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NOTICE OF MEETING

**Des Moines Area Metropolitan Planning Organization (MPO)
Public Transportation Roundtable Meeting**

Friday, April 8, 2011 - 9:00 a.m.

DART Administration Offices – 1100 DART Way, Des Moines, IA

TENTATIVE AGENDA

- I. Call To Order**
- II. Introductions**
- III. Approval of Agenda**
- IV. Review of January 20, 2011, Meeting Notes Page 3**
- V. Discussion Items**
 - A. Passenger Rail Update Page 7
 - B. Intercity Bus Accommodations Page 15
 - C. Transportation Advisory Group Update
 - Passenger Transportation Plan Page 15
 - Mobility Manager for Central Iowa Page 16
- VI. *DART Forward 2035 Plan* Presentation/Discussion Page 17**
- VII. Other Items of Interest**
- VIII. Next Meeting Date**
- IX. Adjournment**

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MEETING NOTES

DES MOINES AREA METROPOLITAN PLANNING ORGANIZATION (MPO) PUBLIC TRANSPORTATION ROUNDTABLE

**January 20, 2011
3:00 PM**

**Des Moines Botanical Center
Des Moines, Iowa**

The Des Moines Area MPO Public Transportation Roundtable met on January 20, 2011, at 3:00 PM in the Des Moines Botanical Center's Willow Room, Des Moines, IA.

Attendees Present:

Loren Bawn, Iowa Bureau of Refugee Services/Transportation Advisory Group Chair
Jay Byers, Greater Des Moines Partnership
Dana Conn, Transportation Management Association
Angela Connolly, Chair, Polk County Board of Supervisors
Kevin Koester, Iowa House of Representatives
Sheri Kyras, CyRide
Michelle McEnany, Iowa Department of Transportation
Brad Miller, Des Moines Area Regional Transit Authority (DART)
Tim Stiles, Des Moines International Airport
Ryan Ward, Iowa Department of Transportation

MPO Staff Present:

Dylan Mullenix, Senior Transportation Planner

I. Call to Order

Chair Connolly called the Public Transportation Roundtable (Roundtable) meeting to order at 3:00 PM.

II. Approval of Agenda

Meeting attendees accepted the agenda, as presented.

III. Review of Meeting Notes

Meeting attendees accepted the November 18, 2010, meeting notes.

IV. (A.) Intercity Bus Accommodations

MPO staff noted the Intercity Bus Subcommittee met prior to the Roundtable meeting to discuss a new location for intercity bus carriers. The Des Moines International Airport, the Iowa Department of Transportation, Jefferson Bus Lines, and Burlington Trailways were in attendance.

Participants of the Intercity Bus Subcommittee recapped the meeting discussion, noting the meeting focused on locating a facility at the Des Moines International Airport.

Tim Stiles noted the airport will be making changes to the parking area just outside the terminal which might result in room for intercity bus staging. Mr. Stiles asked for a month to review the airport's plans in more detail to determine whether space would be available.

IV. (B.) Passenger Rail

The Roundtable discussed recent efforts by the Iowa House of Representatives and Governor Branstad to rescind funds pledged in previous years for passenger rail.

Jay Byers commented that he does not believe the Iowa Senate will take up the issue until later on in the session, and efforts are underway by supporters of passenger rail to lobby in support of retaining the funds. Mr. Byers added that the state does not need new passenger rail funds this year, but rather needs to keep promises for funding in future years.

IV. (C.) Mobility Manager for Central Iowa

The Roundtable received an update from the Transportation Advisory Group Chair, Loren Bawn, about efforts made to develop a mobility manager position in central Iowa.

On January 11, 2011, several interested stakeholders met with the Iowa Department of Transportation (DOT) to better understand the need for mobility management in central Iowa and to learn about funding available for mobility manager positions. The January 11, 2011, meeting attendees agreed there is a need for a position(s) but questions remain about the geographic area to be covered by a mobility manager, where a position would be housed, and which agency would apply for state funding.

Michelle McEnany noted one question raised at the January 11, 2011, meeting was whether DART could apply for New Freedom funds held by the Iowa DOT. The DOT has researched this further and does not believe DART would be eligible for these funds. However, the Iowa DOT does have State Transit Assistance Coordination funding available that DART could apply for for a mobility manager position.

Discussion ensued between DART and the Iowa DOT regarding DART's eligibility for New Freedom funds.

Loren Bawn asked whether the Transportation Advisory Group could continue working on the details of development mobility manager position(s) for central Iowa and report back to the Roundtable. The Roundtable agreed to allow the Transportation Advisory Group to do so.

Mr. Bawn also discussed the Transportation Advisory Group's efforts with volunteer transportation, and asked whether the Roundtable would allow the Transportation Advisory Group to continue efforts on this topic.

The Roundtable noted it would like to know more about volunteer transportation efforts and asked the Transportation Advisory Group to continue doing background research on the topic before reporting back.

IV. (D.) Ames-Des Moines Commuter Bus Proposal

MPO staff noted Trans Iowa Charters has proposed the development of an Ames-Des Moines commuter bus service. Randy Sackett with Trans Iowa Charters was unable to be at this meeting and asked for time on a future agenda to discuss the project further.

Discussion ensued regarding the proposed service. Roundtable participants agreed a service is desirable but questioned Trans Iowa Charters proposed pricing and scheduling for the service.

V. Other Items of Interest

No other items of interest were discussed.

VI. Next Meeting Date

Chair Connolly noted MPO staff would inform the Roundtable of the next meeting date once the date has been set.

VII. Adjournment

The Roundtable meeting adjourned at 3:47 PM.

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V. (A.) Passenger Rail

Discussion Item

Members of the Iowa Legislature and the Governor's Office:

- Have had conversations with the Iowa Department of Transportation (DOT) regarding the Chicago to Iowa City passenger rail service and the requirements for capital matching funds and ongoing operating costs;
- Expressed to the Iowa DOT concerns with the project's sources of funds for the ongoing operating costs to begin in 2015; and,
- Asked the Iowa DOT to develop a business plan that would identify funding sources for the estimated \$3 million annual operating costs.

The Iowa DOT:

- Has developed a business plan in response to the request from the Governor and members of the Iowa Legislature;
- Developed the business plan with input from local governments, planning agencies, and other interested stakeholders;
- Notes the proposed business plan funds the \$3 million annual operating cost without reliance on the Iowa General Fund or RIIF appropriations;
- Notes funds would be comprised of state and federal transportation dollars and local contributions from areas that would potentially benefit from the service;
- Is awaiting feedback from the Governor's office about the proposal.

The MPO staff:

- Has included, immediately following, a copy of the business plan highlights;
- Notes the full business plan and other passenger rail documents are located at <http://www.iowadot.gov/iowarail/passenger/highspeedintercity.htm>; and,
- Notes the MPO has pledged to provide \$387,000 to support the ongoing operation costs and is currently working to identify the source(s) of these funds.

Staff Contact: Dylan Mullenix, dmullenix@dmampo.org;
(515) 334-0075, extension #202.



Business Plan

Chicago to Iowa City Intercity Passenger Rail Route

Business Plan Highlights

- No Iowa General Fund or RIIF appropriations
- State/local partnership
- Funds operation for the first 10 years
- Local cash commitment to passenger rail
- Conservative and practical financial forecasts
- Three components of the operating cost financial equation:
 - Revenue level
 - Cost reduction
 - Funding sources

Overview of the Passenger Service

- Connects Iowa City, Quad Cities and Chicago, 219.5 miles
- Twice-daily service each way, 4 hours and 15 minutes travel time
- 246,800 passengers first year (676 per day)
- Project construction cost \$310 million (80% federal, 14.5% Illinois, 5.4% Iowa)
- On-time performance 90% or better (trains arrive within 10 minutes of schedule)
- Competitive passenger rail service operator selection
- Iowa's annual share of operating cost support averages \$3 million

Revenue and Cost Assurance and Controls

- Conservative approach to ridership, revenue, and cost forecasts
 - 4.5% annual inflation rate
 - Nominal ridership growth rate of 1.5% annually
 - Compares favorably to other Midwest intercity services
 - Independently verified against experience of Illinois, New York, and Washington

Results of the plan's local, federal, state partnership

- Local partners have committed to \$1,235,584 per year initially:
 - Des Moines MPO
 - Corridor MPO (Linn County)
 - Johnson County
 - Iowa City
 - Coralville
 - Scott County
 - City of Grinnell
- Federal funds fully pay state share for first five plus years
 - Iowa Transportation Commission commitment
- Federal and/or state transportation funds beyond five years

Iowa-DOT Chicago to Iowa City Intercity Passenger Rail Annual Cost Allocation Calculation

Tier	County	2010 Population	Annual Share
Tier 1	Scott	165,224	\$ 447,757
Tier 1	Johnson	130,882	\$ 354,690
Tier 2	Cedar	18,499	\$ 16,649
Tier 2	Muscatine	42,745	\$ 38,471
Tier 2	Linn	211,226	\$ 190,103
Tier 2	Iowa	16,355	\$ 14,720
Tier 2	Poweshiek	18,914	\$ 17,023
Tier 2	Jasper	36,842	\$ 33,158
Tier 2	Polk	430,640	\$ 387,576
Tier 3	Statewide	N/A	\$ 1,500,000
Tier 1 allocation rate per person			\$ 2.71
Tier 2 allocation rate per person (33% of Tier 1 rate)			\$ 0.90

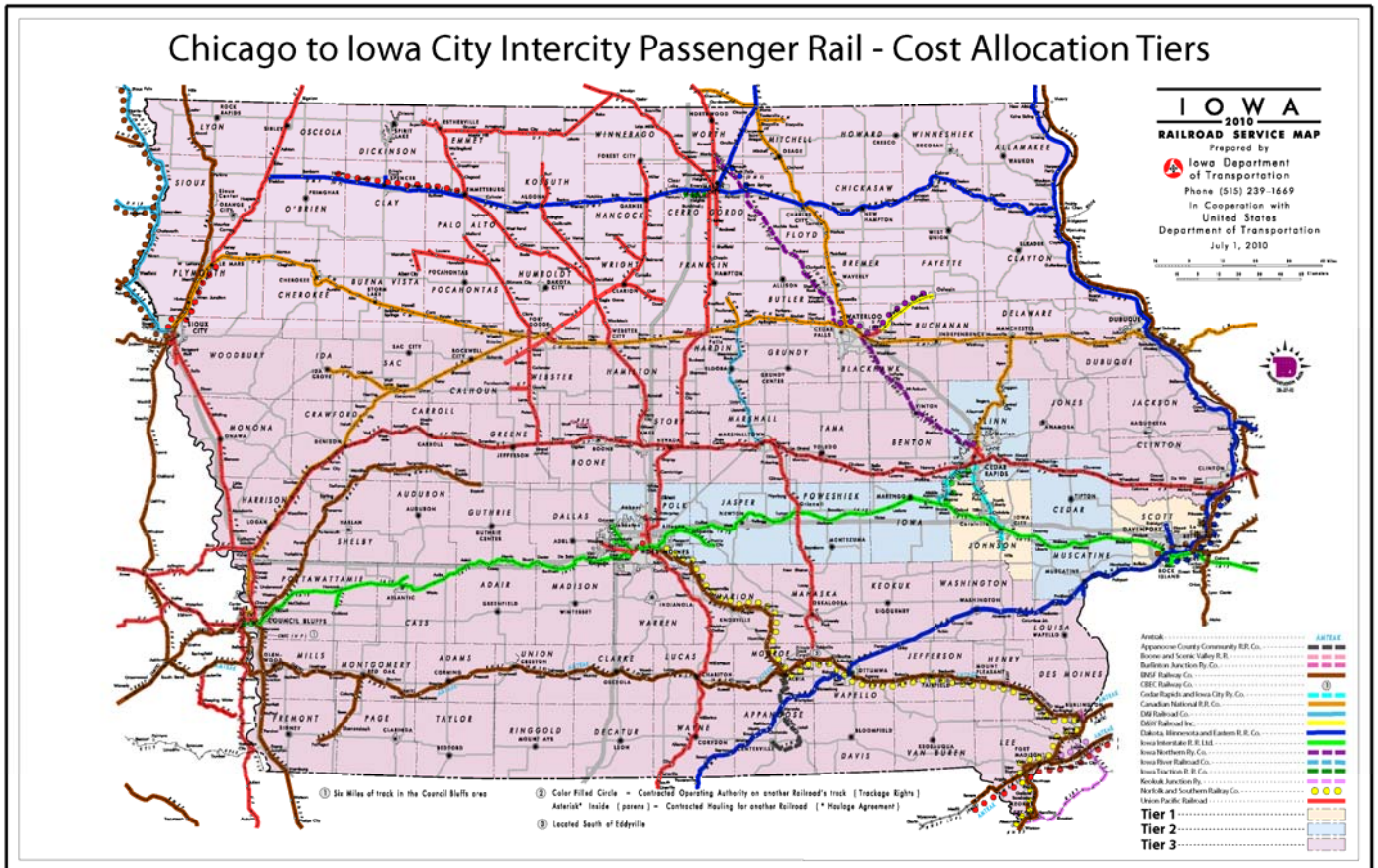


Table 1

Passenger Rail Operating Cost Revolving Fund Summary

Fiscal Year	State General Fund/ RIIF Appropriations	Transportation Funds		Local ⁽³⁾	Total	Average Operating Cost Need	Passenger Rail Revolving Fund Balance
		US DOT	Iowa DOT				
2016	\$0	\$3,000,000 ⁽¹⁾	\$0	\$1,235,584	\$4,235,584	\$3,000,000	\$1,235,584
2017	\$0	\$3,000,000 ⁽¹⁾	\$0	\$1,235,584	\$4,235,584	\$3,000,000	\$2,471,168
2018	\$0	\$3,000,000 ⁽¹⁾	\$0	\$1,235,584	\$4,235,584	\$3,000,000	\$3,706,752
2019	\$0	⁽¹⁾	\$0	\$1,500,000	\$1,500,000	\$3,000,000	\$2,206,752
2020	\$0	⁽¹⁾	\$0	\$1,500,000	\$1,500,000	\$3,000,000	\$706,752
2021	\$0	\$1,000,000 ^{(1),(2)}		\$1,500,000	\$2,500,000	\$3,000,000	\$206,752
2022	\$0	\$1,500,000 ⁽²⁾		\$1,500,000	\$3,000,000	\$3,000,000	\$206,752
2023	\$0	\$1,500,000 ⁽²⁾		\$1,500,000	\$3,000,000	\$3,000,000	\$206,752
2024	\$0	\$1,500,000 ⁽²⁾		\$1,500,000	\$3,000,000	\$3,000,000	\$206,752
2025	\$0	\$1,500,000 ⁽²⁾		\$1,500,000	\$3,000,000	\$3,000,000	\$206,752

Notes:

- ⁽¹⁾ The Iowa Transportation Commission intends to utilize US DOT funding from the Congestion Mitigation and Air Quality (CMAQ) program. It is envisioned that this funding will be paid over three years and cover over five years of the Iowa DOT funding share.
- ⁽²⁾ Other funding sources to be considered include the following:
- USDOT (assuming expanded flexibility of federal transportation funds)
 - Federal Highway Administration (FHWA) Traffic Mitigation funding
 - Federal Railroad Administration (FRA) proposed passenger rail operating cost support program
 - Statutory Allocations Fund
 - Underground Storage Tank Fund
- ⁽³⁾ Additional local funds are anticipated in Year 4 of the service to bring the total local share up to 50% of the operating cost need.

Table 2

Sources of Local Contributions to the Passenger Rail Revolving Fund

Fiscal Year	Des Moines Area Metropolitan Planning Organization (MPO)	Poweshiek County (includes Grinnell)	Corridor Metropolitan Planning Organization (MPO) (includes Linn County)	Johnson County (includes Iowa City and Coralville)	Scott County	Other Local Funds ⁽¹⁾	Total
2016	\$387,000	\$17,023	\$190,103	\$354,690	\$286,768		\$1,235,584
2017	\$387,000	\$17,023	\$190,103	\$354,690	\$286,768		\$1,235,584
2018	\$387,000	\$17,023	\$190,103	\$354,690	\$286,768		\$1,235,584
2019	\$387,000	\$17,023	\$190,103	\$354,690	\$286,768	\$264,416	\$1,500,000
2020	\$387,000	\$17,023	\$190,103	\$354,690	\$286,768	\$264,416	\$1,500,000
2021	\$387,000	\$17,023	\$190,103	\$354,690	\$286,768	\$264,416	\$1,500,000
2022	\$387,000	\$17,023	\$190,103	\$354,690	\$286,768	\$264,416	\$1,500,000
2023	\$387,000	\$17,023	\$190,103	\$354,690	\$286,768	\$264,416	\$1,500,000
2024	\$387,000	\$17,023	\$190,103	\$354,690	\$286,768	\$264,416	\$1,500,000
2025	\$387,000	\$17,023	\$190,103	\$354,690	\$286,768	\$264,416	\$1,500,000

⁽¹⁾ Additional local funds are anticipated in Year 4 of the service to bring the total local share up to 50% of the operating cost need.

Table 3

Sources of Federal and Iowa DOT Contributions to the Passenger Rail Revolving Fund

Funding Source	Description, Eligibility of Iowa, and Certainty	Rationale
Federal Highway Administration (FHWA) - Congestion Mitigation and Air Quality Management program (CMAQ) - Committed	CMAQ funds are applicable to passenger-rail service operating costs for up to 3 years. The Iowa Transportation Commission (which programs CMAQ funds in Iowa) has committed to utilize CMAQ funds for operating cost support. CMAQ funds have been used to support passenger rail costs in Wisconsin and Maine.	Passenger rail reduces traffic congestion and motor vehicle air emissions.
USDOT - Expanded Flexibility of Federal Transportation Funds – Potential	USDOT is developing programs designed to improve energy and environmental sustainability and community livability through greater use of alternatives to motor vehicles, including passenger rail.	Passenger rail reduces energy use, air emissions, noise emissions, and community impacts of vehicular traffic.
Federal Highway Administration (FHWA) - Traffic Mitigation Funding - Potential	FHWA traffic mitigation funds are eligible for passenger-rail operating costs. Funding is used in coordination with a Corridor Transportation Management Plan for a roadway reconstruction project. Federal operating support can be up to 90 percent (depending on whether the project is interstate-related). This program has been used in Wisconsin.	Passenger rail reduces highway traffic congestion.
Federal Railroad Administration (FRA) - Potential Future Passenger Rail Operating Support - Potential	The President's proposed budget includes funding for operation and maintenance of new passenger rail services.	Accelerates adoption of passenger rail.
Statutory Allocations Fund (SAF) - Potential	The SAF consists of transportation funds that are not constitutionally limited to roadway investments. The SAF is funded by rental car fees, trailer fees, driver license fees, and other miscellaneous fees. The SAF currently funds the Underground Storage Tank Fund, state transit assistance, special plate fees, and motorcycle rider education. The balance of the SAF after off-the-top allocations is transferred to the Road Use Tax Fund.	Passenger rail improves transportation safety, and increases public transportation access.
Underground Storage Tank Fund - Potential	In most years, there is a balance of Underground Storage Tank Fund revenue that remains unencumbered. At various times, the legislature has appropriated some of this unencumbered balance to support other activities. The FY 2011 appropriation to the Passenger Rail Revolving Fund came from an appropriation of Underground Storage Tank Fund revenue.	Passenger rail reduces air emissions and reliance on foreign fuel.

Table 4

Detail of Contributions to the Passenger Rail Revolving Fund

Locality	Annual Funding Commitment	Description	Rationale	Enabling Legislation Required
Iowa	\$1,500,000	The Iowa Transportation Commission provided a letter of support, noting the Commission's commitment to using USDOT Congestion Mitigation and Air Quality (CMAQ) funds for the ongoing support costs. Additionally, the commission will work closely with Iowa DOT staff to evaluate other funding options, including other new or existing federal and state transportation programs as well as other funding sources.	Statewide benefits include improving mobility options and increasing economic development opportunities.	None
Des Moines Area Metropolitan Planning Organization (MPO)	\$387,000	The Des Moines Area MPO understands that the Chicago to Iowa City passenger rail service will provide regional benefits to the Des Moines Metropolitan area, and pledges to provide \$387,000 of annual support for the service. The MPO is considering options to reprioritize their funding to provide the ongoing operating support.	The MPO noted the importance of the passenger rail service to support the growth and vitality of the region and the State by providing a cost effective transportation option to Chicago. The MPO noted the service will attract businesses as they locate and recruit workers and provide new opportunities for Chicago area travelers to spend time and money in Iowa.	None
Poweshiek County (including Grinnell)	\$17,023	The Grinnell City Council unanimously approved providing \$17,023 annually to support passenger rail service from Chicago to Iowa City. The City is in the process of evaluating the source of the funding support and is considering additional funding options to provide support beyond the first three years. Poweshiek County also provided a letter of support.	The City noted that the service to Iowa City is significant for all residents of Poweshiek County. It believes that Passenger Service is more appropriate now as fuel prices continue to climb, costly road repairs continue to be necessary, and Interstate 80 becomes more congested.	None
Corridor Metropolitan Planning Organization (MPO) (includes Linn County)	\$190,103	The Corridor Metropolitan Planning Organization (MPO), of which Linn County is a member, has committed to contributing \$190,103 annually toward the operating costs of the Chicago to Iowa City service. The Corridor MPO is considering several funding options including allocating federal Surface Transportation Program funds to transit and then utilizing comparable transit funds to allocate to passenger rail operations.	The Corridor MPO noted that the new passenger rail service will be an excellent economic benefit to eastern Iowa and the state in general, as well as providing an alternate mode of transportation for both work and leisure.	None

Table 4 continued on the next page

Locality	Annual Funding Commitment	Description	Rationale	Enabling Legislation Required
Johnson County (including Iowa City and Coralville)	\$354,690	Johnson County and the Cities of Iowa City and Coralville have committed to providing their full allocated local contribution to the Passenger Rail Revolving Fund. Methods they are evaluating include Tax Increment Financing (for the district surrounding the Iowa City depot), parking fee surcharges, and local option sales tax.	Tax Increment Financing captures the increased business activity and property values that accrue to areas surrounding passenger rail stations.	None
Scott County	\$286,768	The Scott County Board of Supervisors has committed expanded hotel/motel tax specifically to the Passenger Rail Revolving Fund. In addition, Scott County and the Quad Cities will assist in marketing the passenger rail service.	Passenger rail service will result in increased visitors to the Quad Cities with many staying overnight in hotels/motels. Therefore, hotel/motel taxes capture the tourism and travel benefits of passenger rail.	Raise statewide hotel / motel tax cap

V. (B.) Intercity Bus Accommodations

Discussion Item

The Intercity Bus Facility Subcommittee:

- a. Was established at the August 2010 Roundtable meeting to identify alternatives for a new intercity bus facility in the Des Moines area;
- b. Met on January 20, 2011, and recommended the Des Moines International Airport as the top choice for a new intercity bus facility;
- c. Notes that following the January 20, 2011, meeting, the airport's staff conducted a more thorough review of the space available to locate an intercity bus facility at the airport and found the airport does not have adequate space to develop such a facility; and,
- d. Will reconvene to continue discussions about possible locations for a new intercity bus facility.

Staff Contact: Dylan Mullenix, dmullenix@dmampo.org;
(515) 334-0075, extension #202.

V. (C.) Transportation Advisory Group Update

Discussion Item

The Transportation Advisory Group (TAG), a subcommittee of the Roundtable focused on the coordination of human service and public transportation services, provides the following information as updates to the Roundtable.

Passenger Transportation Plan – Fiscal Year 2012 Update

The MPO staff:

- Annually develops a new joint Passenger Transportation Plan (PTP) or updates the current PTP for the MPO and Central Iowa Regional Transportation Planning Alliance planning areas, as required by the Iowa Department of Transportation (DOT);
- Develops and updates the PTP with assistance and input from TAG;
- Notes the PTP's purpose is to promote joint, coordinated passenger transportation planning programs that further the development of the local and regional public transportation systems, particularly for transportation disadvantaged populations;
- Notes that, for Fiscal Year 2012, the Iowa DOT requires an update to the Fiscal Years 2010-2013 PTP;
- Notes the PTP update:
 - Reviews prior and new public input regarding transportation needs;
 - Documents planning efforts and key participants;

- Reviews the status of previously recommended projects to determine the projects' impacts; and,
 - Reaffirms or amends the previously recommended program of projects that will use Iowa DOT or Federal Transit Administration funding
- Forwarded the draft PTP update to the Iowa DOT on February 1, 2011, for review and comment;
 - Notes the Iowa DOT has reviewed the draft PTP update and found the draft document to be satisfactory;
 - Will hold a public input meeting on April 28, 2011, to receive input on the draft PTP update;
 - Notes the final PTP update is due to the Iowa DOT by May 1, 2011; and,
 - **Has provided a copy of the draft *Passenger Transportation Plan – Fiscal Year 2012 Update* in the April 8, 2011 agenda packet's supplemental items.**

Mobility Manager for Central Iowa

The TAG:

- Following the January 20, 2011, Public Transportation Roundtable meeting, established a mobility management subcommittee to develop goals, objectives, job descriptions, and related materials for the development of mobility manager positions in central Iowa;
- Notes this subcommittee is recommending that two mobility managers be hired for central Iowa – one for the Des Moines metropolitan area/Polk County/DART service area, and one for the more rural central Iowa/HIRTA service area; and,
- Will continue to provide updates to the Roundtable.

Staff Contact: Dylan Mullenix, dmullenix@dmampo.org;
(515) 334-0075, extension #202.

VI. *DART Forward 2035 Plan Presentation/Discussion*

Discussion Item

DART:

- Is working with a national transit planning consultant to develop a plan to guide the region on changes to the existing transit system, as well as recommendations for growth over the next 25 years;
- Will be hosting public input meetings, as well as meetings with key stakeholders, during the week of April 4, 2011. Public meetings will be held during the following times:
 - Tuesday, April 5th at 11:30 am - Des Moines Central Library;
 - Tuesday, April 5th at 5:15 pm – Urbandale Public Library;
 - Wednesday, April 6th at 5:30 pm – Des Moines Central Library;
 - Thursday, April 7th at 5:30 pm – Ankeny City Hall
- Has launched an online survey at www.surveymonkey.com/s/DARTforward; and,
- Has arranged for the Public Transportation Roundtable and the Transit 2030 Vision Task Force to meet with the plan consultants at the Roundtable's April 8, 2011, meeting.

Staff Contact: Dylan Mullenix, dmullenix@dmampo.org;
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