,919	2,508,109	214,011	6,560,927	800,517	1,295,856	3,207,684	1,221,720	445,335

Performance of Small Urban Transit Systems
FY 1998

System	Average Cost per Passenger Trip	Average Cost per Revenue Mile	Average Cost per Revenue Hour	Average Passengers per Mile	Average Passengers per Hour	Average Daily Passengers per Vehicle
Ames	$1.16	$3.86	$42.24	3.33	36.42	203.79
Burlington	$2.89	$2.79	$32.54	0.96	11.25	53.96
Clinton	$3.22	$2.69	$37.90	0.84	11.77	73.83
Fort Dodge	$2.22	$1.56	$13.03	0.70	5.87	38.40
Marshalltown	$2.86	$2.35	$30.35	0.82	10.61	43.73
Mason City	$2.22	$1.09	$16.47	0.49	7.43	52.95
Muscatine	$3.44	$2.26	$29.52	0.66	8.57	40.47
Ottumwa	$1.56	$2.22	$30.10	1.43	19.30	115.27
Small Urban Total	$1.59	$2.62	$30.66	1.64	19.25	110.78

State Average	$2.31	$2.16	$31.63	0.93	13.67	55.45

Ames
Ames Transit Agency (Cy-Ride)

Service Area: City of Ames

Types of Services: Fixed route, demand-response and subscription service

Service Characteristics:

Percentage of Service Operated Directly	100%
Percentage of Service Contracted From Others	0%

Estimated Percentage of Riders by Category:

Elderly	1%
Persons with Disabilities	1%
Students/Head Start Children	5%
Other	93%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	236,351	2,228,546	2,505,560	2,415,215	2,755,200
Revenue Miles	345,742	731,662	817,861	830,130	828,330
Operating Revenue	$115,609	$ 562,408	$ 731,625	$1,055,699	$ 933,529
Operating Expenses	$370,181	$1,421,585	$2,045,088	$2,863,257	$3,195,326
Operating Deficit	$254,572	$ 859,177	$1,313,463	$1,807,558	$2,261,797
Cost/Ride	$ 1.57	$ 0.64	$ 0.82	$ 1.19	$ 1.16
Cost/Mile	$ 1.07	$ 1.94	$ 2.50	$ 3.45	$ 3.86

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**50**
Large Bus	40
Small Bus	8
Van	0
Minivan	2
Auto	0
Auxiliary Vehicles	**2**
Service	1
Supervisory	1

Burlington
Burlington Urban Service (BUS)

Service Area: Cities of Burlington and West Burlington

Types of Services: Demand-response, route deviation and subscription service

Service Characteristics:

Percentage of Service Operated Directly	100%
Percentage of Service Contracted From Others	0%

Estimated Percentage of Riders by Category:

Elderly	28%
Persons with Disabilities	3%
Students/Head Start Children	0%
Other	69%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	537,969	339,183	231,127	179,869	168,352
Revenue Miles	329,547	307,860	221,001	206,363	174,509
Operating Revenue	$ 98,270	$103,383	$ 84,544	$ 64,891	$ 61,716
Operating Expenses	$489,376	$546,541	$497,630	$545,347	$486,892
Operating Deficit	$391,106	$443,158	$413,086	$480,456	$425,176
Cost/Ride	$ 0.91	$ 1.61	$ 2.15	$ 3.03	$ 2.89
Cost/Mile	$ 1.48	$ 1.78	$ 2.25	$ 2.64	$ 2.79

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**11**
Large Bus	10
Small Bus	1
Van	0
Minivan	0
Auto	0
Auxiliary Vehicles	**1**
Service	1
Supervisory	0

Clinton
Municipal Transit Administration (MTA)

Service Area: City of Clinton

Types of Services: Fixed route, demand-response, and subscription service

Service Characteristics:

Percentage of Service Operated Directly	100%
Percentage of Service Contracted From Others	0%

Estimated Percentage of Riders by Category:

Elderly	26%
Persons with Disabilities	1%
Students/Head Start Children	32%
Other	41%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	452,124	376,900	322,942	326,411	249,555
Revenue Miles	249,317	250,097	272,718	273,288	298,739
Operating Revenue	$108,507	$105,352	$118,360	$109,200	$141,939
Operating Expenses	$381,609	$416,308	$501,644	$638,388	$803,262
Operating Deficit	$273,102	$310,956	$383,284	$532,101	$661,323
Cost/Ride	$ 0.84	$ 1.10	$ 1.55	$ 1.96	$ 3.22
Cost/Mile	$ 1.53	$ 1.66	$ 1.84	$ 2.34	$ 2.69

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**12**
Large Bus	8
Medium Bus	0
Small Bus	2
Van	1
Minivan	1
Auto	0
Auxiliary Vehicles	**1**
Service	1
Supervisory	0

Fort Dodge
Dodger Area Rapid Transit (DART)

Service Area: City of Fort Dodge

Types of Services: Fixed route, demand-response, and subscription service

Service Characteristics:

Percentage of Service Operated Directly	100%
Percentage of Service Contracted From Others	0%

Estimated Percentage of Riders by Category:

Elderly	10%
Persons with Disabilities	20%
Students/Head Start Children	40%
Other	30%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	N/A	N/A	217,316	244,331	229,617
Revenue Miles	N/A	N/A	287,440	263,687	326,339
Operating Revenue	N/A	N/A	$125,989	$125,448	$193,750
Operating Expenses	N/A	N/A	$298,564	$400,629	$509,505
Operating Deficit	N/A	N/A	$172,575	$273,299	$315,755
Cost/Ride	N/A	N/A	$ 1.37	$ 1.64	$ 2.22
Cost/Mile	N/A	N/A	$ 1.04	$ 1.52	$ 1.56

N/A = Not Available

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**23**
Large Bus	5
Small Bus	12
Van	4
Minivan	1
Auto	1
Auxiliary Vehicles	**0**
Service	0
Supervisory	0

Marshalltown
Marshalltown Municipal Transit (MMT)

Service Area: City of Marshalltown

Types of Services: Fixed route, demand-response, and subscription service

Service Characteristics:

Percentage of Service Operated Directly	100%
Percentage of Service Contracted From Others	0%

Estimated Percentage of Riders by Category:

Elderly	20%
Persons with Disabilities	55%
Students/Head Start Children	15%
Other	10%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	49,361	52,937	74,447	97,631	102,336
Revenue Miles	34,400	116,666	76,789	115,191	124,775
Operating Revenue	$12,442	$ 27,493	$ 30,854	$72,124	$ 78,150
Operating Expenses	$52,197	$172,656	$191,407	$222,554	$292,670
Operating Deficit	$39,755	$145,163	$160,553	$150,430	$214,520
Cost/Ride	$ 1.06	$ 3.26	$ 2.57	$ 2.28	$ 2.86
Cost/Mile	$ 1.52	$ 1.48	$ 2.49	$ 1.93	$ 2.35

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**9**
Large Bus	4
Small Bus	3
Van	2
Minivan	0
Auto	0
Auxiliary Vehicles	**0**
Service	0
Supervisory	0

Mason City
City of Mason City

Service Area: City of Mason City

Types of Services: Fixed route, demand-response, and subscription service

Service Characteristics:

Percentage of Service Operated Directly 92%
Percentage of Service Contracted From Others 8%

Estimated Percentage of Riders by Category:

Elderly 26%
Persons with Disabilities 8%
Students/Head Start Children 0%
Other 66%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	47,534	192,636	135,535	177,033	178,970
Revenue Miles	127,296	280,061	310,616	373,850	363,981
Operating Revenue	$ 21,944	$ 44,883	$136,744	$133,155	$ 75,253
Operating Expenses	$121,294	$230,907	$321,056	$405,616	$396,706
Operating Deficit	$ 99,350	$186,024	$184,312	$272,461	$321,453
Cost/Ride	$ 2.55	$ 1.20	$ 2.37	$ 2.29	$ 2.22
Cost/Mile	$ 0.95	$ 0.82	$ 1.03	$ 1.08	$ 1.09

1998 Fleet Characteristics:

Number of Vehicles

Revenue Vehicles 13
Large Bus 0
Small Bus 13
Van 0
Minivan 0
Auto 0

Auxiliary Vehicles 0
Service 0
Supervisory 0

Muscatine
City Transit System (MuscaBus)

Service Area: City of Muscatine

Types of Services: Fixed route and demand-response service

Service Characteristics:

Percentage of Service Operated Directly	100%
Percentage of Service Contracted From Others	0%

Estimated Percentage of Riders by Category:

Elderly	35%
Persons with Disabilities	35%
Students/Head Start Children	10%
Other	20%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	34,619	125,576	108,272	105,164	105,226
Revenue Miles	75,158	184,665	184,573	192,331	160,327
Operating Revenue	$13,214	$ 52,631	$ 34,184	$ 57,459	$ 59,956
Operating Expenses	$90,027	$299,322	$310,579	$388,273	$362,416
Operating Deficit	$76,813	$246,691	$276,395	$330,814	$302,460
Cost/Ride	$ 2.60	$ 2.38	$ 2.87	$ 3.69	$ 3.44
Cost/Mile	$ 1.20	$ 1.62	$ 1.68	$ 2.02	$ 2.26

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**10**
Large Bus	0
Small Bus	10
Van	0
Minivan	0
Auto	0
Auxiliary Vehicles	**0**
Service	0
Supervisory	0

Ottumwa
Ottumwa Transit Authority (OTA)

Service Area: City of Ottumwa

Types of Services: Fixed route and demand-response service

Service Characteristics:

Percentage of Service Operated Directly	100%
Percentage of Service Contracted From Others	0%

Estimated Percentage of Riders by Category:

Elderly	25%
Persons with Disabilities	15%
Students/Head Start Children	40%
Other	20%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	269,379	233,489	293,110	301,215	329,663
Revenue Miles	203,124	144,216	203,688	254,534	231,109
Operating Revenue	$ 68,357	$ 87,769	$ 83,841	$125,718	$122,762
Operating Expenses	$272,393	$378,802	$365,453	$441,640	$514,150
Operating Deficit	$204,036	$291,033	$281,612	$315,922	$391,388
Cost/Ride	$ 1.01	$ 1.62	$ 1.25	$ 1.47	$ 1.56
Cost/Mile	$ 1.34	$ 2.63	$ 1.79	$ 1.74	$ 2.22

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**11**
Large Bus	9
Small Bus	0
Van	2
Minivan	0
Auto	0
Auxiliary Vehicles	**0**
Service	0
Supervisory	0

Large Urban Transit Systems

Operating Statistics for Large Urban Transit Systems
FY 1998

System	Ridership	Revenue Miles	Revenue Hours	Operating Costs	Federal Transit Assistance	State Transit Assistance	Local Tax	Passenger Revenues	Contracts & Other Revenues
Bettendorf	140,083	257,531	17,539	487,530	50,233	143,667	236,770	42,029	4,726
Cedar Rapids	1,247,859	1,149,150	86,502	3,783,393	883,464	305,917	2,187,084	517,699	418,850
Coralville	370,238	211,501	18,830	895,802	74,557	146,806	544,930	247,899	14,896
Council Bluffs	228,973	338,231	23,111	856,579	77,442	124,638	518,502	167,108	0
Davenport	1,072,555	785,949	63,546	2,784,176	342,147	269,078	1,798,399	290,692	83,860
Des Moines	3,746,613	2,412,697	159,400	8,999,969	1,038,888	708,345	3,514,195	2,479,784	1,562,858
Dubuque	320,791	348,209	33,562	1,483,598	430,015	142,092	598,886	234,255	18,980
Iowa City	1,301,948	712,613	63,059	3,091,128	195,837	298,246	2,238,517	673,881	27,060
Sioux City	1,111,451	704,609	56,379	2,025,507	470,140	235,760	910,140	573,303	36,851
University of Iowa (Cambus)	3,520,621	617,567	61,344	1,412,493	92,496	391,136	925,793	0	3,069
Waterloo	526,505	692,709	47,541	2,569,367	550,207	228,168	1,256,061	384,178	188,720
Large Urban Total	13,587,637	8,230,766	630,813	28,389,542	4,205,426	2,993,853	14,729,277	5,610,828	2,359,870

Performance of Large Urban Transit Systems
FY 1998

System	Average Cost per Passenger Trip	Average Cost per Revenue Mile	Average Cost per Revenue Hour	Average Passengers per Mile	Average Passengers per Hour	Average Daily Passengers per Vehicle
Bettendorf	$3.48	$1.89	$27.80	0.54	7.99	76.97
Cedar Rapids	$3.03	$3.29	$43.74	1.09	14.43	66.66
Coralville	$2.42	$4.24	$47.57	1.75	19.66	129.45
Council Bluffs	$3.74	$2.53	$37.06	0.68	9.91	176.13
Davenport	$2.60	$3.54	$43.81	1.36	16.88	187.51
Des Moines	$2.40	$3.73	$56.46	1.55	23.50	63.76
Dubuque	$4.62	$4.26	$44.20	0.92	9.56	49.35
Iowa City	$2.37	$4.34	$49.02	1.83	20.65	227.61
Sioux City	$1.82	$2.87	$35.93	1.58	19.71	99.41
University of Iowa (Cambus)	$0.40	$2.29	$23.03	5.70	57.39	423.15
Waterloo	$4.88	$3.71	$54.05	0.76	11.07	51.92
Large Urban Total	$2.09	$3.45	$45.00	1.65	21.54	103.69
State Average	$2.31	$2.16	$31.63	0.93	13.67	55.45

Bettendorf
Bettendorf Transit System

Service Area: City of Bettendorf

Types of Services: Fixed route and demand-response service

Service Characteristics:

Percentage of Service Operated Directly 82%
Percentage of Service Contracted From Others 18%

Estimated Percentage of Riders by Category:

Elderly 12%
Persons with Disabilities 7%
Other 81%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	78,861	151,634	117,696	158,210	140,083
Revenue Miles	197,726	204,561	194,067	280,335	257,531
Operating Revenue	$ 16,635	$ 41,446	$ 36,092	$ 45,225	$ 46,755
Operating Expenses	$201,402	$309,177	$307,059	$412,174	$487,530
Operating Deficit	$184,767	$267,731	$270,967	$366,949	$440,775
Cost/Ride	$ 2.55	$ 2.04	$ 2.61	$ 2.61	$ 3.48
Cost/Mile	$ 1.02	$ 1.51	$ 1.58	$ 1.47	$ 1.89

1998 Fleet Characteristics:

Number of Vehicles

Revenue Vehicles 7
Large Bus 0
Small Bus 7
Van 0
Minivan 0
Auto 0

Auxiliary Vehicles 0
Service 0
Supervisory 0

Cedar Rapids
Five Seasons Transportation & Parking

Service Area: Cities of Cedar Rapids, Marion, and Hiawatha

Types of Services: Fixed route, demand-response and subscription shuttle service in downtown Cedar Rapids

Service Characteristics:

Percentage of Service Operated Directly 95%
Percentage of Service Contracted From Others 5%

Estimated Percentage of Riders by Category:

Elderly 25%
Persons with Disabilities 15%
Students/Head Start Children 29%
Other 31%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	1,876,437	1,799,509	1,594,598	1,390,992	1,247,859
Revenue Miles	1,144,973	1,039,069	1,093,347	1,122,776	1,149,150
Operating Revenue	$ 529,851	$ 568,524	$ 547,295	$ 613,984	$ 936,549
Operating Expenses	$1,717,318	$2,206,238	$2,693,801	$3,162,168	$3,783,393
Operating Deficit	$1,187,467	$1,637,714	$2,146,506	$2,998,184	$2,846,844
Cost/Ride	$ 0.92	$ 1.23	$ 1.69	$ 2.60	$ 3.03
Cost/Mile	$ 1.50	$ 2.12	$ 2.46	$ 3.22	$ 3.29

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**67**
Large Bus	53
Small Bus	4
Van	5
Minivan	4
Auto	1
Auxiliary Vehicles	**5**
Service	4
Supervisory	1

Coralville
Coralville Transit

Service Area: City of Coralville

Types of Services: Fixed route and demand-response service

Service Characteristics:

Percentage of Service Operated Directly	98%
Percentage of Service Contracted From Others	2%

Estimated Percentage of Riders by Category:

Elderly	3%
Persons with Disabilities	1%
Students/Head Start Children	3%
Other	93%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	426,915	486,812	421,474	444,478	370,238
Revenue Miles	199,540	245,743	189,546	209,757	211,501
Operating Revenue	$126,737	$198,423	$179,528	$211,741	$262,795
Operating Expenses	$311,430	$509,562	$626,575	$818,872	$895,802
Operating Deficit	$184,693	$311,139	$447,047	$607,131	$633,007
Cost/Ride	$ 0.73	$ 1.05	$ 1.49	$ 1.84	$ 2.42
Cost/Mile	$ 1.56	$ 2.07	$ 3.31	$ 3.90	$ 4.24

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**11**
Large Bus	11
Small Bus	0
Van	0
Minivan	0
Auto	0
Auxiliary Vehicles	**0**
Service	0
Supervisory	0

Council Bluffs
City of Council Bluffs

Service Area: City of Council Bluffs

Types of Services: Fixed route, demand-response, and subscription service

Service Characteristics:

Percentage of Service Operated Directly	0%
Percentage of Service Contracted From Others	100%

Estimated Percentage of Riders by Category:

Elderly	14%
Persons with Disabilities	16%
Students/Head Start Children	1%
Other	69%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	850,111	418,679	308,278	223,841	228,973
Revenue Miles	441,518	351,903	363,902	331,913	338,231
Operating Revenue	$236,188	$213,053	$164,161	$162,347	$167,108
Operating Expenses	$727,919	$810,949	$851,245	$852,328	$856,579
Operating Deficit	$491,731	$597,896	$687,084	$689,981	$689,471
Cost/Ride	$ 0.86	$ 1.94	$ 2.76	$ 3.81	$ 3.74
Cost/Mile	$ 1.65	$ 2.30	$ 2.34	$ 2.57	$ 2.53

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**5**
Large Bus	0
Small Bus	5
Van	0
Minivan	0
Auto	0
Auxiliary Vehicles	**0**
Service	0
Supervisory	0

Davenport
Davenport CitiBus

Service Area: City of Davenport, Iowa and downtown Rock Island, Illinois

Types of Services: Fixed route, demand-response, and subscription service

Service Characteristics:

Percentage of Service Operated Directly	85%
Percentage of Service Contracted From Others	15%

Estimated Percentage of Riders by Category:

Elderly	9%
Persons with Disabilities	12%
Students/Head Start Children	0%
Other	79%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	1,123,093	1,251,114	1,002,320	1,105,884	1,072,555
Revenue Miles	693,961	858,706	618,325	698,225	785,949
Operating Revenue	$ 567,859	$ 275,815	$ 345,829	$ 350,171	$ 374,552
Operating Expenses	$1,783,389	$2,164,451	$2,210,417	$2,481,147	$2,784,176
Operating Deficit	$1,215,530	$1,898,636	$1,864,588	$2,130,976	$2,409,624
Cost/Ride	$ 1.59	$ 1.74	$ 2.21	$ 2.44	$ 2.60
Cost/Mile	$ 2.57	$ 2.53	$ 3.57	$ 3.55	$ 3.54

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**22**
Large Bus	19
Small Bus	0
Van	1
Minivan	1
Auto	1
Auxiliary Vehicles	**0**
Service	0
Supervisory	0

Des Moines
Des Moines Metropolitan Transit Authority (MTA)

Service Area: Cities of Des Moines, Altoona, Ankeny, Clive, Urbandale, West Des Moines, Windsor Heights, plus remainder of Polk County for paratransit

Types of Services: Fixed route, demand-response and vanpool service

Service Characteristics:

Percentage of Service Operated Directly	95%
Percentage of Service Contracted From Others	5%

Estimated Percentage of Riders by Category:

Elderly	7%
Persons with Disabilities	4%
Students/Head Start Children	20%
Other	69%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	5,558,432	4,596,069	3,444,799	3,803,199	3,746,613
Revenue Miles	2,402,172	2,341,267	2,351,070	2,633,758	2,412,697
Operating Revenue	$2,255,978	$3,166,662	$3,506,031	$3,765,183	$4,042,642
Operating Expenses	$4,642,297	$6,794,935	$7,148,020	$8,374,715	$8,999,969
Operating Deficit	$2,386,319	$3,628,273	$3,641,989	$4,609,632	$4,957,327
Cost/Ride	$ 0.83	$ 1.48	$ 2.08	$ 2.20	$ 2.40
Cost/Mile	$ 1.93	$ 2.90	$ 3.04	$ 3.18	$ 3.73

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**218**
Large Bus	138
Small Bus	5
Van	26
Minivan	49
Auto	0
Auxiliary Vehicles	**8**
Service	5
Supervisory	3

Dubuque
Keyline Transit

Service Area: City of Dubuque

Types of Services: Fixed route, demand-response and subscription service

Service Characteristics:

Percentage of Service Operated Directly 85%
Percentage of Service Contracted From Others 15%

Estimated Percentage of Riders by Category:

Elderly 46%
Persons with Disabilities 18%
Students/Head Start Children 21%
Other 15%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	1,306,046	887,777	761,436	402,404	320,791
Revenue Miles	603,186	435,973	485,355	302,088	348,209
Operating Revenue	$ 438,565	$ 269,358	$ 269,632	$ 215,687	$ 253,235
Operating Expenses	$1,086,490	$1,312,397	$1,331,840	$1,358,270	$1,483,598
Operating Deficit	$ 647,925	$1,043,039	$1,062,208	$1,142,583	$1,230,363
Cost/Ride	$ 0.83	$ 1.48	$ 1.75	$ 3.38	$ 4.62
Cost/Mile	$ 1.80	$ 3.01	$ 2.74	$ 4.50	$ 4.26

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**24**
Large Bus	18
Small Bus	5
Van	0
Minivan	1
Auto	0
Auxiliary Vehicles	**1**
Service	1
Supervisory	0

Iowa City
Iowa City Transit

Service Area: Cities of Iowa City and University Heights

Types of Services: Fixed route and demand-response service

Service Characteristics:

Percentage of Service Operated Directly 90%
Percentage of Service Contracted From Others 10%

Estimated Percentage of Riders by Category:

Elderly 6%
Persons with Disabilities 4%
Students/Head Start Children 8%
Other 82%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	2,028,886	2,316,067	1,510,341	1,541,328	1,301,948
Revenue Miles	788,895	821,943	672,978	811,471	712,613
Operating Revenue	$ 476,830	$ 757,893	$ 672,217	$ 810,453	$ 700,941
Operating Expenses	$1,092,279	$1,863,151	$2,208,154	$2,794,678	$3,091,128
Operating Deficit	$ 615,449	$1,105,258	$1,535,937	$1,984,225	$2,390,187
Cost/Ride	$ 0.54	$ 0.80	$ 1.46	$ 1.81	$ 2.37
Cost/Mile	$ 1.38	$ 2.27	$ 3.28	$ 3.44	$ 4.34

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**22**
Large Bus	21
Small Bus	1
Van	0
Minivan	0
Auto	0
Auxiliary Vehicles	**0**
Service	0
Supervisory	0

Sioux City
Sioux City Transit

Service Area: Cities of Sioux City, Iowa; South Sioux City, Nebraska; and North Sioux City, South Dakota

Types of Services: Fixed route, demand-response, and subscription service

Service Characteristics:

Percentage of Service Operated Directly	99%
Percentage of Service Contracted From Others	1%

Estimated Percentage of Riders by Category:

Elderly	7%
Persons with Disabilities	11%
Students/Head Start Children	32%
Other	50%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	2,049,077	1,573,269	1,590,869	1,267,608	1,111,451
Revenue Miles	576,892	406,538	597,825	620,335	704,609
Operating Revenue	$ 555,889	$ 396,112	$ 513,610	$ 612,909	$ 610,154
Operating Expenses	$1,304,715	$1,513,885	$1,889,408	$2,127,033	$2,025,507
Operating Deficit	$ 748,826	$1,117,773	$1,375,798	$1,514,124	$1,415,353
Cost/Ride	$ 0.64	$ 0.96	$ 1.19	$ 1.68	$ 1.82
Cost/Mile	$ 2.26	$ 3.72	$ 3.16	$ 3.43	$ 2.87

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**41**
Large Bus	29
Small Bus	10
Van	1
Minivan	1
Auto	0
Auxiliary Vehicles	**2**
Service	2
Supervisory	0

University of Iowa
Cambus

Service Area: University of Iowa Campus, Oakdale Campus and commuter parking lots

Types of Services: Fixed route and demand-response service

Service Characteristics:

Percentage of Service Operated Directly	100%
Percentage of Service Contracted From Others	0%

Estimated Percentage of Riders by Category:

Elderly	1%
Persons with Disabilities	1%
Students/Head Start Children	2%
Other	96%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	N/A	3,351,507	3,633,828	3,604,112	3,520,621
Revenue Miles	N/A	397,568	527,960	606,207	617,567
Operating Revenue	N/A	$315,344	$ 25,120	$ 0*	$ 3,069
Operating Expenses	N/A	$739,016	$939,069	$1,347,958	$1,412,493
Operating Deficit	N/A	$423,672	$913,949	$1,347,958	$1,409,424
Cost/Ride	N/A	$ 0.22	$ 0.26	$ 0.37	$ 0.40
Cost/Mile	N/A	$ 1.86	$ 1.78	$ 2.22	$ 2.29

*Cambus has free-fare service. They did not provide contracted services in 1995.

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**32**
Large Bus	29
Small Bus	3
Van	0
Minivan	0
Auto	0
Auxiliary Vehicles	**0**
Service	0
Supervisory	0

Waterloo
Black Hawk County Metro Transit Authority (MET)

Service Area: Cities of Cedar Falls and Waterloo

Types of Services: Fixed route, demand-response, and subscription service

Service Characteristics:

Percentage of Service Operated Directly	100%
Percentage of Service Contracted From Others	0%

Estimated Percentage of Riders by Category:

Elderly	18%
Persons with Disabilities	43%
Students/Head Start Children	5%
Other	34%

System Statistics:

	1980	1985	1990	1995	1998
Ridership	800,554	781,627	643,670	706,041	526,505
Revenue Miles	720,030	702,047	499,186	760,703	692,709
Operating Revenue	$307,143	$ 252,816	$ 268,325	$ 605,250	$ 572,898
Operating Expenses	$993,097	$1,572,381	$1,288,646	$2,339,794	$2,569,367
Operating Deficit	$685,954	$1,319,565	$1,020,321	$1,734,544	$1,996,469
Cost/Ride	$ 1.24	$ 2.01	$ 2.00	$ 3.31	$ 4.88
Cost/Mile	$ 1.38	$ 2.42	$ 2.58	$ 3.08	$ 3.71

1998 Fleet Characteristics:

	Number of Vehicles
Revenue Vehicles	**37**
Large Bus	23
Small Bus	11
Van	3
Minivan	0
Auto	0
Auxiliary Vehicles	**2**
Service	1
Supervisory	1

Appendix C

Past Transit Planning Activities

Past Transit Planning Activities

The department has been involved in transit planning since 1975. Below is a summary of the previous transit planning and related planning activities.

- Iowa Transit: A report on urban, regional, intercity, and taxicab operations, 1975: This document was the first annual report and evaluation of all Iowa transit operations. It encompassed the changes in Iowa and forecasted estimated capital needs through 1978 for urban operations. This report did not include all Iowa transit services since participation in the data-gathering survey was voluntary and some transit operators did not respond. However, the department believed that the respondents were representative of systems in Iowa. The operating statistics and trends presented in Iowa Transit were intended to contribute to assessing transit demand, service standards, and design elements for future transit proposals.

- TransPlan '76: In March 1976, the Iowa DOT published the first Iowa transportation plan, known as TransPlan '76. The plan addressed Iowa's transportation situation, each of the modes, the needs, and its resources. Transit comprised part of the statewide examination in this plan. For the first time summary inventory information became available concerning various transit types and systems.

  TransPlan '76 also presented a regional transit system concept as the basis for a coordinated and effective transit network. By viewing transit operations within a regional framework, the plan suggested more extensive service coordination would be possible and duplication of expense as well as competition for funds and passengers would be reduced.

- TransPlan '77: The second transportation plan presented a brief view of the current plans for making Iowa's transportation networks more effective. Six functions were highlighted for this plan: (1) advise all Iowans of the Iowa DOT's transportation plans and planning concepts; (2) provide the public with guidance in their related planning efforts; (3) provide a framework for the allocation of resources for transportation development; (4) suggest criteria for establishing each modal system plan; (5) reveal what a particular system classification or category is entitled to, in the form of resources or services; and (6) inform the public of where and by what means they can affect the transportation plans.

  In TransPlan '77, the current system plan for each mode was presented. Following each modal plan there was a discussion of criteria for establishing that plan, service characteristics of each classification or category, opportunities for citizens' input into that system plan, and development significant to that mode.

- 1978 Iowa Transit Plan: The purpose of the 1978 Iowa Transit Plan was to: (1) provide a comprehensive evaluation of operational and financial characteristics of existing systems; and (2) serve as the basis for agency policies, administrative rules, potential legislation, proposed regulations, funding programs, program priorities, and operational implementation of transit services on a local, regional, and state level.

- TransPlan '79: This document viewed transportation as an integral part of our lifestyles. It conceived desirable and undesirable alternative future scenarios. It set forth transportation directions and actions dedicated to achieving a desirable future of adequate, safe, and efficient movement of people and goods.

- 1981 Iowa Transit Plan: Iowa's second transit plan, the 1981 Iowa Transit Plan, updated the 1978 Transit Plan to reflect the impact of economic changes on Iowa's transit services and to provide directions to the future development of transit for the following five years. The directions outlined short-range, long-range, and on-going objectives for the state and showed what would be done to: (1) address existing deficiencies; and (2) initiate new development to meet future needs.

- Transit Development Plans (TDPs): The Regional Planning Agencies annually developed TDPs for the regional and small urban transit systems from 1977 to 1993. Their purpose was to promote transit planning programs that furthered the development of the state's public transportation systems. They were also intended to be used as operating tools for the transit managers and local policy board members, as well as a source of information for interested citizens. In addition, the TDPs served as programming documents for all federal, state and local transit spending for regional and small urban transit systems. The TDP process was discontinued in 1993 as a new regional long-range transportation planning process was implemented.

- *Iowa in Motion*: In January 1995, the department published part one of a four-part comprehensive multi-modal transportation plan. Part one discussed Iowa's current investment strategy, reviewed existing trends and conditions and included a summary of issues raised by Iowans through a public participation process. Part two was published in 1996 and identified six alternative approaches for the transportation system over a 25-year period. Part three of the plan was published in 1997 and consisted of the preferred alternative. The Transit System Plan is the transit element of part four of *Iowa in Motion*.

GLOSSARY

Glossary

ADA (Americans with Disabilities Act of 1990): The act prohibits discrimination on the basis of disability in both the public and private sectors. Its primary purpose is to make it easier for persons with disabilities to become part of the American mainstream.

Bus Turnout (or bay): A specially constructed area separate from the travel lanes and off the normal section of a roadway that provides for the pickup and discharge of passengers. This design allows for the through traffic to flow freely without the obstruction of stopped buses.

Charter: The agreement whereby the owner of a motorbus leases the bus to a group of persons as one party for a specified sum and for a specified act of transportation at a specified time and over an irregular route.

Demand-Responsive Service: A transportation service characterized by flexible routing and scheduling of relatively small vehicles to provide door-to-door service at the user's demand.

Fixed Route: Service provided on a repetitive, fixed-schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed-route trip serves the same origins and destinations, unlike demand response.

FTA (Federal Transit Administration): One of the nine operating administrations or agencies within the U.S. Department of Transportation. It is the principal source of Federal financial assistance for public transportation systems.

Head Start: A program of child development that provides comprehensive health, social and other services to economically disadvantaged preschool children and their families.

ISTEA (Intermodal Surface Transportation Efficiency Act of 1991): ISTEA authorized the Federal surface transportation programs for highways, highway safety, and transit for the six-year period 1992-1997.

Mass Transit: Passenger transportation service, usually local in scope, that is available to any person who pays a prescribed fare. It operates on established schedules along designated routes or lines with specific stops and is designed to move relatively large numbers of people at one time.

Modified Fixed-Route Deviation Service: Service which can be described as a hybrid of fixed-route and demand-response service. It is generally limited to fixed-routes but sometimes varies slightly from the route to pick up or drop off passengers, as demand warrants.

Operating Deficit: Portion of the operating expenses that must be covered by public subsidy.

Operating Expenses: Fully allocated costs of operations including direct service cost, administration, marketing, and maintenance. This does not include any capital costs.

Operating Revenue: Revenues derived from the operations of transit systems including passenger fares, revenue contracts, advertising revenues, and interest on deposits.

Park-and-Ride Lot: Parking lot to which passengers drive their cars, leave them for the day and board transit vehicles.

Regional Planning: The process through which communities develop proposals, plans and programs for projects designed to service the needs of an area.

RTAP (Rural Transit Assistance Program): A Federal Transit Administration (FTA) program which offers training materials, technical assistance and other support services for rural transit systems across the country.

TEA 21 (Transportation Equity Act for the 21st Century): TEA 21 authorizes the Federal surface transportation programs for highways, highway safety, and transit for the six-year period 1998-2003.

Vanpool: A prearranged ridesharing service in which a number of people travel together on a regular basis in a van. Vanpools may be publicly operated, employer operated, individually owned or leased.