

# **Region V Passenger Transportation Plan 2014**

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*\*This is an annual update required by IDOT, not all sections have been updated.*



## **I. INTRODUCTION and PROCESS DISCUSSION**

The Safe Affordable, Flexible and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) requires the establishment of a locally developed, coordinated public transit-human services transportation plan for all programs which received from the following Federal Transportation Programs: Section 5310 Elderly Individuals and Individuals with Disabilities Program, Section 5316 Job Access and Reverse Commute program and Section 5317 New Freedom Program.

In order to fulfill this requirement the state of Iowa requires Iowa's 9 Metropolitan Planning Organizations (MPOs) and 18 Regional Planning Affiliations (RPAs) to develop Passenger Transportation Development Plans (PTDP). PTDPs are an Iowa creation which incorporate federal requirements for coordinated planning, as well as address needs-based project justification for all transit programs. The Iowa DOT directs this passenger transportation planning program with financial assistance provided by the Federal Transit Administration and the Federal Highway Administration. PTDPs will cover a minimum five (5) year period and provide a discussion of transportation needs including recommended projects for local Transportation Improvement Programs (TIP).

### **Process/Coordination**

Coordinated planning in Region V began with the Mobility Action Plan Regional Workshops held in 2006. 15 workshops were held around the state. Region V held their workshop on June 16, 2006 in Fort Dodge. Twenty two people attended the meeting representing 16 different organizations. Represented were Calhoun County General Assistance, Domestic/Sexual Assault Outreach Center, Elderbridge Agency on Aging, Governors Disabilities Alliance, Hamilton County Social Services, Head Start, Iowa Department of Transportation, Linking Families and Communities, MIDAS Council of Governments, Dodger Area Rapid Transit, Rabiner Treatment Center, Trinity Regional Medical Center, United Way, Upper Des Moines Opp. Inc., Webster County Disabilities Alliance and Workforce Development.

At the MAP meeting in Fort Dodge individuals volunteered to serve on the region's Mobility Action Plan Transportation Advisory Group (MAPTAG). This group helped to identify the transportation needs in the region and helped identify what transportation projects had priority.

After a couple of year's participation in the MAPTAG dwindled. Representation from Human Service providers at meetings was ranging from one to four participants. As representatives from MIDAS were already attending various county providers meetings in the region it was decided to do away with the MAPTAG and use information gathered from provider meetings for the PTP.

Listed below are the county service providers meetings which were held between May 2012 and April 2013.

- Calhoun county interagency meetings are held in January, March, May, September and November at 8:30 am at the DHS Office or Iowa State Extension Office in Rockwell City.
- Hamilton County, Humboldt County and Wright County meet 3 times per year together and once in the winter in their own county, they do not meet in the summer. In 2012 and 2013 they met or will meet May 2012, September 2012, February 11, 2013 , April 19, 2013 and September 2013 (date to be announced).
- Webster County Human Service Providers meet quarterly in were held in January, April, July, and October at 3:00 PM in Education Room at Wells Fargo Bank in Fort Dodge.
- Wright County Service Providers meetings are held in January, March, May and November at 11:30 am at the Pizza Ranch in Clarion.

- Pocahontas County recently started up their Human Service Providers meeting with the first meeting January 10, 2013. It was decided the group would meet quarterly with the second meeting scheduled for April 11, 2013.

At each meeting everyone in attendance has a chance to discuss projects which are going on, events that will take place, and issues which they may have. At each meeting MIDAS Representatives provide updates on projects which are going on in the region including any new transit services. Minutes and notes from these meeting are included at the end of this plan.

Since September copies of the Passenger Transportation Plan available have been available at the meetings and providers have been asked to help identify and prioritize transportation needs and projects by completing a Needs/Projects Survey which can be found at the end of the plan.

Participation has included representatives from Community Family Resources, Elderbridge Agency on Aging, New Opportunities, Calhoun County Public Health, Mid Iowa Regional Housing Agency, Calhoun County Supervisors, Domestic Sexual Assault, Iowa Works, Victim Advocates for Hamilton and Wright Counties, Wright County Department of Human Services, Upper Des Moines Opportunities, Head Start/YOUR Inc., MIDAS Council of Governments, MIDAS/DART Transit, DSAOC, Northwood Living, LifeWorks, Athletes For Educational Success, Habitat for Humanity, and Webster County Disabilities.

Last year MIDAS updated the region's Long Range Transportation Plan with a section on public transit. The public transit section included the needs and projects to be included in the 2012 PTP. The public transit section of the LRTP was presented at the county providers meetings for comments and suggestions.

Public meetings on the LRTP were held in each of the six counties to solicit public comment. The MIDAS Transit Subcommittee reviewed the public transit portion of the draft LRTP and the LRTP was presented and two Executive Board prior to final presentation at the April 2012 board meeting where the plan was approved. Once approved by the MIDAS Executive Committee the PTP is then sent to IDOT for acceptance.

Also, the MIDAS Transportation Advisory Subcommittee meets each month to discuss transit issues and review service.

Beginning November 2012 surveys were handed out at the human service providers meetings to get input on what the most prevalent needs were and which projects should have priority to help fulfill these needs. Twelve survey s have been received to date.

Copies of the current Passenger Transportation Plan are brought to the meetings for interested individuals to take and review. A draft of the most current PTP will be e-mailed to all Human Service Group coordinators to forward for review and comment.

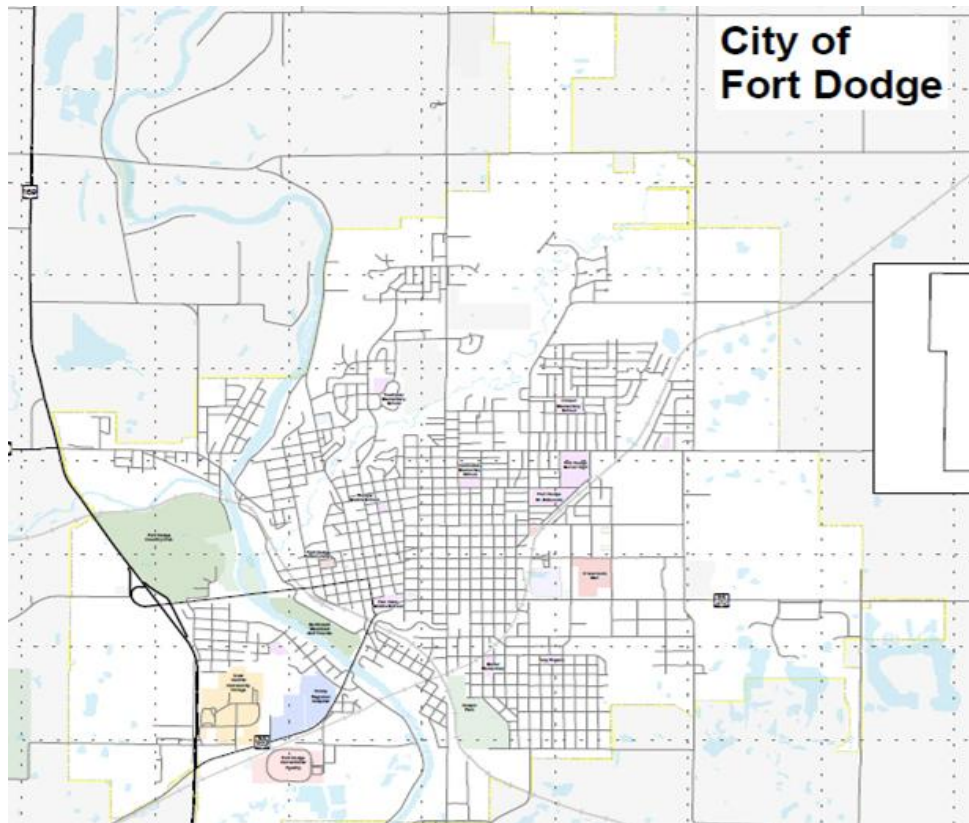
## II. INVENTORY

### A. Public Transit Providers

There are three public transit providers in Region V. Dodger Area Rapid Transit (DART), the MIDAS Regional Transit Authority and Wright County Transit.

#### 1. DART

Dodger Area Rapid Transit is a small urban system provided by the City of Fort Dodge. The City of Fort Dodge contracts with MIDAS Council of Governments to administer the DART service. As DART is operated by MIDAS, DART has no employees, all employees are provided by MIDAS. DART operates within the city limits of Fort Dodge.



DART provides fixed route, paratransit, intercity bus, and contract services. According to DART's End of the Year Report 18% of the rides provided in FY 2008 were to elderly riders and 32% of the rides were to disabled persons.

There are six fixed routes that operate within the corporate limits of Fort Dodge. This service is available to everyone who wishes to use the service. Fixed routes times of operation are generally from 7:00 AM to 6:00 PM however different routes operation hours may vary.

Route #1 – Community College/Riverside  
7:00 AM – 5:30 PM varies

Serves the southwest corner of Fort Dodge to Trinity Regional Hospital, Friendship Haven Nursing Home, Iowa Central Community College, Westridge Town homes, Riverside Elementary School, and Fair Oaks Middle School.

**Route #2 – Hillcrest**

7:00 – 8:00 AM and 2:00 – 5:00 PM runs on the half hour.

Serves northwest Fort Dodge, Corpus Christie Church, Hawley Lions Park, Palace Park residential, Hawkeye and 2<sup>nd</sup> Street NW, and Fort Dodge Public Library.

**Route #3 – Expo Pool/North 15<sup>th</sup> Street**

7:00 – 4:30 PM varies

Serves North Central Fort Dodge to include Phillips Middle School, Floral Avenue, Village Green residential, Williams Drive and 14<sup>th</sup> Avenue, Expo Pool, Feelhaver Elementary School, Corpus Christie Church, and Reynolds Park.

**Route #4 – High School/Cooper**

7:00 AM- 5:00 PM varies

Serves northeast/east central Fort Dodge to include Family Video, St Edmonds Catholic School, Fort Dodge Senior High School, Knollcrest area, Cooper School, and Duncombe School.

**Route #5 – Pleasant Valley/Oleson Park**

7:00 AM – 5:30 PM varies

Serves southeast Fort Dodge to include Pleasant Valley, Oleson Park, Butler Elementary School, 7<sup>th</sup> Avenue South and S 17<sup>th</sup> Street, St. Paul Lutheran School, Sacred Heart Church, and the Gordon Willard Alternative School.

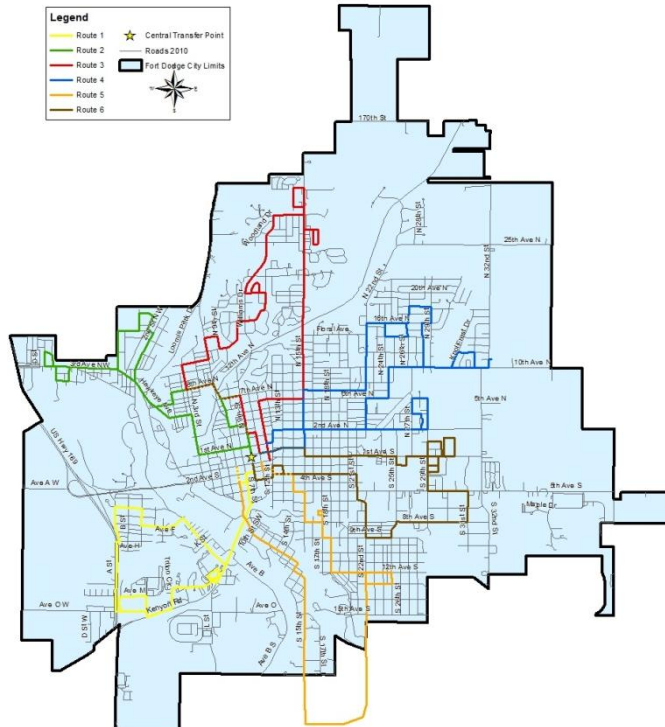
**Route #6 – Crossroads Center/Highland Park**

7:00 AM – 5:00 PM varies

Serves east central Fort Dodge to include the Crossroads Mall, Wal-Mart, Target, Hy-Vee, Holy Rosary Church, Sacred Heart Church, St. Paul Lutheran School and Church, the Blanden Art Gallery, and the Gordon Willard Alternative School.

All routes meet on the hour and/or half hour at the central transfer point of 9<sup>th</sup> and Central.

**DART ROUTE MAP**



Para transit service also operates within the corporate limits of Fort Dodge and is available to those who qualify. To qualify the individual's doctor must complete a form provided by DART. Paratransit services are available 6:45 AM to 6:00 PM, Monday through Friday and 8:00 AM to 12:00 PM on Saturdays. Passengers are requested to schedule service 24 hours in advance. Same day service may be provided if capacity permits. Approximately 17% of DART's total ridership is from paratransit.

The intercity bus service is available 5 days/week, 52 weeks per year. A bus leaves once a day from the DART terminal and goes to the Boondocks where the DART bus meets up with a Jefferson Line bus that will take the passenger on to their destination. The bus will then bring any passengers that were on the Jefferson Line bus that want to go to Fort Dodge. Anyone who purchases a ticket may ride the DART intercity bus. Upon request the bus will serve Webster City. Service to the Boondocks is provided on a handicapped accessible bus. The Jefferson Lines also provides handicapped accessible services.

DART provides services to YOUR Inc. to take children to and from Head Start Preschool. YOUR Inc. provides the buses and the list of clients. DART sets up the routes, provides the driver and maintains the buses. This service is provided during the school year.

DART also provides other contract services to Foster Grandparents, various nursing homes, and United Way.

DART fares are listed below:

	<b>Adult</b>	<b>Student</b>	<b>Senior</b>
Fixed Route	\$1.25	\$.75	\$.75
Paratransit	\$2.50	\$2.50	\$2.50
Monthly Passes	\$55.00	\$33.00	\$33.00
Mileage Service	\$1.26/mile		
Hourly Service	\$25.70/hour		

All DART buses are property of the City of Fort Dodge. In FY 09 DART reported 306,779 vehicle miles. Ages of the buses range from 1985 to 2008. All DART buses are handicapped accessible. A complete inventory of DART buses is listed below.

<b>FLEET ID</b>	<b>DESCRIPTION</b>	<b>EQUIPMENT</b>	<b>CLASS SIZE</b>	<b>ADA</b>
FD27	1994 Thomas	MDB	M32	Y
FD33	1997 ELF	MDB	M28	Y
FD34	1997 ELF	MDB	M28	Y
FD37	1985 Trolley (used)	TM		Y
FD38	1999 Low Trans	MDB	M28	Y
FD40	2001 International Supreme	MDB	M32	Y
FD41	2001 International Supreme	MDB	M32	Y
FD42	2001 International Supreme	MDB	M32	Y
FD43	2002 Chevy	MV		Y
FD44	2002 Ford Eldorado	LDB	176	Y
FD45	2003 Ford Champion	LDB	176	Y
FD46	2003 Ford Champion	LDB	176	Y
FD48	2005 Ford Supreme Startrans	LDB	158E	Y
FD49	2005 Ford Supreme Startrans	LDB	176	Y
FD50	2005 Ford Supreme Startrans	LDB	176	Y
FD51	2005 Ford Supreme Startrans	LDB	176	Y

FD53	2007 Ford	MPT		Y
FD54	1993 Gillig Phantom	MDB	M32	Y
FD55	2008 Chevy Supreme	MDB	M32	Y
FD56	2008 Chevy Supreme	MDB	M32	Y

DART's ridership has seen increases each year until 2008 when ridership has started to decline. FY 2009 ridership declined 22%. While overall ridership declined in 2009 the elderly ridership increased 9% after seeing a decline in 2008.

Year	Total Rides	Para-transit	Elderly Rides	Disabled Rides
2004	216,297	28,287	34,513	36,550
2005	230,584	24,746	31,234	57,507
2006	232,007	34,742	42,419	60,842
2007	240,319	40,923	45,594	39,795
2008	231,727	49,196	40,932	73,471
2009	179,779	18,816	44,819	45,619

Operating expenses have seen a decrease from FY 08 to FY 09 most can be attributed to a decrease in service due to day cares and human service providers purchasing their own vehicles to transport their clients.

YEAR	Revenue	Expenses
2008	\$1,074,646	\$1,039,004
2009	\$1,065,525	\$1,007,565

## 2. MIDAS RTA

The MIDAS Regional Transit Authority (RTA) is a regional system provided. The system is run by MIDAS Council of Governments. The system area covers Calhoun, Hamilton, Humboldt and Pocahontas counties.

The RTA provides demand response service to any individual in Calhoun, Hamilton, Humboldt, and Pocahontas counties. The rider is asked to schedule their trip 24 hours in advance, although limited same day service is available. The individual will be picked up where requested and taken to the destination requested within the City/County of origin. MIDAS has 7 full time administrative staff, 6 part time administrative staff, 3 full time mechanics, 15 full time drivers and 36 part time drivers.

Operation hours vary by county. Hours of operation are listed below:

Calhoun County: 6:45 AM – 6:00 PM, Monday through Friday  
Hamilton County: 5:30 AM – 5:00 PM, Monday through Friday  
Humboldt County: 6:00 AM – 6:00 PM, Monday through Friday  
Pocahontas County: 7:00 AM – 4:00 PM, Monday through Friday

MIDAS RTA also makes transportation services available on a contract basis at nights and weekends. Dispatchers, drivers, mechanics and administrator are available during the regular transit hours.

Fare charges in the region are the same for all counties.



### RTA Fare Structure

	<b>Adult</b>	<b>Student</b>	<b>Senior</b>
Demand Response	\$2.50	\$2.00	\$2.00
Monthly Passes	\$55.00	\$33.00	\$33.00
Mileage Service	\$1.45/mile		
Hourly Service	\$25.70/hour		

MIDAS owns approximately 42 buses and minivans of these 36 are used by the RTA and 6 are used by Wright County. Ages of the buses vary from 1984 to 2009. In FY 09 the RTA ran approximately 434,251 inventory miles. All MIDAS RTA buses are handicapped accessible. A complete inventory of MIDAS buses is listed below.

<b>FLEET ID</b>	<b>DESCRIPTION</b>	<b>EQUIPMENT</b>	<b>CLASS SIZE</b>	<b>ADA</b>
00-1	2000 Ford Eldorado	LDB	176	Y
00-2	2000 Ford Eldorado	LDB	176	Y
00-3	2000 Ford Eldorado	LDB	176	Y
00-4	2000 Ricon Chevy Venture	MV		Y
01-3	2002 Chevy Venture	MV		Y
02-1	2002 Ford Eldorado	LDB	176	Y
02-2	2002 Ford Eldorado	LDB	176	Y
02-3	2002 International Supreme	MDB	M32	Y
03-1	2003 Champion	LDB	158	Y
05-1	2005 05 Ford Supreme Startrans	LDB	176	Y
05-2	2005 05 Ford Supreme Startrans	LDB	158	Y
05-3	2005 05 Ford Supreme Startrans	LDB	158	Y
05-4	2005 05 Ford Supreme Startrans	LDB	176	Y
05-5	2005 05 Ford Supreme Startrans	LDB	158	Y
05-6	2005 05 Ford Supreme Startrans	LDB	176	Y
05-7	2005 05 Ford Supreme Startrans	LDB	176	Y
06-1	2006 Ford Supreme LD Bus	LDB	158	Y
06-4	2006 Light Duty Bus	LDB	176	Y
06-5	2006 LD Bus, 14 Passenger	LDB	176	Y
06-6	2006 Ford Supreme E450	LDB	176	Y
08-1	2008 Chevy	MV		Y
08-2	2008 Ford Eldorado	LDB	158	Y
08-3	2008 Ford Supreme	LDB	176	Y
08-4	2009 Ford Eldorado	LDB	158	Y
08-5	2009 Ford Supreme	LDB	176	Y
09-1	2009 Ford Areoch	LDB	176	Y
09-4	2009 Fort Eldorado	LDB	176	Y
09-5	2009 Fort Eldorado	LDB	176	Y
09-6	2009 Fort Eldorado	LDB	176	Y
09-7	2009 Fort Eldorado	LDB	176	Y
09-8	2009 Fort Eldorado	LDB	176	Y
84-1	1984 Ford	LDB	138	Y
97-4	1997 ELF	MDB	M28	Y
98-4	1998 Goschen	LDB	176	Y

Since 2007 ridership has shown a 9% increase, much of that increase has come from elderly riders. Each ride averages approximately 2 miles.

YEAR	Total Rides	Elderly Rides	Disabled Rides
2007	212,273	46,397	43,877
2008	216,172	49,233	93,841
2009	231,236	61,191	92,435

Operating expenses have increased from FY 08 to FY 09 this is attributed to

Year	Revenue	Expenses
2008	\$1,009,647	\$961,322
2009	\$1,067,424	\$1,048,643

### 3. Wright County Transit

MIDAS provides the buses and bus maintenance. Wright County runs a Demand Response service. Services are provided Monday through Friday from 8:00 AM to 4:00 PM. Wright County sub-contracts out to the cities of Clarion and Eagle Grove to provide public transit within their city. In FY 2009 Wright County provided 29,126 rides and 91,351 revenue miles, an average of 3 miles per ride.

**City of Clarion** – Provides transit service to the residents of the City of Clarion through a contract with Wright County. Service area is the city limits. Hours of operation are from 8:00 AM to 4:00 PM Monday through Friday. There are 2 full and part-time administrative personnel and 3 part-time drivers. The City has one minivan provided by MIDAS. Costs are \$2.00 per person. Service is provided under contract with Wright County Transit.

**City of Eagle Grove** – Provides transit service to the residents of the City of Eagle Grove through a contract with Wright County. Service area is the City of Eagle Grove and Goldfield. Hours of operations are from 9:00 AM to 4:00 PM Monday through Friday. Eagle Grove has one part-time administrative person and 2 part-time drivers. The City has one minivan provided by MIDAS. Costs are \$1.50 per person picked up in Eagle Grove.

MIDAS provides the buses to Wright County and provides bus maintenance. Wright County uses 6 buses, all of which are handicapped accessible.

FLEET ID	DESCRIPTION	EQUIPMENT	CLASS SIZE	ADA
01-2	2002 Chevy Venture	MV		Y
01-3	2002 Chevy Venture	MV		Y
06-2	2006 FORD Supreme Startrans	LDB	176	Y
06-3	2006 FORD Supreme Startrans	LDB	176	Y
09-2	2009 Ford Areoch	LDB	176	Y
09-3	2009 Fort Eldorado	LDB	176	Y

Operating expenses have increased from FY 08 to FY 09 this is attributed to

Year	Revenue	Expenses
2008	\$150,905	\$134,110
2009	\$200,134	\$203,134

## **B. Private and Non-Profit Transportation Providers**

Some of the information on providers was obtained through surveys. However most of those returning a transportation survey did not complete the inventory information. A majority of the information is what was known due to working with providers or observation. No mileage information was provided to MIDAS.

### **1. Bickford Cottage**

This is a retirement facility that provides medical transportation for clients. This facility has at least one van. It is not known if the van is ADA accessible. DART provides some service to this facility.

### **2. Bird Dog Taxi**

This is a for profit agency which provides service in the City of Webster City. This agency has only one automobile which is not ADA accessible.

### **3. Careage House**

A nursing home which provides medical transportation to its residents. This facility has at least one van. MIDAS does not know if the van is ADA accessible. DART provides some service to this facility.

### **4. Childhood Discovery Center**

The center provides transportation for field trips and to preschool/school for children using the day care. The day care has at least 5 fifteen passenger vans. MIDAS does not know if any are ADA accessible. DART used to provide service until the agency purchased vans.

### **5. Elderbridge Agency on Aging**

Elderbridge funds transportation for seniors through existing transportation systems (MIDAS, NIACOG, and Region XII COG). They do not provide direct transportation. Trips funded by Elderbridge are for person 60 and over.

### **6. Foster Grandparents**

Contracts with DART to provide transportation for clients to get from home to schools and back.

### **7. Friendship Haven**

This is a nursing home which provides medical transportation to its residents. This facility has a handicapped accessible bus and a mini-van. DART provides some service to this facility.

### **8. LifeWorks**

ICI uses DART to provide transportation for clients to get from home to workshop and back.

### **9. Marion Home**

A nursing home which provides medical transportation to its residents. This facility has at least one van which MIDAS does not know if it is ADA accessible. DART provides some service to this facility.

10. New Opportunities Inc.

New Opportunities provides transportation to Head Start children to the class room. New Opportunities contracts with MIDAS/DART to provide transportation services. Families pay nothing for this service.

11. Hawkeye Stages

The company is private for profit charter provided. The company has not responded to inquiries but is known to provide touring services both in and out of the region. Buses are stored inside making it difficult to tell how many vehicles they have. MIDAS Northwest has at least 4 vehicles. It is unknown if any are ADA accessible.

12. Opportunity Living

Opportunity Living transports their handicapped clients in Lake City, Rockwell City, Calhoun County and surrounding areas. Hours of operations are from 8:00 AM to 4:30 PM Monday through Friday and as needed on the weekends. There is one full time administrative staff, 8 full time drivers and 5 part time drivers. Opportunity Living contracts with MIDAS to provide buses and one driver. Opportunity Living uses 6 ADA buses.

13. Pocahontas Hospital

The hospital contracts with MIDAS RTA to provide transportation to clients of the hospital Monday through Friday.

14. Retired and Senior Volunteer Program (RSVP)

RSVP Provides transportation to medical appointments through volunteers in the volunteer's automobile. Services provided to low income, senior citizens and DHS clients in Hamilton and Wright Counties. Service is provided Monday through Friday. RSVP has 2 employees and 40 volunteer drivers.

15. SenCar Inc.

A volunteer organization that provides transportation within the City of Belmond. This organization runs Monday through Friday and has one mini-van. Users call to schedule a ride. There is a suggested fee but it is not required.

16. St Paul Church

The church contracts with DART to provide service to members to take them to and from church on Sundays.

17. Tracy's Tots Day Care

Provides transportation for field trips and to preschool/school for children using the day care. The day care has at least 2 fifteen passenger vans. MIDAS does not know if the vans are ADA accessible.

18. Union Taxi Cab

This is a for profit agency that provides service in the City of Fort Dodge. The agency has at least 2 cars which are not ADA accessible.

19. Upper Des Moines Opportunity Inc

Upper Des Moines provides gas vouchers and bus tokens to those who qualify in Webster County.

20. Villa Care Center

The Villa uses DART to provide transportation to medical appointments for clients.

21. Westforks (Previous know as Humboldt Workshop)

The workshop provides some of their own transportation to clients using facility minivans which are not ADA accessible. MIDAS RTA does provide some transportation for clients to get from home to workshop and back.

22. YOUR Inc.

YOUR Inc. transports preschool students in Hamilton, Humboldt, Webster and Wright Counties. Hours of operations are from 8:30 AM to 1:30 PM Monday through Friday. Your Inc. has 4 school type buses and contracts with DART and MIDAS to provide transportation services in Dakota City and Fort Dodge using these vehicles.

23. Greenleaf Nursing Home (Closed)

**C. School Transportation**

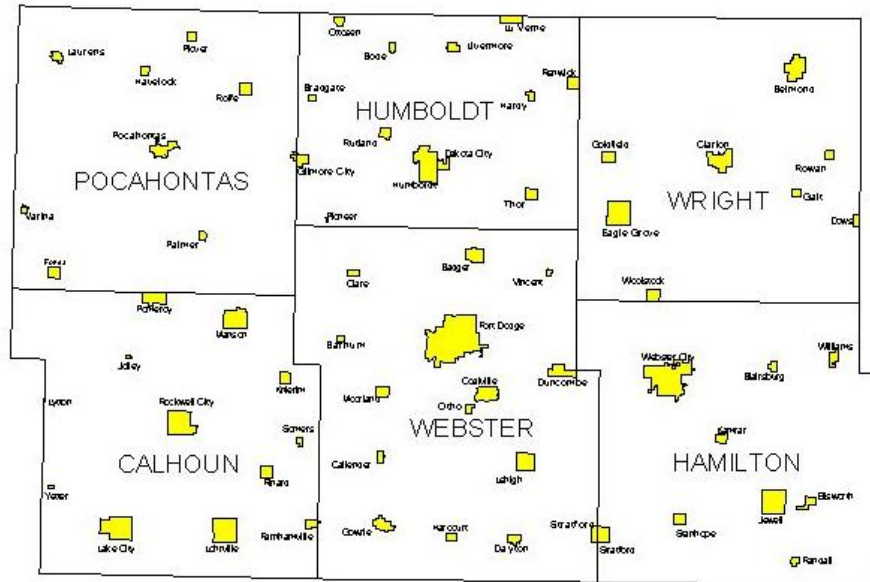
Below are the school districts in the MIDAS region. Each school district provides school transportation for district schools.

### III. NEEDS AND GAP ANALYSIS

#### A. Regional Profile

##### 1. Population

Region V includes the counties of: Calhoun, Hamilton, Humboldt, Pocahontas, Webster and Wright. Together these six counties cover an area of 3,459 square miles. The region consists of 61 cities, only six have a population of 2,500 or greater with the largest being Fort Dodge with a population of 25,136.



Since 1990 Region V has seen a population decrease of 1,306 (1.3%). Hamilton County's population increased 2.3% and Wright County's population increased .5% however, the remaining counties saw population decrease with the largest decrease being Pocahontas County at -9.1%. Five of the six counties in the region had at least one city where the population increased. Out of 61 cities in the region, twenty-six cities had population increases (see Population Chart below). According to Woods and Poole Region V's population is expected to decrease an additional 5% in 2010.

#### REGION V POPULATION CHANGE

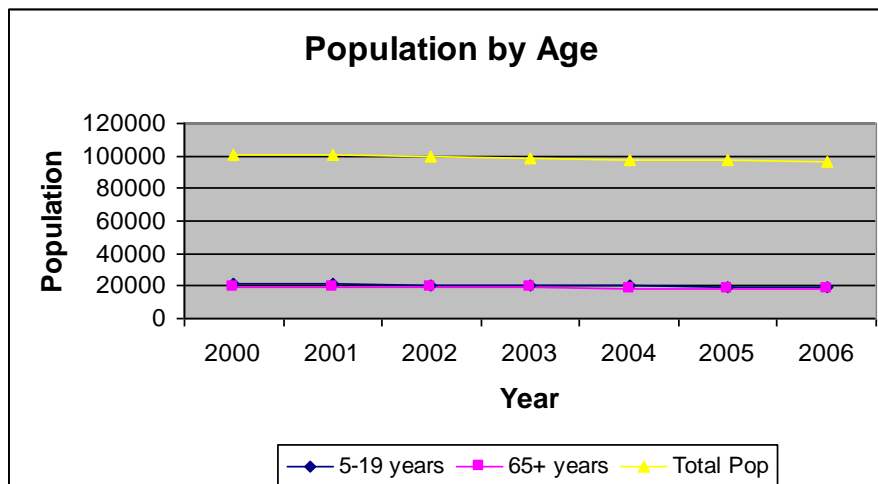
Area	Population		Numeric Change	Percent Change
	2000	1990		
<b>Calhoun County</b>	11,115	11,508	-393	-3.4%
Farnhamville (pt.)	430	414	16	3.9%
Jolley	54	68	-14	-20.6%
Knierim	70	71	-1	-1.4%
Lake City	1787	1,841	-54	-2.9%
Lohrville	431	453	-22	-4.9%
Lytton (pt.)	37	42	-5	-11.9%
Manson	1893	1,844	49	2.7%
Pomeroy	710	762	-52	-6.8%
Rinard	72	71	1	1.4%

Rockwell City	2264	1,981	283	14.3%
Somers	165	161	4	2.5%
Yetter	36	49	-13	-26.5%
Balance of Calhoun County	3,166	3,751	-585	-15.6%
<b>Hamilton County</b>	16,438	16,071	367	2.3%
Blairsburg	235	269	-34	-12.6%
Ellsworth	531	451	80	17.7%
Jewell Junction	1239	1,106	133	12.0%
Kamrar	229	203	26	12.8%
Randall	148	161	-13	-8.1%
Stanhope	488	447	41	9.2%
Stratford (pt.)	720	679	41	6.0%
Webster City	8176	7,894	282	3.6%
Williams	427	368	59	16.0%
Balance of Hamilton County	4,245	4,493	-248	-5.5%
<b>Humboldt County</b>	10,381	10,756	-375	-3.5%
Bode	327	335	-8	-2.4%
Bradgate	101	124	-23	-18.5%
Dakota City	911	1,024	-113	-11.0%
Gilmore City (pt.)	298	319	-21	-6.6%
Hardy	57	47	10	21.3%
Humboldt	4452	4,438	14	0.3%
Livermore	431	436	-5	-1.1%
Lu Verne (pt.)	45	54	-9	-16.7%
Ottosen	61	72	-11	-15.3%
Pioneer	21	46	-25	-54.3%
Renwick	306	287	19	6.6%
Rutland	145	149	-4	-2.7%
Thor	174	205	-31	-15.1%
Balance of Humboldt County	3,052	3,220	-168	-5.2%
<b>Pocahontas County</b>	8,662	9,525	-863	-9.1%
Fonda	648	731	-83	-11.4%
Gilmore City (pt.)	258	241	17	7.1%
Havelock	177	217	-40	-18.4%
Laurens	1476	1,550	-74	-4.8%
Palmer	214	230	-16	-7.0%
Plover	95	101	-6	-5.9%
Pocahontas	1970	2,085	-115	-5.5%
Rolfe	675	721	-46	-6.4%
Varina	90	102	-12	-11.8%
Balance of Pocahontas County	3,059	3,547	-488	-13.8%
<b>Webster County</b>	40,235	40,342	-107	-0.3%
Badger	610	569	41	7.2%
Barnum	195	174	21	12.1%
Callender	424	384	40	10.4%
Clare	190	183	7	3.8%

Dayton	884	818	66	8.1%
Duncombe	474	488	-14	-2.9%
Fort Dodge	25136	25,894	-758	-2.9%
Gowrie	1038	1,028	10	1.0%
Harcourt	340	306	34	11.1%
Lehigh	497	536	-39	-7.3%
Moorland	197	209	-12	-5.7%
Otho	571	529	42	7.9%
Stratford (pt.)	26	36	-10	-27.8%
Vincent	158	185	-27	-14.6%
Balance of Webster County	9,495	9,003	492	5.5%
<b>Wright County</b>	14,334	14,269	65	0.5%
Belmond	2560	2,500	60	2.4%
Clarion	2968	2,703	265	9.8%
Dows (pt.)	570	560	10	1.8%
Eagle Grove	3712	3,671	41	1.1%
Galt	30	43	-13	-30.2%
Goldfield	680	710	-30	-4.2%
Rowan	218	189	29	15.3%
Woolstock	204	212	-8	-3.8%
Balance of Wright County	3,392	3,681	-289	-7.9%

## 2. Age

The 2000 Census indicates that 19% of the region's population is 65 or older while the State of Iowa's 65+ population is 14.9% indicating that Region Vs population is older than much of rest of the State. At the same time 21.6 % of the region's population was between the ages of 5 and 19 compared to 21.9% of the State of Iowa's. Census shows that the 5-19 year of age population in the region grew by 1% and the 65+ population declined by 4%.



## 3. Disabled

Eighteen percent of the region's population ages 5 and over are disabled just higher than the state average of 17%.



### Disabled Population in Region V Ages 5 and Up

	<b>TOTAL POPULATION</b>	<b>DISABILITY POPULATION</b>	<b>% POPULATION DISABLED</b>
<b>State of Iowa</b>	<b>2,686,760</b>	<b>446,665</b>	<b>17%</b>
Calhoun	9,930	1,912	19%
Hamilton	15,184	2,561	17%
Humboldt	9,663	1,725	18%
Pocahontas	8,067	1,336	17%
Webster	35,518	6,477	18%
Wright	13,233	2,339	18%
<b>REGION TOTAL</b>	<b>91,595</b>	<b>16,350</b>	<b>18%</b>

#### 4. Poverty

Approximately 9% of the region's population, as determined by census, is below poverty. 11% of the region's children under the age five are below poverty level while 6.6% of the persons 65+ are below poverty level.

#### Population for Whom Poverty was Determined

		<b>Below poverty</b>	
<b>Area</b>	<b>Total</b>	<b>Number</b>	<b>Percent</b>
Calhoun	10,471	1,054	10.1%
Hamilton	16,224	1,014	6.3%
Humboldt	10,177	843	8.3%
Pocahontas	8,475	771	9.1%
Webster	37,699	3,765	10.0%
Wright	14,007	987	7.0%
<b>TOTAL</b>	<b>97,053</b>	<b>8,434</b>	<b>8.7%</b>

#### 5. Limited English Proficiency (LEP)

According to the 2000 Census 96% of the population in Region V speaks only English. Less than 1 percent of Region V's population doesn't speak English or doesn't speak English well. The largest non English speaking population in the region is the Spanish speaking population. Webster County has the largest Spanish speaking population in the region.

	<b>Speak English Only</b>			<b>Speak English Not Well or Not at All</b>	
	<b>Population</b>	<b>Population</b>	<b>%</b>	<b>Population</b>	<b>%</b>
Calhoun County	10,556	10,296	98%	16	0%
Hamilton County	15,380	14,697	96%	181	1%
Humboldt County	9,824	9,552	97%	86	1%
Pocahontas County	8,236	8,010	97%	39	0%
Webster County	37,665	35,975	96%	343	1%
<u>Wright County</u>	<u>13,530</u>	<u>12,659</u>	<u>94%</u>	<u>277</u>	<u>2%</u>
<b>TOTAL</b>	<b>95,191</b>	<b>91,189</b>	<b>96%</b>	<b>942</b>	<b>1%</b>

MIDAS transit has adopted an implementation plan on language assistance for limited English proficient persons. The plan calls for vital documents to be translated into the identified targeted language when a minority LEP population in the region is at least 5%. All though the LEP population in the region is on 4% of the population the MIDAS transit

has translated their riders guide into Spanish in response to the increasing Hispanic population.

#### B. Input

Human Service input on transportation needs is gathered from County Human Service provider meetings and through surveys. Offering extended hours/weekend, lower fares, non emergency transportation and transportation outside the region seem to be consistent needs. The region has determined that the needs previously identified remain today in varying degrees.

- Additional funding
- Expanded hours/area/service
- Affordability for everyone regardless of purpose for everyone
- Transportation to non-emergency medical appointments in and out of the area.
- Lack of Funding/Resources
- Capital Expenditures to include: maintenance and replacement of agency facilities and vehicles, upgrade of fleets, surveillance cameras in vehicles, storage facilities for vehicles, Interactive Voice Response program for scheduling service.
- Lack of Volunteers
- Continued and improved coordination
- Need for general safety and driver training
- Marketing of service

#### C. Previously Recommended Projects

- Since Electrolux in Webster City has shut down the shuttle to take employees from Fort Dodge to Webster City and back has shifted to bringing employees that have been laid off from Webster City to Iowa Central Community College in Fort Dodge to attend classes. MIDAS has provided 342 rides in FY 2012 but only 73 rides from July 1, 2012 through December 31, 2012. MIDAS received funding from Job Access and Reverse Commute (JARC) for this service in 2011 and received additional funding in FY 2012. As the transportation bill Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP21) has combined rural JARC funding in with operations funding along with the limited ridership seen for this service MIDAS is examining the possibility of stopping this service.
- Operating funds continues to be for the support the operations of the transit systems.
- DART and MIDAS have received funding to replace vehicles however due to the limited local match for DART at least one vehicle had to forgo replacement for 2013 funding.
- Planning funds continue to be used for MIDAS planning staff to work on transit issues.
- Pocahontas County Transit Facility scheduled for FY 2014 has been switch with a Transit Facility in Humboldt County in 2016 as Humboldt has more buses to house.
- Vehicle with 22 passenger bus equipped with CEW seating to serve as a backup for Head Start Services has not received funding.
- Little interest has been shown for a regional mobility manager so this project is no longer under consideration.

#### D. Recent Developments

In March of 2011 over 800 employees were laid off when Electrolux shut down. MIDAS has changed the employee shuttle from taking employees from Fort Dodge to work in Webster City and back to taking ex-employees from Webster City to ICCC in Fort Dodge to attend re-education courses being provided by ICCC for the laid off employees. However as many of the

Electrolux employees have finished their courses use of the service has declined thus MIDAS is considering dropping this service.

Two businesses employing a 100 or more employees will be opening in 2013-2014. These businesses are located in the Webster County Ag Park just west of Fort Dodge off Highway 7. MIDAS is looking at the possibility of offering employee transportation from outlying cities and counties to these new facilities.

The region saw a reduction in State Transit Assistance (STA) and (Federal Transit Authority) (FTA) operations funding for DART in FY 2013. The City of Fort Dodge also decreased the funding they provide for transit services for FY2013. This reduction in funding has resulted in removing/reducing routes and an increase in transit fares. However FY 2014 FTA and STA funding levels show an increase due to the revamp in the program by MAP21.

MIDAS RTA also saw a reduction in STA and FTA numbers in FY 2013. MIDAS will be keeping a close eye on expenses but no service reductions are being put in place at this time. As with DART the FTA and STA funding levels are predicted to increase for FY 2014 due to the revamp of programs by MAP21.

Replacing vehicles after they reach their useful life has been identified as a need for the region; however MIDAS and DART will have to be selective in the number of vehicles which can be replaced due to the lack of local match. Though MAP21 has provided a much needed increase in operations funding the State of Iowa saw a decrease in capital funding through this program. The IDOT did supplement this funding by providing \$3,000,000 in CMAQ funds for bus replacement however this funding requires a 20% local match 5% higher than the limited capital funds provided by MAP21 and 3% higher than the past SAFETEA-LU capital funding. With the limited available local match the region could see a growing older bus fleet.

#### E. Service Needs

Human service providers have mentioned the needs to provide transportation nights and weekends for their clients. In order to provide extended service the largest need would be funding. Additional drivers and buses would also be needed to provide expanded services.

Human Service providers identify providing transportation to medical facility outside of individual counties and the region on an as needed basis as a need.

#### F. Management Needs

If MIDAS were to expand the transit hours in the region more drivers would be needed. MIDAS has had issues in the past with finding enough drivers; even in this time of increasing unemployment finding drivers that will work part time hours is a struggle.

With the use of intelligent transportation systems the need to keep updated computers is close to mandatory in order to operate the software. With decreases in revenues it is a struggle to find funds to replace computers in the dispatch office.

MIDAS has never had enough funds to budget for the necessary funds to market the transit programs. Surveys have shown that many people in the region do not know about the transit surveys provided.

#### G. Fleet Needs

Maintaining the current fleet of vehicles has always been a priority of MIDAS/DART. When MIDAS/DART loses buses due to maintenance, accidents, and age service has to be curtailed

as there are only a couple of backup vehicles within the systems. MIDAS has a need for additional backup funds.

Additional buses will be needed if MIDAS is to expand services.

#### H. Facility needs

MIDAS has identified the need for bus storage facilities in the counties. MIDAS rents office facilities in every county and owns the building located in Fort Dodge and in Webster City. Now two of the region's counties store their buses inside. MIDAS is working with Wright County Transit to construct a facility in Clarion, Iowa. Storing buses inside expands the life of the body of the bus and provides increased security. MIDAS would like to build facilities in Calhoun, Humboldt, Pocahontas and Wright counties where buses are housed.

#### I. Summarization

Projects identified that would satisfy the transportation needs identified. Not all the needs that have been identified can be met without a substantial increase in funding. Based on information provided the following projects have been identified to help meet the needs in the region. Projects are not necessary in order of priority.

<b>NEED</b>	<b>POSSIBLE SOLUTIONS</b>
<p>Funding/Resources – (Lack of)</p> <ul style="list-style-type: none"> <li>• Need for additional dispatch and driver staff if extended and new services are offered.</li> <li>• Need to increase mileage reimbursement to volunteers and funding to provide the increase.</li> <li>• Need for increased financial assistance</li> <li>• Cost of service</li> <li>• Being able to assist with tokens or gas more frequently. Goes back to cost</li> <li>• Lack of Vouchers for Gas</li> <li>• Transportation for people who don't qualify for programs</li> <li>• Marketing funds to let people know what services are available.</li> </ul>	<ul style="list-style-type: none"> <li>- Seeking new funding to increase driver pay and benefits for paid drivers and mileage reimbursement for volunteer drivers.</li> <li>- Storage in Fort Dodge for Head Start buses.</li> <li>- 22 passenger bus with CEW (child seat) seating for DART to use as backup bus for Head Start services.</li> <li>- Hire a mobility manager for the region.</li> </ul>
<p>Expanded hours/Areas</p> <p>Expand Hours</p> <ul style="list-style-type: none"> <li>• Early morning service</li> <li>• Night service</li> <li>• Weekend Service</li> <li>• Holiday Service</li> </ul> <p>Expand Area</p> <ul style="list-style-type: none"> <li>• Service in Webster County outside of Fort Dodge</li> <li>• Transportation to and from cities/counties outside of Fort Dodge</li> </ul>	<ul style="list-style-type: none"> <li>- Continuing to offer the weekend and holiday service provided for by DART in Fort Dodge.</li> <li>- Extend DART daily route and paratransit service one hour.</li> <li>- Provide a route service from Pomeroy to the City of Manson.</li> <li>- Expand regional transit service to cover Webster County other than the City of Fort Dodge.</li> <li>- Expand regional and DART transit service hours to 5:30 AM to 12:00 AM.</li> <li>- Expand regional and DART service to offer transit service on weekends.</li> </ul>

<ul style="list-style-type: none"> <li>• Expand service area beyond current area.</li> <li>• Extended service to particular sites.</li> </ul> <p>Expand Service</p> <ul style="list-style-type: none"> <li>• Employment Service</li> <li>• Medical Service</li> <li>• Transportation on short notice.</li> <li>• Additional elderly service</li> <li>• Service for children who do not qualify for the school bus program</li> <li>• Recreational service</li> <li>• Demand/response services are lacking</li> </ul>	<ul style="list-style-type: none"> <li>- Offer more frequent headways to DARTS current route service. Headways to be reduced to 15 minutes and 30 minutes. Current Headways are 30 minutes to 2 hours.</li> <li>- Provided transportation for employees to work from one county to another.</li> <li>- Provide a transit shut from Webster City to ICCC in Fort Dodge for Electrolux Employees that have been laid off.</li> </ul>
<p>Capital Expenditures</p> <ul style="list-style-type: none"> <li>• Maintenance/Replacement of agency facilities</li> <li>• Maintenance/Replacement of agency vehicles</li> <li>• Upgrade all vans in the fleet to Light Duty Buses.</li> <li>• Fitting all buses with surveillance cameras-security.</li> <li>• Storage facilities for buses in Humboldt, Webster City, Pocahontas, Calhoun and Wright Counties.</li> <li>• Security for DART and RTA facilities</li> </ul>	<ul style="list-style-type: none"> <li>- Replacement of transit vehicles as reach useful life.</li> <li>- Building storage facilities in Calhoun, Humboldt, Pocahontas and Wright Counties for transit buses.</li> <li>- Installation of security cameras in transit facilities.</li> <li>- Storage in Fort Dodge for Head Start buses.</li> <li>- 22 passenger bus with CEW (child seat) seating for DART to use as backup bus for Head Start services.</li> </ul>
<p>Transportation to non-emergent medical appointments in and out of the area.</p>	<ul style="list-style-type: none"> <li>- Expanding service in Wright County to include a route service from Wright County to the Mason City Hospital.</li> </ul>
<p>Volunteers – Lack of Volunteers</p>	<ul style="list-style-type: none"> <li>- Seeking new funding to increase driver pay and benefits for paid drivers and mileage reimbursement for volunteer drivers.</li> </ul>
<p>Coordination – continue and improve</p> <ul style="list-style-type: none"> <li>• Volunteers (time to coordinate)</li> </ul>	<ul style="list-style-type: none"> <li>- Establish a regional Task Force to look at the feasibility of combining the out of region trips that are currently being provided.</li> <li>- Hire mobility manager</li> </ul>
<p>Affordability for everyone regardless of purpose for everyone</p> <ul style="list-style-type: none"> <li>• No cost service</li> <li>• Money</li> <li>• Lack of funds to support transportation services</li> </ul>	
<p>Training</p> <ul style="list-style-type: none"> <li>– Drivers</li> <li>– General safety</li> </ul>	<ul style="list-style-type: none"> <li>– Install backup systems in buses.</li> </ul>

#### IV. FUNDING

##### A. DART

Following is a list of federal, state and local funds available to include the amount DART will receive from the programs.

##### 1. Federal Programs

- a. Section 5303 Metropolitan Planning Program - This is a FTA program to support planning activities in metropolitan areas on an 80% federal, 20% non-federal basis. By law, the state is the direct recipient of the funding. In Iowa, these funds are administered by the Iowa DOT's Office of Systems Planning and are distributed to each of the state's Metropolitan Planning Organizations (MPOs). Annual allocations of 5303 funds are based on a formula that distributes 1/3 of the funds based on the 1990 urban area population, 1/3 based on the 2000 urban area population and the last 1/3 is equally distributed. The 5303 funds are administered jointly with Metropolitan Planning "PL" funds available through the Federal Highway Administration as part of a Consolidated Planning Grant. The 5303 and PL funds can support any MPO costs related to intermodal transportation planning activities for the urbanized area.

It is not anticipated that DART will receive these funds.

- b. Section 5304 Statewide Planning Program - These funds are intended to support transit planning in addition to what is conducted by the individual MPOs. By law, the state is the direct recipient of the funding. Iowa uses these funds, along with Planning Affiliations 5311 funds set aside specifically for planning, to support a system of Regional (RPAs). The RPAs are responsible for local intermodal transportation planning in areas of the state not included in a Metropolitan Planning Organization. Iowa DOT's Office of Systems Planning serves as the direct recipient of these funds. The combined 5304 and 5311 planning funds are allocated among the state's 18 RPAs based on half of the funds being evenly distributed among the RPAs, 25% distributed on the basis of population and 25% on the basis of the number of counties within the region.

It is not anticipated that DART will receive these funds.

- c. Section 5307 Urbanized Area Formula Program - This is a federal program for support of urban transit systems serving communities with more than 50,000 population.

In all urbanized areas, 5307 funds can be used for capital improvements, including preventive maintenance activities, or planning activities on an 80% federal, 20% non-federal basis. Purchase and installation of special equipment or features required by the Americans with Disabilities Act or the Clean Air Act Amendments, and certain bicycle accommodation projects are eligible for 90% federal assistance. FTA has allowed revenue vehicles with required ADA and clean air equipment to be purchased at a blended participation rate of 83% federal, 17% non-federal.

Transit systems may use up to 10 percent of their total 5307 funds to pay for ADA paratransit costs on an 80% federal, 20% non-federal basis. Each area over 200,000 population receives its own 5307 allocation directly from FTA. The allocations are based partially on population and population density, and partially on performance factors, including passenger miles of service provided.

Each state receives a single allocation of 5307 funds for use in the smaller urbanized areas (with population from 50,000-200,000). This 'Governor's Apportionment' includes

a base allocation calculated strictly on population and population density of the state's communities in that size range, plus a "growing states" allocation, based on projected population growth. There is also now a "small transit intensive cities" tier that provides additional funding if any of the small urbanized areas in the state exceed the average performance of the larger communities across the nation on one or more of six specified performance measures. The state is responsible for deciding how 5307 Governor's Apportionment funds are distributed. Ames, University of Iowa's Campus, Cedar Rapids, Coralville, Dubuque, Iowa City, Sioux City, and Waterloo all receive funding from the Iowa Governor's Apportionment. (Sioux City also receives funding from the Nebraska and South Dakota Governor's Apportionments.) In addition to capital and planning uses, funding for these smaller urbanized areas can also be used to support operating deficit. Funds for operating support must be matched by non-federal funds (other than passenger revenues) on a dollar-for-dollar basis.

The Iowa DOT determines the allocation of the 5307 Governor's Apportionment funds after the federal appropriation process is completed (usually sometime from October to December).

It is not anticipated that DART will receive these funds.

- d. Section 5309 Capital Investment Program – This is a federal program for support of transit capital needs that exceed what can be funded under the federal formula programs. All public transit systems are eligible for these funds. Public agencies may receive these funds directly. Private non-profit transit agencies may not apply directly, but can be part of a statewide application. This federal program provides discretionary funding of transit capital improvements on an 80% federal, 20% non-federal matching basis (83% federal, 17% non-federal for vehicles equipped to meet ADA and Clean Air standards). In most recent years, all 5309 funding has been earmarked by Congress through the authorization or appropriation processes. Iowa's Congressional delegation has been successful in capturing a portion of these funds for both individual system earmarks and a statewide bus earmark. The statewide funds are allocated to rollingstock replacement/rehabilitation projects in the Statewide Transportation Improvement Program (STIP) using a ranking process based on the age and accumulated mileage of vehicles being replaced/rehabilitated.

\$ 418,625 budgeted

- e. Section 5310 Special Needs Program – This is a federal program for support of transit services serving elderly and disabled persons. These funds are allocated to Iowa on the basis of the number of persons who are elderly or have disabilities within the state compared to other states. By law, the state is the direct recipient of the funding. Public agencies responsible for coordinating human service transportation are eligible, as are private not-for-profit agencies. Because Iowa requires the designated public transit systems to coordinate all publicly-funded passenger transportation services, Iowa distributes these funds to the public transit agencies. The funds may be used for the cost of contracted operations, equipment and passenger or vehicle shelters on an 80% federal, and 20% non-federal basis. Purchase of vehicles equipped for access by persons with disabilities can be funded at 83% federal participation. Facilities other than passenger or vehicle shelters are not eligible.

The Iowa DOT's Office of Public Transit (OPT) is the recipient of the 5310 funds from FTA. Seventy percent of the annual funding is distributed to Iowa's large urban transit systems to support services to qualifying persons living in urbanized areas. These funds are distributed based on the same formula used for the rural systems, but with each transit system developing its own eligible project. The remaining 30% of the funds

are administered and distributed in conjunction with Non-urbanized Area Formula Program 5311 funds. To simplify administration, the 5310 funds going to rural systems are only distributed to transit systems that purchase contracted transportation services. All projects using 5310 funding must derive from the Passenger Transportation Development Plan (TPDP) prepared by the respective metropolitan or regional planning agency through their joint public transit/human service transportation planning process. All services supported with 5310 funding must be operated open to the general public. (Complementary ADA paratransit meets this requirement, so long as it matches up with an urban transit system's fixed-route hours and service area.)

It is not anticipated that DART will receive these funds.

- f. Section 5311 Non-urbanized Area Formula Program – This federal program supports transit activities in rural areas and communities with less than 50,000 population. These funds are allocated to Iowa based on the number of persons living outside urbanized areas compared to other states. By law, the state is the direct recipient of the funding. Iowa DOT serves as the direct recipient of the funds, through both the Office of Public Transit (OPT) and the Office of Systems Planning. The OPT administers the bulk of the 5311 funding that is provided to small urban and regional transit systems, as well as the 15% of the annual apportionment, that in conformance with federal law, is utilized to support intercity bus services. The Office of Systems Planning administers that portion of the 5311 funds that are combined with the 5304 funding to support rural transit and intermodal planning activities.

The portion of the 5311 funds used for support of public transit services in Iowa is administered in conjunction with the rural portion of the 5310 funding. The 5311 funds may be used to support operating deficits (potentially on a 50% federal, 50% non-federal match), capital purchases (on an 80% federal, 20% non-federal match or 83% federal, 17% non-federal for vehicles meeting ADA and Clean Air standards), or planning activities (on an 80% federal, 20% non-federal match). State policy does not allow local transit administration costs for public transit systems to be treated any differently than operating expenses.

The Iowa DOT formula allocating 5310 and 5311 funds uses the past year's performance statistics. The amount of formula funds to be distributed to small urban systems versus regional systems is determined by comparing the "net public deficit" (unrestricted tax support) for all urban systems to that for all regional systems. The individual allocations to small urban systems are then determined on the basis of 50 percent of the percentage of total small urban ridership accomplished by that system and 50 percent of the percentage of total small urban revenue miles provided by the individual system. Individual allocations for regional systems are based on 40 percent of the system's percentage contribution to total regional transit ridership and 60 percent on the system's percentage contribution to total regional revenue miles.

The formula apportionment funds received by each system must be used to support services open to the public. This would include eligible transit capital or operating expenses as defined by the federal government. The decision of how the formula funds are programmed is a part of the local transportation planning and programming process conducted through the regional planning affiliation. OPT provides a projection of the formula funding that will be available to each system for the coming state fiscal year in early December, in order to facilitate integration of the 5311 programming process with the annual preparation of the Passenger Transportation Development Plan (PTDP) and the regional Transportation Improvement Program (TIP).



The OPT decides which agencies will receive 5310 funds versus 5311 funds, based on how the transit systems will use the monies. At present, most transit systems choose to use their formula funds for support of transit service costs. The 5310 funds are targeted to systems that purchase services from sub-providers, and 5311 funds are targeted first to systems that provide their services directly. To the extent that any system proposes to use its 5310/5311 allocation for purchase of rolling stock to operate within an urbanized area, 5310 funds will be used (and the project will be included in that urbanized area's Transportation Improvement Program (TIP).) If facility improvements are programmed with the formula funds, 5311 funding will be used.

\$320,260 budgeted

- g. Section 5311(b)(3) Rural Transit Assistance Program (RTAP) – This federal program provides a source of funding to assist in the design and implementation of training and technical assistance programs and other support services tailored to meet the specific needs of transit operators in non-urbanized areas (less than 50,000 in population). By law, the state is the direct recipient of the funding. In Iowa, the DOT's OPT serves as the recipient of these funds.

Iowa's RTAP funds are mainly used to provide local transit agencies training fellowships. The fellowships pay 50 percent of the cost for Iowa's small urban and regional transit systems and their planners to attend Iowa DOT sponsored seminars, as well as transit-related courses or conferences sponsored by other groups. Transit systems may also be reimbursed for training held in-house. A parallel program funded with state transit assistance (STA) funds pays for costs incurred by large urban systems and their planners.

\$1,600 budgeted

- h. Section 5311(f) Intercity Bus Assistance Program - A minimum of 15 percent of each year's non-urbanized formula funds allocated to Iowa under the 5311 program is required to be set aside to support intercity bus transportation. Iowa's Intercity Bus Assistance Program is intended to support intercity bus service in rural and small urban areas. Private-for-profit companies, private non-profit corporations, or public entities may apply for this funding. Eligible bus service must make convenient connections to the existing national intercity bus network. Connections to Amtrak or passenger air service terminals are desirable. Service strictly for commuter purposes is not eligible. Projects may include operating assistance, capital assistance, planning, or administrative costs such as marketing and insurance.

The Iowa Intercity Bus Assistance Program includes funding in four categories of projects:

- Category 1 is support for continuation of existing services. Funding is available for providers of existing intercity bus service that apply and agree to reporting requirements. Category 1 projects pay \$0.10/revenue mile of scheduled route service that is justified based on preventive maintenance costs.
- Category 2 is support for new and expanded intercity bus service or feeders connecting to existing intercity bus services. It is not intended to support duplication of existing services. Projects pay up to \$0.50/mile based on preventive maintenance, insurance and administrative costs, and operating support for a maximum of two years. After two years, the service may receive support under Category 1.

- Category 3 is support for marketing of existing and new services. Preference is for cooperative projects with involvement by communities served. Projects may pay up to 80% of project administration/marketing costs.
- Category 4 supports facility improvements or equipment purchases necessary for the support of existing or new intercity bus services. Projects pay up to 80% of approved project amounts (83% for purchase of accessible vehicles or 90% on accessibility retrofits of existing vehicles) based on actual costs.

The Intercity Bus Assistance Program is included as a statewide total in the Statewide Transportation Improvement Program (STIP). Annual intercity bus assistance applications must be received by OPT by the first business day of October for projects to begin in January. Project selections are finalized by December.

\$7,500 budgeted

- i. **Section 5316 Job Access and Reverse Commute Program (JARC)** – This is a federal program established to provide transportation services to access employment opportunities and support services (such as training and child care) for welfare recipients and low-income individuals. Services designed for these purposes may be used by the general public for any trip purpose.

Each urbanized area over 200,000 population receives a separate annual apportionment of funding, and each state receives both an apportionment for use in urbanized areas under 200,000 population and a second apportionment for use in non-urbanized areas. The federal apportionments are based on census data concerning the number of low income individuals in each area, but the law requires that a competitive project selection process must be administered for each of these apportionment areas.

All projects must derive from the area's Passenger Transportation Development Plan (PTDP), developed through collaboration of public transit and human service interests. Required match (50% of net cost for operating projects and 80% for capital [83% for ADA vehicles]) can come from any non-DOT federal funds, as well as from state or local government or from private sources.

The OPT accepts applications for JARC projects under the small urbanized areas apportionment or the non-urbanized areas apportionment as part of its Consolidated Transit Funding Application due the first business day of May each year. If any funding remains unobligated after those applications are processed, a second round of applications may be solicited.

The competitive application process in the Des Moines, Omaha-Council Bluffs and Quad Cities areas are each administered locally. For more information contact DART (Des Moines Area Regional Transit), MAPA (Omaha/Council Bluffs MPO) or Bi-State (Quad Cities MPO).

The majority of the grants in Iowa are to transit agencies to extend hours into the evenings and weekends. Other projects established new services to connect employment centers not previously served by transit, or purchased vehicles used for service expansions.

It is not anticipated that DART will receive these funds.

- j. Section 5317 New Freedom Program – This is a federal program established under SAFETEA-LU to support new services or accommodations for persons with disabilities that go beyond the minimums established by the rules implementing the Americans with Disabilities Act. “New” is defined as projects that were not implemented or programmed prior to the signing of SAFETEA-LU (August 10, 2005).

As with the JARC program, each urbanized area over 200,000 population receives a separate annual apportionment of funding, and each state receives both an apportionment for use in urbanized areas under 200,000 population and a second apportionment for use in non-urbanized areas. The federal apportionments are based on census data concerning the number of persons with disabilities in each area, but the law requires that a competitive project selection process must be administered for each of these apportionments.

All projects must derive from the area’s Passenger Transportation Development Plan (PTDP), developed through collaboration of public transit and human service interests. Required match (50% of net cost for operating projects and 80% for capital [83% for ADA vehicles]) can come from any non-DOT federal funds, as well as from state or local government or from private sources.

The OPT accepts applications for New Freedom projects under the small urbanized areas apportionment or the non-urbanized areas apportionment as part of its Consolidated Transit Funding Application due the first business day of May each year. If any funding remains unobligated after those applications are processed, a second round of applications may be solicited.

The competitive application process in the Des Moines, Omaha-Council Bluffs and Quad Cities areas are each administered locally.

It is not anticipated that DART will receive these funds.

- k. Iowa Clean Air Attainment Program (ICAAP) –This program is one of the five core funding programs of the Federal Highway Administration (FHWA) that can be flexed between highway, transit or bicycle/pedestrian uses. Nationally, the Congestion Mitigation/Air Quality (CMAQ) program is intended to fund transportation projects to assist metropolitan areas in violation of Clean Air Act standards. In those states with areas in violation, much or all of the CMAQ monies must be spent in the affected areas for projects conforming to a state air quality implementation plan. Because Iowa does not have any area in violation of transportation-related federal clean air standards, the state receives a minimum allocation of CMAQ funding that can be used anywhere in the state for any purpose for which STP funds can be used on the same 80% federal, 20% non-federal basis.

In Iowa, funds are programmed for highway or transit projects through a statewide application process based on the project’s anticipated air quality or congestion relief benefits. Applications are due the first business day of October for projects to begin the following federal fiscal year. Project selections are determined in February. When ICAAP funds are programmed for transit projects, funding is transferred from FHWA to FTA for administration through the statewide grant under either the 5307 or 5311 programs depending on whether the projects are in urbanized or non-urbanized areas.

It is not anticipated that DART will receive these funds.

- I. Surface Transportation Program (STP) – This is another of FHWA's core programs. These funds come to the state based on a number of factors including vehicle miles of travel, highway lane miles and the number and size of bridges. The funds can be used for roadway, transit capital projects, pedestrian/bikeway projects, or intermodal planning projects on an 80% federal, 20% local basis. In Iowa, a portion of these funds is programmed by local governments acting through metropolitan or regional planning agencies. Nearly all of Iowa RPAs and some MPOs fund a portion of their intermodal transportation planning activities from STP funds. Most transit systems have also been successful in receiving STP funding from their local MPO or RPA. When programmed for transit or planning projects, these funds are transferred from FHWA to FTA for administration, either through a direct 5307 grant for large urban transit systems, through a statewide 5311 grant for small urban or regional systems, or through the statewide consolidated planning grant for planning projects. OPT administers the statewide grant for individual small urban and regional transit systems. The Office of Systems Planning administers the planning grant.

It is not anticipated that DART will receive these funds for this FY.

- m. Over-the-Road Bus Accessibility Program (OTRB) – Grants are provided directly from FTA to operators of over-the-road buses to help finance incremental capital and training costs to implement the final accessibility rule under the Americans with Disabilities Act (ADA). Providers of intercity fixed-route service, commuter service, and charter and tour service may apply directly to FTA for annual grants. FTA announces its solicitation for applications each year through a notice in the Federal Register.

It is not anticipated that DART will receive these funds.

## 2. State Programs

The State of Iowa currently offers six programs providing financial assistance to public transit systems.

- a. State Transit Assistance (STA) – All public transit systems are eligible for funding under the STA program, which began in 1976. Since 1984, STA funding has been derived from a dedicated portion (currently 1/20th) of the first four cents of the state “use tax” imposed on the sale of motor vehicles and accessory equipment. STA funds are provided to support public transit services and may be used for either operating or capital projects.

STA Formula Program - The majority of the state transit assistance funds received in a fiscal year are distributed to individual transit systems on the basis of a formula using performance statistics from the most recent available year. Each month, the dollars received in the fund during the prior month are allocated to the transit agencies. These funds can be used by the public transit system for operating, capital or planning expenses related to the provision of open-to-the-public passenger transportation.

The STA formula funds are first split between urban and regional systems on the basis of total revenue miles of service provided by each group. The funds are then split among individual systems in each category, 50 percent on the basis of locally determined income (LDI), 25 percent on the basis of rides per dollar of expense, and 25 percent on the basis of revenue miles per dollar of expenditure. OPT calculates LDI by subtracting FTA and STA formula funds from the system's operating expenses.

\$182,381 budgeted

- b. STA Special Projects - Each year up to \$300,000 of the total STA funds are set aside to fund “special projects.” These can include grants to individual systems to support transit services which are developed in conjunction with human service agencies, or statewide projects to improve public transit in Iowa through such means as technical training for transit system or planning agency personnel, statewide marketing campaigns, etc.

The Coordination Special Projects are considered an “immediate opportunity” program by the Iowa DOT, meaning that these funds can be applied for at any time of the year as an opportunity arises, provided that funding is still available. Projects are intended to assist with start-up of new services that have been identified as needs by health, employment or human service agencies participating in the Passenger Transportation Development Planning process. Most projects are small in scope and typically will fall within the \$5,000-\$25,000 range. Operating projects may be for up to a two-year duration, with maximum STA participation of 80% of net project cost in the first year and 50% of net project cost in the second year. Capital project may have maximum 80% STA share. Priority is given to projects which include a contribution from human service agencies as well.

A major component of the state-wide Special Projects is a program of transit training fellowships that parallels the RTAP fellowship program described previously. The STA fellowship program focuses on training costs for Iowa’s large urban transit systems and metropolitan planning organizations that are not eligible under RTAP.

The statewide project funds can also be used on statewide transit marketing and projects exploring new transit technologies. The administrative rules provide flexibility for use of the funding.

If not needed for special projects, the money set aside for that purpose may be moved back into the STA formula program for distribution to all systems.

It is not anticipated that DART will receive these funds.

- c. Public Transit Infrastructure Grants – In 2006, the Iowa Legislature established a new program to fund some of the vertical infrastructure needs of Iowa’s transit systems. Applications are accepted as part of the annual Consolidated Transit Funding Program. Projects can involve new construction, reconstruction or remodeling, but must include a vertical component to qualify. They are evaluated based on the anticipated benefits to transit, as well as the ability to have projects completed quickly. The infrastructure program participation in the cost of transit-related elements of a facility project is limited to 80% and cannot, in combination with federal funding, exceed that number. Also no single system can receive more than 40% of the available infrastructure funding in a given year.

It is not anticipated that DART will receive these funds.

- d. Capital Match Revolving Loan Fund (AMOCO Loan) – The capital match revolving loan fund was created by the Iowa Legislature in the early 1980’s with funds from Iowa’s share of the federal government’s petroleum overcharge settlement against the American Oil Company (Amoco.) The loan program is subject to an intergovernmental agreement between the Iowa DOT and the Iowa Department of Natural Resources (DNR). All public transit systems are eligible for loans under this program. The intent of the program is to increase the inherent energy conservation benefits of public transit by expediting the implementation of transit capital projects.

The program allows “no interest” loans to transit systems, which the transit system uses towards the required local match on a federally-funded capital project, paying it back over a negotiated time period as local funds become available. The loan can be used to temporarily fund the entire local match on capital equipment projects or 50% of the required non-federal match on facility projects. Loan recipients may be required to report project energy savings annually to OPT until the loan is repaid.

A project is eligible if it is a transit capital project that is approved for federal funding. The project should be targeted at energy savings.

It is not anticipated that DART will receive these funds.

### 3. Local Funding

The bulk of transit funding in Iowa comes from local sources, especially on the operating side. How systems generate their local financial support varies, but some of the more common sources are as follows:

- a. Passenger Revenues – Fees paid by the passengers is one of the most common sources of local support. This can include monies collected on-board the transit vehicle (usually called “farebox receipts”), as well as prepaid fares from sale of passes or tickets, or fares billed to the passenger after the fact. FTA requires that all passenger revenues be subtracted from the total cost of operating transit service to identify a net operating cost, before eligibility for federal financial support of operations can be calculated.

\$130,541 budgeted

- b. Contract Revenue – Human service agencies, local communities, as well as private businesses are often willing to pay a part or all of the cost for certain types of rides provided as part of the open to the public transit operation. Such subsidies are classified as contract revenues and can count toward the required local match on federal projects.

\$112,352 budgeted

- c. Municipal Transit Levy – Iowa law authorizes municipalities to levy up to 95 cents per \$1,000 assessed valuation to support the cost of a public transit system. Most of Iowa’s larger communities levy for support of their urban transit systems. A number of smaller communities use this authority to generate funding used to support services contracted from their designated regional transit system. (This is something that can be implemented with a simple vote from the city council).

\$217,000 budgeted

DART receives funding for operating from the federal and state governments and from the City of Fort Dodge. The City of Fort Dodge also provides the match for capital projects. Presently the only funding received from human service groups are those DART receives from contracts for service most of which have been in place for more than 5 years. It is expected that the contract with Head Start will be discontinued as DART has to charge full cost since the Head Start Board wishes the service to be restricted to their clients.

## **B. RTA**

RTA expects to receive the following funding in FY 2014.

### **2. Federal Programs**

- a. Section 5303 Metropolitan Planning Program - This is a FTA program to support planning activities in metropolitan areas on an 80% federal, 20% non-federal basis. By law, the state is the direct recipient of the funding. In Iowa, these funds are administered by the Iowa DOT's Office of Systems Planning and are distributed to each of the state's Metropolitan Planning Organizations (MPOs). Annual allocations of 5303 funds are based on a formula that distributes 1/3 of the funds based on the 1990 urban area population, 1/3 based on the 2000 urban area population and the last 1/3 is equally distributed. The 5303 funds are administered jointly with Metropolitan Planning "PL" funds available through the Federal Highway Administration as part of a Consolidated Planning Grant. The 5303 and PL funds can support any MPO costs related to intermodal transportation planning activities for the urbanized area.

It is not anticipated that RTA will receive these funds.

- b. Section 5304 Statewide Planning Program - These funds are intended to support transit planning in addition to what is conducted by the individual MPOs. By law, the state is the direct recipient of the funding. Iowa uses these funds, along with 5311 funds set aside specifically for planning, to support a system of Regional Planning Affiliations (RPAs). The RPAs are responsible for local intermodal transportation planning in areas of the state not included in a Metropolitan Planning Organization. Iowa DOT's Office of Systems Planning serves as the direct recipient of these funds. The combined 5304 and 5311 planning funds are allocated among the state's 18 RPAs based on half of the funds being evenly distributed among the RPAs, 25% distributed on the basis of population and 25% on the basis of the number of counties within the region.

\$120,000 estimated

- c. Section 5307 Urbanized Area Formula Program - This is a federal program for support of urban transit systems serving communities with more than 50,000 population.

In all urbanized areas, 5307 funds can be used for capital improvements, including preventive maintenance activities, or planning activities on an 80% federal, 20% non-federal basis. Purchase and installation of special equipment or features required by the Americans with Disabilities Act or the Clean Air Act Amendments, and certain bicycle accommodation projects are eligible for 90% federal assistance. FTA has allowed revenue vehicles with required ADA and clean air equipment to be purchased at a blended participation rate of 83% federal, 17% non-federal.

Transit systems may use up to 10 percent of their total 5307 funds to pay for ADA paratransit costs on an 80% federal, 20% non-federal basis. Each area over 200,000 population receives its own 5307 allocation directly from FTA. The allocations are based partially on population and population density, and partially on performance factors, including passenger miles of service provided.

Each state receives a single allocation of 5307 funds for use in the smaller urbanized areas (with population from 50,000-200,000). This 'Governor's Apportionment' includes a base allocation calculated strictly on population and population density of the state's communities in that size range, plus a "growing states" allocation, based on projected

population growth. There is also now a “small transit intensive cities” tier that provides additional funding if any of the small urbanized areas in the state exceed the average performance of the larger communities across the nation on one or more of six specified performance measures. The state is responsible for deciding how 5307 Governor’s Apportionment funds are distributed. Ames, University of Iowa’s Cambus, Cedar Rapids, Coralville, Dubuque, Iowa City, Sioux City, and Waterloo all receive funding from the Iowa Governor’s Apportionment. (Sioux City also receives funding from the Nebraska and South Dakota Governor’s Apportionments.) In addition to capital and planning uses, funding for these smaller urbanized areas can also be used to support operating deficit. Funds for operating support must be matched by non-federal funds (other than passenger revenues) on a dollar-for-dollar basis.

The Iowa DOT determines the allocation of the 5307 Governor’s Apportionment funds after the federal appropriation process is completed (usually sometime from October to December).

It is not anticipated that RTA will receive these funds.

- d. Section 5309 Capital Investment Program – This is a federal program for support of transit capital needs that exceed what can be funded under the federal formula programs. All public transit systems are eligible for these funds. Public agencies may receive these funds directly. Private non-profit transit agencies may not apply directly, but can be part of a statewide application. This federal program provides discretionary funding of transit capital improvements on an 80% federal, 20% non-federal matching basis (83% federal, 17% non-federal for vehicles equipped to meet ADA and Clean Air standards). In most recent years, all 5309 funding has been earmarked by Congress through the authorization or appropriation processes. Iowa’s Congressional delegation has been successful in capturing a portion of these funds for both individual system earmarks and a statewide bus earmark. The statewide funds are allocated to rollingstock replacement/rehabilitation projects in the Statewide Transportation Improvement Program (STIP) using a ranking process based on the age and accumulated mileage of vehicles being replaced/rehabilitated.

\$242,295 budgeted

- e. Section 5310 Special Needs Program – This is a federal program for support of transit services serving elderly and disabled persons. These funds are allocated to Iowa on the basis of the number of persons who are elderly or have disabilities within the state compared to other states. By law, the state is the direct recipient of the funding. Public agencies responsible for coordinating human service transportation are eligible, as are private not-for-profit agencies. Because Iowa requires the designated public transit systems to coordinate all publicly-funded passenger transportation services, Iowa distributes these funds to the public transit agencies. The funds may be used for the cost of contracted operations, equipment and passenger or vehicle shelters on an 80% federal, and 20% non-federal basis. Purchase of vehicles equipped for access by persons with disabilities can be funded at 83% federal participation. Facilities other than passenger or vehicle shelters are not eligible.

The Iowa DOT’s Office of Public Transit (OPT) is the recipient of the 5310 funds from FTA. Seventy percent of the annual funding is distributed to Iowa’s large urban transit systems to support services to qualifying persons living in urbanized areas. These funds are distributed based on the same formula used for the rural systems, but with each transit system developing its own eligible project. The remaining 30% of the funds are administered and distributed in conjunction with Non-urbanized Area Formula Program 5311 funds. To simplify administration, the 5310 funds going to rural systems



are only distributed to transit systems that purchase contracted transportation services. All projects using 5310 funding must derive from the Passenger Transportation Development Plan (TPDP) prepared by the respective metropolitan or regional planning agency through their joint public transit/human service transportation planning process. All services supported with 5310 funding must be operated open to the general public. (Complementary ADA paratransit meets this requirement, so long as it matches up with an urban transit system's fixed-route hours and service area.)

It is not anticipated that the RTA will receive these funds.

- f. Section 5311 Non-urbanized Area Formula Program – This federal program supports transit activities in rural areas and communities with less than 50,000 population. These funds are allocated to Iowa based on the number of persons living outside urbanized areas compared to other states. By law, the state is the direct recipient of the funding. Iowa DOT serves as the direct recipient of the funds, through both the Office of Public Transit (OPT) and the Office of Systems Planning. The OPT administers the bulk of the 5311 funding that is provided to small urban and regional transit systems, as well as the 15% of the annual apportionment, that in conformance with federal law, is utilized to support intercity bus services. The Office of Systems Planning administers that portion of the 5311 funds that are combined with the 5304 funding to support rural transit and intermodal planning activities.

The portion of the 5311 funds used for support of public transit services in Iowa is administered in conjunction with the rural portion of the 5310 funding. The 5311 funds may be used to support operating deficits (potentially on a 50% federal, 50% non-federal match), capital purchases (on an 80% federal, 20% non-federal match or 83% federal, 17% non-federal for vehicles meeting ADA and Clean Air standards), or planning activities (on an 80% federal, 20% non-federal match). State policy does not allow local transit administration costs for public transit systems to be treated any differently than operating expenses.

The Iowa DOT formula allocating 5310 and 5311 funds uses the past year's performance statistics. The amount of formula funds to be distributed to small urban systems versus regional systems is determined by comparing the "net public deficit" (unrestricted tax support) for all urban systems to that for all regional systems. The individual allocations to small urban systems are then determined on the basis of 50 percent of the percentage of total small urban ridership accomplished by that system and 50 percent of the percentage of total small urban revenue miles provided by the individual system. Individual allocations for regional systems are based on 40 percent of the system's percentage contribution to total regional transit ridership and 60 percent on the system's percentage contribution to total regional revenue miles.

The formula apportionment funds received by each system must be used to support services open to the public. This would include eligible transit capital or operating expenses as defined by the federal government. The decision of how the formula funds are programmed is a part of the local transportation planning and programming process conducted through the regional planning affiliation. OPT provides a projection of the formula funding that will be available to each system for the coming state fiscal year in early December, in order to facilitate integration of the 5311 programming process with the annual preparation of the Passenger Transportation Development Plan (PTDP) and the regional Transportation Improvement Program (TIP).

The OPT decides which agencies will receive 5310 funds versus 5311 funds, based on how the transit systems will use the monies. At present, most transit systems choose to use their formula funds for support of transit service costs. The 5310 funds are targeted

to systems that purchase services from sub-providers, and 5311 funds are targeted first to systems that provide their services directly. To the extent that any system proposes to use its 5310/5311 allocation for purchase of rolling stock to operate within an urbanized area, 5310 funds will be used (and the project will be included in that urbanized area's Transportation Improvement Program (TIP).) If facility improvements are programmed with the formula funds, 5311 funding will be used.

\$378,169 budgeted

- g. Section 5311(b)(3) Rural Transit Assistance Program (RTAP) – This federal program provides a source of funding to assist in the design and implementation of training and technical assistance programs and other support services tailored to meet the specific needs of transit operators in non-urbanized areas (less than 50,000 in population). By law, the state is the direct recipient of the funding. In Iowa, the DOT's OPT serves as the recipient of these funds.

Iowa's RTAP funds are mainly used to provide local transit agencies training fellowships. The fellowships pay 50 percent of the cost for Iowa's small urban and regional transit systems and their planners to attend Iowa DOT sponsored seminars, as well as transit-related courses or conferences sponsored by other groups. Transit systems may also be reimbursed for training held in-house. A parallel program funded with state transit assistance (STA) funds pays for costs incurred by large urban systems and their planners.

\$1,000 budgeted

- h. Section 5311(f) Intercity Bus Assistance Program - A minimum of 15 percent of each year's non-urbanized formula funds allocated to Iowa under the 5311 program is required to be set aside to support intercity bus transportation. Iowa's Intercity Bus Assistance Program is intended to support intercity bus service in rural and small urban areas. Private-for-profit companies, private non-profit corporations, or public entities may apply for this funding. Eligible bus service must make convenient connections to the existing national intercity bus network. Connections to Amtrak or passenger air service terminals are desirable. Service strictly for commuter purposes is not eligible. Projects may include operating assistance, capital assistance, planning, or administrative costs such as marketing and insurance.

The Iowa Intercity Bus Assistance Program includes funding in four categories of projects:

- Category 1 is support for continuation of existing services. Funding is available for providers of existing intercity bus service that apply and agree to reporting requirements. Category 1 projects pay \$0.10/revenue mile of scheduled route service that is justified based on preventive maintenance costs.
- Category 2 is support for new and expanded intercity bus service or feeders connecting to existing intercity bus services. It is not intended to support duplication of existing services. Projects pay up to \$0.50/mile based on preventive maintenance, insurance and administrative costs, and operating support for a maximum of two years. After two years, the service may receive support under Category 1.

- Category 3 is support for marketing of existing and new services. Preference is for cooperative projects with involvement by communities served. Projects may pay up to 80% of project administration/marketing costs.
- Category 4 supports facility improvements or equipment purchases necessary for the support of existing or new intercity bus services. Projects pay up to 80% of approved project amounts (83% for purchase of accessible vehicles or 90% on accessibility retrofits of existing vehicles) based on actual costs.

The Intercity Bus Assistance Program is included as a statewide total in the Statewide Transportation Improvement Program (STIP). Annual intercity bus assistance applications must be received by OPT by the first business day of October for projects to begin in January. Project selections are finalized by December.

It is not anticipated that the RTA will receive these funds.

- i. Section 5316 Job Access and Reverse Commute Program (JARC) – This is a federal program established to provide transportation services to access employment opportunities and support services (such as training and child care) for welfare recipients and low-income individuals. Services designed for these purposes may be used by the general public for any trip purpose.

Each urbanized area over 200,000 population receives a separate annual apportionment of funding, and each state receives both an apportionment for use in urbanized areas under 200,000 population and a second apportionment for use in non-urbanized areas. The federal apportionments are based on census data concerning the number of low income individuals in each area, but the law requires that a competitive project selection process must be administered for each of these apportionment areas.

All projects must derive from the area's Passenger Transportation Development Plan (PTDP), developed through collaboration of public transit and human service interests. Required match (50% of net cost for operating projects and 80% for capital [83% for ADA vehicles]) can come from any non-DOT federal funds, as well as from state or local government or from private sources.

The OPT accepts applications for JARC projects under the small urbanized areas apportionment or the non-urbanized areas apportionment as part of its Consolidated Transit Funding Application due the first business day of May each year. If any funding remains unobligated after those applications are processed, a second round of applications may be solicited.

The competitive application process in the Des Moines, Omaha-Council Bluffs and Quad Cities areas are each administered locally. For more information contact DART (Des Moines Area Regional Transit), MAPA (Omaha/Council Bluffs MPO) or Bi-State (Quad Cities MPO).

The majority of the grants in Iowa are to transit agencies to extend hours into the evenings and weekends. Other projects established new services to connect employment centers not previously served by transit, or purchased vehicles used for service expansions.

\$0

- j. Section 5317 New Freedom Program – This is a federal program established under SAFETEA-LU to support new services or accommodations for persons with disabilities that go beyond the minimums established by the rules implementing the Americans with Disabilities Act. “New” is defined as projects that were not implemented or programmed prior to the signing of SAFETEA-LU (August 10, 2005).

As with the JARC program, each urbanized area over 200,000 population receives a separate annual apportionment of funding, and each state receives both an apportionment for use in urbanized areas under 200,000 population and a second apportionment for use in non-urbanized areas. The federal apportionments are based on census data concerning the number of persons with disabilities in each area, but the law requires that a competitive project selection process must be administered for each of these apportionments.

All projects must derive from the area’s Passenger Transportation Development Plan (PTDP), developed through collaboration of public transit and human service interests. Required match (50% of net cost for operating projects and 80% for capital [83% for ADA vehicles]) can come from any non-DOT federal funds, as well as from state or local government or from private sources.

The OPT accepts applications for New Freedom projects under the small urbanized areas apportionment or the non-urbanized areas apportionment as part of its Consolidated Transit Funding Application due the first business day of May each year. If any funding remains unobligated after those applications are processed, a second round of applications may be solicited.

The competitive application process in the Des Moines, Omaha-Council Bluffs and Quad Cities areas are each administered locally.

It is not anticipated that the RTA will receive these funds.

- k. Iowa Clean Air Attainment Program (ICAAP) –This program is one of the five core funding programs of the Federal Highway Administration (FHWA) that can be flexed between highway, transit or bicycle/pedestrian uses. Nationally, the Congestion Mitigation/Air Quality (CMAQ) program is intended to fund transportation projects to assist metropolitan areas in violation of Clean Air Act standards. In those states with areas in violation, much or all of the CMAQ monies must be spent in the affected areas for projects conforming to a state air quality implementation plan. Because Iowa does not have any area in violation of transportation-related federal clean air standards, the state receives a minimum allocation of CMAQ funding that can be used anywhere in the state for any purpose for which STP funds can be used on the same 80% federal, 20% non-federal basis.

In Iowa, funds are programmed for highway or transit projects through a statewide application process based on the project’s anticipated air quality or congestion relief benefits. Applications are due the first business day of October for projects to begin the following federal fiscal year. Project selections are determined in February. When ICAAP funds are programmed for transit projects, funding is transferred from FHWA to FTA for administration through the statewide grant under either the 5307 or 5311 programs depending on whether the projects are in urbanized or non-urbanized areas.

It is not anticipated that the RTA will receive these funds.

- I. Surface Transportation Program (STP) – This is another of FHWA's core programs. These funds come to the state based on a number of factors including vehicle miles of travel, highway lane miles and the number and size of bridges. The funds can be used for roadway, transit capital projects, pedestrian/bikeway projects, or intermodal planning projects on an 80% federal, 20% local basis. In Iowa, a portion of these funds is programmed by local governments acting through metropolitan or regional planning agencies. Nearly all of Iowa RPAs and some MPOs fund a portion of their intermodal transportation planning activities from STP funds. Most transit systems have also been successful in receiving STP funding from their local MPO or RPA. When programmed for transit or planning projects, these funds are transferred from FHWA to FTA for administration, either through a direct 5307 grant for large urban transit systems, through a statewide 5311 grant for small urban or regional systems, or through the statewide consolidated planning grant for planning projects. OPT administers the statewide grant for individual small urban and regional transit systems. The Office of Systems Planning administers the planning grant.

It is not anticipated that the RTA will receive these funds.

- m. Over-the-Road Bus Accessibility Program (OTRB) – Grants are provided directly from FTA to operators of over-the-road buses to help finance incremental capital and training costs to implement the final accessibility rule under the Americans with Disabilities Act (ADA). Providers of intercity fixed-route service, commuter service, and charter and tour service may apply directly to FTA for annual grants. FTA announces its solicitation for applications each year through a notice in the Federal Register.

It is not anticipated that the RTA will receive these funds.

### 3. State Programs

The State of Iowa currently offers six programs providing financial assistance to public transit systems.

- a. State Transit Assistance (STA) – All public transit systems are eligible for funding under the STA program, which began in 1976. Since 1984, STA funding has been derived from a dedicated portion (currently 1/20th) of the first four cents of the state “use tax” imposed on the sale of motor vehicles and accessory equipment. STA funds are provided to support public transit services and may be used for either operating or capital projects.

STA Formula Program - The majority of the state transit assistance funds received in a fiscal year are distributed to individual transit systems on the basis of a formula using performance statistics from the most recent available year. Each month, the dollars received in the fund during the prior month are allocated to the transit agencies. These funds can be used by the public transit system for operating, capital or planning expenses related to the provision of open-to-the-public passenger transportation.

The STA formula funds are first split between urban and regional systems on the basis of total revenue miles of service provided by each group. The funds are then split among individual systems in each category, 50 percent on the basis of locally determined income (LDI), 25 percent on the basis of rides per dollar of expense, and 25 percent on the basis of revenue miles per dollar of expenditure. OPT calculates LDI by subtracting FTA and STA formula funds from the system's operating expenses.

\$274,955 budgeted

- b. STA Special Projects - Each year up to \$300,000 of the total STA funds are set aside to fund "special projects." These can include grants to individual systems to support transit services which are developed in conjunction with human service agencies, or statewide projects to improve public transit in Iowa through such means as technical training for transit system or planning agency personnel, statewide marketing campaigns, etc.

The Coordination Special Projects are considered an "immediate opportunity" program by the Iowa DOT, meaning that these funds can be applied for at any time of the year as an opportunity arises, provided that funding is still available. Projects are intended to assist with start-up of new services that have been identified as needs by health, employment or human service agencies participating in the Passenger Transportation Development Planning process. Most projects are small in scope and typically will fall within the \$5,000-\$25,000 range. Operating projects may be for up to a two-year duration, with maximum STA participation of 80% of net project cost in the first year and 50% of net project cost in the second year. Capital project may have maximum 80% STA share. Priority is given to projects which include a contribution from human service agencies as well.

A major component of the state-wide Special Projects is a program of transit training fellowships that parallels the RTAP fellowship program described previously. The STA fellowship program focuses on training costs for Iowa's large urban transit systems and metropolitan planning organizations that are not eligible under RTAP.

The statewide project funds can also be used on statewide transit marketing and projects exploring new transit technologies. The administrative rules provide flexibility for use of the funding.

If not needed for special projects, the money set aside for that purpose may be moved back into the STA formula program for distribution to all systems.

It is not anticipated that the RTA will receive these funds.

- c. Public Transit Infrastructure Grants – In 2006, the Iowa Legislature established a new program to fund some of the vertical infrastructure needs of Iowa's transit systems. Applications are accepted as part of the annual Consolidated Transit Funding Program. Projects can involve new construction, reconstruction or remodeling, but must include a vertical component to qualify. They are evaluated based on the anticipated benefits to transit, as well as the ability to have projects completed quickly. The infrastructure program participation in the cost of transit-related elements of a facility project is limited to 80% and cannot, in combination with federal funding, exceed that number. Also no single system can receive more than 40% of the available infrastructure funding in a given year.

\$347,120 budgeted (for Wright County)

- d. Capital Match Revolving Loan Fund (AMOCO Loan) – The capital match revolving loan fund was created by the Iowa Legislature in the early 1980's with funds from Iowa's share of the federal government's petroleum overcharge settlement against the American Oil Company (Amoco.) The loan program is subject to an intergovernmental agreement between the Iowa DOT and the Iowa Department of Natural Resources (DNR). All public transit systems are eligible for loans under this program. The intent of the program is to increase the inherent energy conservation benefits of public transit by expediting the implementation of transit capital projects.

The program allows “no interest” loans to transit systems, which the transit system uses towards the required local match on a federally-funded capital project, paying it back over a negotiated time period as local funds become available. The loan can be used to temporarily fund the entire local match on capital equipment projects or 50% of the required non-federal match on facility projects. Loan recipients may be required to report project energy savings annually to OPT until the loan is repaid.

A project is eligible if it is a transit capital project that is approved for federal funding. The project should be targeted at energy savings.

\$43,390 budgeted (for Wright County)

### 3. Local Funding

The bulk of transit funding in Iowa comes from local sources, especially on the operating side. How systems generate their local financial support varies, but some of the more common sources are as follows:

- a. Passenger Revenues – Fees paid by the passengers is one of the most common sources of local support. This can include monies collected on-board the transit vehicle (usually called “farebox receipts”), as well as prepaid fares from sale of passes or tickets, or fares billed to the passenger after the fact. FTA requires that all passenger revenues be subtracted from the total cost of operating transit service to identify a net operating cost, before eligibility for federal financial support of operations can be calculated.

\$95,298 budgeted

- b. Contract Revenue – Human service agencies, local communities, as well as private businesses are often willing to pay a part or all of the cost for certain types of rides provided as part of the open to the public transit operation. Such subsidies are classified as contract revenues and can count toward the required local match on federal projects.

\$242,144 budgeted

- c. General Fund Levy – The cost of supporting transit services is an eligible use of general fund revenues for all Iowa governments and is the primary source of funding to support transit for counties who don’t have the option of a transit levy, as well as for cities which chose not to use the transit levy.

\$59,669 budgeted

The RTA receives operating funding from the federal and state government along with contributions from County and City governments. Most of the funding for capital items comes from federal and state funding. Local match for capital projects comes from MIDAS. MIDAS sets aside \$.04 for every revenue mile for capital purchases.

Expected transit funding for the next five years is listed in the Region V Regional Transportation Improvement Plan. (Attached)

## **V. RECOMMENDED PROJECTS**

This year the regional Long Range Transportation Plan was updated. The public transit section of the LRTP was presented at the county providers meetings for comments and suggestions. No comments or changes to the projects were offered.

The recommended projects are included in the region's RTIP and are listed on the next page. Some of the recommended projects may not come about due to lack of funding.

However there are two additional projects which the region is still looking into the possibility completing in the in the next five years:

- Need for DART to have at least a 22 passenger bus equipped with CEW seating (child restraint) to use as backup for Head Start Services.
- Maintain existing dispatch software.
- Construct facility in Clarion, Iowa



## Recommended Projects – Years 1 to 5

### Projects Recommended as candidates for FTA or STA funding:

Provider Name	Project Description	Type*	Total Estimated Cost	Estimated Year	Recommended Funding Source(s)**
DART	General Operations	O	\$182,400	2014-2017	STA-F
DART	General Operations	O	\$328,890	2014-2017	5311
DART	One 176" LD Bus – UFRC, VSS	C		2014	5309
DART	One 28 MD Diesel Buses – UFRC, VSS	C		2014	5309
DART	One 32 MD Diesel Buses – UFRC, VSS	C		2014	5309
DART	One Minivan – Hybrid	C		2014	5309
DART	One 32' MD Diesel Bus - UFRC, VSS	C		2015	5309
DART	One 176" LD Bus – UFRC, VSS	C		2015	5309
DART	One 176" LD Bus – UFRC, VSS	C		2016	5309
DART	One 176" LD Bus – UFRC, VSS	C		2017	5309
DART	One 32' MD Diesel Bus – UFRC, VSS	C		2017	5309
MIDAS	General Operations	O	\$275,240	2014-2017	STA-F
MIDAS	General Operations	O	\$387,772	2014-2017	5311
MIDAS	FTA Planning	P	\$50,000	2014-2017	5304
MIDAS	Wright County Transit Facility	C	\$443,900	2014	Infrastructure
MIDAS	One Minivan	C		2014	5309
MIDAS	One 32' MD Diesel Bus – VSS	C		2014	5309
MIDAS	Two 176" LD Bus – VSS	C		2015	5309
MIDAS	One 158 LD Bus – VSS	C		2016	5309
MIDAS	One 176' LD Bus - VSS	C		2016	5309
MIDAS	Transportation Facility – Humboldt County	C		2016	5309
MIDAS	One 176" LD Bus – VSS	C		2017	5309
MIDAS	One 32' MD Diesel Bus – VSS	C		2017	5309

### Projects Recommended as candidates for human services or other funding:

Provider Name	Project Description	Type*	Total Estimated Cost	Estimated Year	Recommended Funding Source(s)**
	None				

# **Human Service Provider Meeting Minutes/Notes**

**CALHOUN COUNTY INTERAGENCY COUNCIL**  
**Minutes**  
**September 6, 2012**

Marlene Welander called the meeting to order at 8:35 AM at the Extension Office at 521 4th Street in Rockwell City, Iowa.

Attending were: Matt Winkel, Amber Roe, Sarah Miller, Jacque Heiter, Gary Nicholson, Dean Hoag, Leisa Mayer, Chad Swanson, Shirley Helgevold, Jay Kammerer, Jane Condon and Marlene Welander

Those reporting on current agency issues:

- Matt Winkel and Amber Roe (Proteus) were here to present information to the group on their nonprofit agency. Handouts were available.
- Sarah Miller/CFR - talked about the June controlled substances drop-off program, anti-bullying and after school programs and tip training for businesses and restaurants (how to check IDs, etc.)
- Jacque Heiter/Parent Partners - advised of the "Building better parent" training going to be held in October (2-1/2 day training).
- Gary N. and Dean Hoag (County Supervisors)-Mental Health changes, maintaining gravel roads problem, windmills, construction around courthouse (new windows), updating county computers, etc.
- Marlene Welander (County VA/GA) - gave progress on county van for medical transportation of Veterans.
- Leisa Mayer (CPC) - still working with Supervisors on Mental Health regionalization.
- Chad Swanson (MIRHA) - new office address is: 602 3rd Ave. N., Fort Dodge, IA. Has 3 families in Calhoun County on his "Self sufficiency .program.
- Shirley Helgevold (MIDAS) - plan required by DOT. Has Freedom Service for disabled.
- Jay Kammerer - Started in the Spring/iCARE and DOT funding at \$1 each way
- Jane Condon - 5 year strategic plan at Board of Health (Public Health . governing board). Working on Behavioral Health needs in the schools, resource guide for students, parents and teachers. \* Jane also asked to use this group as tobacco coalition if PH is awarded tobacco money.

Next meeting is scheduled for **Thursday, November 1, 2012 at 8:30 a.m. at the Extension Office at 521 4th Street in Rockwell City.**

**Calhoun County Interagency Meeting**  
**January 3, 2013**  
**ISU Extension - Rockwell City**

Attending were: Marlene Welander- GAIVA, Julie Gore - DSAOC, Sarah Miller Community and Family Resources, Heidi Billmeier - New Opportunities, Leisa Mayer - CPC, Jane Condon - Public Health, Annette Vogel - GA, Amber Roe and Melissa Rude - Proteus.

**Reporting:**

Annette Vogel - Payee for individuals that need assistance with finances.

Jane Condon - Tobacco Coalition- reviewing school tobacco policies K-12. Tobacco Prevention Days for 2013:

February 17 - 23 Through with Chew  
March 20th Kick Butts Days  
May 31st World No Tobacco Day

Leisa Mayer - Mental Health Redesign the new regions deadline is April 1st.

Amber Roe & Melissa Rude - Proteus will be holding an Open House for their new office end of January first of February. Clothing Closet and food pantry Monday's from 8:00 - 4:30.

Heidi Billmeier - Energy Assistance applications continuing. Update on food pantry, Christmas packages and donations numbers.

Sarah Miller - Working with Manson Northwest Webster 4th & 6th Grades "Too Good For Drugs". Caring Hands Presentation at Stewart Memorial Community Hospital. Will be sending out Community Readiness Surveys. Will also be having a program called "TIPS" Training for Businesses on under age purchasing of tobacco and alcohol.

Julie Gore - Remodeling of the DSAOC Shelter kitchen.

Marlene - Van available to transport veterans to medical appointments. Honor Flight is expanding to include Korean veterans.

Next Meeting is scheduled for Thursday, March 7, 2013 at 8:30 a.m. at the Calhoun County Extension Office.

**Pocahontas County Service Providers Meeting  
January 10, 2013  
First Christian Church, Laurens, Iowa**

Attending: Sue Hubbell-UDMO, Shirley Helgevold-MIDAS, Orene Cressler-VA/GR, Bethany Frerichs-CFI, Joy Thoma-CFI, Cinda Joynt-UDMO, Kelly Hofmeyer-Pocahontas County Social Services, Jay Kammerer-MIDAS RTA, Sarah Miller-Community & Family Resources, Pastor Jerry Wittmus-Bethany Lutheran, and Rev. Tyler Whipkey-First Christian Church.

Reports:

Upper Des Moines – reviewed programs offer including weatherization program.

Pocahontas PCP – discussed mental health issues.

MIDAS – presented service provided. Passed out surveys and explained MIDAS was trying to identify transportation needs and projects which could fit those needs through these surveys. Also had draft copies of the PTP available.

MIDAS RTA – Identified services being offered. Buses are located in Pocahontas looking at interest of locating a bus in Laurens. Discussed possibility of offering transit gift cards.

Pocahontas County General Relief - Discussed TMS, volunteer drivers, rent/utility relief.

Community and Family Resources – Random Acts of kindness program. Possible drug drop off program in April.

**Next meeting second Thursday in April at 10:00 AM.**

**Webster County Service Providers Meeting  
January 17, 2013  
Fort Dodge, Iowa**

MIDAS is trying to identify transportation needs and projects for the County through surveys and asked those present to complete the survey. Copies of the draft PTP were available for review.

Next meeting March 21, 2013.

**Hamilton County Providers  
February 11, 2013**

**Presenters:**

- **Becky Koppen – RSVP** – They are always looking for volunteers. Individuals 55 years and older. Call her at 832-2525 for more information
- **Deb Rohlfis – CIR** – Intensive Mental Health/Psychiatric Care services. Can provide 4-6 hours a week and services can last 18-24 months. Serving 8 counties and will be expanding. Call 515-297-4386 for more information.
- **Joy Thoma – CFI Parent Partners** – These are individuals that have been through the DHS system, have had their children removed and are in substance abuse recovery. They now have children back with them, are very stable, and want to give back. The criteria to be a parent partner is not limited to only those with substance abuse but can include any type of abuse along with going through the DHS system and have had their child removed. Contact Joy at 515-573-2193 ext 205 for more information

**Provider Announcements:**

From ISU Extension:

- February FEAST has been moved to 2-11 same time. We changed the name to FEAST- Food Education Action Sustainability Team. In January the kids were challenged to make up a snack recipe. February talking about Heart Health. The kids will be making home-made jump ropes, and Gorp. March –The kids will be planning what to plant, in 5 raised beds at ACE, in the gardens from all the recipes and new foods they have tried. We will also hand out recipe books from the snacks they invented. April all 10 raised beds will be planted.
- IPAD Training- with Cheryl Enriken - March 28, Stanhope Library 1:30-3:30 pm. Free and open to the public
- Dining with Diabetes- May 28, June 4, and June 11 2:30 - 4:30 pm at All Cultures Equal. with Nancy Clark - Program is free and open to anyone with diabetes, their family members or caretakers. Classes will include:
  - cooking demonstrations
  - tasting main dishes, side dishes and desserts
- Seniors and Law enforcement Together (SALT)- April 4th 9 am, begins with Blood Pressure checks. Announcements at 9:30 am followed by the program. Taking place at the Stratford Fire Station- Hearing experiences from people who survived the tornado. Discussing weather preparedness and Emergency Kits.
- *Your Money Your Future*- Barb Wollan – April 8, 15, 22 from 6:30 – 8:00 pm. Hamilton County Extension Office
- Annie's Project- Will be coming in June, 2013. More info to come.
- Family Nutrition Program – Teresa Mendez, classes in Webster City on Thursdays 1-3pm working with SNAP program. 832-9597
- FCCERS will be offered in Humboldt – contact Malisa Rader or register through CCR&R training registry.

**CFI –Youth Employment Program** and can have up to 70 kids that are ages 14-21. The major requirement they need to have is be income eligible. Also they are in need of Adult Volunteers (especially males) for their HALO mentoring program for children in the Foster Care system. It's a 1 year commitment where you would have 2 contacts per month with the child and 1 contact every 3

months with CFI. Contact Melissa Peterson at CFI for more information about either of these programs – 515-573-2193 ext 217. Crisis Emergency Child Care is now offered through CFI. They are looking for qualified child care providers to provide the services when needed. Contact Joy for more information.

**Parent Connection** will be holding Nurturing Parenting classes in April in Webster City. Contact Roxanne Fevold for more information – 515-832-1791 ext 202.

**MIDAS** – Shirley Helgevold presented the draft form of the new Passenger Transportation Plan that will be available in its final draft this spring. Hard copies are available through Building Families or MIDAS. There are also surveys available to be filled out if you would like to submit feedback. They are still accepting these. Building Families has some in their office and you can always contact Shirley if you have questions or need more information – 515-576-7183.

**CFR** – Prevention is now at full staff and is able to provide any presentations on alcohol, other drugs, and bullying. The Hamilton County SPF SIG Coalition will meet Tuesday the 12<sup>th</sup> from 4:30-5:30 at CFR. Join them if you are interested in impacting underage and binge drinking in Hamilton County.

**Bee Inspired CAPP Program** – Teen Clinic is the 3<sup>rd</sup> Thursday from 6-8PM in Clarion. There will be a PSA Contest for teens to enter to advertise the teen clinic from a teen's perspective. Prizes will be awarded and the winning PSA will be released in May during Teen Pregnancy Prevention Month. Teens can utilize the TxT Tina Campaign – text: 877877 or AskTxTina.com to get connected with age appropriate and factual information. Teens can ask any questions they want to. If you would like to hold an eat and educate opportunity for adults, now is the time to schedule one. Contact Tiffany Larson for more information – 515-832-1791 ext 204.

### **Humboldt County Providers February 15, 2013**

MIDAS is trying to identify transportation needs and projects for the County through surveys and asked those present to complete the survey. Copies of the draft PTP were available for review.

**Calhoun County Interagency Meeting**  
**March 7, 2013**  
**ISU Extension - Rockwell City**

Attending were: Marlene Welander, Annett Vogel, Sarah Miller Gary Nicholson, Dean Hoag, Shirley Helgevold, Jay Kammerer, Heidi Billmeier, L Melissa Rude, Joy Thoma, Alison Strifert, Tammy Moore, Michael Baily..

Presentation by Michael Baily from iowa Legal Aid in Mason City. Discussed services offered.

Reporting:

Allison Strifert – Iowa State Extension will be conducting a needs assessment.

Tammy Moore – Calhoun County Public Health provided presentation on tobacco to schools.

Shirley Helgevold – MIDAS Council of Governments received surveys identifying area needs and projects and presented draft PTP. Answered questions on TMS.

Jay Kammerer – MIDAS RTA buses are located in Lake City, Manson and Rockwell City. Added a congregate meal service this year.

Heidi Billmeier – New Opportunities weatherization program to start again in April.

Marlene Wealander – Calhoun County General Assistance provides funds for furnace repairs.

Next meeting May 2, 2013.



**Webster County Service Providers Meeting**  
**January 17, 2013**  
**Fort Dodge, Iowa**

Agencies present: Fort Dodge Community Foundation, Linking Families, Children and Families of Iowa, Webster County Public Health, Social Security, Boy Scouts of America, Head Start, Foster Grandparents, YWCA, LifeWorks, Youth Shelter Care, Lords Cupboard/Webster County Food Pantry, MIDAS RTA, MIDAS, Trinity Regional Hospital, Webster County Extension, DSOAC and Upper Des Moines.

Linzy Cameron from Webster County Public Health discussed the new group that they are establishing to address issues in the County. The group doesn't have a name yet but the next meeting is Tuesday, March 26<sup>th</sup> at 2:00 PM at the Fort Dodge Public Library.

Program Updates:

- Fort Dodge Community Foundation is providing vouchers to Public Health to help pay for medical appointment services for those who cannot afford it.
- Linking Families has finished their strategic plan and it is on their website. They also have a resource guide on their website.
- Social Security office has new hours 9-3 Mon, Tues, Thurs and Friday and 9-12 on Wednesdays. They now have a new online service.
- Boy Scouts is kicking off their fund raiser.
- Head Start reported that due to funding cuts from sequestration next year there will only be classes 4 days per week and not 5.
- Foster Grandparents will also be cutting their services down to 4 days per week and are looking for more grandparenets.
- LifeWorks reported they participated in Special Olympics their year for the first time. They are also part of a trial to share platforms for a electronic Health Records with a couple of other entities.
- Youth Shelter Care has closed their girls program and has a building for sale. They will be concentrating on shelter skill counseling.
- Lords Cubord repored they are open 8 hours a week and for Webster County residents only.
- MIDAS RTA is willing provide presentation to groupds on how to ride the bus and brought route maps. Transportation to Iowa City was discuss as this seems to be an issues. MIDAS is looking into joining other transit systems to provide this service.
- MIDAS has completed the 2014 Passenger Transportation Plan and presented copies for comment.
- Upper Des Mointes reported they are gearing up for April 1 utility shutoffs.

Next meeting will be May 16, 2013 at 3:00 PM.

# **NEEDS AND PROJECT SURVEY**

Agency: \_\_\_\_\_  
County(ies) Serve: \_\_\_\_\_  
\_\_\_\_\_

**REGION V PASSENGER TRANSPORTATION PLAN  
NEEDS AND PROJECTS SURVEY  
2012/2013**

MIDAS serves as the Regional Planning Affiliation (RPA) for Region V which consists of the counties of Calhoun, Hamilton, Humboldt, Pocahontas, Webster and Wright Counties. The RPA's were established by the Iowa Department of Transportation to assist with transportation planning.

The Iowa Department of Transportation (DOT) requires each RPA to prepare a Passenger Transportation Plan (PTP) to identify the transportation needs of people in the region and to identify projects which may satisfy these needs. PTPs are to be developed through input from human service providers and transit providers in the region.

MIDAS is asking for your assistance in updating the list of needs and projects which have previously been identified by human service and transit providers.

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**NEEDS**

Please prioritize the list of **general needs** below (In bold print) from 1-7 with #1 being most important.

**— Additional Funding/Resources**

(Prioritize the top 3 individual needs listed below with #1 being the most important)

- ☐ Additional dispatch and driver staff if extended and new services are offered
- ☐ Assist with tokens or gas more frequently
- ☐ Increase mileage reimbursement to volunteers and funding to provide the increase.
- ☐ Increased financial assistance
- ☐ Marketing/let people know what services are available
- ☐ Provide transportation for people who don't qualify for other assistance programs
- ☐ Provide Vouchers for Gas
- ☐ Reduce cost of service
- ☐ Support transportation services
- ☐ Other \_\_\_\_\_
- ☐ Other \_\_\_\_\_

**— Affordability**

(Prioritize the top 3 individual needs listed below with #1 being the most important)

- ☐ No cost service
- ☐ Reduced service/support transportation services
- ☐ Other \_\_\_\_\_
- ☐ Other \_\_\_\_\_

— **Capital Expenditures**

(Prioritize the top 3 individual needs listed below with #1 being the most important)

- ☐ Additional vehicles for service expansion
- ☐ Additional vehicles to serve as backup
- ☐ Install security for DART and RTA facilities
- ☐ Install surveillance cameras-security in vehicles/buses
- ☐ Maintenance/Replacement of agency facilities
- ☐ Maintenance/Replacement of agency vehicles
- ☐ Storage facilities for buses in Calhoun, Humboldt, Pocahontas, and Wright Counties
- ☐ Upgrade all vans in the fleet to Light Duty Buses
- ☐ Other \_\_\_\_\_
- ☐ Other \_\_\_\_\_

— **Coordination**

(If you list more than one please prioritize with #1 being the most important)

- ☐ Other \_\_\_\_\_
- ☐ Other \_\_\_\_\_

— **Expanded Hours/Areas/Service**

(Prioritize the top 3 individual needs listed below with #1 being the most important)

- ☐ Additional elderly service
- ☐ Demand/response services are lacking
- ☐ Employment Service
- ☐ Expand Hours
  - Early morning service
  - Night service
  - Weekend Service
  - Holiday Service
  - Service in Webster County outside of Fort Dodge
- ☐ Expand service area beyond current area
- ☐ Extended service to particular sites
- ☐ Provide Non-Emergency Medical Service
- ☐ Provide transportation to and from cities/counties outside of Fort Dodge
- ☐ Recreational service
- ☐ Service for children who do not qualify for the school bus program

☐ Transportation on short notice.

☐ Other \_\_\_\_\_

☐ Other \_\_\_\_\_

— **Lack of Volunteers**

(If you list more than one please prioritize with #1 being the most important)

☐ Other \_\_\_\_\_

☐ Other \_\_\_\_\_

— **Training**

(Prioritize the top 3 individual needs listed below with #1 being the most important)

☐ Drivers

☐ General safety

☐ Rider training

☐ Other \_\_\_\_\_

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## PROJECTS

Please prioritize your top 10 projects of those listed below by number them from 1-10 with #1 being most important.

- Construct storage facilities in Calhoun, Humboldt, Pocahontas and Wright Counties for transit buses.
- Construct/buy storage facility in Fort Dodge for Head Start buses
- Continue DART/RTA current operations funding
- Continue DART/RTA vehicle replacement program
- Continue transportation planning funding
- Establish a regional Task Force to look at the feasibility of combining the out of region trips that are currently being provided.
- Expand regional and DART transit service hours to 5:30 AM to 12:00 AM.
- Expand regional and DART transit service to offer transit service on weekends
- Expand regional transit service to cover Webster County other than the City of Fort Dodge
- Expand transit service in Wright County to include a route service from Wright County to the Mason City Hospital.
- Extend DART daily route and paratransit service one hour
- Hire a mobility manager for the region
- Install backup systems in buses
- Install security cameras in transit facilities
- Offer weekend and holiday transit service in Fort Dodge
- Offer more frequent headways to DARTS current route service. (Reduce headway to 15 minutes and 30 minutes. Current Headways are 30 minutes to 2 hours)
- Provide transportation for employees to work from one county to another
- Provide a transit to school service from Webster City to Fort Dodge for Electrolux Employees that have been laid off.
- Purchase 22 passenger bus with CEW (child seat) seating for DART to use as backup bus for Head Start services
- Replacement of transit vehicles as reach useful life
- Seek new funding to increase driver pay and benefits for paid drivers and mileage reimbursement for volunteer drivers\

# Draft 2013 Transit Program

## RPA-05 (12 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY14	FY15	FY16	FY17
STA, 5307	MIDAS	1314 Operations Misc	General Operations/Maintenance/Administration	<b>Total</b>	663,012	585,533	608,954	633,312
				<b>FA</b>	387,772	299,283	311,254	323,704
				<b>SA</b>	275,240	286,250	297,700	309,608
PTIG, 5309	MIDAS	1330 Capital Expansion	Humboldt County facility (office, bus maint. Storage)	<b>Total</b>			811,200	
				<b>FA</b>				
				<b>SA</b>			648,960	
5307	MIDAS	1350 Planning Misc	RPA Transportation Planning	<b>Total</b>	69,650	72,436	75,334	78,346
				<b>FA</b>	55,720	57,949	60,267	62,677
				<b>SA</b>				
	MIDAS	2763 Capital Expansion	Wright County Facility	<b>Total</b>	433,900			
				<b>FA</b>	347,120			
				<b>SA</b>				
5309	MIDAS	2764 Capital Replacement	Minivan VSS Unit #: 01-3	<b>Total</b>	48,500			
				<b>FA</b>	41,225			
				<b>SA</b>				
5309	MIDAS	2765 Capital Replacement	Medium Duty Bus (29-32 ft.) VSS Unit #: 01-1	<b>Total</b>	171,000			
				<b>FA</b>	145,350			
				<b>SA</b>				
5309	MIDAS	2766 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 02-1	<b>Total</b>		89,440		
				<b>FA</b>		76,024		
				<b>SA</b>				
5309	MIDAS	2767 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 02-2	<b>Total</b>		89,440		
				<b>FA</b>		76,024		
				<b>SA</b>				
5309	MIDAS	2768 Capital Replacement	Light Duty Bus (158" wb) VSS Unit #: 03-1	<b>Total</b>			87,610	
				<b>FA</b>			74,468	
				<b>SA</b>				
5309	MIDAS	2769 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 05-4	<b>Total</b>			93,018	
				<b>FA</b>			79,065	
				<b>SA</b>				
5309	MIDAS	2770 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 05-1	<b>Total</b>				96,738
				<b>FA</b>				82,228
				<b>SA</b>				
5309	MIDAS	2771 Capital Replacement	Medium Duty Bus (29-32 ft.) VSS Unit #: 02-3	<b>Total</b>				192,352
				<b>FA</b>				163,499
				<b>SA</b>				



## RPA-05 (10 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY14	FY15	FY16	FY17
STA, 5311	FDDART	1331	General Operations/Maintenance/Administration	<b>Total</b>	511,290	531,742	553,011	575,132
		Operations		<b>FA</b>	328,890	342,046	355,727	369,957
		Misc		<b>SA</b>	182,400	189,696	197,284	205,175
5309	FDDART	2753	Light Duty Bus (176" wb)	<b>Total</b>	93,000			
		Capital	UFRC, VSS	<b>FA</b>	79,050			
		Replacement	Unit #: FD33	<b>SA</b>				
5309	FDDART	2754	Medium Duty Bus (to 28 ft.)	<b>Total</b>	173,000			
		Capital	Diesel, UFRC, VSS	<b>FA</b>	147,050			
		Replacement	Unit #: FD38	<b>SA</b>				
5309	FDDART	2755	Medium Duty Bus (29-32 ft.)	<b>Total</b>	178,000			
		Capital	Diesel, UFRC, VSS	<b>FA</b>	151,300			
		Replacement	Unit #: FD42	<b>SA</b>				
5309	FDDART	2756	Minivan	<b>Total</b>	48,500			
		Capital	UFRC, VSS	<b>FA</b>	41,225			
		Replacement	Unit #: FD43	<b>SA</b>				
5309	FDDART	2757	Medium Duty Bus (29-32 ft.)	<b>Total</b>		185,120		
		Capital	Diesel, UFRC, VSS	<b>FA</b>		157,352		
		Replacement	Unit #: FD40	<b>SA</b>				
5309	FDDART	2758	Light Duty Bus (176" wb)	<b>Total</b>		96,720		
		Capital	UFRC, VSS	<b>FA</b>		82,212		
		Replacement	Unit #: FD 58	<b>SA</b>				
5309	FDDART	2759	Light Duty Bus (176" wb)	<b>Total</b>			100,589	
		Capital	UFRC, VSS	<b>FA</b>			85,501	
		Replacement	Unit #: FD44	<b>SA</b>				
5309	FDDART	2761	Light Duty Bus (176" wb)	<b>Total</b>				104,612
		Capital	UFRC, VSS	<b>FA</b>				88,920
		Replacement	Unit #: FD45	<b>SA</b>				
5309	FDDART	2762	Medium Duty Bus (29-32 ft.)	<b>Total</b>				200,226
		Capital	Diesel, UFRC, VSS	<b>FA</b>				170,192
		Replacement	Unit #: FD41	<b>SA</b>				

## **MIDAS Executive Board Meeting of 27 March 2013**

Chairperson Singer called the meeting to order at 5:05 P.M.

A quorum consisted of: Sweedler, Treibel, Bergman, Meyer, Triggs, List, Hicks, Watne, Waltzing, Reinholdt, Hansen, Walters, and Singer.

Motion by Bergman, second by Watne, to approve the agenda. Ayes, all.

Motion by Sweedler, second by Watne, to approve minutes of February 27th, 2013 Executive Board meeting. Ayes all.

Motion by Meyer, second by Watne, to approve the consent agenda: February Financial Statements and Payables, FY 14 Elderbridge Application, Amendment to Multi-jurisdictional Hazard Mitigation Plan for Hamilton County, Amendment to Multi-jurisdictional Hazard Mitigation Plan for Humboldt County, and Amendment to Multi-jurisdictional Hazard Mitigation Plan for Webster County . Ayes, all.

Motion by Hansen, second by Meyer to approve purchase of totaled RTA bus 09-6 from insurance company for salvage parts at a cost of \$3593.61. Ayes, all.

Motion by Sweedler, second by Reinholdt, to purchase RTA replacement vehicle of approximately same age and mileage as RTA Bus 09-6 at a cost not to exceed 10% more than the insurance check received. Ayes, all.

Motion by Hansen, second by Meyer, to approve Amendment #2 to the 2013-2016 RTIP. Ayes. all.

Motion by Reinholdt, second by Triggs, to approve 2014 Passenger Transportation Plan. Ayes, all.

Next meeting set for April 24th, 2013.

Motion to adjourn by Meyer, second by Reinholdt. Ayes, all.

Respectfully submitted for Secretary Lee Ann Waltzing by staff member Cliff Weldon.