

HIRTA Funding Structure and Services Worksession of the Board of Supervisors

Meeting Agenda

Monday, April 12, 2021

1:00 pm - 3:00 pm

Public Access Provided Via "Zoom" Meeting

SPECIAL NOTE TO THE PUBLIC: Due to recommendations to social distance in order to help slow the spread of the COVID-19 virus, the capacity of our meeting room is significantly limited. Therefore, public access to the meeting will be provided via Zoom. Members of the public can participate by using the information below:

To join the zoom meeting by computer, tablet, smartphone:

<https://us02web.zoom.us/j/81470857236?pwd=aDJlbkJMOHVsbGRpY0R4ZmNLTDRdz09>

Zoom Meeting ID 814 7085 7236 and
Password 505080

To join the meeting by telephone:

Dial (312) 626-6799, then enter Meeting ID 814 7085 7236 and
Password 505080

Please visit WWW.STORYCOUNTYIOWA.GOV/92/BOARD-OF-SUPERVISORS for more information on how to participate in meetings of the Story County Board of Supervisors.

1. ABOUT HIRTA
2. HIRTA FUNDING STRUCTURE
3. TYPES OF RIDES OFFERED
4. FUNDING ALLOCATIONS BY COUNTIES SERVED

Story County strives to ensure that its programs and activities do not discriminate on the basis of race, color, national origin, sex, age or disability. Persons requiring assistance, auxiliary aids or services, or accommodation because of a disability may contact the county's ADA coordinator at (515)382-7204.

HIRTA

PUBLIC TRANSIT



About HIRTA

Quasi Governmental Agency

**Established by a 28E agreement with
State of Iowa**

Serving Central Iowa since 1981

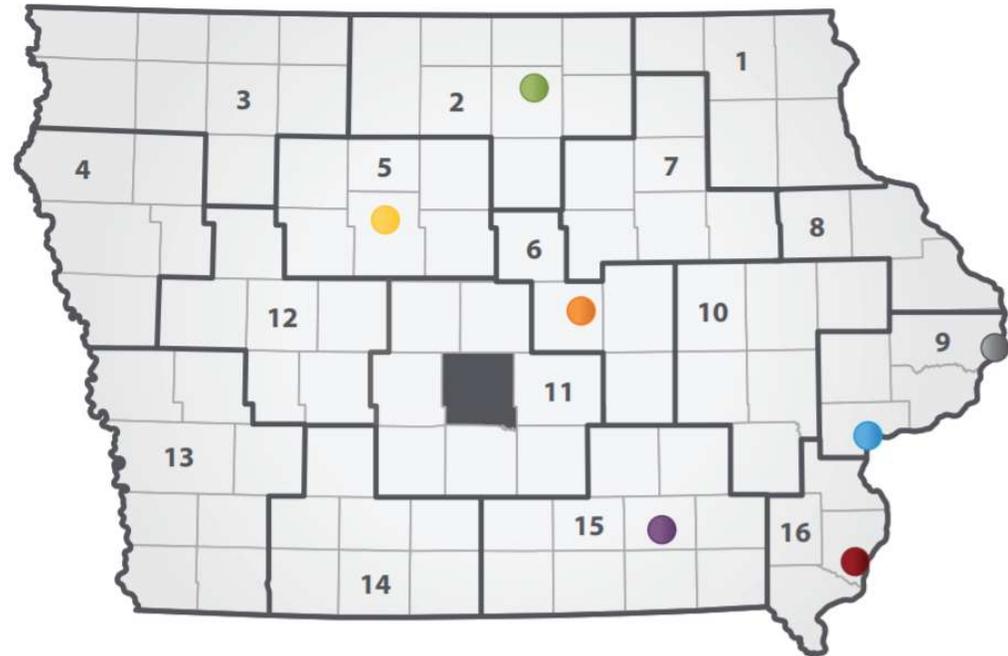
**Serves Iowa Region 11, including
Winterset**

Iowa Systems

- 35 State Designated Systems
- 16 Rural, like HIRTA
- 19 Urban

More information at:
<https://iowadot.gov/transit>

Iowa's Rural Public Transit Systems

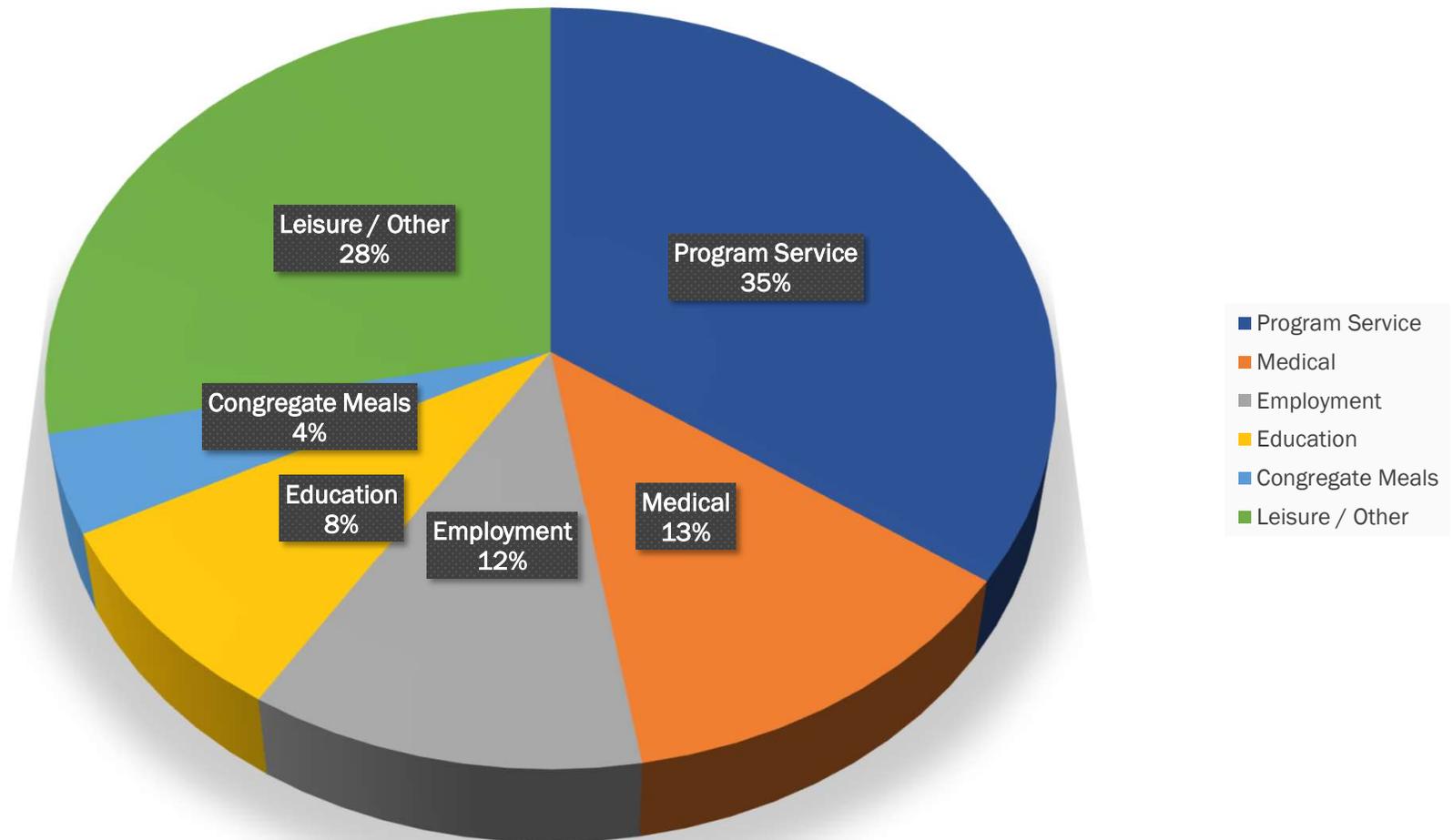


- Burlington Urban Service
- City of Fort Dodge
- Marshalltown Municipal Transit
- City of Mason City
- City of Muscatine
- Ottumwa Transit
- City of Clinton, Municipal Transit Administration

- Region 1 - Northeast Iowa Community Action Corporation
- Region 2 - North Iowa Area Council of Governments
- Region 3 - Regional Transit Authority
- Region 4 - Siouxland Regional Transit System
- Region 5 - MIDAS Council of Governments
- Region 6 - Region Six Planning Commission
- Region 7 - Iowa Northland Regional Council of Governments
- Region 8 - Delaware, Dubuque, and Jackson County Regional Transit Authority
- Region 9 - River Bend Transit
- Region 10 - East Central Iowa Council of Governments
- Region 11 - Heart of Iowa Regional Transit Agency
- Region 12 - Region XII Council of Governments
- Region 13 - Southwest Iowa Planning Council
- Region 14 - Southern Iowa Trolley
- Region 15 - 10-15 Regional Transit Agency
- Region 16 - South East Iowa Regional Planning Commission



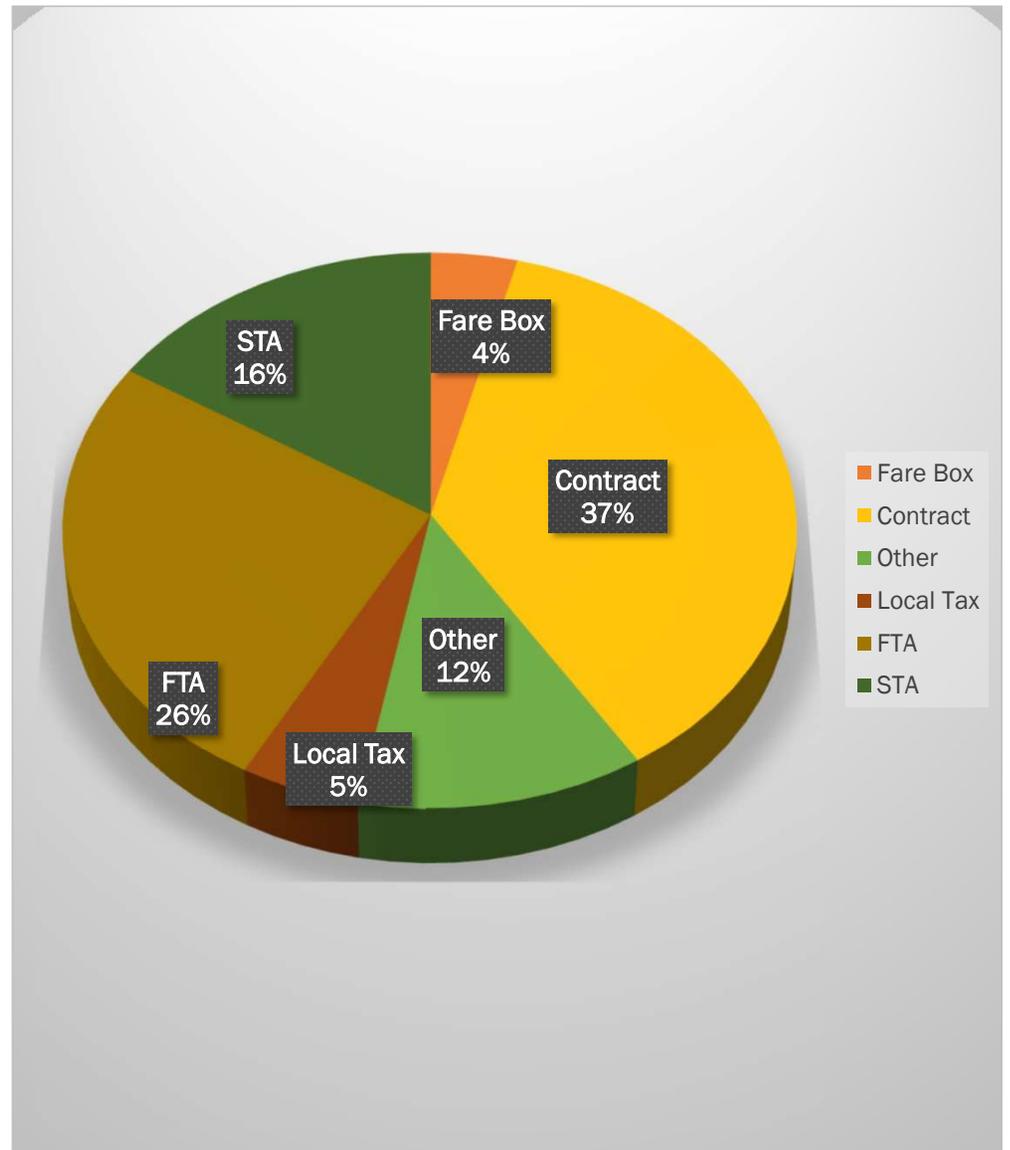
Trips by Type



Funding Sources

- Operational
 - Contract
 - FTA
 - STA
 - Local Tax
 - Passenger Fare / Fare Box
 - Other
 - Grants
 - Donations
 - Advertising

- Capital
 - FTA
 - Local Match



Funding Programs

Financial support for the planning and delivery of public transit services comes from many sources.

The primary federal and state programs supporting transit and transit planning are as follows:

Operations

- Federal Transit Assistance Programs
- Urbanized Area Formula Grant program (Section 5307)
- Enhanced Mobility of Seniors and Individuals with Disabilities program (Section 5310)
- Formula Grants for Rural Areas program (Section 5311)
- STA Formula Program
- Local

Capital

- Rural Transit Assistance Program (RTAP) (Section 5311(b)(3))
- Buses and Bus Facilities Grants program (Section 5339)
- Congestion Mitigation and Air Quality (CMAQ) Program
- STA Fellowship Program
- STA Special Projects
- Local

Operating Assistance

Operating assistance may be used to support the general operation and administration of the transit system in areas serving populations under 200,000.

Federal operating assistance is limited to 50% of a transit system's operating deficit (total operating cost minus, at minimum, passenger revenues).

Operating costs commonly include, but are not limited to, the following:

- Accounting, billing, recordkeeping
- Administration of daily activities
- Advertising
- Dispatching
- Drug and Alcohol testing
- Fuel
- Maintenance
- Marketing
- Office supplies
- Supervision
- Training
- Vehicle Insurance
- Wages and benefits

Capital Assistance

Capital assistance may help to support the cost of transit capital improvements such as purchase of

- Rolling stock
- Accessory equipment and parts
- Office or maintenance equipment
- Construction or purchase of facilities.

Federal funding used for transit capital purchases or improvements is generally based on an **80% federal, 20% non-federal participation rate**. This means that the federal funds may pay up to 80% of eligible project costs, while 20% of the cost must be from nonfederal funds.

FTA has allowed revenue vehicles with required ADA and clean air equipment to be purchased at a blended participation rate of **85% federal, 15% non-federal**.

5311 – Federal for Rural Transit

- Supports transit activities in rural areas and communities with **populations less than 50,000**.
- Operating deficits **50% federal, 50% non-federal match**
- Capital purchases **80% federal, 20% non-federal match or 85% federal, 15% non-federal** for vehicles meeting ADA and Clean Air standards)
- The Iowa DOT formula allocating 5311 funds
 - Based on past year's performance statistics.
 - Formula funds determined by first splitting the allocations with 75% going to the regional systems and 25% going to the small urban systems.
 - Individual allocations for regional systems are based on **40%** of the system's percentage contribution to total regional transit **ridership** and **60%** on the system's percentage contribution to total regional **revenue miles**.

These funds **must be used to support services open to the public**.

5311 allocation method to State

How funds are allocated to Iowa:

- ❖ 83.15% based on land area and population in rural areas
- ❖ 16.85% based on land area, revenue vehicle miles, and low-income individuals in rural areas

By law, the state is the direct recipient of the funding. Iowa DOT serves as the direct recipient of the funds. The Public Transit Bureau (PTB) administers the bulk of the 5311 funding that is provided to small urban and regional transit systems.

STA Formula Funds

Funds can be used by the public transit system for

- operating
- capital
- planning expenses

The STA formula funds are:

- Based on performance statistics from the most recent available year.
- First split between urban and regional systems on the basis of total revenue miles of service provided by each group.
- Then split among individual systems
 - 50% on the basis of locally determined income (LDI)
 - LDI calculated by subtracting FTA and STA formula funds from the system's operating expenses
 - 25% on the basis of rides per dollar of expense
 - 25% on the basis of revenue miles per dollar of expenditure.

HIRTA uses this same formula to distribute funds among the counties we serve

Local Funds

The bulk of transit funding in Iowa comes from local sources.

- **Passenger Revenues –**
 - Monies collected on-board the transit vehicle (“farebox receipts”)
 - Prepaid fares from sale of passes or tickets
 - Fares billed to the passenger after the fact

FTA requires 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
 - Private businesses

Such subsidies are classified as contract revenues and can count toward the required local match on federal projects.

- **Advertising Revenues –**
 - Sale of on-board advertising
 - Advertising space in brochures, etc

Local in Story County

- **ASSET – City of Ames, Story County and United Way**
 - \$17.27 per trip – Annual Maximum \$40,993
- **3B (Aging Resources) – 50%/50% Match** and must be provided on a donation basis. Can limit to in-town only, trip purposed (Medical, Grocery, and Meals) and can limit number of trips per week, month, etc.) \$36,900
- **United Way of Story County – No Match**
 - City of Ames \$6,015
 - Story County \$1,953
- **CICS – Mental Health - No match.**
 - \$17.13 per trip outside of Ames
 - \$13.50 per trip within Ames

Service Description	Unit of Service	Rate
Transportation County Not to Exceed \$45,868	One Way Trip	\$28.86
Transportation County Not to Exceed \$2,988	One Way Trip	\$28.86
Transportation City of Ames trips Not to Exceed \$65,000	One Way Trip	\$17.27
Transportation Van Pool – pilot (City and County) Carry Over From FY20 Funds Not to Exceed \$12,630	One Way Trip	\$1.25
Transportation Van Pool – pilot (County – local option only) Carry Over From FY20 Funds Not to Exceed \$3,000	One Way Trip	\$1.25

CYRIDE – Paratransit

5310 Funds: Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities – This is a federal program for support of transit services serving elderly and persons with disabilities. This is the funding HIRTA receives through our Contract with CyRide.

Contract with CyRide for Paratransit Services which they are required to provide since they operate Fixed Route. Requires HIRTA to comply with all FTA and CyRide rules and regulations, example:

- **Fares** may not exceed twice the fare for a similar fixed route trip (not taking discounts into account). Companions are eligible for the same fare. Personal attendants or aides ride free.
- **Trip Purpose** – There can be no restrictions on the purpose of the trip.
- **Service Hours** – ADA Complementary Paratransit must operate during all hours and days that fixed route service is available. Paratransit service may operate during more hours or days than fixed route service, but not less.

Contracted Rates CyRide pays HIRTA

- Per Trip Day \$16.50 (\$17 starting 7/1/21)
- Per Trip Evening/Weekend \$51.38
- No-Shows \$5.00

CyRide pays for 1 bus and 1 small vehicle replacement when vehicle(s) reach useful life

5307 – URBAN ONLY

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

In all urbanized areas, eligible activities for 5307 funds include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul and rebuilding of buses; crime prevention and security equipment; construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software.

All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. In general, funding is provided on an **80% federal, 20% non-federal** basis for capital projects funding under the 5307 program. Purchase and installation of special equipment or features required by the Americans with Disabilities Act or the Clean Air Act Amendments, and certain bicycle accommodation projects are eligible for 90% federal assistance. FTA has allowed revenue vehicles with required ADA and clean air equipment to be purchased at a blended participation rate of 85% federal, 15% non-federal.

Areas with populations over 200,000 receive their own 5307 allocation directly from FTA.

5339 Bus and Bus Facilities

Section 5339 funds can finance capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. In Iowa, approximately \$3,500,000 is received annually to be spent in small urban (under 50,000 population) and regional transit systems and approximately \$1,200,000 is received for large urban transit systems serving populations between 50,000 and 200,000. All funds are spent on vehicle replacements rather than on expansion vehicles or bus-related facilities and are distributed utilizing the vehicle rankings of the Public Transit Management System (PTMS). Transit systems serving populations over 200,000 receive direct allocations from the Federal Transit Administration and are not included in the statewide distribution through PTMS.

Funding amounts are 80% federal/ 20% local basis or 85% federal/15% local for vehicles with ADA features and Clean Air adaptations.