



Federal Fiscal Years 2023-2027 Central Iowa Passenger Transportation Plan



Section 1: Introduction

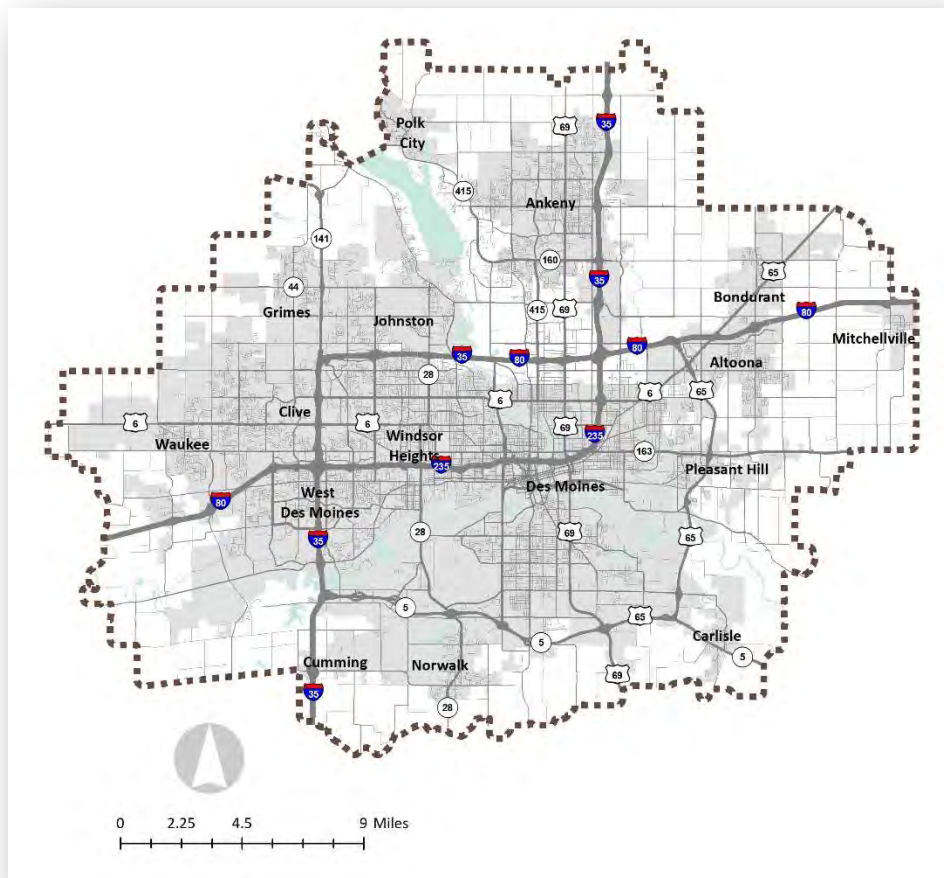
DMAMPO

The Des Moines Area Metropolitan Planning Organization (MPO) acts as the formal transportation body for the greater Des Moines metropolitan area, carrying out the intent of 23 CFR 450. In 1983, the Governor of Iowa designated the MPO as the official MPO for the Des Moines Urbanized Area, as defined by the US Census Bureau. The MPO also functions as the Transportation Management Area, as it exceeds the population threshold of 200,000 persons established in 23 CFR 450.104. The MPO is committed to implementing a comprehensive, coordinated, and continuing multimodal transportation planning process for the greater Des Moines metropolitan area.

The MPO provides a regional forum to ensure coordination between the public and local, state, and federal agencies regarding planning issues and to prepare transportation plans and programs. The MPO develops both long- and short-range multimodal transportation plans, selects and approves projects for federal funding based on regional priorities, and develops methods to reduce traffic congestion.

MPO membership is comprised of 16 cities; DART; four associate, non-voting cities; unincorporated portions of three counties in Central Iowa; and one non-voting county. All of which encompass over 500 square miles.

Map 1: MPO Member Communities



The Central Iowa Regional Transportation Planning Alliance (CIRTPA) was organized in 1994 to carry out transportation planning for eight counties in Central Iowa. It serves as the designated regional transportation planning agency for the Iowa Department of Transportation's Region 11. CIRTPA coordinates regional planning and programming efforts with state and local officials.

Map 2: CIRTPA Member Communities



Process

Over the past several years, Greater Des Moines has emphasized regional cooperation and coordination. The region has recognized the efficiencies and the economies of scale that can be achieved by doing so across multiple areas – economic development, the food system, housing, and public transportation, to name a few.

To address public transportation at the regional level, the MPO develops a *Passenger Transportation Plan* (PTP), designed to promote joint, coordinated transportation planning programs that further the development of the local and regional public transportation systems.

The development of this Federal Fiscal Years (FFY) 2019 – 2023 PTP, the Des Moines Area Metropolitan Planning Organization (MPO) and the Des Moines Area Transportation Advisory Group (TAG) thoroughly reviewed the FFY 2015-2019 PTP, the 2013 *Anyone, Anywhere, Any Time on Any Service Transportation Study* that inventoried existing resources, identified opportunities for agency and resource coordination, analyzed existing barriers, and proposed recommendations for the coordination of transportation services.

Additionally, a review of all TAG meeting minutes, a transportation user and provider survey, small group discussions, and interviews were conducted.

Surveys

In developing the PTP, the MPO and CIRTPA disseminated two surveys: the Transportation User Survey and the Transportation Provider Survey. The TAG and mobility coordinators reviewed both surveys. Once finalized, the surveys were distributed to over 100 agencies and organizations in Central Iowa. The surveys also were marketed on stakeholder websites, Facebook pages, and Twitter feeds. Local transit agencies distributed notice of the Transportation User Survey, and TAG members distributed paper copies of this survey to interested parties.

The participant survey received just 25 responses, and the provider survey received 7 responses. While these numbers are not what this effort had hoped for, the survey's findings do bring up many issues to be addressed in this plan and reinforce the aims of this plan.

<i>Lutheran Services of Iowa</i>	<i>United Way of Central Iowa</i>
<i>Department of the Blind</i>	<i>Iowa Department of Human Services</i>
<i>Iowa Asian Alliance</i>	<i>Iowa Workforce Development</i>
<i>USCRI</i>	<i>Wesley Life</i>
<i>Des Moines Schools</i>	<i>Iowa Department of Transportation</i>
<i>Bridges of Iowa</i>	<i>HIRTA</i>
<i>Iowa Braille</i>	<i>Joy Ride</i>
<i>DART</i>	<i>Joppa</i>
<i>Easter Seals</i>	<i>Iowa Department of the Blind</i>
<i>St. Vincent DePaul Society</i>	<i>Mercy</i>
<i>Catholic Charities</i>	<i>AmeriGroup</i>
<i>Disability Rights Iowa</i>	<i>Impact</i>
<i>Aging Resources</i>	<i>Goodwill</i>
<i>Beacon of Life</i>	<i>Community Support Advocates</i>
<i>Center for Independent Living</i>	<i>American Cancer Society</i>
<i>Primary Health Care</i>	<i>DSM MPO</i>
<i>Visiting Nurse Services</i>	<i>Iowa Heart</i>
<i>Eyerly Ball</i>	<i>Oakridge Neighborhood</i>
<i>Broadlawns</i>	<i>Unity Point</i>
<i>Crest Services</i>	<i>Veterans Administration</i>
<i>Mainstream Living</i>	<i>Passage Ways</i>
<i>Central Iowa Shelter Services</i>	<i>Mosaic</i>
<i>Candeo</i>	<i>Employee and Family Resources</i>
<i>Child Serve</i>	<i>Central Iowa Works</i>
<i>Iowa Department of Public Health</i>	<i>Progress Industries</i>
<i>Des Moines Area Religious Council</i>	<i>Link Associates</i>

Figure 1: TAG Member Organizations

Working Groups

The most recent TAG monthly meeting focused on this plan. This involved small group work sessions focused on the review of materials, the discussion of the previous PTP, and the organization, prioritization, and forward momentum of ideas proposed in the previous PTP (FFY 2015-2019). The TAG member organizations are below and minutes of this meeting is included as an appendix.

Small Group Discussions with TAG Member Organizations

The mission of the TAG is “to bring human service agencies and transportation providers together for the common objective of improving mobility options for individuals in need.” Therefore, to address the needs of these groups small group discussions were had with TAG member organizations to identify specific gaps in services from a variety of vantage points and locations within the Greater Des Moines area. Discussions were also had with staff of these organizations to understand challenges and successes they have found in passenger transportation. Due to the flexible nature of a planning document, and the room for constant improvement, these discussions will continue through this document’s life to ensure priorities, needs, and emerging issues are discussed and dealt with collaboratively.

Section 2: Inventory & Area Profile

Transportation Provider Inventory

The online [Passenger Transportation Inventory](#) showcases the numerous ground passenger transportation options in Central Iowa. While this is not comprehensive of every transportation Service, each agency operating in this space was contacted by planning staff, and the following are the responses received. With this version being online, the aim is to keep it as up-to-date as possible.

Area Profile

The CIRTPA planning area is in Central Iowa, occupying the following eight counties: Boone, Dallas, Jasper, Polk, Madison, Marion, Story, and Warren. Within the CIRTPA region lies the Des Moines Area MPO (DMAMPO), located in portions of Dallas, Polk, Madison, and Warren Counties, and the Ames MPO within Story and Boone Counties. According to the 2021 American Community Survey 5-year estimates, the eight-county region is home to more than 826,000 people, with more than 630,000 residing inside the Des Moines Metropolitan Statistical Area.

Below are tables and maps focusing on US Census Bureau demographics most related to the focal population of this plan. Those are:

- Limited-English Proficiency
- Over 65
- Persons with Disability
- Carless Households
- Non-White
- Poverty
- Single Head of Household with Children

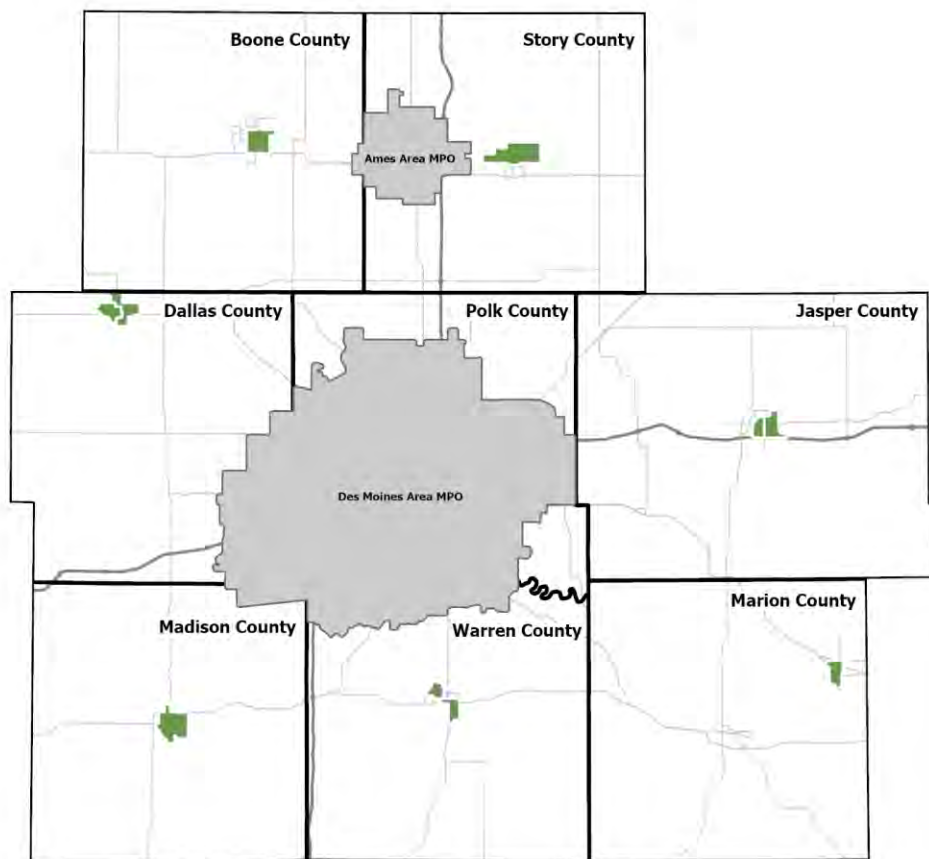
Environmental Justice

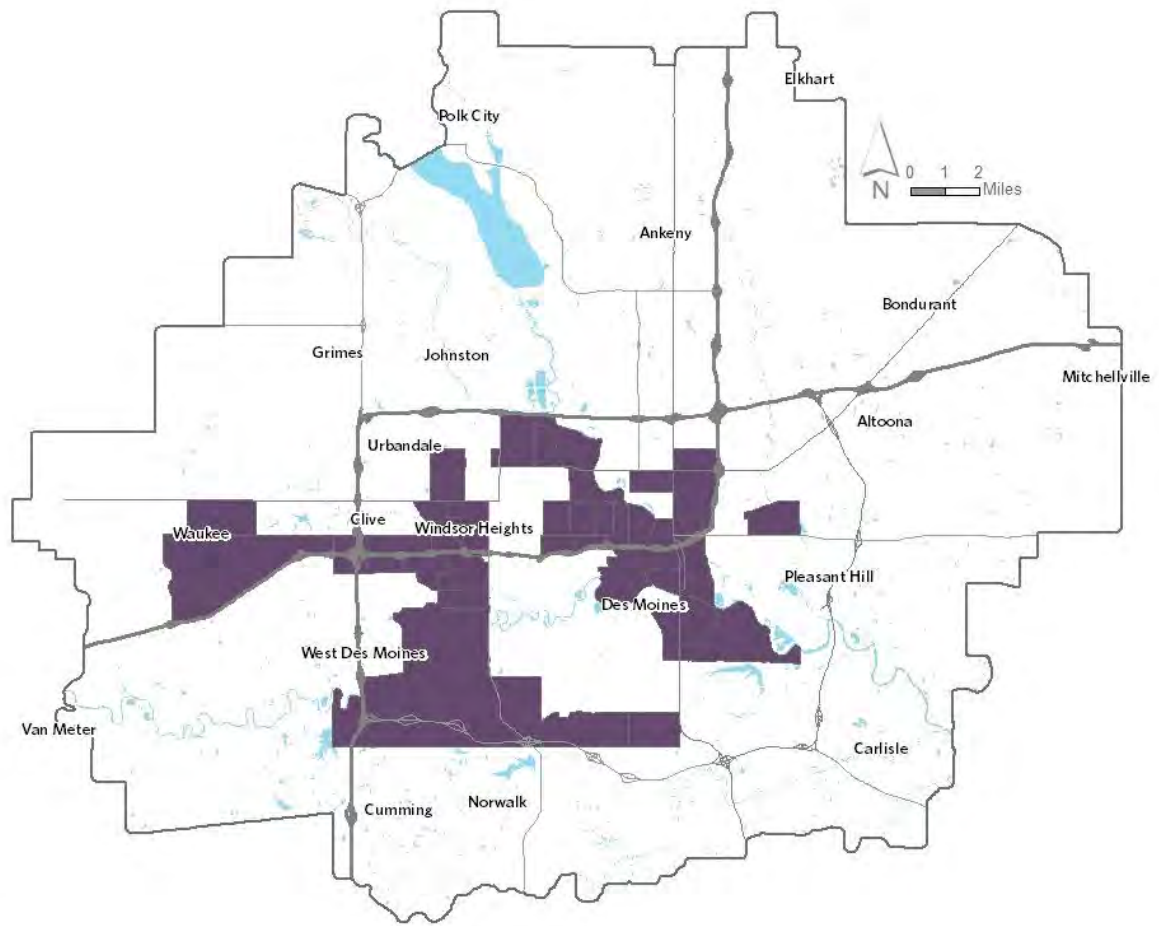
These demographics also align with the CIRTPA and DMAMPO environmental justice methodology, which has historically been used in funding and planning mechanisms at both agencies.

In 2021, the federal government introduced Justice40, which aims to analyze environmental and social justice at the national level. Since this development, DMAMPO and CIRTPA adopted the [Justice40 map](#) in funding mechanisms as of FFY 2024. However, both agencies will continue to track metrics for the degrees of disadvantage outlined in the [DMAMPO Environmental Justice report](#) and others as needed during agency planning.

Limited-English Proficiency

Jurisdiction	Total Population	Total Households	Total Households with Limited English Proficiency	Percent Population with LEP	Over 500 LEP Households?
Boone County	26,721	10,720	33	0.3%	N
Dallas County	96,604	37,970	724	1.9%	Y
Jasper County	37,686	14,548	200	1.4%	N
Madison County	16,414	6,309	3	0.0%	N
Marion County	33,381	13,314	106	0.8%	N
Polk County	488,871	183,753	6,093	3.1%	Y
Story County	98,106	37,219	1,178	3.1%	Y
Warren County	51,862	18,959	103	0.5%	N
DSM Metropolitan Statistical Area	702,036	246,304	72	26.0%	Y

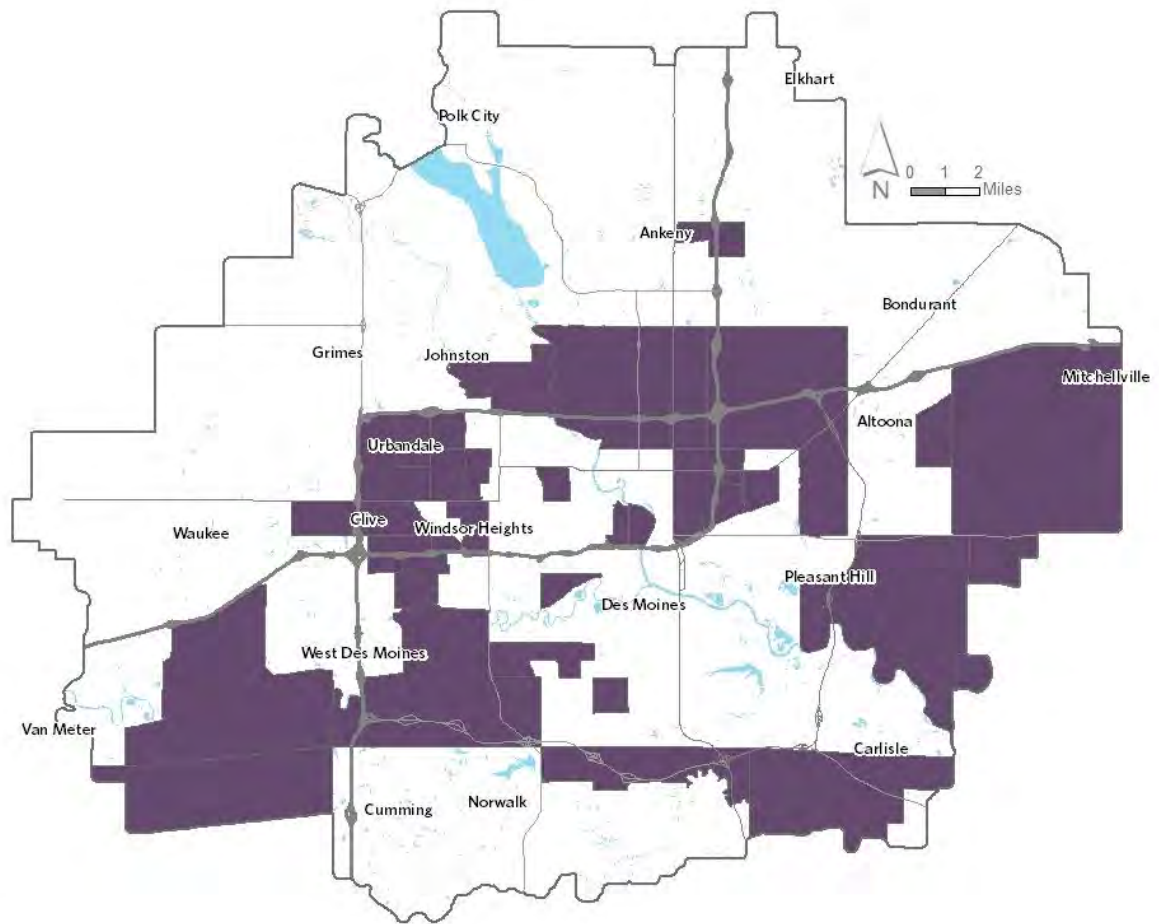




Over 65

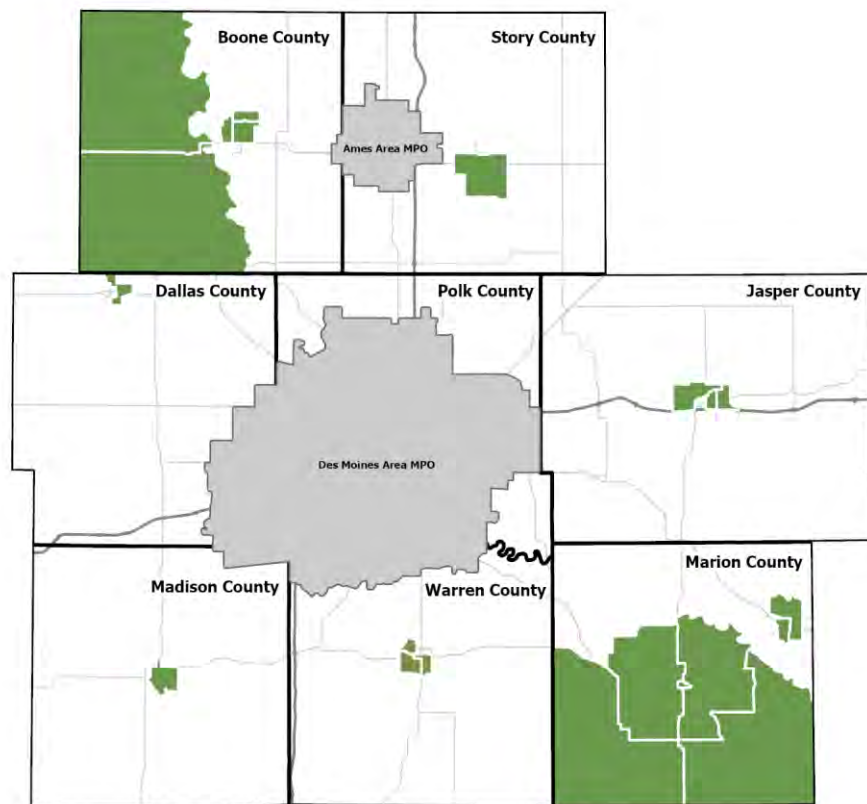
Jurisdiction	Total Population	Total Households	Number of Persons over 65	Percent of Persons over 65	Total Households with Persons over 65	Percent Households over 65
Boone County	26,721	10,720	4,872	18.2%	3,167	28.9%
Dallas County	96,604	37,970	11,362	11.8%	6,697	20.4%
Jasper County	37,686	14,548	7,039	18.7%	4,836	33.2%
Madison County	16,414	6,309	2,821	17.2%	1,800	28.5%
Marion County	33,381	13,314	5,939	17.8%	4,086	30.7%
Polk County	488,871	183,753	63,736	13.0%	42,143	22.9%
Story County	98,106	37,219	12,030	12.3%	7,379	19.8%
Warren County	51,862	18,959	8,117	15.7%	5,153	27.2%
DSM Metropolitan Statistical Area	702,036	246,304	95,452	13.6%	57,353	23.3%

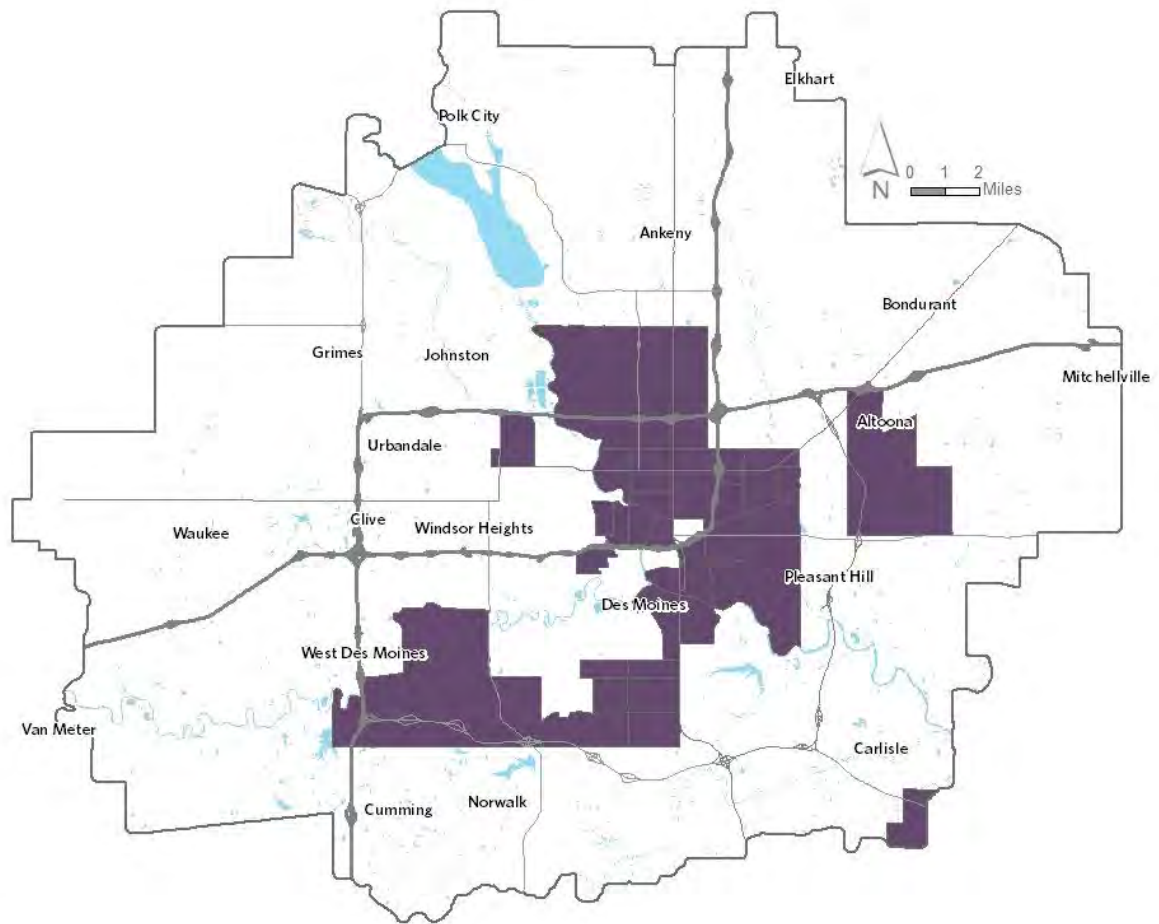




Persons with Disability

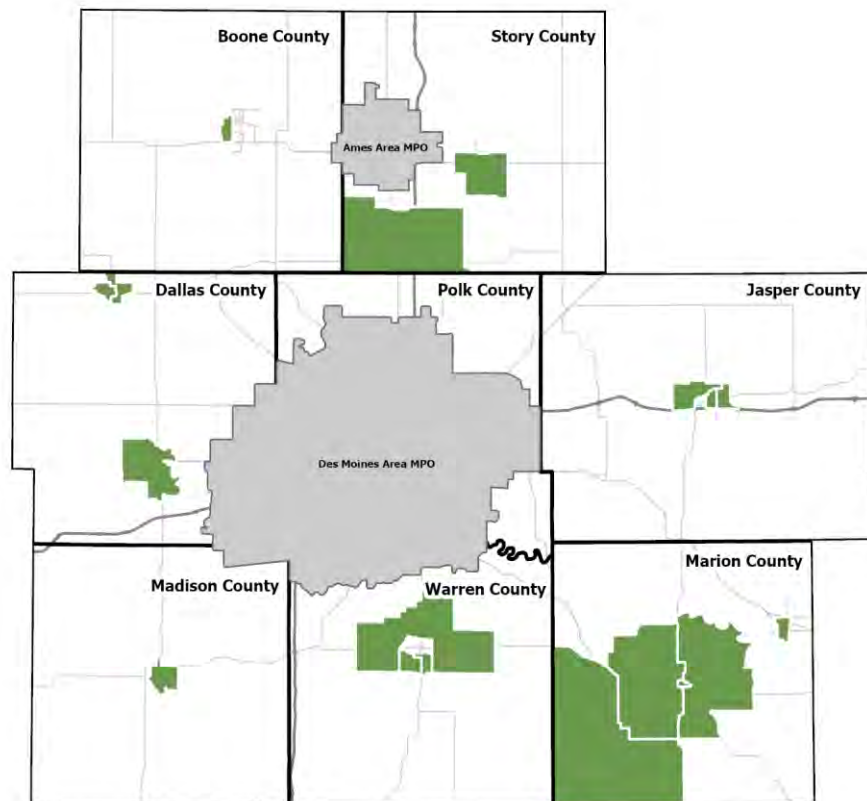
Jurisdiction	Total Population	Total Households	Total Population with Disability	Percent Population with Disability	Hearing Difficulty	Vision Difficulty	Cognitive Difficulty	Ambulatory Difficulty	Self-care difficulty	Independent Living Difficulty
Boone County	26,721	10,720	3,722	14.4%	1,305	511	1,296	1,578	526	1,068
Dallas County	96,604	37,970	6,002	7.2%	2,257	917	1,926	2,595	913	1,720
Jasper County	37,686	14,548	4,938	14.0%	1,685	626	1,784	2,336	889	1,612
Madison County	16,414	6,309	1,974	12.6%	574	213	537	985	293	469
Marion County	33,381	13,314	4,640	14.1%	1,702	568	1,679	2,267	1,012	1,403
Polk County	488,871	183,753	51,171	10.9%	13,836	8,308	3,560	23,888	8,849	15,422
Story County	98,106	37,219	7,114	7.4%	2,123	955	3,011	2,757	1,017	2,236
Warren County	51,862	18,959	5,645	11.6%	1,804	833	2,099	2,812	1,083	1,559
DSM Metropolitan Statistical Area	702,036	246,304	66,232	10.5%	18,996	10,519	25,121	30,879	11,317	19,502





Carless Households

Jurisdiction	Total Population	Total Households	Total Carless Households	Percent Carless Households
Boone County	26,721	10,720	347	3.2%
Dallas County	96,604	37,970	1,059	2.8%
Jasper County	37,686	14,548	749	5.1%
Madison County	16,414	6,309	278	4.4%
Marion County	33,381	13,314	804	6.0%
Polk County	488,871	183,753	10,828	5.9%
Story County	98,106	37,219	2,287	6.1%
Warren County	51,862	18,959	683	3.6%
DSM Metropolitan Statistical Area	702,036	246,304	12,994	5.3%

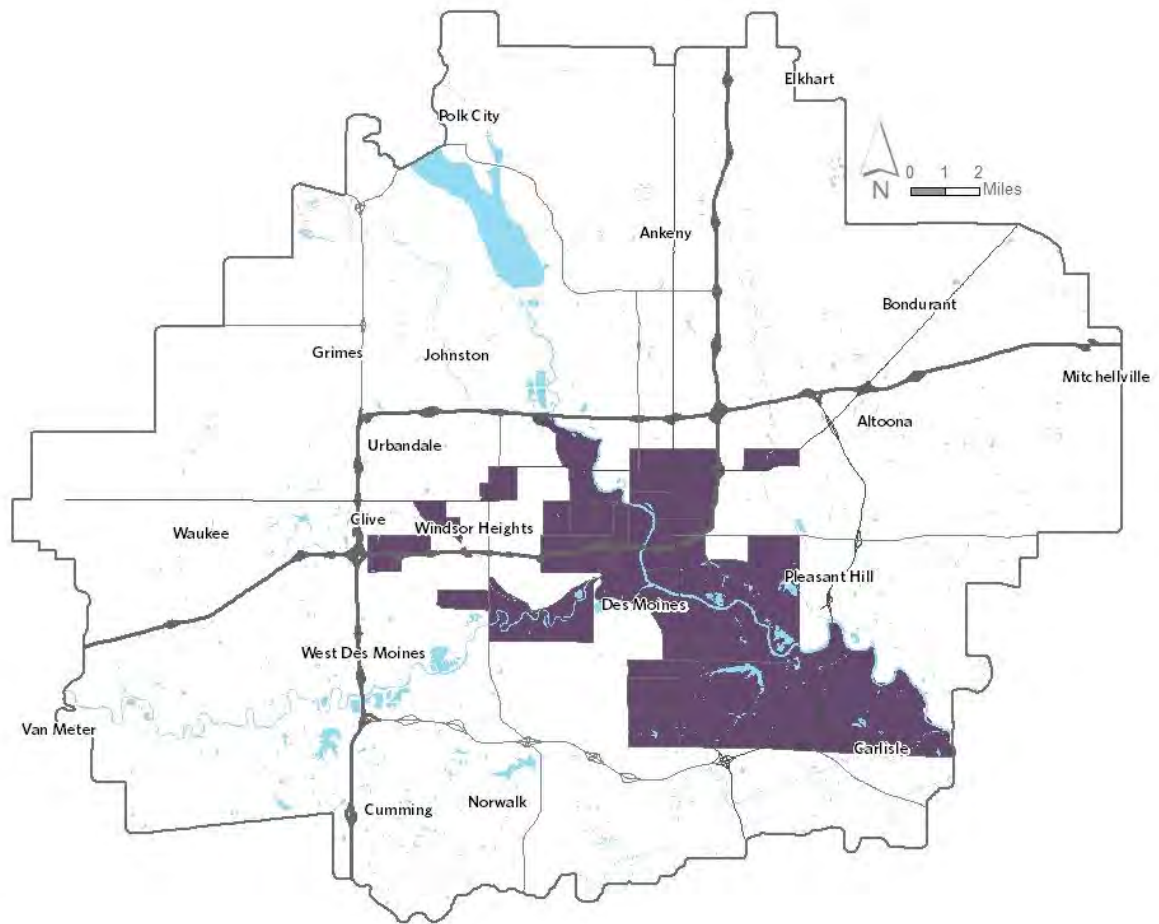




Non-White

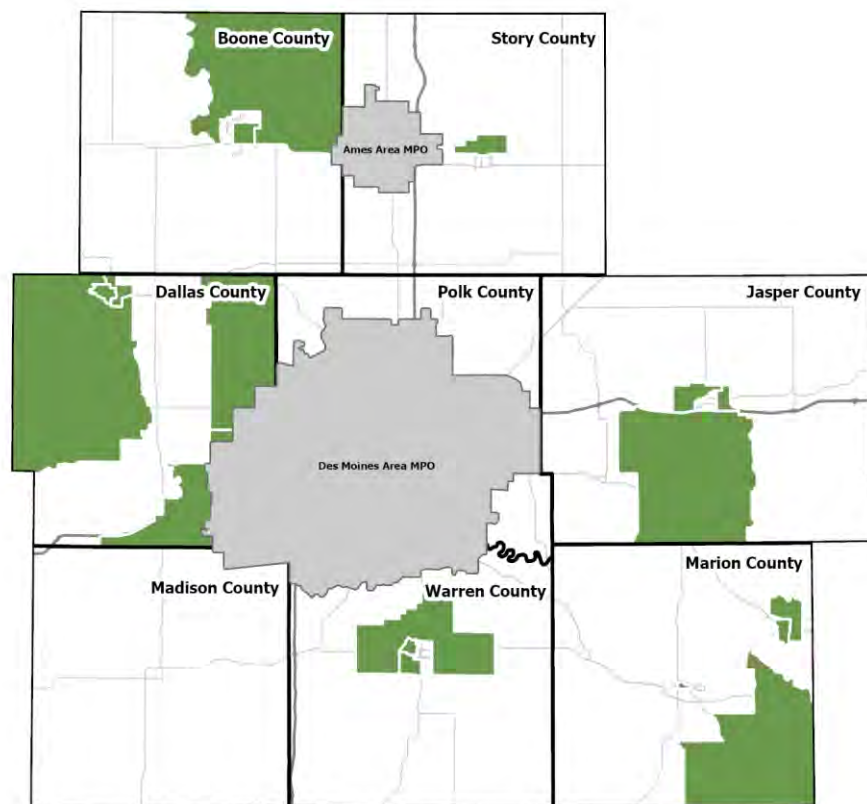
Jurisdiction	Total Population	Total Households	Total Non-white Population	Percent Non-white Population
Boone County	26,721	10,720	712	2.7%
Dallas County	96,604	37,970	7,890	8.2%
Jasper County	37,686	14,548	1,210	3.2%
Madison County	16,414	6,309	314	1.9%
Marion County	33,381	13,314	761	2.3%
Polk County	488,871	183,753	69,956	14.3%
Story County	98,106	37,219	11,286	11.5%
Warren County	51,862	18,959	1,225	2.4%
DSM Metropolitan Statistical Area	702,036	246,304	80,756	11.5%

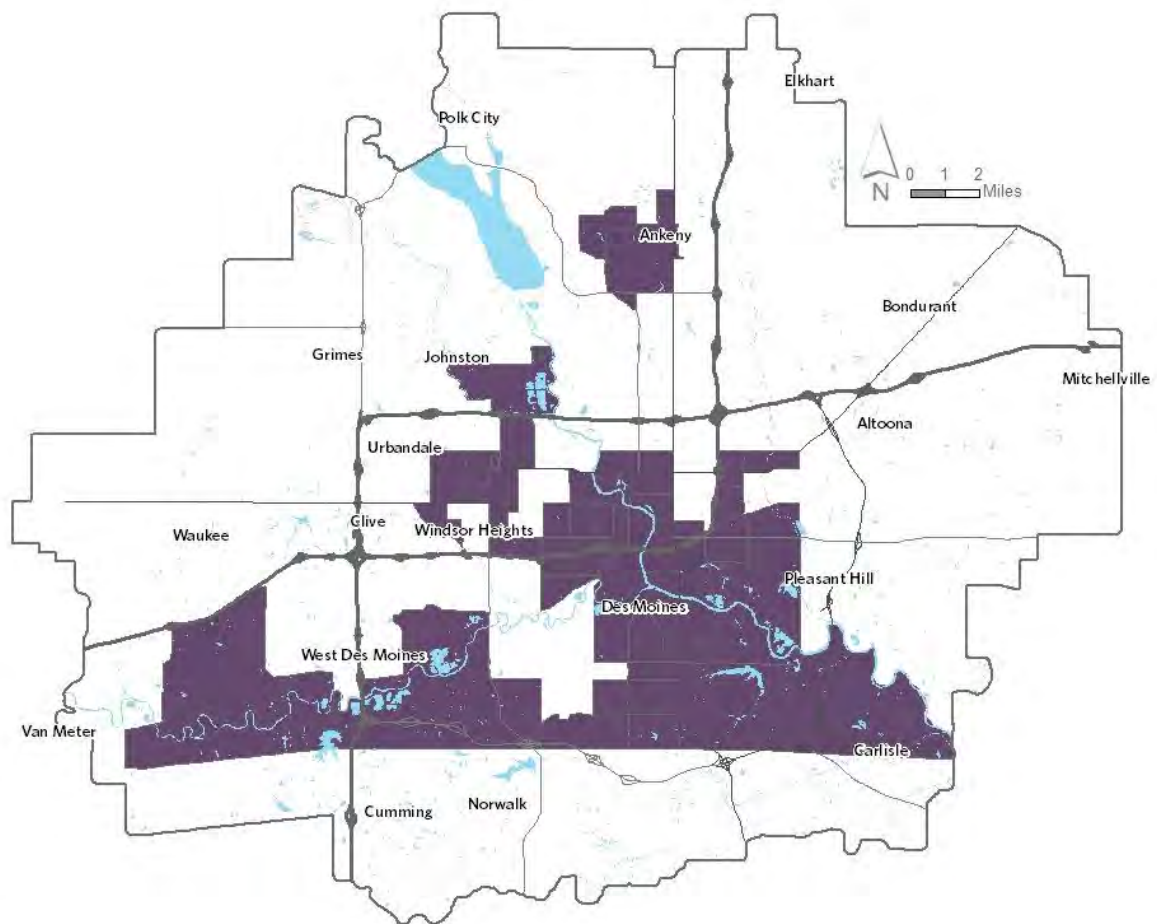




Poverty

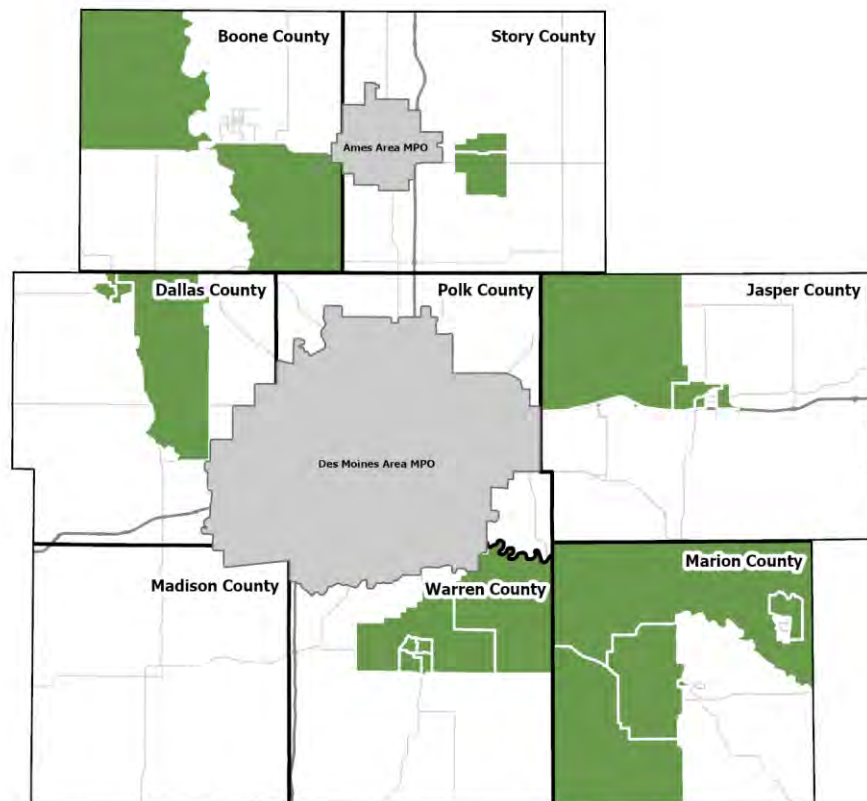
Jurisdiction	Total Population	Total Households	Total Persons in Poverty	Percent Persons in Poverty
Boone County	26,721	10,720	1,736	6.6%
Dallas County	96,604	37,970	5,467	5.7%
Jasper County	37,686	14,548	3,164	8.8%
Madison County	16,414	6,309	1,083	6.7%
Marion County	33,381	13,314	2,371	7.5%
Polk County	488,871	183,753	48,492	10.1%
Story County	98,106	37,219	16,825	19.4%
Warren County	51,862	18,959	2,974	5.9%
DSM Metropolitan Statistical Area	702,036	246,304	62,126	10.0%

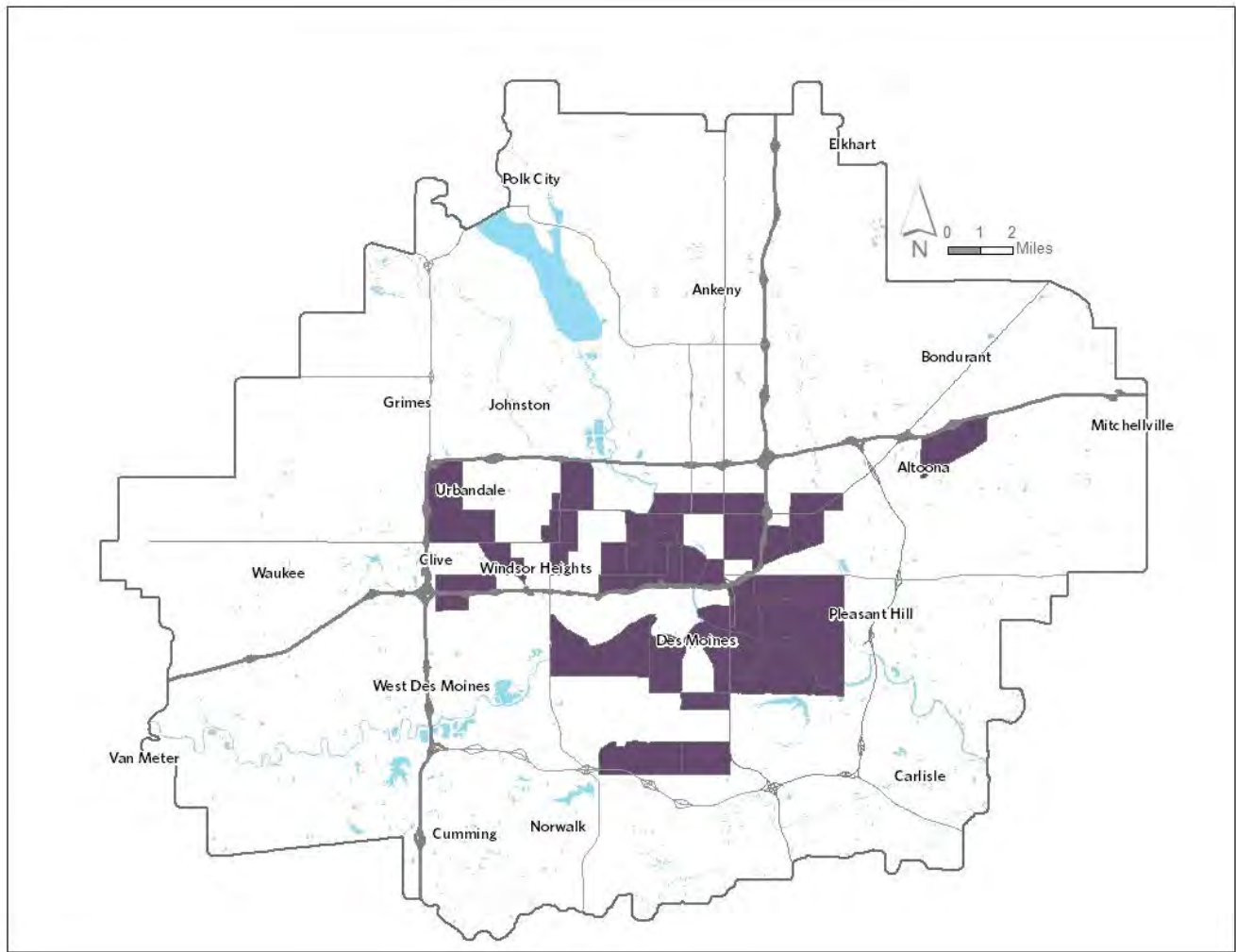




Single Head of Household with Children

Jurisdiction	Total Population	Total Households	Total Single HoH with Children	Percent Single HoH w children
Boone County	26,721	10,720	419	3.9%
Dallas County	96,604	37,970	1,672	4.4%
Jasper County	37,686	14,548	891	6.1%
Madison County	16,414	6,309	335	5.3%
Marion County	33,381	13,314	821	6.2%
Polk County	488,871	183,753	13,971	7.6%
Story County	98,106	37,219	1,189	3.2%
Warren County	51,862	18,959	1,218	6.4%
DSM Metropolitan Statistical Area	702,036	246,304	18,309	7.4%



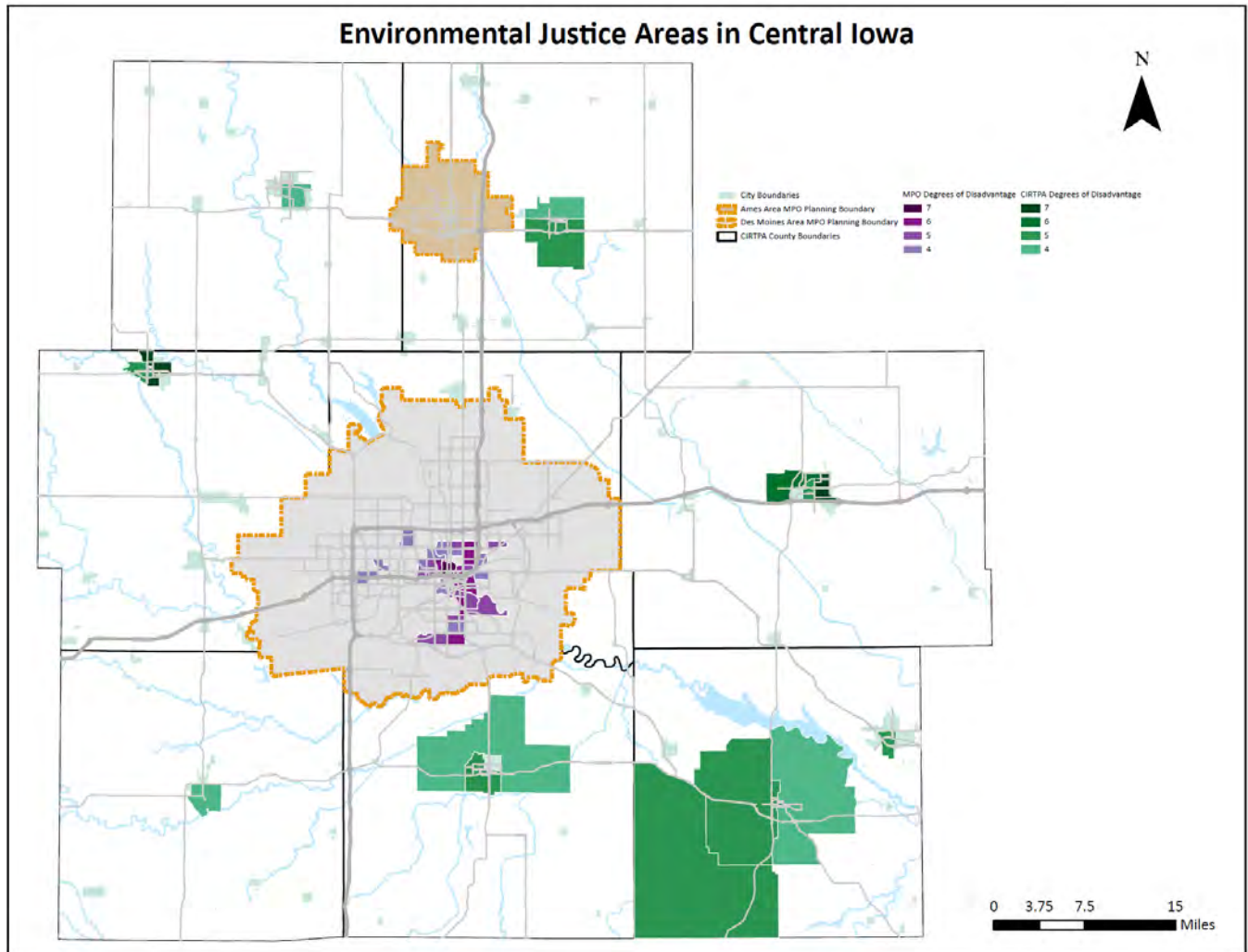


Computer & Broadband Access

Due to the prevalence of information via the internet, planning staff also will begin monitoring this data.

Jurisdiction	Total Population	Total Households	Total Households with Computer	Percent Households With Computer	Total Housholds with Broadband Subscription	Percent Households with Broadband Subscription
Boone County	26,721	10,720	9,901	82.4%	8,989	83.8%
Dallas County	96,604	37,970	518	95.9%	34,273	90.3%
Jasper County	37,686	14,548	12,972	90.3%	12,128	84.4%
Madison County	16,414	6,309	5,884	92.3%	5,433	85.2%
Marion County	33,381	13,314	12,071	91.2%	11,086	83.7%
Polk County	488,871	183,753	184,854	94.7%	172,248	88.2%
Story County	98,106	37,219	36,359	95.8%	29,246	77.1%
Warren County	51,862	18,959	18,552	95.1%	17,281	88.5%
DSM Metropolitan Statistical Area	702,036	246,304	262,740	94.5%	245,068	88.2%

Demographics Summary



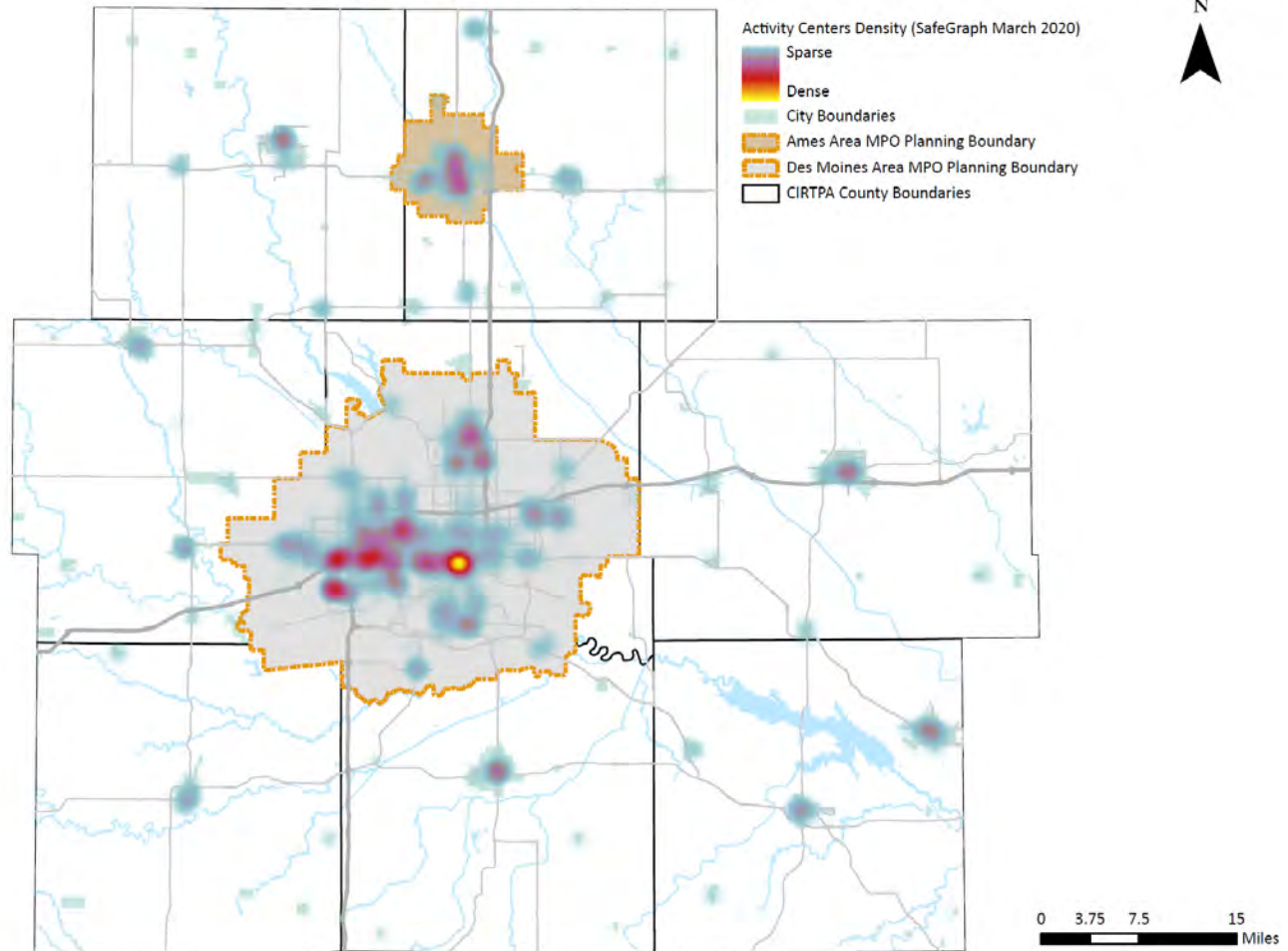
When combined, the concentration of degrees of disadvantage occur in the urban core of the Des Moines metropolitan area and the area near major cities in each CIRTPA county.

Activity Centers

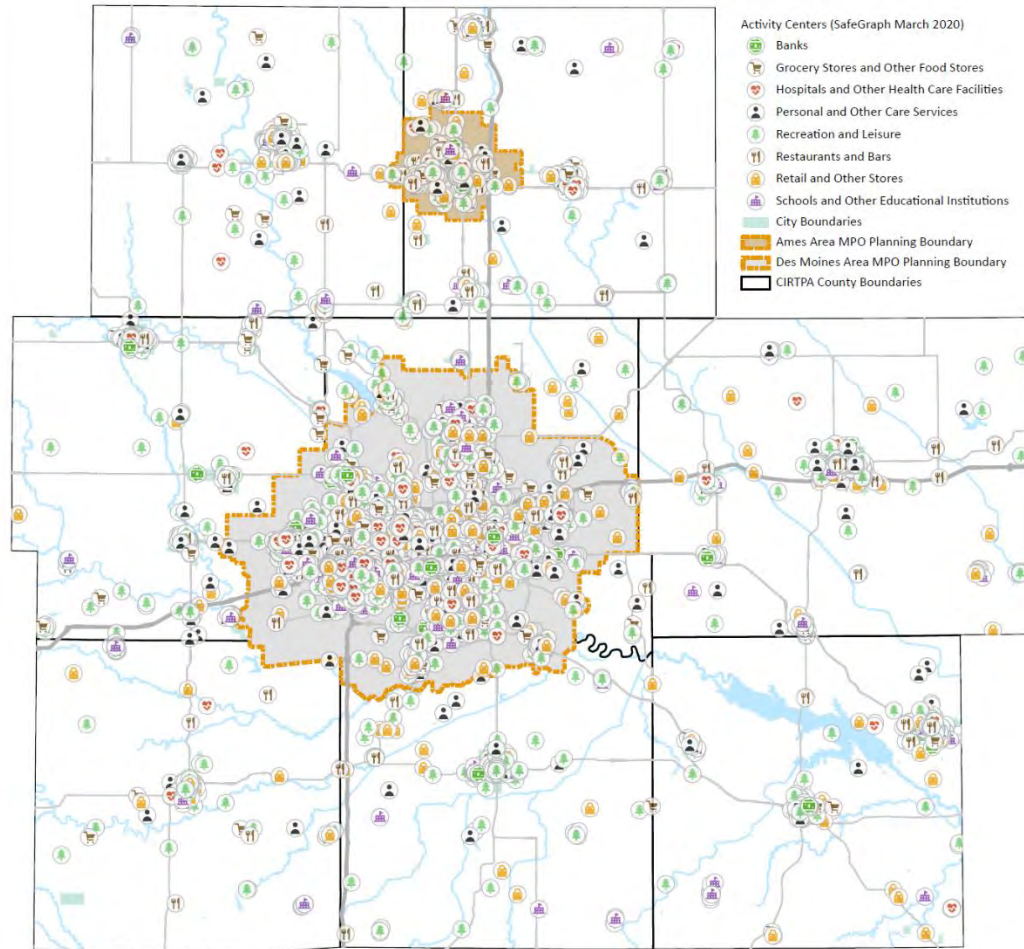
The following pages show the geographic distribution of activity centers in Central Iowa. To develop such maps, planning staff used SafeGraph 2020 data for locations of:

- Banks
- Grocery Stores & Other Food Stores
- Hospitals and Other Health Care Facilities
- Personal and Other Care Services
- Recreation and Leisure Facilities
- Restaurants and Bars
- Retail and Other Stores
- Schools and Other Educational Institutions

Activity Centers in the Central Iowa Area



Activity Centers in the Central Iowa Area



0 3.75 7.5 15
Miles

Activity Centers in the Central Iowa Area: Banks



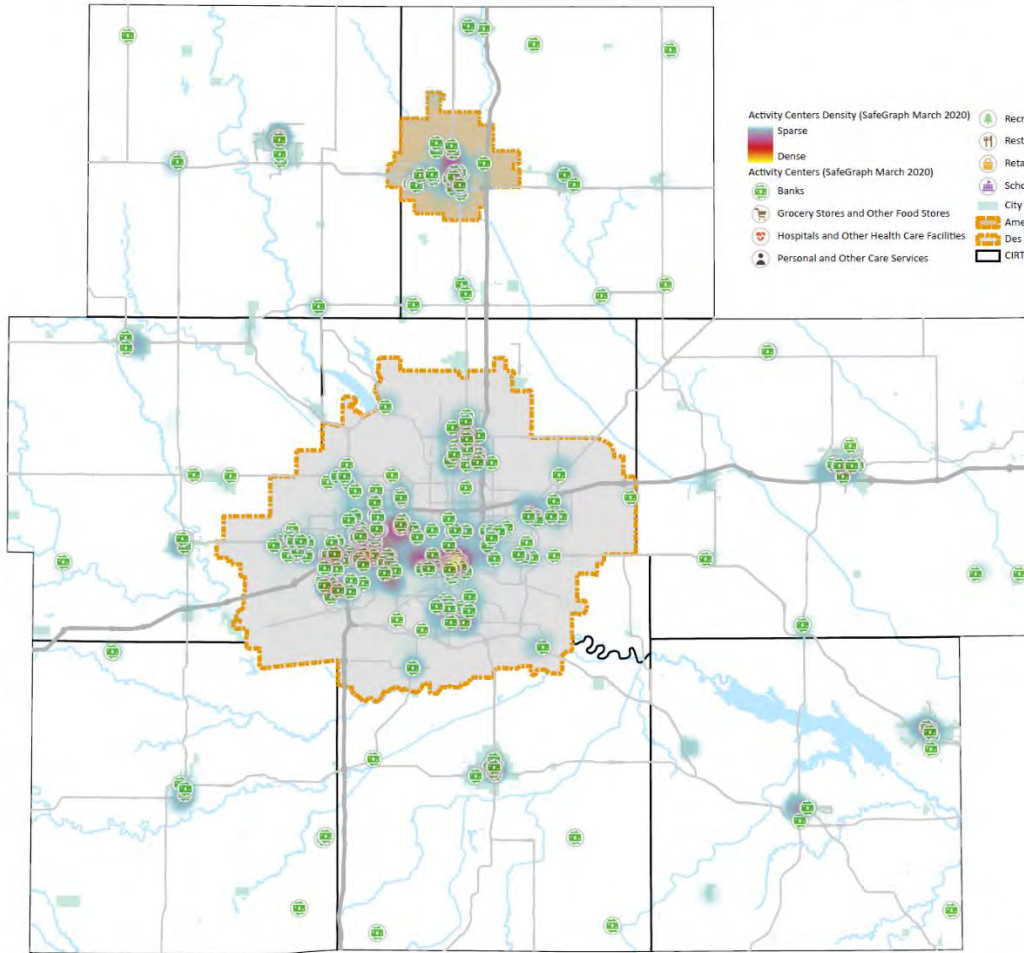
Activity Centers Density (SafeGraph March 2020)

Sparse
Dense

Activity Centers (SafeGraph March 2020)

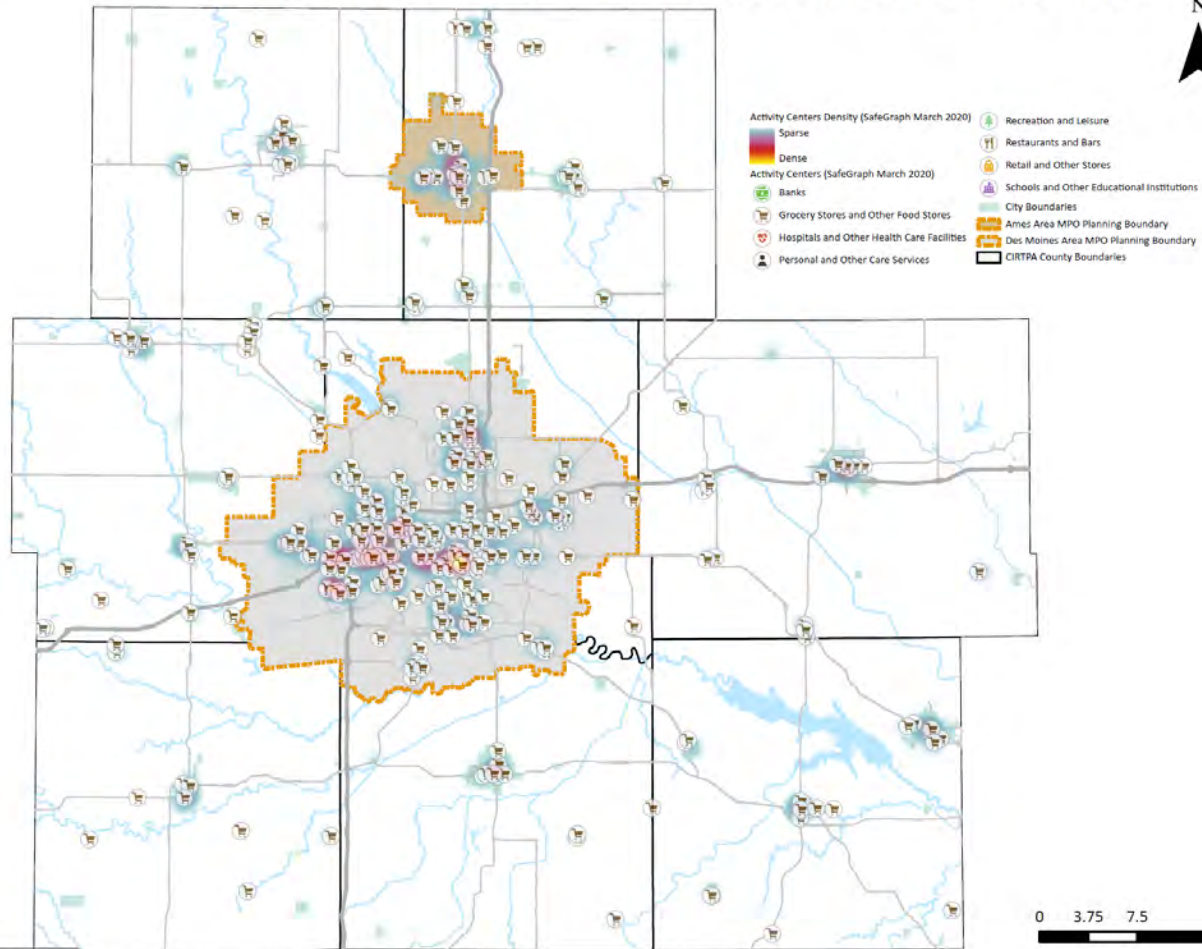
Banks
Grocery Stores and Other Food Stores
Hospitals and Other Health Care Facilities
Personal and Other Care Services

Recreation and Leisure
Restaurants and Bars
Retail and Other Stores
Schools and Other Educational Institutions
City Boundaries
Ames Area MPO Planning Boundary
Des Moines Area MPO Planning Boundary
CIRTPA County Boundaries



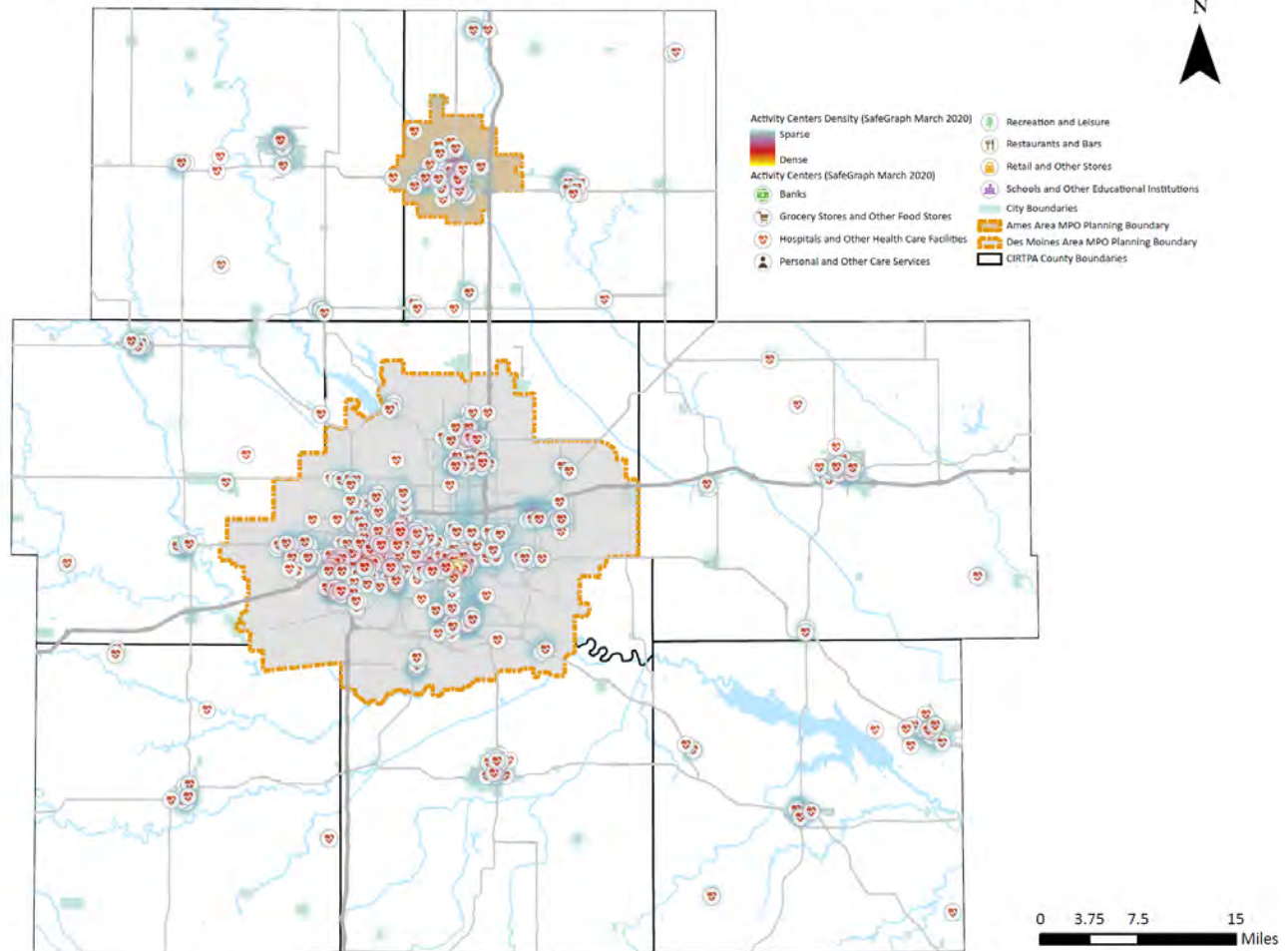
0 3.75 7.5 15
Miles

Activity Centers in the Central Iowa Area: Grocery and Other Food Stores

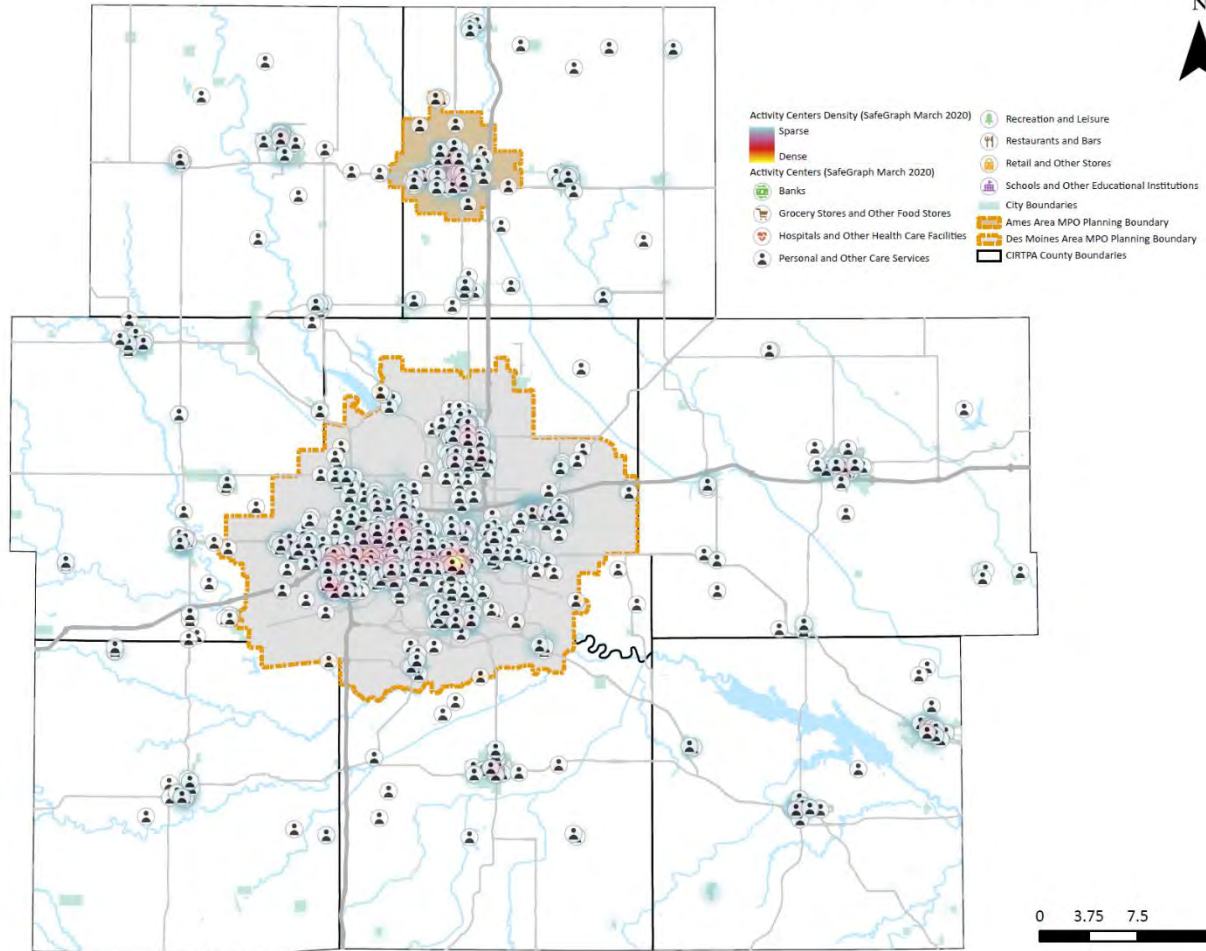


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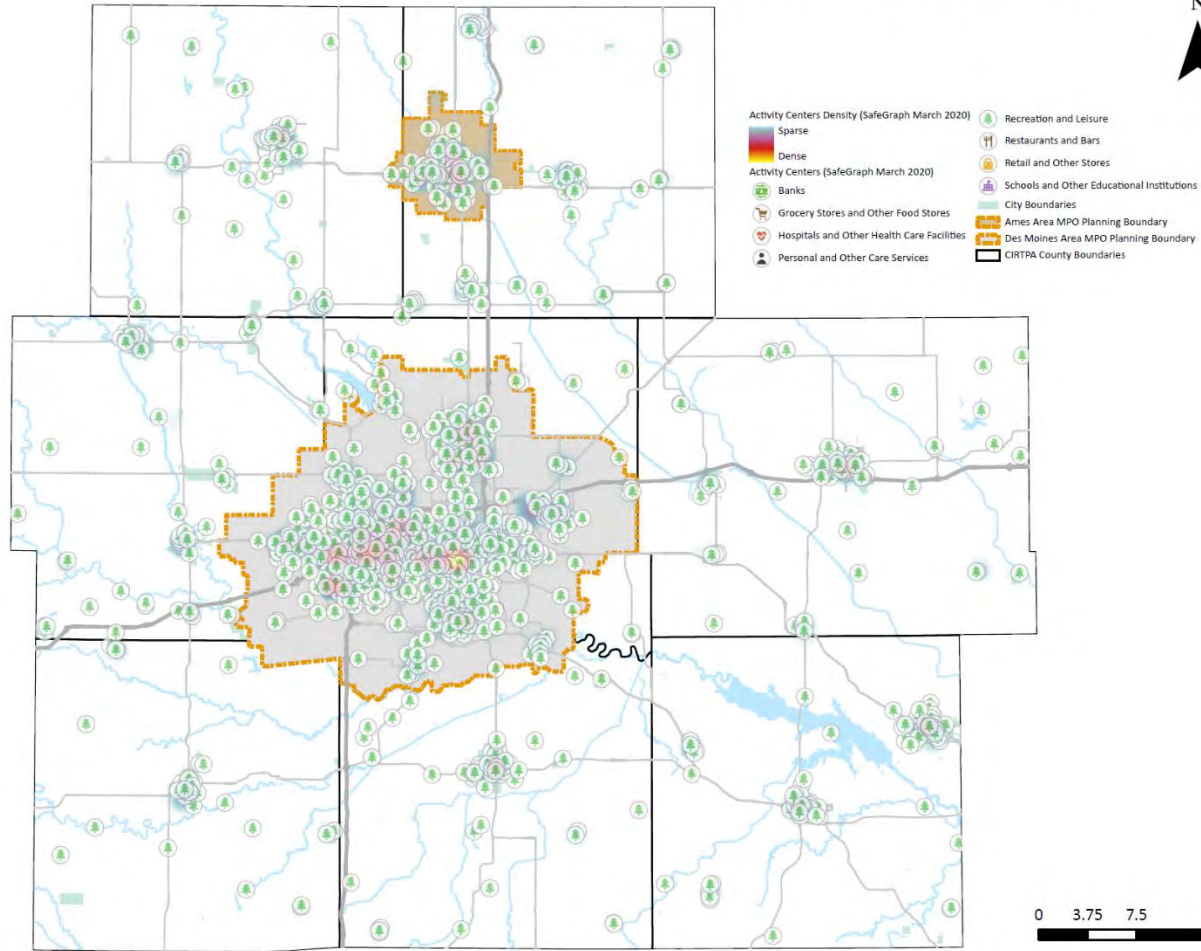
Activity Centers in the Central Iowa Area: Hospitals and Other Health Care Facilities



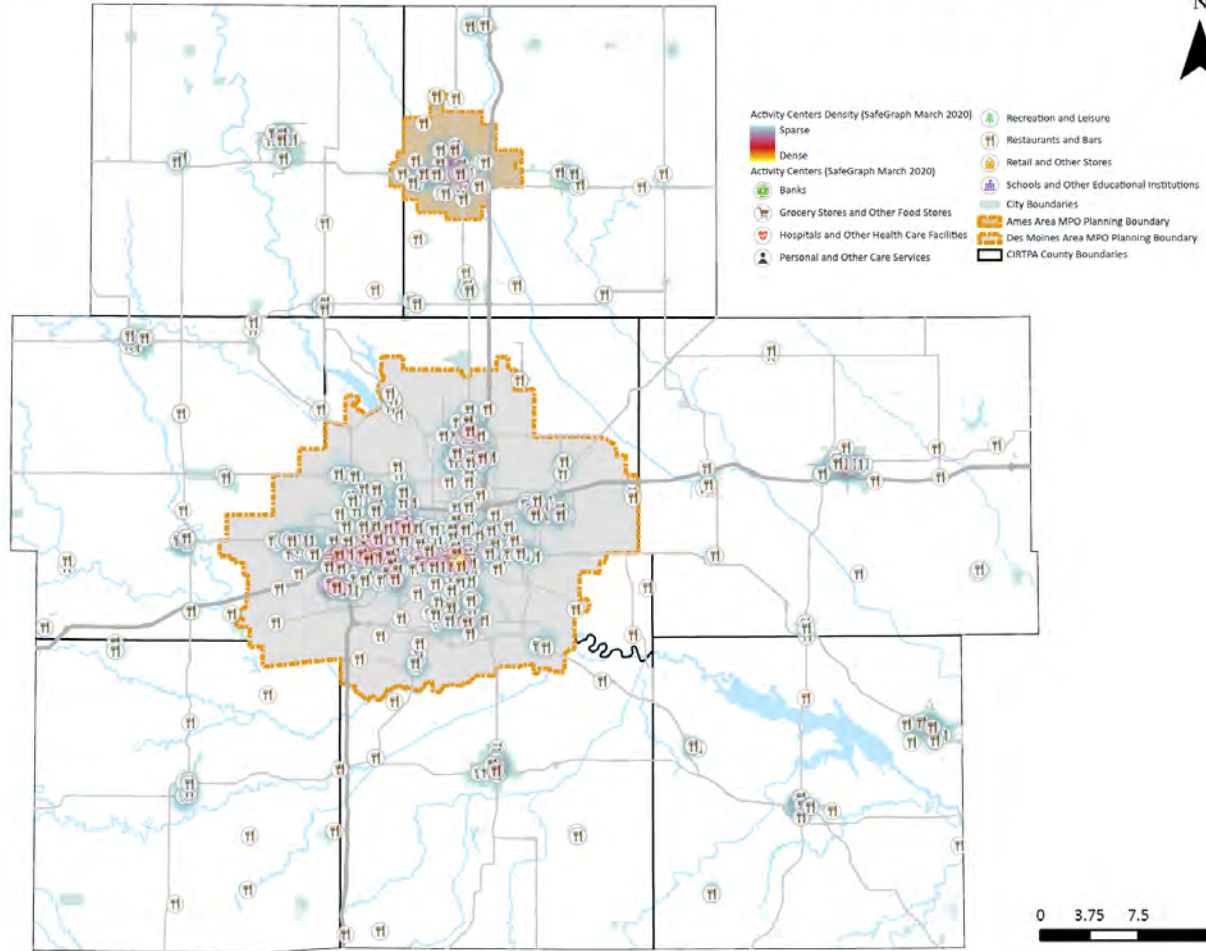
Activity Centers in the Central Iowa Area: Personal and Other Care Services



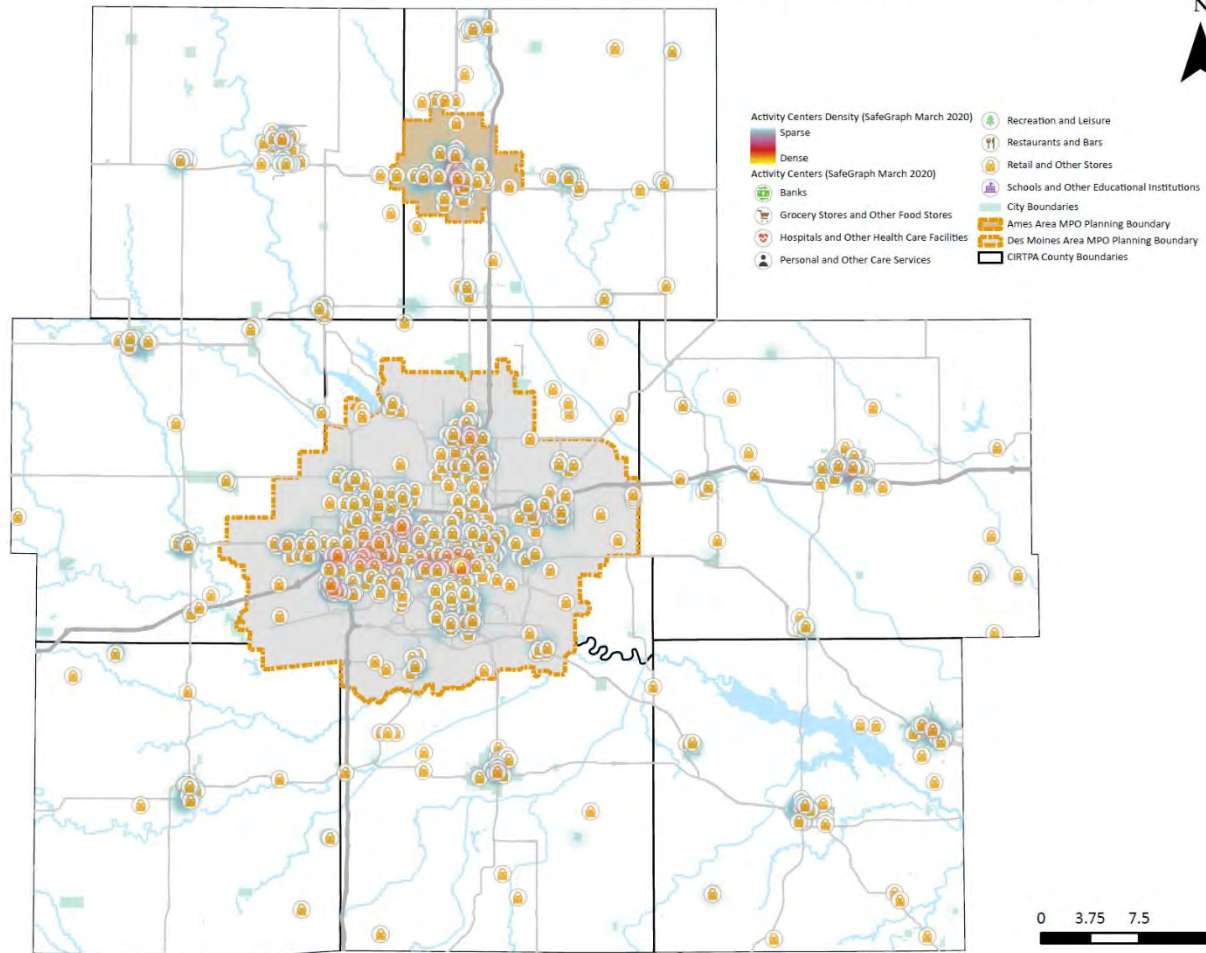
Activity Centers in the Central Iowa Area: Recreation and Leisure



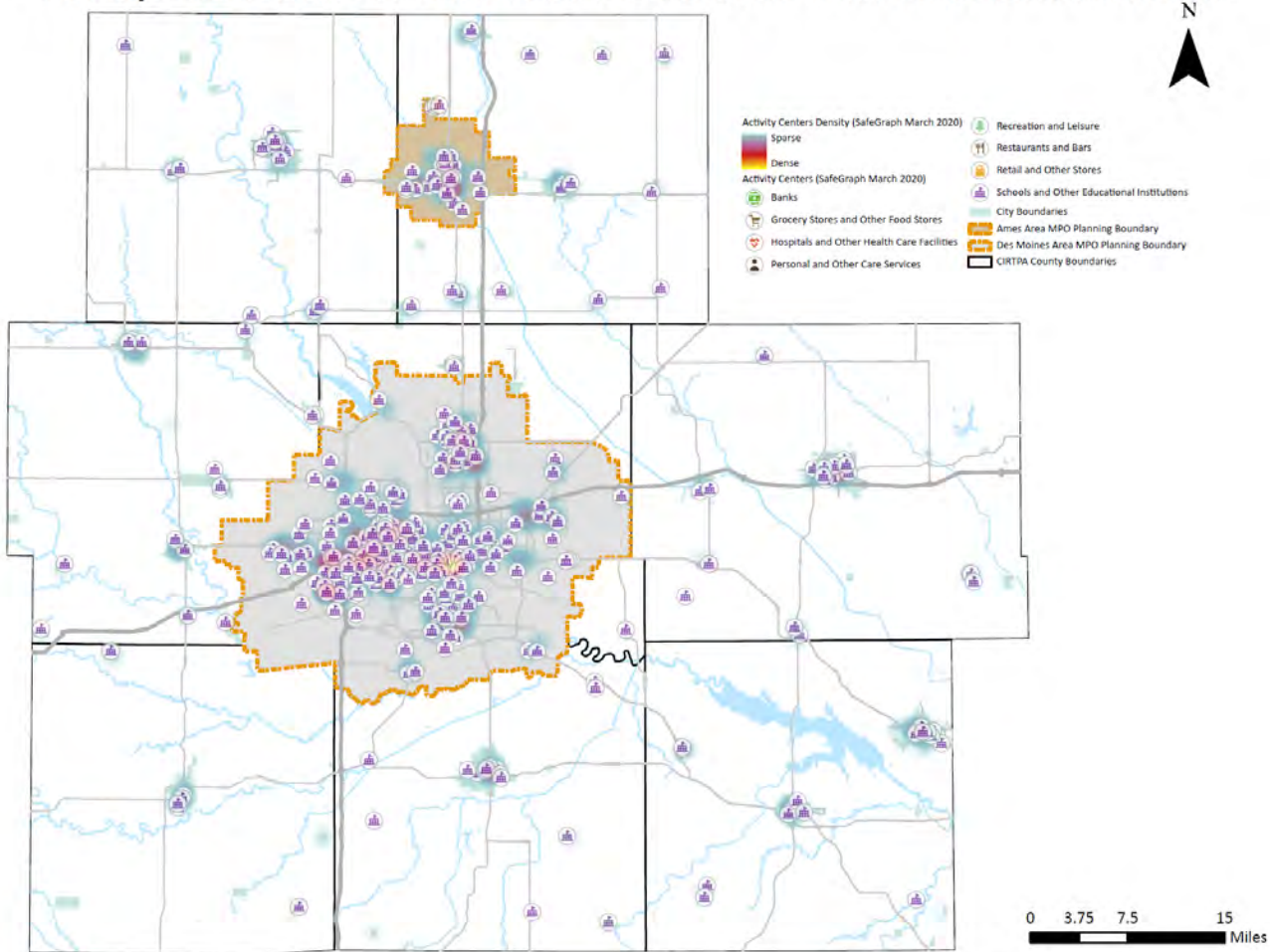
Activity Centers in the Central Iowa Area: Restaurants and Bars



Activity Centers in the Central Iowa Area: Retail and Other Stores



Activity Centers in the Central Iowa Area: Schools and Other Educational Institutions



Section Three: Coordination Issues

Two regional transit authorities service the DMAMPO & CIRTPA region: Des Moines Area Regional Transit Authority (DART) and Heart of Iowa Regional Transit Authority (HIRTa). The following is an account of each agency since the 2018 Passenger Transportation Plan, including:

- Overview of each agency
- Future service, management, fleet, and facility needs
- Status of previously recommended priorities and strategies
- Recent work and developments affecting the agencies and coordination issues

Following these agency overviews, this section includes public input, regional outreach and initiatives that have examined mobility and coordination issues within Central Iowa, especially within this plan's focal demographic groups identified in Section Two.

Finally, this section will summarize the regional coordination issues, which will be prioritized and strategized in Section Four of this plan.

Des Moines Area Regional Transit Authority (DART)

Overview

DART is the public transportation resource for the Greater Des Moines region, offering the largest network of buses in the State of Iowa and resources for those who vanpool, walk or bike. The Greater Des Moines region has changed dramatically in recent decades with a growing reputation and vision for competing nationally. The hub of DART's operations is in Downtown Des Moines, which is home to more than 80,000 employees of large and small companies as well as various federal, state, county, and local government offices.

Transportation is a critical component of a region's competitiveness - vibrant, growing communities have strong public transit systems at the heart of their infrastructure to connect citizens with jobs, education, shopping, and more. The DART Commission and staff have worked diligently to improve the regional transit system since it was formed in 2006. In October 2017, DART's governance structure was reconstituted to establish a Board of Commissioners with one representative for each of its member governments.

DART's current member governments include Altoona, Ankeny, Bondurant, Clive, Des Moines, Grimes, Johnston, Pleasant Hill, unincorporated Polk County, Urbandale, West Des Moines, and Windsor Heights.

In an average year, DART Provides nearly 4.5 million trips to transit users. Service is provided on weekdays from 4:40 a.m. to 11:39 p.m. Saturday service is operated from 5:30 a.m. to 10:41 p.m. Sunday service is operated from 6:00 a.m. to 7:29 p.m. The basic adult fare for bus service is \$1.75. A reduced fare of \$0.75 is offered to seniors aged 65 or older, Medicare cardholders, passengers with disabilities, ADA complementary paratransit customers, students, refugees, and persons on housing, food, or workforce assistance. The reduced fare is available during all hours of operation. The ADA complementary paratransit service is offered during the same hours and days as the fixed-route service. ADA paratransit service is \$3.50, with higher fares for the Express Plus and trips extending beyond the DART fixed-route service area. Furthermore, DART has the largest Rideshare program in Iowa with 28 vans operating within an 18-county area. These services are managed with one transit hub, one operations and maintenance facility, 1,780 bus stops, more than 20 Park and Ride locations, and 62 bus stop shelters.

DART does not operate services on six holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas.

DART is funded by a combination of local property taxes, public-private partnerships, fares, and a variety of state and federal funds, including FTA 5307, 5310, 5311, and 5339 grant programs. DART is uniquely funded when it comes to public transit agencies, relying on property taxes from its 12 member communities to cover more than 60 percent of its operating expenses.

Future Service, Management, Fleet, and Facility Needs

Future Service

In March 2022, the DART Commission unanimously adopted the [Transit Optimization Study](#), replacing the previous DART Forward 2035 plan from 2011. The study outlines a service planning vision incorporating emerging transportation products such as micro-transit, partnerships with TNCs, and potential applications for autonomous vehicles. The study included an updated assessment of the community and needs of the region and outlined strategies for meeting those needs.

Key findings from the public are:

- Service closer to home was the top requested improvement among both riders and non-riders.
- Among lower-income riders, the top requested improvement was more weekend service, and almost 70% of low-income riders said they'd ride more frequently if more routes were operating on weekends. Low-income riders also requested longer service hours and more frequent service among the top improvements that would lead them to ride more
- Of the possible new types of service, on-demand shuttles were the most popular among both riders and non-rider, and ride-hail, carshare, and vanpool the least.

Near-Term Service Goals and Associated Projects

Included are near-term service proposals that can be made with identified resources in the next 1-3 years. By reducing service on lower-performing bus routes, resources can be shifted to serve customer needs identified in the study, including innovative service delivery models.

- Provide cost-effective first/last mile connections to employment areas in NW Urbandale and Grimes
 - By creating a new Flex-Connect zone
- Provide more flexible, customer-friendly local circulation in Ankeny
 - By upgrading Ankeny On-Call with a micro-transit service
- First/last mile connections and local circulation in West Des Moines and expand service hours
 - By realigning fixed-route services in West Des Moines and creating a micro-transit service with the savings
- Improve mobility for reverse commuters seeking jobs in Altoona and Bondurant
 - By providing all-day service along Adventureland Drive

In addition, the Transit Optimization Study also identifies potential future improvements, which would require an additional investment of operating resources in the DART system that can be rolled out over time as resources become available. These potential future improvements are intended to respond to community needs that were heard through multiple rounds of public outreach and are supported by the project team's analysis.

Potential Future Service Improvements

- All-day service on Fleur Drive in Des Moines
- Local fixed route from DMACC Ankeny to Downtown Des Moines
- Mobility-on-Demand option in the Saylorville area
- Enhance existing on-call zones with same-day reservations
- Increase frequency and span of service on weekends
- More service on the busiest routes
- New micro-transit zone in Urbandale
- E 14th St crosstown route between Park Fair Mall and Southridge Mall
- Scale up service in Downtown Des Moines along with emerging markets
- Shuttle along East MLK Boulevard in Des Moines

Fleet and Facility

DART operates a fleet of 116 heavy-duty buses for fixed-route service and 34 cutaway buses for ADA complementary paratransit service. DART also operates vanpools in 18 counties in central Iowa with a fleet of 87 vans. DART has 7 battery-powered heavy-duty buses along with the remaining diesel-powered buses. Rideshare vans and administrative vehicles are primarily gasoline-powered with one administrative vehicle being fully electric. The general fleet plan is to replace vehicles at the end of life to maintain an average fleet age under the Transit Asset Management goals.

DART Operates from an Operations and Maintenance Facility at 1100 DART Way in Des Moines and has a Transit Center located at 620 Cherry Street in Des Moines.

DART's operations and maintenance facility at 1100 DART Way was built in the 1970s and is beyond its useful life. While some electric bus charging infrastructure was installed to support a pilot fleet of electric buses, the garage is undersized for electric buses, is located within a flood plain, and is landlocked amidst rapidly growing residential development.

As DART considers options for investing in repairs or upgrades to its existing operations and maintenance facility or planning a new facility, the capacity to support electric and other zero-emission vehicles should be a key consideration. For example, investment in electric buses is severely constrained in the existing facility due to the size of the storage bay doors and overall height of the storage building as well as undersized electrical service.

Bus Stop Amenities

The inclusion of bus stop amenities follows a set of evaluation criteria that takes into consideration the number of passengers boardings, number of routes served, transfer opportunities, proximity to senior and multifamily housing, growth opportunities, cost-sharing opportunities, and accessibility. Currently, 57 bus shelters are installed at various bus stop locations.

Status of Previously Recommended Priorities + Strategies

DART Service Changes

Over the five years, DART has implemented service changes to meet identified transportation needs of the community.

- Extension of the local Route 17 to Bondurant with the opening of a new Amazon facility to provide access to a major employment center.
- Pilot partnership with transportation network companies (TNCs) in Urbandale and Northwest Des Moines as a first/last mile solution connecting a residential neighborhood to key transit stations
- Launched a micro-transit zone in Ankeny called DART On Demand, an on-demand service to provide local transportation for the growing community. DART On Demand uses a mobile app where customers can book trips on-demand or pre-plan their travel up to 7-days in advance.
- Expanded fixed-route services in West Des Moines to connect major areas including Valley West Mall, University Avenue, Jordan Creek Town Center, Mills Civic Parkway, and Valley Junction
- Expanded fixed-route service to the Deer Ridge apartment community in Des Moines on SW 63rd Street to connect a major residential area geographically isolated for those without a personal vehicle.
- Deployed the first fully-battery electric propelled buses in the DART fleet to operate on fixed routes, reducing engine noise and emissions for the neighborhoods served.

Other Recent Developments

In addition to the service changes listed in previous sections, DART has also:

- Added Wi-Fi service on all DART buses
- Launch of the MyDART app, allowing customers to pay their fares with their smartphones in addition to accessing real-time bus tracking and trip planning features.
- Installed nine mobility hubs where DART shelters and BCycle stations are co-located
- Added bus shelters throughout the community, including the addition of shelters that incorporate public art in their design

Mobility Coordinator

The DART Mobility Coordinator is fully funded through a partnership between DART and the Polk County Community, Family, and Youth Services. The position is responsible for coordinating transportation resources and providing transit education to the residents of Polk County. The position also focuses on building awareness among local nonprofit leaders, service providers, and transit riders regarding the key issues that impact the effective coordination of transportation and human services within Polk County.

Below are several activities carried out by the Mobility Coordinator.

How to Ride Training

The Mobility Coordinator provides regular ongoing training to a variety of health and human service organizations across the region, as well as providing training upon request.

Training demonstrates how to plan a trip, read maps and schedules, recognize bus stops, pay fares, practice rider safety, and more. Depending on the organization or population served, training is personalized and can include classroom learning or on-the-bus demonstration. Target audiences for How to Ride trainings include educational institutes/schools, human service organizations, refugees, returning citizens, and seniors or older adults. DART also hosts a How to Ride training monthly that is open to the public and is held virtually or in-person at DART Central Station.

In addition, the Mobility Coordinator offers service overview and training to organization staff to help them coordinate issues related to transportation needs for individuals served.

Community Events and Education

Another mechanism to reach community members to provide education on DART's various services and programs by attending community events already being held. The Mobility Coordinator often attends community events that focus on serving marginalized community members or some of DART's priority audiences which could include educational institutes/schools, refugees, returning citizens, and seniors or older adults.

Event examples could be back-to-school, health fairs, job fairs, community resource events, etc.

Regional Transportation Coordination

The Mobility Coordinator participates in several regional coordination efforts and stakeholder engagement. Transportation often comes up in regional conversations, especially in the human or social services fields. DART is often invited to join stakeholder conversations in formal and informal ways. Below are a few examples of these:

- Transportation Advisory Group – Des Moines MPO
- Refugee Alliance of Central Iowa
- OpportUNITY – United Way of Central Iowa
- Polk County Decategorization
- Polk Community Partnerships for Protecting Children
- Non-Profit Forum – FUSE Des Moines
- Des Moines Public Schools Community Conversations
- Iowa Latino Providers Forum

Transit Riders Advisory Committee

The Transit Riders Advisory Committee (TRAC) is a group of 11 DART riders who advise DART staff and Commission. The committee aims to give riders a larger voice in shaping DART's operations.

Members provide feedback to staff and the Commission, make suggestions to improve service and increase the communication between riders and staff and the Commission.

The committee has representation from three Local Route riders, two Express Route riders, one RideShare rider, two Paratransit riders, and three At-Large riders representing key constituencies such as refugees, senior citizens, students, or low-income individuals.

The Mobility Coordinator currently serves as the TRAC Liaison and the primary point of contact for committee members. TRAC meets every other month and is led by an elected committee member who serves as the committee chair with staff support.

Reduced Fare Programs

DART offers a variety of populations in our community to pay half the regular bus fare and half-price bus passes to those who qualify.

Under DART's federally mandated half-fare program, individuals over 65 and individuals with a disability can qualify to ride DART half-fare. Additionally, middle and high school students, as well as refugees, throughout Polk County qualify for DART's half-fare program.

The Des Moines Public Schools (DMPS) and DART have a contracted relationship that provides school transportation to eligible students who live on or near DART's fixed bus routes. This partnership provides free transportation on DART fixed routes to DMPS students when school is not in session - after 4:30 p.m., on weekends, and during school breaks.

In 2021, DART launched a Half-Fare Pilot program that expanded access to DART's reduced fares, including individuals receiving certain forms of food, housing, and workforce assistance.

The Half-Fare Pilot program was formed after years of internal conversations about how to revamp DART's reduced fare programs. The effort also considered feedback from the Central Iowa Transportation Gap Analysis, which highlighted the cost barrier to riding DART experienced by some members of the community. The pilot ran for 18 months, during which more than 550 individuals signed up and participated in the program, demonstrating to DART that there was an adequate need to move this to a permanent program as part of DART's reduced fare program.

After piloting an expansion of access to half-fare, DART launched a new Ride to Thrive program in July 2022. This program grants half-fare access to riders who qualify for assistance programs such as food assistance, housing assistance, and workforce assistance for two years with the ability to renew that benefit.

COVID-19 & DART

In March 2020, the global Coronavirus Pandemic spread throughout the State of Iowa. Over the coming year, DART would respond to the changing conditions through a series of service and operating changes. At the onset, DART moved quickly to modify services to meet the community's needs during the initial period of community spread, responding to wide-ranging impacts on commuter patterns, employee availability, and evolving public health guidance. Considering the

immense disruption to public life and services, particular transportation trends became abundantly clear; routes with high uses by essential workers and services, flexible travel patterns for employees working from home, and populations with the strongest reliance on public transit access. This section explores observations during the COVID-19 pandemic and the possible lessons we can apply to maintain essential transportation access into the future.

In response to COVID-19 and the associated impacts on workplaces, schools, and businesses, DART instituted a series of temporary service changes to respond to both the availability of operating staff and the sharp reduction in demand. Two service reductions were swiftly implemented, first on March 26, 2020, scaling back of Express trips, and on April 12, 2020, a broad Saturday service schedule on weekdays for most routes and a suspension of service on select routes. During the summer months of May through August 2020, most routes were fully restored to the normal service schedule through a series of monthly improvements.

Transit services around the United States of America overwhelmingly experienced a large decrease in ridership during the pandemic. A myriad of changes in daily life and the evolving science of how COVID-19 spreads resulted in major cleaning protocols and reduced spans of service, which impacted the choices riders made. Despite the overall changes in ridership, the following routes were the workhorses of the network. The high ridership of these routes demonstrates they are in proximity to essential workforce and essential workplaces. While these routes were modified to a Saturday service level, extra buses were operated to ensure passengers were able to maintain safe distances between themselves to reduce opportunity of community spread.

Routes With Most Activity (Over 500 Average Daily Trips During Pandemic)

- Route 3 – University Ave
- Route 7 – SW 9th St
- Route 16 – Douglas Ave
- Route 60 – University/Ingersoll

Prior to the Pandemic, ridership in 2020 was experiencing substantial growth on local routes throughout the metro, fueled by new Unlimited Access partnerships and a set of route improvements made in 2018 and 2019. However, immediately upon closures of workplaces, schools and businesses, ridership among local routes were reduced by half, and Express Route along with the downtown shuttle routes were fulfilling around 10% of the number of trips typically provided. Throughout the year, many downtown employers continued work-from-home arrangements and ridership gains are slowly building on Downtown oriented services. Overall, the most profound drop in riders were among those using employer-based passes and Des Moines Public School passes. Closed offices and classrooms greatly reduced work related trips, and likely other trips made by holders of these passes made fewer non-work trips as well.

Unlimited Access and Partner Programs

DART Unlimited Access Partnerships (UAP) are annual or multi-year agreements establishing a flat, annual rate paid by organizations to streamline access for an approved population to ride all DART fixed routes for free by showing an organization ID when boarding. In some situations, a UAP could be

paired with a service extension that would extend a route or service to better serve a workplace and its needs.

Currently, DART has UAPs with various businesses and organizations, including corporations, manufacturing, education, governmental, residential, etc. In 2022, DART manages 20 of these relationships. DART's newest UAPs have been with two residential property management companies that want to offer free transit benefits to their tenants.

The benefits of transit access extend beyond the workplace to essential destinations that support employees' overall quality of life, offering access to health care, retail, recreation, education opportunities, and more.

Employer Support Program

For businesses and organizations who want to offer transit access for select individuals only, DART can provide a regular allocation of monthly bus passes, purchased on consignment, to distribute to individuals on a month-by-month basis. The organization is billed monthly for the number of passes used, while unused passes are returned to DART and credited to the organization.

RideShare (Vanpooling) Program

In addition to its bus service, DART's RideShare program offers individuals an alternative to driving alone. RideShare helps commuters locate others with like travel patterns to share rides in vanpools. DART has a fleet of vans used by groups of five to 12 commuters for trips to and from work and nearly 100 vanpools in operation. Each passenger pays one low monthly fare based on the number of passengers and total roundtrip mileage of the vanpool. RideShare also has vans with wheelchair lifts available upon request for customers with mobility devices.

RideShare currently serves an 18-county region that includes Adair, Boone, Clarke, Dallas, Decatur, Guthrie, Iowa, Jasper, Lucas, Madison, Marion, Marshall, Polk, Poweshiek, Story, Union, Warren, and Wayne counties. Additional vanpools are continually being created.

RideShare can be made available as an employee benefit when organizations enter a RideShare Partner agreement for organizations who want to cover the full or partial cost of employees accessing the RideShare van.

Climate Action Strategy

Transportation is a major source of greenhouse gas (GHG) emissions in the United States, accounting for 29 percent of 2019 GHG emissions. Public transportation plays an important role in reducing a community's transportation GHG emissions through transportation and land use efficiencies. In 2022, DART adopted a Climate Action Strategy to identify opportunities to monitor and advance the positive impact public transportation has on reducing greenhouse gases in the following ways.

- Develop an emissions inventory to document the baseline condition of greenhouse gas emissions attributable to the operations of DART.
- Document sustainability Initiatives and projects, including previous work on LEED certification, fleet electrification, mode shift, and facility planning.

- Identifies goals for DART to identify opportunities to reduce greenhouse gas emissions in facilities, fleet through transit use, and improved coordination.
- Describes specific steps staff can participate in to advance the strategy's goals.

DART Non-Rider Survey

This 2016 survey was distributed to 2,323 people across 15 zones who had not used DART services in the past year. The top three reasons survey respondents were not currently using DART are because they would prefer to drive, transit services aren't offered near their homes, and they are under the impression that public transportation takes too long.

The main factors that most likely would cause them to begin using public transportation would be if there were transit stops near their home/work, if traffic congestion increased travel times by car, and if employers offered incentives to use public transportation services. Despite over 80% of respondents indicating they feel DART is valuable to the community, only 27% of respondents would be willing to pay an additional \$80/year per household to expand and increase the efficiency of DART.

Additionally, only 12% strongly support adding a \$20 annual fee to each car's registration fee in areas serviced by DART. The top reason survey respondents would consider using public transportation would be for a work-related trip. This coincided with the hours most people were interested in using bus services: 5am-9am and 3pm-7pm.

Heart of Iowa Regional Transit Authority (HIRTAA)

Overview

In 2017, HIRTAA approved its 10-year strategic plan, and in 2022 updated it to include its new mission, vision, and values, as well as the accomplished and future goals.

HIRTAA envisions an interconnected web of transit options bridging the distance between rural communities and cities. HIRTAA will continue to improve and refine its operation and expand the frequency, availability, and destinations of its transit services. They will increase partnerships ensuring their service is complementary to other services. HIRTAA continues to develop and implement innovative solutions such as rural fixed-route service where feasible, deviated routes and shuttles and expanding same-day on-demand service through its HIRTAA On Demand program.

HIRTAA staff is dedicated to ensuring their system is robust and able to handle a new mobile and aging society, especially as the population over 65 grows across the region.

The new strategic plan sets out 8 goals for HIRTAA to strive for:

1. Service Excellence
2. Culture of Safety
3. Management and Financial Sustainability
4. Technology Innovations and Improvements
5. Community Outreach and Engagement
6. Organizational Excellence
7. Capital Investments
8. Environmental Sustainability

Future Service, Management, Fleet, and Facility Needs

While challenges, such as funding vulnerabilities and supply chain shortages, add uncertainty to the future service management, fleet, and facility expansions, HIRTAA continues to work toward goals for the future of its transit system.

The strategic plan aims to ensure transit equity throughout HIRTAA's 7-county region, specifically by creating more opportunities for historically disadvantaged populations, such as low-income people, students, youth, seniors, people of color, people with disabilities, and others with limited transportation options, to access and ride HIRTAA. They also want to diversify modes of transportation to include, Demand Response, Paratransit, On-Demand, Vanpools, Volunteer transportation, and Deviated route service, along with right-sizing their vehicle fleet.

HIRTAA continues to build upon its culture of safety, which, along with promoting a safety mentality for staff, also clearly focuses on cyber security and emergency/disaster preparedness for the organization.

HIRTA has created an EV Transition plan and will continue to work on meeting the goals of replacing vehicles with EVs when feasible to meet its goal of zero emissions by 2050.

As they focus on building their first Administrative and Maintenance facility, which they expect to be completed at the end of 2024, they will continue to seek funding opportunities to construct indoor bus parking in each of their seven counties.

In April 2022, the HIRTA board adopted a Climate Change plan to ensure the organization's commitment to making sustainability a part of its strategic objectives.

Administrative & Bus Maintenance Facility

As part of an Iowa DOT/FTA low-no bus and bus facilities grant, HIRTA was awarded \$10,800,000 for an Administrative and Bus Maintenance facility.

HIRTA anticipates this proposed facility will:

- be located along Interstate 80 in Waukee, allowing for a partnership with InterCity bus companies, Burlington Trailway, and Jefferson Lines to use the proposed facility as a transfer point.
- be climate-friendly with the aim of LEED Certification by incorporating elements such as passive lighting, stormwater management, energy conservation, and more.
- have a training center, administrative offices, call center, kitchen with a breakroom, secure restrooms for onsite collection/drug testing, and at least one quiet room to help manage staff stress.
- be fully equipped for bus maintenance and bus washing, and for a variety of bus sizes.
- have electric vehicle charging stations in the bus parking area, as well as, in staff/customer parking lot.
- have outdoor space for staff to take breaks, eat, or hold meetings.

HIRTA anticipates the facility will be completed by the end of 2024.

Fleet Needs

HIRTA has 74 vehicles in its fleet. This is more than is actively being used. However, due to the challenge of not being able to purchase vehicles due to supply shortages, the plan is to keep all current vehicles unless they are unable or too expensive to repair. HIRTA will order replacement vehicles when the market opens.

HIRTA is in the process of right-sizing vehicles, replacing mini-vans and 138-wheelbase light-duty buses with nine-passenger Transits. 158-wheelbase and 176-wheelbase light-duty buses are being analyzed to determine if they will be replaced with like-kind vehicles or down-sized.

HIRTA has been approved for two FTA 5339b grants through Iowa DOT to receive five 176-wheelbase EVs and five EV Ford Transits to replace five diesel and five gas vehicles.

HIRTA's Fleet Transition plan has a schedule to replace 67 current vehicles with electric vehicles.

Status of Previously Recommended Priorities + Strategies

Transit Service Expansion

- Implemented on-Demand HIRTA
- Received Special STA award to start Flex-Connect in the City of Perry
- Expanded hours of service - These adjustments vary by county based on need and viability
- Ended contracts with all Contracted Providers, and HIRTA provides full-direct service within their 7-county region.

Fleet Improvements

- As part of a 2021 Iowa DOT/FTA low-no grant, it will replace five 176-wheelbase buses with Electric Buses.
- As part of a 2022 Iowa DOT/FTA low-no grant, it will replace five vehicles with Electric nine-passenger vans.
- Transitioned from paper to electronic pre/post trips

Community Relations

- Received an annual award of \$75,000 to begin an AmeriCorps RSVP in Madison County.
- Received an annual award of \$75,000 to begin an AmeriCorps RSVP in Marion County.

Workforce Development

- Began working with Manpower to recruit trip scheduler/dispatch positions, yielding much better results and higher quality skilled workers.
- Hired a Bilingual Mobility Coordinator to work on the Flex-Connect project in Perry to connect with the large Latino population.

Other

- Safety Culture: Established Key Performance Indicators (KPI) and Public Transportation Agency Safety Plan (PTASP)
- Developed a centralized call center where all calls come into one office location
- Implemented additional payment options for fares, including an automated fare collection app for smartphones.
- Developed Heart of Transit, a nonprofit 501(c)(3) organization to broaden funding opportunities.
- Implemented Fit for Duty for all new hires.
- Transitioned from paper driver manifests to tablets

Other Recent Developments

Mobility Coordinators

HIRTA has two positions that are responsible for Mobility Coordination duties.

Outreach Coordinator

This position focuses region-wide on outreach, engagement, focus groups, marketing, and special projects. This position pays special attention to increasing the mobility of elderly, low-income persons, and/or persons with disabilities in the rural counties of Central Iowa.

Recently, the Outreach Coordinator has:

- Developed a regional system of communication for human services agencies, community stakeholders, and citizens to address transportation needs within each community/county and region. This includes contacting HIRTA by phone, email, or via social media. We also have established the HIRTA Connections Coalition and regional TAG, where people can address concerns, offer solutions, and partner on consistent messaging about HIRTA and the importance of Public Transit.
- Continued community conversations to understand customer needs at all levels
- Conducted community-based research to prepare for coming changes
- Built on marketing and outreach efforts to engage more customers and stakeholders. HIRTA's outreach efforts have expanded, and its regional reach has grown exponentially.
- Worked with community providers, including veterans and medical providers, to improve coordination and mobility
- Implemented and managed HIRTA's DEI presence on their website, vehicles, and marketing

Bilingual (Spanish) Outreach Coordinator

This position focuses primarily on the City of Perry because 34% of the population is Latino and a special State Transit Assistance grant we received. This position focuses on engagement, marketing, the Flex-Connect project, and Social Determinants of Health surveys. This position pays special attention to increasing the mobility of Spanish-speaking elderly, low-income persons, and/or persons with disabilities. The first month after hiring them, the use of our language line within the call center increased by 35%.

Beyond the Bus

Transportation plays a major role in everyday life for many people, and the needs, support, and dependency reach far beyond just the bus. It involves other service providers, healthcare, the workforce, and many more. Therefore HIRTA, with financial support from Iowa DOT and Central Iowa Regional Transportation Planning Alliance (CIRTPA), hosts this event each year, addressing emerging topics.

In the past, the event has covered, Invisible Disabilities, Workforce, Inclusion, and Healthcare. Recordings of both virtual events is available on HIRTAs website. After each event, HIRTA surveys partners to uncover the topics of interest for the next year. Due to the pandemic, the event was held virtually and has consistently had over 100 people attend. This success indicates the need for this to continue in the virtual format in the future.

On-Demand – Service App

HIRTA's new on-demand transportation service was available in all seven counties in the service area in September 2022. This new feature is in addition to HIRTA's existing service and is available with the new HIRTA On Demand smartphone app. The service is a step forward towards HIRTA's vision of enhancing community livability and promoting independent lifestyles for central Iowa residents. The easy-to-use HIRTA On Demand app will allow riders more flexibility to schedule, pay, and cancel rides.

HIRTA On Demand App Highlights:

- Reserve, track, and cancel rides through the app
- Receive automated ride notification reminders the night before a reservation, when the vehicle is approaching, and when the vehicle has arrived
- Pay fare by credit card directly in the app
- Monitor the real-time location of the vehicle
- Available in English and Spanish

Mobility choice and flexibility are vital for people's quality of life in the communities in which they live, and it is up to HIRTA to use innovative technology to make that happen in their region. This new On Demand service will allow HIRTA to take people where they need to go in the most affordable and environmentally responsible way possible while maintaining the integrity of its other services.

ITS4US Complete Trip: Health Connector: An Inclusive Mobility Experience from Beginning to End

HIRTA was awarded \$1,084,257 for phase 1 of the ITS4US Complete Trip grant for the "Health Connector: An Inclusive Mobility Experience from Beginning to End" project. In 2022 HIRTA received a USDOT \$3,590,686 grant for the 2nd and 3rd phases.

The U.S. Department of Transportation launched the Complete Trip – ITS4US Deployment Program in 2021. The scope is to support seamless travel for all users across all modes, regardless of location, income, or disability.

HIRTA was one of five sites selected to begin Phase 1. The first phase is to spur Complete Trip deployments nationwide, identify needs and challenges by populations, develop and deploy mobility solutions that meet needs, measure the impact of integrated deployments, identify replicable solutions, and share lessons learned.

HIRTA's "Health Connector: An Inclusive Mobility Experience from Beginning to End" will pilot in Dallas County, with the desire to adopt regionwide. The project team's overall objective is to provide enhanced and equal access by integrating the scheduling and management of healthcare appointments and transportation, focusing on underserved communities.

Currently, the project is in the beginning stages of developing a solution allowing users to schedule and manage their appointments and transportation services at the same time. The goal is to provide enhanced access to healthcare options for all in Dallas County with a specific focus on underserved communities, including persons with disabilities, people with low income, older adults, veterans, and persons with limited-English proficiency.

HIRTA Climate Action Plan

To date, HIRTA has looked towards the Iowa Department of Transportation's Long-Range Plan – Iowa in Motion for guidance and direction. Specifically, goal area 3: Facility, Fleet, and Personnel. These strategies hone in on transit agencies' ability to: right-size bus fleets, adopt alternative fuel vehicles, increase mode shift, and invest in transit operational facilities. With the guidance of this plan and future transit innovation, HIRTA aims to clarify and move forward as a climate solution.

Emission Reduction Goals and Targets

Goal 1 – Invest in and partner to advance electrifying Central Iowa transportation modes and infrastructure.

- Invest in electrifying HIRTAs fleet;
- Invest in EV infrastructure throughout Central Iowa communities, large and small;
- Invest in EV public charging infrastructure at HIRTA facilities;
- Invest in alternative fuel, hybrid or electric non-revenue support vehicles;
- Replace 100% of fleet with alternative fuels and/or electric buses by 2050;
- Decrease total GHG emissions from transit fleet by 25% by 2030;

Goal 2 – Invest in a climate-ready multi-modal Central Facility.

- Build LEED-certified multi-modal facility that incorporates both climate action and hazard mitigation;
- Audit and invest in sustainability throughout HIRTA operations, including offices, purchasing, and infrastructure;
- Ensure future maintenance facilities accommodate zero-emission technologies;

Goal 3 – Expand HIRTA's climate solutions portfolio through education, collaboration, and innovation.

- Research and develop and workable long-range vehicle replacements plan;
- Research and build indoor bus storage facilities throughout region;
- Market and promote public transit to maximize community ridership;
- Incorporate U.S. Department of Transportation's Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure into HIRTA operations.

Reducing greenhouse gas emissions and adapting to changing climate conditions will require collective action at the local, regional, state, and federal level. It will also require innovative projects, strategic investments, policy changes, and community support consistent with climate action goals.

Over the next two years, there will be regular meetings of key staff to identify other key agencies within the HIRTA region to adjust and flex its strategy as needed and track the progress of its implementation actions. HIRTA plans to decrease emissions by 25% by 2030.

"Do you have Transportation?"

"Do You Have Transportation?" is an awareness campaign geared towards helping people get rides where they need to go. The overall goal is for people to have the forethought, "do I have

transportation?" Often when scheduling an appointment or making other plans, people don't think about whether or not they have transportation to get there.

HIRTA is working to connect with healthcare facilities within its 7-county region to bring the "Do You Have Transportation?" project to their facility's appointment setting procedures. This includes connecting patients with HIRTA, providing them with handouts & materials, and explaining why this program is beneficial.

Heart of Iowa Transit – 501(c)3

The Heart of Transit is organized to provide transportation to the general public with an emphasis on those with disabilities, special needs, the elderly, and low-income residents. It will focus on providing access to transportation for those individuals in the community that would otherwise not have convenient and affordable access to transportation, thereby enhancing the quality of life and prolonging the ability to live independently. And it may undertake such additional actions and activities as authorized by the board of directors to further the transit needs of the general public.

The establishment of Heart of Transit has benefited HIRTA in a variety of ways. The first year, it received close to \$50,000 in personal donations and foundation grants, which HIRTA would not have been able to receive without having a 501(c)3 status. HIRTA was also able to take advantage of over \$2,000 in technology savings. These funds, most importantly, help HIRTA provide transportation to those most in need and get the full cost of their ride covered through HIRTA's Adopt-a-Rider program.

Volunteer Program – RSVP

HIRTA awarded a grant to start an RSVP program in Madison and Marion counties.

The goal is to ensure a volunteer driver program in each county within our region. There are some established RSVPs in HIRTA's service area, and while they don't want to replicate what exists, they want to enhance the programs by bringing consistency in transportation options throughout the region.

A volunteer driver program will be available for people to ride on a donation basis. Volunteers will provide trips to medical appointments, the pharmacy and grocery shopping using their personal vehicles. The frequency of the transportation needed will be determined on an individual basis.

HIRTA partners with Boone County RSVP to provide volunteer transportation. They also receive funds from United Way of Central Iowa for Dallas and Warren counties to provide volunteer transportation. Jasper and Story counties have their own RSVP transportation programs, which HIRTA uses as a referral.

Nutrition and Companionship are two other components of the HIRTA volunteer program in Madison and Marion counties.

Accessible Transportation Community Initiative (ATCI)

HIRTA received funding from Iowa Developmental Disabilities Council, Iowa DOT and Central Iowa Regional Transportation and Planning Alliance (CIRTPA) for a Barriers to Transit Equity for People with Disabilities project.

HIRTA contracted with Easter Seals Project Action to facilitate this project via their Accessible Transportation Community Initiative (ATCI) process. HIRTA created a coalition of community partners, including riders, human service agencies, county and city officials, healthcare providers and many others, to work on identified key objectives (barriers/improvements). The ATCI framework is a model designed to reach a consensus from diverse stakeholders regarding the commitment and actions necessary for improving mobility.

Transportation is the connection to everything, and all people need to navigate the process to access essential services, such as medical care, groceries, employment, and visiting loved ones. If HIRTA wants healthier, more diverse, inclusive thriving communities, HIRTA must promote more equitable mobility services and financially support transit vehicles and services so HIRTA can be accessible to all users.

The final ATCI report from Easter Seals included:

- Iowa DOT has awarded (5) electric light-duty vehicles, allowing HIRTA to continue growing and diversifying its fleet while also maintaining a better environmental footprint.
- Develop and create an on-demand service like Uber or Lyft, allowing users to access a ride quickly and without a 24-hour reservation requirement.
- Develop a Retired Senior Volunteer Program (RSVP)
- HIRTA's Community Outreach Coordinator completed 60 hours of coursework to become a Certified Travel Training Instructor.
- HIRTA will evaluate the use of the Federal Funding Braiding Guide, developed in June 2020 by the Coordinating Council on Access and Mobility (CCAM). This guide defines federally funded programs that could be used as local match requirements on other federal projects.

IDEAS (Inclusion, Diversity, Equity, Accessible, Solutions) Committee

HIRTA received a 2021 Equity and Accessibility: Transportation Planning Grant through the National Aging and Disability Transportation Center (NADTC) to build on current planning efforts and more fully engage people of color, low-income, and other underserved, with a specific focus on people with disabilities.

Across over 4,100 square service miles, identifying and prioritizing the needs of our very diverse communities was a priority. Through surveys, focus groups, community meetings, and listening to our riders, we were able to determine the common barriers are the service days and hours and limited English proficiency to make HIRTA a more inclusive experience for all. Life operates outside of HIRTA's service hours, so it's important for its communities to access needed services and live an active, fulfilling lifestyle. People who are transit dependent and live in rural areas want spontaneous travel and want to travel in their communities like neighbors who have their own transportation.

HIRTA gathered input from older adults, people with disabilities, and marginalized populations through surveys, focus groups, and community meetings. One rider said,

"As an individual who is blind, I need reliable transportation to access every aspect of my life. I have been and will continue to be a part of HIRTA's efforts to improve transportation services

because accessible and good transportation is important to me. It is my understanding the new software is going to be more user-friendly and provide patrons with even more information. Having the ability to know where my driver is and when to expect them at my house is going to be an extremely useful feature of the new software. No more waiting out in the rain or below zero weather for a bus."

Another rider said,

"I worked with HIRTA to complete a survey, attended and participated in their community meeting, plan on participating in their focus group to identify needs, and continue the work of breaking down barriers. Inclusion is important to everyone, including people with disabilities and their quality of life. HIRTA does a great job of being inclusive and trying to do what they can to make the service better for everyone."

NADTC is offering a Phase 2 Implementation grant, which HIRTA has applied. This would include making the new App available in multiple languages, expanding service with 3rd parties (taxis, TNCs, etc.), and partnering with the public on social determinants of health surveys combined with ridership data and success stories to justify local funder support.

COVID-19 & HIRTA

Critical Issues:

COVID caused a significant decrease in ridership of public transit systems across the nation, and at the peak of COVID, ridership dropped by around 90%. It is on the rise. However, many reliable sources predict it may take up to 5-7 years before systems see pre-pandemic ridership numbers.

The federal government was generous in funding transit to keep systems operating during the pandemic, however that funding also created another issue with a rural system like HIRTA in that it gave stakeholders and other funders the illusion that transit now has all of this federal funding, and therefore no longer needs local funds for operations and/or capital purchase match funds.

Two things need to be clear:

- 1) The Federal COVID funds were to keep transit operating during the pandemic, and with so many other services shutting down, they were no longer funding transportation through contracts or fare boxes.
- 2) The Federal government did not change any of the rules on required match funds.

Therefore, HIRTA must still find a way to match 50% of their federal operating funds, 20% of their 5339 capital replacements/purchases, and 10% for 5339b (electric) capital replacements/purchases. If there are not sufficient match funds, then HIRTA is not able to use all the appropriated federal funds, and that will mean a reduction in service.

COVID inadvertently created a large supply chain issue when manufacturers reduced labor, which reduced the production of parts, chassis, fuel, raw materials, computer chips, etc. Now the federal government is giving the transit industry more funding to replace vehicles and transition to EVs and there needs to be more supply to meet demand, so manufacturers have canceled orders and are now backlogged for 3-4 years on vehicle deliveries.

According to CTAA, APTA, and AASHTO, rural, small city, paratransit, and non-emergency medical transportation providers in the U.S. have experienced cancellations of small bus contracts, price increases between 30 and 70 percent and growing wait times to receive delivery of these vehicles.

They have asked the Transportation Secretary to:

- Increase availability of chassis by encouraging manufacturers (the letter specifically mentions Ford) to set aside units for transit use and small buses.
- Streamline procurement regulations to emphasize flexibility and use the vehicle backlog nationally to determine the timeframe for these procurement process changes.
- Expand the Federal Transit Administration's (FTA) proposed Buy America general nonavailability waiver for passenger vans (87 Fed. Reg. 43101) to include waiving Buy America requirements for small buses and vans when manufacturers are not able to guarantee delivery within 12 months or less of an order. Use this temporary waiver to incent manufacturers to locate production facilities in the United States.
- Offer clear guidance to FTA grantees on whether, when, and how to amend bus procurements or reprogram funds when vehicles, as specified, cannot be delivered under the terms of a procurement agreement.

Positive Effects:

- Cleaning protocols for vehicles have forever changed to keep staff and riders safer

Comparison of HIRTA's FY19 and FY22 Ridership

County	FY19 Pre-COVID		FY22 Total Ridership	FY22 Weekdays	FY 22 Nights & Weekends Paratransit-AMES	FY22 Over 65 Rdership	FY22 Disabled Ridership
Boone	33,261		7,948	7,948	NA	2,583	3,121
Dallas	31,691		5,346	5,346	NA	2,627	1,101
Jasper	47,949		10,829,	10,829,	NA	1,831	6,025
Madison	22,657		3,019	3,019	NA	1,593	834
Marion	40,717		14,944	14,944	NA	4,070	4,184
Story	46,817		21,445	19,993	1,512	1,539	5,466
Warren	42,583		6,965	6,965	NA	2,998	3,148
TOTAL	265,675		70,496	69,044	1.512	17,241	23,879

Public Input

From 2017-2022, Central Iowa has been asked for input on transportation, more specifically, public transportation, every year by collaborative research groups, transit, and public agencies, and/or academic groups.

And so, rather than exhaust the public with the same questions regarding barriers to their mobility, again this year, DMAMPO & CIRTPA staff reviewed the many research, studies, surveys, and other published products

2013 Coordinated Passenger Transportation Study

The 2013 Coordinated Passenger Transportation Study included an in-depth analysis of the existing passenger transportation system and an action plan. The study took an inventory of existing resources, identified opportunities for agency and resource coordination, analyzed existing barriers, and outlined recommendations for coordinating transportation services. The study proposes the necessary steps for improving access to transportation for populations that include individuals with disabilities, seniors, low-income and homeless, refugees, youth in transition, and non-English speaking individuals. The Coordinated Passenger Transportation Study sought public input using various methods, including focus groups, the TAG, user surveys, and provider surveys.

This document is still used as the primary direction-setting document for passenger transportation coordination work throughout the region. This update and the MPO long-range transportation plan will continue to apply these findings after analysis of existing conditions and needed adjustments.

Transportation Advisory Groups (TAG) & OpportUNITY Work Group

All CY2022 Transportation Advisory Groups and OpportUNITY Work Group meetings within this region used most of their meeting time for PTP development discussions. More information about this can be found in Section One.

Surveys

Due to the pandemic and being the largest metropolitan area in Iowa, researchers, community organizations, and transit agencies have often overwhelmed the focal populations of this plan with surveys, focus groups, and more. Therefore, there is no survey directly correlated to this plan. But rather, MPO & CIRPTA staff have utilized results from previous efforts and incorporated them into this plan and process.

Agency Conversations

In the absence of a general survey for this plan, MPO & CIRTPA staff met with partner organizations serving this plan's focal demographics. These conversations occurred with staff from agencies such as the DART, HIRTA, Veterans Administration, Aging Resources of Iowa, United Way's 211 & OpportUNITY, Boys & Girls Club, Link Associates, and more.

Those conversations were productive in highlighting coordination issues. Many of these issues are outlined below:

- Complexity of creating and running volunteer driver programs
- Reliable transportation to employment, especially across the transit agency boundaries
- Grant-funded transportation programs provide opportunities, then end, sometimes abruptly
- Staff capacity and retention at health & human services agencies issues from COVID-19 and beyond
- Federal benefits are not uniform, some assistance provides transportation services, and some are not based on enlistment agency or program
- Stigma of the veteran or returning citizen status impacts transportation, employment, quality of life
- Long-distance trips, especially those that cross transit agency boundaries, are complicated and often not completed
- New apps from transit agencies have created a learning curve some focal populations are or have struggled to adapt to
- Partner organizations feel the tension between the two regional transit agencies
- There is an appetite to explore sharing passenger vans among agencies. However, the complications of this are the major barrier
- HIRTA's disconnection in service within the Des Moines metro impacts medical appointments
- MCOs continue to be a problem
- Language barriers, cost, and anxiety of bus complexities impediments
- Major employers and housing developments do not consider bus routes or transportation in the selection of location
- Multiple trips are hard. For everyone.
- Changes in bus routes/schedules exacerbate issues.
- All agencies appreciative of mobility coordinators' outreach and education efforts
- Car-dependent communities complicate passenger transportation

These issues are discussed and summarized in the Summary portion of this section.

Iowa DOT Public Transit Long-Range Plan

The [Iowa Public Transit 2050 Long-Range Plan](#) conducts needs assessments, surveys, and a gap analysis of public transportation to address issues such as stigma, driver shortages, declining ridership, and more. The detailed plan sets goals and a timeline for addressing fleet, technological, and financial needs to improve public transportation for Iowa's growing urban population. Its goal areas include Service, Partnering, Facility, fleet, & personnel, and Funding.

Within these, some of the most applicable to this region and plan include:

Goal Area 1: Service

- Examine the effects of offering fare-free statewide bus service.
- Examine bus service hours for people who work nights and weekends.
- Prioritize funding applications for communities that improve transit service or access.
- Examine the effects of creating more urban transit services in areas that are currently covered by regional transit services.

Goal Area 2: Partnering

- Improve bus transfers between regions and counties in order to support longer and more efficient trips across the state.
- Partner with companies (such as taxis, Uber, Lyft) in order to support city bus routes and provide more transportation options.
- Improve workforce development by partnering with businesses to help employees get to work.
- Partner with non-profit organizations (such as the American Cancer Society, Veteran's Affairs, and hospitals) to help people get to their medical appointments on time.

Goal Area 3: Facility, fleet, & personnel

- Develop a rightsizing strategy for transit agency bus fleets to decrease costs and better match vehicle sizes to the number of people taking the bus.
- Save costs by encouraging transit agencies and local governments to share facilities and staff.
- Address the bus driver shortage by targeting non-traditional candidates to expand the pool of potential applicants.
- Increase training for bus drivers to better serve mobility, hearing or visually impaired riders, children, older adults, immigrant, and refugee populations.

Goal Area 4: Funding

- Decrease maintenance costs by focusing resources on replacing transit vehicles that are beyond their useful life.
- Examine alternative ways of funding public transit that do not rely only on existing federal and state sources.
- Conduct a benefit-cost analysis or economic impact study of transit services and projects in order to measure the impact and overall benefit to social welfare.

Central Iowa Transportation Analysis

Compendium Marketing conducted in-depth interviews and surveys on behalf of United Way of Central Iowa, Des Moines Community Foundation, Des Moines Area MPO, DART, Mid-Iowa Health, Capital Crossroads, and MAXimum Research to find the greatest issues with transportation in Polk, Warren, and Dallas County. Out of the 1,203 people, 52% reported that transportation is a daily problem for them.

The main concerns about DART were that routes, schedules, and access points are inconvenient to most, limiting their job options and ability to reach their destinations on time. Only 37% of respondents believe it is expensive to ride DART, the same percentage disagreed that DART is expensive. This means that people believe they are paying a fair amount for the quality of service they are receiving. Additionally, the surveys showed that most people with mental and physical disabilities are satisfied with the DART Paratransit services offered to them.

Dallas County residents are more likely to use HIRTA and have the biggest issues with the advance notice required to schedule a ride. A proposed solution would be to implement quick and easy on-demand scheduling and shorten the 20-minute pick-up and drop-off window. Most rural residents are highly dependent on cars and are unsure how DART and HIRTA operate. Warren County

residents suggested that DART expand its services out of Des Moines. As of July 2022, HIRTA has begun servicing the City of Norwalk.

Bizlab Transportation Project

DART and Compendium worked with Bizlab Solutions to undergo a design thinking framework to the complex problems identified in the Central Iowa Transportation Analysis. compile a list of mobility solutions to connect Central Iowans to accessible and reliable transportation. Working with a diverse set of partner agencies, they submitted the following ideas for consideration by the region:

- *Mobility Solutions Team* – explores creative mobility technologies and services
- *Mobility Accelerator* – explores funding opportunities and pilot programs
- *Smart Routes* – explores multi-modal trips to supplement transit with non-fixed routes
- *Never Idle* – explores deploying parked vehicles
- *MobiMe* – explores concierge app to connect multiple agencies' routes and ticketing

From this information and input, DART has started to implement and work through adopting feasible opportunities.

Additional Regional Considerations and Initiatives

Community Conversations

The [2019 Community Conversations Report](#) is based on conversations with people in Polk, Dallas, and Warren County. United Way staff listened to groups from Central Iowa Works, Warren County Welift Job Search Center, Dallas County Health Navigators, and Health Coalition regarding their concerns about health care, transportation, affordable housing, and community resources. They identified helpful community services that are greatly benefitting these counties. These include job search, training and placement services, re-entry work groups, and pop-up produce stands (Dallas County). Based on these conversations, United Way identified two areas of concern: healthcare access and finding good jobs.

Health Care Concerns: Not all health care plans include transportation, meaning those who do not qualify may not have a ride to medical appointments. There is a high demand for transportation from Warren and Dallas County to Des Moines for health care. The volunteer driver program in Dallas County could be expanded to meet the demand for health and work trips. Affordable dental and mental health is also an area of concern, as insurance does not always cover this expense.

Good Jobs: United Way and the National Fund for Workforce Solutions believe a good job should meet an employee's basic needs. Such as fair pay and benefits, a stable and predictable schedule, a clear career path, and is secure and safe for the employee. In addition to this are "higher needs" like belonging and achievement. An employee's work should be significant and fulfilling in some way related to their passions. Employees deserve a respectful workplace environment where they are held accountable and have the tools they need to be successful.

These benefits could include health care, but it is important to consider that simply because a job offers health care does not mean that every employee can afford the co-pay.

A.L.I.C.E. Report

The United Way of Iowa formed a research advisory committee to publish an analysis of ALICE populations' financial burdens. [This report](#) uses an economic viability dashboard to evaluate housing affordability, job opportunities, and community resources and put together a household survival budget based on each county's average cost of living.

A.L.I.C.E. stands for Asset Limited, Income Constrained, and Employed families. In 2016, 457,044 households in Iowa — 37 percent — could not afford basic needs such as housing, childcare, food, transportation, health care, and a smartphone.

Capital Crossroads 4 Equity Tool

Capital Crossroads, a Central Iowa strategic planning consortium, developed the [4 Equity Tool](#) in interagency collaboration through their Social Capital Work Group. The tool, created for leaders to use during decision-making to build a more equitable and inclusive region, asks these four questions.

1. Have various ethnic communities/people of color been informed, meaningfully involved, and authentically represented in these processes/decisions?
2. Is there a group that benefits more than another because of this process/decision?
3. What could be one unintended consequence of this process/decision for ethnic communities/communities of color?
4. What action will be implemented to advance equity in this process/decision?

This plan aims to ask itself these same questions.

Transportation & Health Access: Where Are We Now and Where Can We Go?

The [Transportation and Health Access Quality Improvement Toolkit](#) was created by Health Outreach Partners as a practical guide to assist health centers to reduce transportation barriers to healthcare access. The tool guide is equipped with questions to conduct a patient needs assessment survey, cost methodology to assess the financial impact of missed appointments, and clear steps for implementing and evaluating initiatives.

Ames-DSM Corridor Feasibility Study

This study was conducted by the Des Moines Area and Ames MPO in collaboration with public transit agencies and a team of consultants in 2014. This study was conducted to assess the practicality and usefulness of a public transportation service joining two major educational and employment hubs. The study found significant demand for transportation between this corridor by identifying the number of work and school trips made between Des Moines and Ames. By estimating and comparing costs for

different transit modes and considering goals from each city's Long Range Transportation Plans, planners suggested that either an express service deviated fixed route or ridesharing would be the best option for the I-35 corridor.

Here We Grow

In recent years, the Des Moines regional economy has been strong; historically, affordable housing costs have generally remained that way. The region is now in an advantageous position, with strong job growth, a reasonable cost of living, and a high and growing quality of life.

To stay ahead of economic and housing market trends that could upset this balance, the Capital Crossroads 2.0 regional strategic planning process suggested an in-depth study of workforce housing conditions. [The inquiry](#) asked whether the region's housing market and production system would be able to respond to anticipated job growth over the next two decades and do so without succumbing to the housing affordability challenges that other regions have had to confront.

That process led to three overarching priorities.

1. Increase housing near jobs.
2. Housing mix should reflect the job mix.
3. Create equitable housing opportunities.

Six strategies for action support these:

- Policy & Planning
- Land Banking
- Affordable Rehabilitation Programs
- Implementation Mechanisms
- Purchasing Affordability
- Organizational Capacity & Funding

[Here We Grow](#) builds on this momentum for workforce housing in Greater Des Moines through local and regional collaboration.

2019 Community Health Needs Assessment - Dallas County

Every three years, in conjunction with the Dallas County Hospital, the Dallas County Board of Health leads a community-wide conversation to better understand the health needs in Dallas County. The findings from [this assessment](#) are then used to create objectives and strategies to address the identified needs. This process is called the Community Health Needs Assessment and Health Improvement Plan (CHNA / HIP).

This assessment outlines several priorities associated with the efforts of TAG and this plan. Examples of those are:

- Physical activity: encouraging activity to improve health outcomes and protect against the onset or worsening of chronic diseases
- Transportation & Mobility: concluded communities with public transportation options, connected & functional sidewalks, and trails to desirable locations improve health outcomes.

Past and Present Barriers to Coordination

The public transportation coordination barriers presented in the FFY 2019-2023 PTP are still of concern today. They are again brought forth here in the list below to be considered in Section 4: Priorities and Solutions.

One agency coordination barriers:

- Cabs don't arrive on time
- Bus route maps confusing
- Taxis not handicapped accessible
- Paratransit must call too far in advance
- Family, and friends cannot get gas money for trips
- Schedule information not at bus stops
- Bus stops not marked and sheltered

More difficult one-agency coordination barriers:

- Having to negotiate each trip
- Medical trips needed in a short time
- Paratransit eligibility not worth effort
- How can those with dementia phone
- Mid-day lack of buses stop my use
- Person answering the phone determines whether I ride or not
- Drivers confuse me about the fares

Several agency coordination barriers:

- Trips between rural towns
- Getting help from door to curb
- Will-call trips don't work after medical appointments
- Long waits on reservation phone calls
- No phone reminders "5-minutes away" make pickups slower
- Winter eligibility different from summer
- What happens when "will-call" return trips forgotten

More difficult several-agency coordination barriers:

- Scheduling multiple stops of varied time
- No agency can handle several service payments for trips
- I can't get several kids to different schools
- Bad weather days stop information flow
- The privacy of my income shouldn't be revealed by my type of service
- Recruiting & training of volunteer drivers
- Senior centers don't know all options

Regional Central Iowa coordination barriers:

- Few options for those with disabilities
- What I've heard may not be the truth
- Few options outside Des Moines
- Senior options vary from county to county

- How get info when I'm not on Internet
- Social case workers not informed
- In the winter I need door-to-door help

Regional more-difficult Central Iowa coordination barriers:

- One place doesn't know all answers
- I can't figure out silos of services
- No transportation on weekends
- Service changes don't get to the riders
- Riders not informed of all options
- Volunteers not used as drivers, helpers
- No trips to the airport

Federal Considerations

Investing in Infrastructure and Jobs Act

In 2021, the US Congress passed the Investing in Infrastructure and Jobs Act. This passage is aims to heavily invest in projects and improvements relevant to this plan and its aim. Those include:

- Better Roads & Bridges
- Investment in Transportation
- Network of Electric Vehicle Chargers
- Resilient Infrastructure

In addition to investment areas that align with this plan's focus, the federal government expects these dollars to be held to the standards outlined in the Justice40 Initiative – which seeks to invest in disadvantaged or disinvested communities.

Numerous funding programs came out of this legislation. USDOT grants in this package can be identified and accessed [here](#).

Conclusion

Coordination Issues

Transit Agencies Coordination Issues

Two transit agencies offer services within the DMAMPO & CIRTPA planning area – DART & HIRTA. DART's primary service is fixed-route, and HIRTA's is on-demand.

Both agencies:

- provide safe, accessible, and affordable services to their populations;
- seek to broaden their services, outreach, engagement, and operations to meet their client's needs;
- have needs for new and/or updated facilities to continue to adapt and improve services;
- are exploring services outside their primary service approach;
- are impacted by and deal with Managed Care Organization (MCO) changes;
- seek to advance fleet right-sizing and explore opportunities for alternative fuels, including EVs;
- seek to diversify income portfolios due to tight transit funding and high service expectations;
- have created outreach and engagement staff positions to bridge mobility gaps and engage new riders;
- have good working relationships with many communities and organizations within their service regions;

However, coordination issues are found within and between the two agencies and their service networks. These can be summarized into the following statements:

- Changes to routes, frequency, and service times create confusion and complications for assisting agencies and riders.
- Lack of connection between two agency service routes and locations reduces regional mobility and is apparent to partner organizations.
- New ticketing platforms and apps create confusion at both agencies.
- Grant-funded programs and services sometimes end abruptly, leaving unintended mobility gaps.
- Neither agency productively coordinates with the other during their planning and development of services in Central Iowa.

This final bullet is the most impactful regional passenger transportation coordination issue in Central Iowa. This has roots in many issues, but the most substantial is explored in the next section.

Tangled by Jurisdiction

The combined DMAMPO & CIRTPA planning area encompasses 8 counties: Boone, Story, Jasper, Polk, Dallas, Madison, Warren, and Marion. This region is the Iowa Department of Transportation's Regional Planning Area #11, minus Ames Area MPO (AAMPO). However,

Due to the Des Moines metro's growth and grey areas in agency jurisdiction, there are inevitably gaps and coordination issues among agencies.

In 2019, HIRTA, DART, IADOT, and DMAMPO/CIRTPA staff met with the Community Transportation Association of America (CTAA) to discuss regional agency contentions; where does one agency end and one begin in a growing metropolitan area and ill-defined service area boundaries set in regulation?

The synopsis below is based on communications from CTAA staff.

DMAMPO

The DMAMPO Metropolitan Planning Area (MPA) includes portions of Polk, Dallas, Warren, and Madison counties. DMAMPO government membership gives Polk, Dallas, and Warren County and 16 cities full voting rights and advisory non-voting membership to Madison County due to the less than 1500 people living in Madison County's portion of DMAMPO's MPA.

CIRTPA

The CIRTPA Regional Transportation Planning Area (RTPA) includes Boone, Jasper, and Marion Counties and portions of Dallas, Madison, Polk, Story, and Warren Counties not included as part of the DMAMPO or the AAMPO. Members of the CIRTPA include the eight counties noted above and ten cities: Adel, Boone, Indianola, Knoxville, Nevada, Newton, Pella, Perry, Story City, and Winterset.

DART

DART is established under Chapter 28M, Iowa Code. Its service area encompasses unincorporated Polk County and those cities elected to participate in the DART transit district. Municipal participation in DART hinges on an agreement to collect a dedicated property tax under Section 384.12(10), Iowa Code.

Currently, the municipalities participating in DART and holding seats on the DART board are the cities of Altoona, Ankeny, Bondurant, Clive, Des Moines, Grimes, Johnston, Pleasant Hill, Urbandale, West Des Moines, and Windsor Heights. Other municipalities that collect the DART property tax are the cities of Alleman (a rural municipality in Polk County) and Granger (a rural municipality primarily in Dallas County).

In short, then, the DART tax levy area consists of all Polk County (both rural and urban, and both incorporated and unincorporated), plus those portions of Clive, Granger, Grimes, Urbandale, and West Des Moines that are within Dallas County.

HIRTA

The Heart of Iowa Regional Transit Agency (HIRTA) is established through an Iowa Code Chapter 28E joint powers agreement with the seven counties (Boone, Dallas, Jasper, Madison, Marion, Story, and Warren) that - along with Polk County - makeup Iowa Department of Transportation's Regional Planning Area #11.

This is in keeping with Iowa Code Chapter 324A, which provides for county-by-county participation in regional transit systems having service areas aligned with the state's regional planning area boundaries (unless a county and Iowa DOT specifically agree to something different than the state's RPA boundaries in specific instances).

Although HIRTA is considered a rural transit agency, its service area includes the entirety of the Ames UZA (located within Story County). Additionally, Dallas and Warren's counties include both urbanized and nonurbanized portions. However, HIRTA does not provide local transit service within the Ames

UZA, aside from some services provided under contract to CyRide, and thus not funded through HIRTA's rural transit program budget.

Like Iowa's other regional transit systems, HIRTA relies on local governments to help support its fiscal needs. Still, the Iowa code does not give HIRTA or its constituent counties the authority to levy property taxes dedicated to generating revenue for HIRTA's capital or operating needs (under the current Iowa code, this taxing authority is available only to regional transit districts centered on and including either Polk or Linn counties).

FTA Section 5307 Funding

The Federal Transit Administration (FTA) allocates formula-based funds to urbanized areas through its Section 5307 program. These allocations are determined annually based on an urbanized area's population, population density, and transit service data (primarily vehicle revenue miles) reported to FTA's National Transit Database. Guidance on allocating and distributing these funds is included in [FTA's Section 5307 program management circular](#).

When FTA performs its annual calculations of formula funding apportionments and allocations, it will make a single apportionment to each urbanized area with over 200,000 population, including Des Moines. There is to be a "designated recipient" for each UZA; this recipient is to be named by the state's governor, with concurrence by the public transportation providers in that UZA and with a certification from the MPO for that UZA. These designations remain in force unless or until a governor makes a different designation.

FTA's preference is that every UZA has only one designated recipient for Section 5307 funds. Still, there often are instances in which a single UZA may have more than one public transit provider that should receive some Section 5307 assistance. In some circumstances, state and local interests may find it necessary to have multiple "direct recipients" of Section 5307 funding, with the area's Section 5307 apportionment allocated among these providers according to the terms of a "split letter" filed with and accepted by FTA; FTA also acknowledges there may be instances in which an UZA might have more than one designated recipient. In other circumstances, state and local interests may find it more suitable to arrange a sub-recipient relationship between the designated recipient and the other public transit providers in that UZA. Federal The details of these arrangements, and FTA's requirements, are set forth in Section II of the FTA Section 5307 program management circular.

It appears that DART is the sole designated recipient of the Des Moines area's Section 5307 funds and that there are no sub-recipients.

Some limitations on Section 5307 funds may warrant consideration in this discussion. One consideration is that these funds are not to be used on projects that are not for the purpose of providing urban public transit, which means that DART cannot use its Section 5307 dollars for projects in the nonurbanized portions of its service area unless they have some clear nexus to transit in the urbanized area itself. Because DART operates more than 100 vehicles in maximum service, its Section 5307 funds cannot be used to assist with DART's operating expenses (aside from the possibility of using up to 10 percent of Des Moines' Section 5307 allocation to help cover ADA complementary paratransit operating costs at an 80 percent federal share, and the possibility of using some of Des Moines' Section 5307 allocation to cover the operating costs of eligible job access and reverse commute projects at a 50 percent federal share, as detailed within Section IV of the FTA Section 5307 program management circular).

NOTE: In the federal fiscal year 2019, the Des Moines UZA received a Section 5307 apportionment of \$6,500,006. Out of that amount, an estimated \$1,628,810 - or 25% of Des Moines' Section 5307 apportionment - was derived from population factors, regardless of how much of the urbanized area's population is in DART's service area.

FTA Section 5311 Funding

Iowa DOT receives formula-based funding from FTA to assist with public transit in the state's rural areas. FTA allocates these funds based on the rural population, rural land area, and rural low-income population, and a small portion of these funds are allocated based on rural transit vehicle revenue miles. FTA does not dictate how states allocate the Section 5311 funds they receive as long as they are managed according to a Section 5311 State Management Plan and complies with statutory requirements and program management guidelines. These procedures and requirements are set forth in the [FTA Section 5311 program management circular](#).

Iowa DOT uses administrative formulas to allocate its Section 5311 funds among 16 designated regional transit providers and 7 small city transit systems located in nonurbanized municipalities with populations between 20,000 and 50,000 (Iowa DOT also allocates Section 5307 funds to transit providers in the state's 6 urbanized areas with populations between 50,000 and 200,000, but that funding and the programmatic stream is not central to this particular discussion). The state's practice is to fund only one regional transit system in each state-designated regional planning area. HIRTA is the designated regional transit provider for Iowa's Regional Planning Area 11, except that Polk County is not included in the HIRTA service area.

Section 5311 funding can be used for many types of purposes and projects. Still, it must benefit rural public transit, which could - potentially - include projects or activities connecting rural and urban origins and destinations. The key consideration is that Section 5311 funds cannot be used wholly within an urbanized area for projects or activities. For instance, HIRTA cannot use the Section 5311 funds it receives for projects or activities wholly within the Ames UZA, nor for those projects or activities wholly within the urbanized portions of Dallas or Warren counties, even though those counties are part of the state's defined service area for HIRTA.

NOTE: Iowa DOT receives Section 5311 funding largely based on the entire state's relative share of the rural population, rural land area, and rural low-income population, regardless of whether any rural area is served by public transit. Therefore, even though there is no Section 5311 subrecipient in Polk County, that county's nonurbanized population generated an estimated \$115,852 of Iowa's Section 5311 funding in FY 2019, not including funds generated based on Polk County's rural land area or its rural low-income population.

Exploring the Intersection

CTAA posed some questions for all four agencies to consider, but which have no clear answers, including:

1. How do we address the provision of transit in those urbanized areas that are in Dallas or Warren counties but that don't pay a property tax in support of DART?
2. DART doesn't receive any Section 5311 funding but receives property tax receipts from the nonurbanized portions of Polk County and one municipality in the nonurbanized portion of

Dallas County. How are these areas to receive the rural transit services for which they pay dedicated property taxes to DART?

3. Can DART provide public transit services, whether traditional public transit, vanpools, or other forms of transit, in those urban or rural areas that do not levy a DART regional transit district property tax?

4. Am I correct in assuming that HIRTA cannot provide public transit services that both begin and end in the nonurbanized portions of Polk County, and is there documentation to support our collective understanding that Polk County is not part of the HIRTA service area?

5. Am I also correct in assuming that HIRTA is not currently funded to provide public transit services that begin and end wholly within urbanized areas, whether these areas are in Dallas County, Warren County, or elsewhere in regional planning area #11?

6. Finally, did HIRTA provide documented concurrence when the state of Iowa named DART as the Des Moines area's Section 5307 designated recipient, as required by FTA?

Due to this discussion taking place in December 2019 and the world entering the COVID-19 pandemic in early 2020, this issue and these questions have not been picked up again by the four Central Iowa agencies, IADOT, or CTAA. And so, these questions have not been answered, and this topic and discussion are still on the burner of regional necessities.

External Coordination Issues

Other coordination issues found in the planning process are summarized in the following statements:

- There is a need for better volunteer-driver program recruitment and execution
- There is a continued negative stigma of transit riders and ridership
- Managed Care Organization (MCO) changes don't only complicate things for the transit providers, health and human service agencies also are feeling this pinch
- Staff capacity and retention affect most TAG member organizations
- Land use and development patterns in Central Iowa makes passenger transportation more difficult to access and provide
- Unreliable mobility impacts housing, education, employment, medical, legal, and personal outcomes
- Passenger transportation prioritizes many of the human basics, but there are gaps in services to community building and personal self-fulfillment opportunities. This leads to isolation among already vulnerable populations.
- Weather issues (extreme temperatures and storms) complicate access and safety of passengers due to a lack of facilities throughout service areas and region.
- Federal benefits are not uniform, and benefits are based on agency, classification, etc., making serving groups extremely complicated.
- Passenger vans are hard to come by, hard to maintain, and hard to coordinate for smaller partner agencies. There is an appetite to explore sharing passenger van sharing and the barriers that would entail.
- Language barriers are a problem for limited-English speaking passengers, inside and outside transit.

Section Four: Priorities & Solutions

Goal

To ensure equitable access to passenger transportation for Central Iowans.

Priority Issues & Solutions

Section Three outlined the numerous agency and coordination issues throughout Central Iowa; the following were determined to be priorities and actionable. Each is paired with solutions and action partners identified during the planning process.

Priority Issue: Passenger Transportation Information Unclear & Inaccessible

Central Iowa has many passenger transportation options from transit and partner agencies; however, this web of opportunities can hinder passengers as the information is disconnected.

Solution #1: Transportation Opportunity Platforms

The greatest need for passengers is an accessible and up-to-date resource, available in multiple languages and formats, to use when seeking transportation options.

Action Partners: Full TAG Membership

All TAG members will need to participate in this mobility solution in some capacity. For many, it will require an open flow of information to inform the contents. For others, it may require extra staff time to help develop the platforms.

Solution #2: Explore opportunities to connect transit agency apps

It was identified during the planning process that both Central Iowa transit agencies are now using the same app provider and that passengers, especially in the rural areas of the region, would greatly benefit from having both agencies' information under one application.

Action Partners: DART & HIRTA

This solution will need to be led by the transit agencies and their app developer.

Solution #3: Engage external agencies in platform dissemination

To ensure region-wide adoption of the transportation opportunity platforms, TAG members identified several outlets to plug this resource into, including health systems, educational institutions, translation services, and social work agencies, to ensure untapped points of contact are well informed.

Action Partners: Full TAG Membership

Engagement by all TAG members will be necessary to increase awareness and adoption.

Priority Issue: External Impacts on Passengers & Mobility

As outlined in Section Three, transportation impacts social, health, education, employment, and other outcomes. However, on the flip side, mobility is influenced by and asked to adapt to external forces beyond agency control, such as COVID-19, development & land use, and weather. While the below solutions aim to address current externalities, they are outlined with the understanding that these will continue to evolve as externalities arise.

Solution #1: Engage with Managed Care Organizations

Changes to managed care organizations and the Medicaid program in the state have impacted transit and partner agencies' ability to offer and/or fulfill transportation needs associated with medical care. At present, DART is in communication with MCOs in Iowa.

Action Partners: Interested TAG Members

DART, HIRTA, and other partner agencies with the most at stake will continue to lead these discussions and report to and engage TAG members when necessary.

Solution #2: Explore Opportunities to Sustain Volunteer Driver and Van-Sharing Programs

Multiple agencies noted difficulty affording, managing, and sustaining transportation programs independently. For some, the issue is rooted in regulatory impacts on the ability to recruit and retain volunteer drivers to fulfill their needs. For others,

Action Partners: Interested TAG Members

All TAG members will be included in these discussions.

Solution #3: Engage with Transit Future Work Group

The Greater Des Moines Partnership engages with major employers across Central Iowa about transit through their Transit Future Work Group. A better connection between TAG and the work group could help align employers' and employees' transportation needs and outcomes.

Action Partners: DMAMPO & DART staff

DMAMPO and DART staff should lead the coordination between these two groups.

Solution #4: Ensure Sustainable Passenger Transportation Funding

Transit funding has historically been underfunded, and in 2020 COVID-19 increased the financial constraints. Both impact transit agencies and the populations they serve, and TAG members will continue to advocate for increased transit funding.

Action Partners: Full TAG Membership

Each TAG member will be asked for a different level of involvement in this solution.

Priority Issue: Ensure Regional Cooperation and Collaboration

As outlined throughout this document, there are disconnects among agencies in Central Iowa. The following solutions are offered to bridge communication and coordination gaps.

Solution #1: Mobility Coordination

Before the COVID-19 pandemic, HIRTA, DART, DMAMPO/CIRTPA, and United Way of Central Iowa staff met to collaborate on mobility issues and TAG agendas. However, with

changes in staff and workloads, these have fallen off in regularity. This solution proposes that these mobility coordinator meetings resume and the mobility coordinators lead the TAG agenda development process.

Action Partners: DMAMPO, CIRTPA, DART, & HIRTA

Staff from each regional agency is requested to participate.

Solution #2: TAG Collaboration

A sequel solution to the above is the collaboration between TAGs. The region is required to have two TAG meetings annually. However, each, at present, meets individually quarterly. This solution proposes that the TAGs meet individually in Q2 & Q4 and collectively in Q1 & Q3.

Action Partners: DMAMPO, CIRTPA, DART, & HIRTA

Staff from each regional agency is requested to participate.

Solution #3: Collaborate on Transit Funding Grants and Programs

The Invest in Infrastructure and Jobs Act of 2021 includes numerous opportunities for transportation funding, especially for collaborative multi-modal projects. These grant programs are a prime opportunity for Central Iowa transit and regional planning agencies to establish a more collaborative working relationship while improving Central Iowa mobility outcomes.

Action Partners: DMAMPO, CIRTPA, DART, & HIRTA

Staff from each regional agency is requested to participate as needed.

5310 Funded Projects

Federal Fiscal Year	Agency	Funding Amount	Description	Strategy Addressed
2019	DART	\$360,000	Contracted Demand Response Services	Need to maintain and expand existing services
2020	DART	\$45,800	Contracted Demand Response Services	Need to maintain and expand existing services
2020	DART	\$325,000	Two 27' MD Paratransit Buses - Replacements	Need to maintain and expand existing services
2021	DART	\$132,000	Contracted Demand Response Services	Need to maintain and expand existing services
2021	DART	\$250,000	One and half 31' MD Paratransit Buses - Replacements	Need to maintain and expand existing services
2022	DART	\$218,000	Contracted Demand Response Services	Need to maintain and expand existing services

2022	DART	\$175,000	One 31' MD Paratransit Bus - Replacement	Need to maintain and expand existing services
2023	DART	\$225,000	Contracted Demand Response Services	Need to maintain and expand existing services
2023	DART	\$180,000	One 27' MD Paratransit Bus - Replacement	Need to maintain and expand existing services

Table 6: 5310 Funded Projects for FFY 2019-2023

Section 5: Funding

Public transportation providers such as DART and HIRTA receive funding from various sources, including federal, state, and local governments; contracts with human service agencies and local companies; tax revenue; advertising revenue; and passenger fare revenue.

Federal and State Funding Sources

Federal and state funding account for many of all capital purchases and, as a result, is critical to success. General funding sources available to DART and HIRTA include:

Metropolitan Planning Program (Section 5303): FTA provides funding for this program to the state based on its urbanized area populations. The funds support transportation planning projects in urbanized areas with more than 50,000 residents.

Statewide and Nonmetropolitan Transportation Planning Program (Section 5304): These funds come to the state based on population and are used to support transportation planning projects in non-urbanized areas.

Urbanized Area Formula Grant Program (Section 5307): FTA provides transit operating, planning, and capital assistance funds directly to local recipients in urbanized areas with populations between 50,000 and 200,000, based on population and density figures, plus transit performance factors for larger areas. Local recipients for whom the Des Moines Area MPO programs projects must apply directly to the FTA.

Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310): Funding is provided through this program to increase mobility for the elderly and persons with disabilities. Part of the funding is administered along with the non-Urbanized funding; another is allocated among urbanized transit systems.

Formula Grants for Rural Areas Program (Section 5311): This program provides capital and operating assistance for rural and small urban transit systems with populations of less than 50,000. Fifteen percent of these funds are allocated to Intercity Bus projects. A portion of the funding also is allocated to support rural transit planning.

Rural Transit Assistance Program (RTAP) (Section 5311(b)(3)): This program is a source of funding used to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in non-urbanized areas. States, local governments, and providers of rural transit services are eligible recipients.

Intercity Bus Assistance Program (Section 5311(f)): These funds support the infrastructure of the intercity bus network to connect non-urbanized areas and the larger regional or national system of intercity bus service to meet the intercity travel needs of residents in non-urbanized areas.

Buses and Bus Facilities Grants Program (Section 5339): This program funds States and designated recipients to replace, rehabilitate, and purchase buses and related equipment to construct bus-related facilities. \$1.1 billion was allocated in FY22 to help transit agencies purchase or lease low or no-emission vehicles.

Iowa Clean Air Attainment Program (ICAAP): The ICAAP program funds projects that maximize emission reductions through traffic flow improvements, reduced vehicle miles of travel, and reduced single-occupancy vehicle trips. Transit projects can be submitted for ICAAP funds, but these requests must be related to

congestion reduction and air quality improvements. Project applications may be submitted by cities, counties, public transit agencies, and state and federal agencies. Private nonprofit organizations must have a public agency as a co-sponsor. Deadline: October 1st

Surface Transportation Block Grant (STBG): Surface Transportation Block Grant funds are allocated to states, cities and transit agencies through the MPO. These funds can be used for projects on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects.

Congestion Mitigation and Air Quality (CMAQ) Program: This funding is provided to State and local governments for projects that reduce congestion and improve air quality in areas that do not meet the National Ambient Air Quality Standards.

Diesel Emission Reduction Act (DERA) Grant Program: This program supports projects that protect human health and improve air quality by reducing harmful emissions from diesel engines. It includes grants and rebates.

State Transit Assistance (STA) Programs: All public transit systems are eligible for funding. 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.

STA Formula Grant: These funds can be used by the public transit system for operating, capital, or planning expenses related to providing open-to-the-public passenger transportation.

STA Training Fellowship Program: The STA fellowship program focuses on training costs for Iowa's large urban transit systems and metropolitan planning organizations that are not eligible for RTAP.

STA Special Projects: Funding for these projects can include grants to individual systems to support transit services developed with human service agencies or statewide projects to improve public transit through technical training for transit systems or planning agency personnel, statewide marketing campaigns, etc.

Deadline: October 1st

Public Transit Infrastructure Grants (PTIG): This program funds the vertical infrastructure needs of transit systems with state dollars. Projects can involve new construction, reconstruction, or remodeling but must include a vertical component in qualifying.

Capital Match Loan Program (AMOCO Loans): This program intends to increase the inherent energy conservation benefits of public transit by expediting the implementation of transit capital projects. All public transit systems are eligible for a revolving loan under this program.

Volkswagen Settlement Environmental Mitigation Trust Program: EPA awarded each state DNR a settlement for falsifying emission reports – Iowa will receive \$21M over 10 years and is administered by Iowa DOT. Most of the funds are geared toward school buses/freight/ferries, but transit qualifies in 2 of the categories, “transit bus” and upgrades to existing zero-emission light-duty vehicles.

Diesel Emission Reduction Act (DERA) – to replace diesel vehicles with alternative fuels. Similar to VW Program, monies go through DNR and are administered by Iowa DOT. It has evolved since it started and appears to be matching funds or working in tandem with the VW program.

Non-DOT Funding Sources

Community Development Block Grant (CDBG) Career Link Program – Employment Transportation: Funds awarded through this program provide transportation for individuals to travel to job activities or education opportunities. Funding is provided through local government to non-profit transportation service providers.

National Center for Mobility Management: The Community Mobility Design Challenge is a three-part grant that supports communities in designing and testing innovative transportation services. The initial application should address the personal well-being of community members who face transportation barriers to achieving their economic, health, and social goals, as opposed to a proposed solution. Nonprofit organizations and government agencies that can receive federal funding are encouraged to apply for this competitive grant.

Deadline: July 15th, 2022

Pilot Program for Transit-Oriented Development: \$13 million in competitive grant funds are available to existing FTA grantees with transit projects that examine ways to improve economic development within the private sector, ridership, foster multimodal connectivity, and accessibility, and enable mixed-use development near transit stations. ***Deadline: July 25th, 2022***

The National Center for Applied Transit Technology: This organization helps rural, small-urban, and tribal transportation providers develop practical resources for technological solutions and innovations. Transit organizations can apply for a Strategic Technology Technical Assistance Team or use N-CATT's free online resources to host a technology summit.

Municipal Transit Levy: Iowa law authorizes municipalities to levy up to 95 cents per \$1,000 of assessed taxable property to support the cost of a public transit system. Most of Iowa's larger communities levy for support of their urban transit systems. Several smaller communities use this authority to generate funding used to support services contracted from their designated regional transit system. Exhibit 5 shows which communities are using the levy authority and how much is being generated.

Regional Transit Levy: In 2005, the Iowa legislature authorized counties with populations exceeding 175,000 can form regional transit districts to support area-wide public transit services. A commission appointed from the governing bodies of participating counties and municipalities manages and administers the regional transit district. Once formed, adjacent counties can become part of the district, and municipalities in nonparticipating adjacent counties can join. The district can levy up to 95 cents per \$1,000 of the assessed value of all taxable property in a district. Unlike the provisions in the municipal levy, a regional transit district can set differing levy rates across its territory. While both Linn and Polk Counties have the population to form a regional transit district, as of March 2011, only Polk County has chosen to form a district, including several municipalities from adjacent nonparticipating counties. Exhibit 6 shows which communities participate, their respective tax rates, and the total funds generated.

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 funding source to support transit for counties that don't have the option or choose not to use the transit levy. The levy is limited to three and three-eighths cents per thousand dollars of assessed value.

Trust and Agency Levy: The Trust and Agency Levy can be used by cities and counties to support employee benefit plans. As such, it can help support the cost of a city-operated transit system.

Other Local Funds: Transit agencies receive other funding, particularly local funding, in a variety of ways, including fare revenue from passengers, revenue through contracts with other agencies, and other sources (such as advertising, interest income, local taxes, sale of vehicles and equipment, etc.).

Passenger Revenues: Fees paid by the passengers are one of the most common sources of local support. This can include monies collected onboard the transit vehicle (usually called "farebox receipts"), prepaid fares from the 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.

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

Advertising Revenues: The sale of onboard advertising or advertising space in brochures, etc., can provide additional revenues to the transit program.

Student Fees: Mandatory student fees established by a college or university are like a tax levy in that all members of the specific community contribute. For example, Iowa State University's Cyride is partially funded by the \$44 student fee.

US Department of Transportation Federal Transit Administration: The US DOT provides several competitive grant opportunities, including AIM, BUILD, and Capital Investment (5309). These programs have the potential to improve passenger transportation in central Iowa. However, these are competitive programs, and there is no guarantee of receiving these funds.

United Way: United Way advances the common good by creating opportunities for a better life for all. The organization focuses on education, income, and health and works to help connect those in need of transportation resources to improve their lives.

Medicaid: Medicaid provides health coverage to Americans, including eligible low-income adults, children, pregnant women, elderly adults, and people with disabilities. Medicaid is administered through multiple brokers under Iowa's Medicaid Managed Care Organizations (MCOs).

Homeland Security: The Department of Homeland Security, through the Federal Emergency Management Agency, provides several grants related to transportation, including in the categories of preparedness to enhance the capacity of responders to prevent, respond to, and recover from incidents; pre-disaster mitigation; and hazard mitigation. Initial Application Deadline: May 30th

Older Americans Act: In January 2003, the Administration on Aging (AoA) entered a memorandum of understanding with the Federal Transit Administration. Consequently, AoA is now a key partner in promoting the coordination of transportation across programs and agencies. Older Americans Act guarantees have the option to use Title III B funds to meet the match requirements for programs administered by the Federal Transit Administration. As a result, the Aging Network has additional opportunities to meet local transportation needs better and further United We Ride's goals, including providing more rides for less, facilitating access to services, and improving customer satisfaction.

Head Start: The Head Start Act requires each Head Start Agency to provide transportation to assist families with children in the program. The Act provides funding for the program and requires agencies to "make reasonable attempts" to coordinate with other human service providers to improve transportation services for children.

Current TIP Transit Funding

The following tables outline the current TIP transit funding for DART (FFY 2023-2026) & HIRTA (FFY 2023-2026). It should be noted that the current TIP (at the time of this drafting) only runs through 2026. Therefore, there will be additions in the coming years to HIRTA's figures, and DART's figures could change with time and TIP updates during this plan's lifetime.

Table 1: DART's Federal Funding Sources for FY 2023 – 2026

Federal-Aid Funding Sources	2023		2024		2025		2026	
	Total	Federal Aid	Total	Federal Aid	Total	Federal Aid	Total	Federal Aid
5307	\$12,035,375	\$9,628,300	\$6,731,250	\$5,385,000	\$7,392,500	\$5,914,000	\$5,950,100	\$4,760,080
5310	\$112,500	\$90,000	\$152,500	\$122,000	\$168,750	\$135,000	\$168,750	\$135,000
5307, 5310	\$1,353,929	\$1,144,190	\$1,288,489	\$1,047,616	\$1,343,864	\$1,093,141	\$1,543,999	\$1,314,547
5307, 5304	\$61,250	\$49,000	\$70,000	\$56,000	\$40,000	\$32,000	\$40,000	\$32,000
5307, 5339	\$15,000,000	\$12,000,000	\$1,000,000	\$800,000	\$250,000	\$200,000	\$250,000	\$200,000
5307, 5339, STP	\$4,765,738	\$3,817,407	\$4,241,252	\$3,520,377	\$4,410,902	\$3,661,767	\$3,932,005	\$3,252,954
5311	\$26,786	\$13,393	\$27,322	\$13,661	\$27,870	\$13,393	\$27,870	\$13,935
ICAAP	\$782,295	\$625,835	\$697,745	\$558,195	\$1,096,365	\$877,091	\$0	\$0
STBG	\$2,027,200	\$1,410,200	\$2,038,000	\$1,400,000	\$1,693,750	\$1,355,000	\$1,625,000	\$1,300,000
Total	\$36,165,073	\$28,778,325	\$16,246,558	\$12,902,849	\$16,424,001	\$13,281,392	\$13,537,724	\$11,008,516

Table 2: DART's State Funding Sources for FY 2023 – 2026

State-Aid Funding Sources	2023		2024		2025		2026	
	Total	State Aid	Total	State Aid	Total	State Aid	Total	State Aid
PTIG	\$1,217,310	\$500,000	\$325,000	\$0	\$215,000	\$0	\$215,000	\$0
STA	\$2,389,994	\$1,911,995	\$2,389,994	\$1,950,235	\$2,437,794	\$1,950,235	\$2,029,025	\$2,536,281
Total	\$3,607,304	\$2,411,995	\$2,714,994	\$1,950,235	\$2,652,794	\$1,950,235	\$2,244,025	\$2,536,281

Table 3: HIRTA's Federal Funding Sources for FY 2023 – 2026

Federal-Aid Funding Sources	2023		2024		2025		2026	
	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid
5311	\$890,089	\$890,089	\$0	\$0	\$0	\$0	\$0	\$0
5339	\$13,159,359	\$10,559,906	\$1,189,744	\$1,011,281	\$646,560	\$549,576	\$2,545,182	\$2,163,404
STP	\$0	\$0	\$67,451	\$57,333	\$0	\$0	\$0	\$0
PTIG	\$4,200,000	\$3,360,000	\$4,200,000	\$3,360,000	\$0	\$0	\$0	\$0
Totals	\$18,249,448	\$14,809,995	\$5,457,195	\$4,428,614	\$646,560	\$549,576	\$2,545,182	\$2,163,404

Table 4: HIRTA's State Funding Sources for FY 2023 – 2026

State-Aid Funding Sources	2023		2024		2025		2026	
	Total Cost	State Aid	Total Cost	State Aid	Total Cost	State Aid	Total Cost	State Aid
5311	\$593,879	\$593,879	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$593,879	\$593,879	\$0	\$0	\$0	\$0	\$0	\$0