



# CONNECTIONS

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## Transportation reauthorization moving . . . maybe

The U.S. House of Representatives passed a scaled down version of its bill to reauthorize the federal highway, rail and transit programs April 2. The House bill would authorize a total of \$275 billion for these programs over the next six years. This compares to the Senate bill passed Feb. 12, which included authorizations totaling \$318 billion. While bills have passed both houses, disagreements over the total funding levels threaten to delay final action until next year.

Both bills promise to significantly increase the proportion of transit formula funding going to support transit activities in rural areas and communities of less than 50,000 population. It is anticipated these changes will likely increase funding for Iowa transit.

Both bills also include a boost in funding for communities between 50,000 and 200,000 population whose transit systems provide services that perform better than the average for systems in larger communities, though the exact details of the two proposals vary. It is hoped that these provisions will benefit the transit systems in

Ames and Iowa City, which are by far Iowa's most transit-intensive communities.

Other common themes include an increased emphasis on coordination of public transit and human services transportation.

A couple of areas of disagreement include the split in capital funding between bus transit and rail transit. The House bill maintains the historic pattern of giving 80 percent of the total transit capital funding to rail system versus 20 percent for bus, while the Senate makes a small, but significant shift by increasing the bus share to 23 percent versus 77 percent for rail. That is well short of the 33 percent that Iowa has been advocating, but any movement in this direction is welcome.

Another area of disagreement concerns the ability of public transit systems to provide charter services to generate funding to help support additional public transit services. The Senate bill would allow public transit systems to make their vehicles available for group trips organized by local governments or social service agencies on a restricted budget. The House bill

maintains the current prohibitions against public transit agencies serving any of these

groups and actually increases penalties against any violators.

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## Director's Column

By Michelle McEnany

In February the federal government launched a new initiative to promote the coordination of human service transportation and public transit, called "United We Ride." Neil Volmer represented the Iowa DOT at the National Leadership Forum that was sponsored by the U.S. departments of Transportation, Health and Human Services, Labor, and Education to kick off the event. Neil is the director of Iowa DOT's Modal Division, of which this office is a part. Representatives of the Iowa Department of Human Services and the Iowa Department of Human Right's Division of Persons with Disabilities joined Neil at that event.

Iowa has long been a pioneer in trying to coordinate publicly funded passenger transportation services, but there remains a long way to go. There continue to be many agencies duplicating services while leaving many needs unmet. Hopefully the new federal impetus will move everyone toward the day when all transportation funding will be used to increase the availability of service for all persons instead of constantly setting up new services for a slightly different select group.

Earlier this year a report was prepared that documented some of the coordination taking place in Iowa—in this case coordination between public transit and public schools. The 2003 session of the Iowa General Assembly had requested a study be made regarding coordination of public transportation services and school transportation. The study was conducted by Iowa State University's Center for Transportation Research and Education (CTRE), working with a steering committee that included representatives of Iowa's transit systems, as well as the Department of Education's official overseeing school transportation.

The study found that 23 of the state's 35 public transit systems have some type of coordination arrangement with schools in their area, and that these arrangements involve 45 of the state's approximately 800 school districts. The coordination efforts took many forms. In many cases the transit systems, which are required to have most of their vehicles equipped to transport individuals using wheelchairs, help the school district with transportation of students with special needs. There were also instances where the public transit systems have contracted to have the schools transport non-students to address short-term capacity problems, etc.

Most participants in these coordination arrangements indicated they thought the coordination efforts were highly successful. A financial review of nine of the larger cases indicated a saving of more than \$1.3 million between the schools and transit agencies.

The study praised the Iowa Legislature for its history of supporting such coordination. It also praised the many transit managers and school administrators who watch for opportunities to save taxpayer funds through coordination of services with each other's programs. The study also recommended local officials continue to analyze whether more opportunities for coordination may exist that could benefit the people of Iowa.

The state legislature fully funded transit this year. Preliminary estimates for FY 2005 state transit assistance are projected to be \$10.1 million. (See article on page 3.) I'd also like to note that this year's General Assembly passed a landmark piece of legislation that enables counties with a population of 175,000 or greater (Polk and Linn) to form a regional transit district. The Governor has signed this bill. This could potentially include some of the neighboring counties that would have the ability to levy property taxes and issue bonds for the support of public

transit. Up to this point, only cities have had the ability to levy taxes specifically for the support of transit, so this is indeed a major step forward.

It should be pointed out that the legislation did not create any transit districts—it authorized their creation by the two counties. In future editions of this newsletter we will report on what happens as local officials seek to implement the process it spells out.

*Michelle*

## STA funding to go directly to DOT for distribution

**G**ood news concerning State Transit Assistance (STA) funding. This year's legislature left in place legislation from two years ago that said, as of July 1, transit's share of revenues under the Motor Vehicle Use Tax established under the Code of Iowa will stop going through the state's General Fund, and instead will go directly to DOT for distribution as State Transit Assistance.

This process will start with funds collected after July 1. Due to the three-month lag in time between when the funds are collected and when they are given to the DOT for distribution, transit systems won't see the full effect of this change until fiscal year 2006. For this upcoming fiscal year, formula payments made to transit systems will continue to have General Fund diversions for payments made in July, August and September amounting to nearly \$710,000. After that point, STA funds will no longer be subject to diversions as has happened over the last three years. For fiscal year 2005 the DOT is projecting \$10,146,282 in use tax revenue for transit.

Just to put all this in perspective, our projection for FY 2004 was that STA would total \$8,493,605. Based on now having 10 months of actual figures and just two months of projections, it appears we might come in slightly better than that with a total STA of \$8,502,508. Based on that figure, the FY 2005 projection represents a 19.3 percent increase over FY 2004. Hopefully this will allow Iowa public transit systems to reinstate some of the services that were cut during the last three years and address some of the unmet transit needs of our communities.

State funding has proven to be essential to maintain transit services for Iowans. This assistance is vital to providing access to work, school, medical facilities, meal sites, and recreational and volunteer opportunities that result in a higher quality of life for all Iowans.

## Applications for JARC projects to be accepted through July 15

**T**he Iowa Department of Transportation is currently accepting applications for the Job Access Reverse Commute (JARC) program funding. JARC funds help improve mobility and economic opportunity for welfare recipients and low-income individuals through the provision of new or expanded public transportation service. It also helps improve mobility to suburban employment opportunities for the general public. All JARC projects must be based on improving the access that low-income persons have to employment or employment supports such as job training or childcare.

Eligible JARC projects include such things as new service, capital equipment required to start new services, or continuation of previously funded JARC service. The projects must be recommended as part of an area-wide job access plan, which must be produced jointly by a transportation and human services planning process. Applications are due to Iowa DOT's Office of Public Transit by July 15, 2004. This year's statewide funding for JARC is \$991,260 in federal grant money. Projects require a 50 percent non-U.S. Department of Transportation match.

Private non-profit organizations, social service agencies and tribal organizations interested in partnering with Iowa public transit systems to provide convenient, affordable access to jobs or employment-related opportunities should contact their local public transit system or planning agency for additional information on this funding source.

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## Key staff at FTA Region VII making moves

**T**he Federal Transit Administration (FTA), Region VII Office in Kansas City, is a little short staffed these days. Cindy Terwilliger, FTA Region VII's deputy regional administrator, was recently detailed to Washington, D.C., to be the acting director of Transit Safety and Security. Cindy has temporarily moved from Kansas City to Washington, D.C., for this assignment. She is expected to return to Kansas City in May. Iowa DOT wants to be one of the first to welcome Cindy back to Region VII.

Another change at FTA in Kansas City was the recent retirement of Louise Lloyd. Louise was the region's civil rights officer. We wish Louise the very best in her retirement. Louise's duties have been temporarily assigned to Rebecca Tanrath, FTA Region VIII (Denver). We want to welcome Rebecca to Iowa's transit program and look forward to working with her.

# Iowa Transit Systems' Environmental Initiatives

## Part three

This story is third in a series of four articles about environmental initiatives in Iowa. In our two previous issues we discussed the use of ethanol-blended gasoline (gasohol) and the environmental benefits of ethanol injection, and biodiesel as an alternative fuel source. In this article we will concentrate on the use by an Iowa public transit system of electric and hybrid (electric with diesel) buses. Charging both types of electric buses is done largely using electricity generated by burning coal, a traditional source of non-renewable energy.

Both types of electric buses are innovative in the way they reduce exhaust emissions. However, prior to this project in Cedar Rapids, there was no extended use comparison available that documented the advantages and disadvantages of hybrid-electric and direct-electric buses being operated under the winter and summer temperature extremes such as these buses are exposed to in this Iowa project. When compared with diesel-fueled buses, customarily used for urban fixed-route services, this demonstration project in Cedar Rapids is producing results that are crucial to making public transit a better role model as an environmental steward.

### Electric and hybrid diesel electric powered buses

Since 1995 Five Seasons Transportation and Parking (FST&P), Cedar Rapids' public transit system, has acquired



(Top) This very average looking bus is one of the nine most environmentally friendly buses anywhere in Iowa. Its batteries power an electric engine that permits service to be provided with dramatically reduced overall emissions. (Above) Environmental awareness in Cedar Rapids has resulted in this bus showcasing its unique engine compartment. Shown here are some of the hybrid diesel electric drive train components being tested by Five Seasons Transportation and Parking.

and demonstrated fixed route operations with four electric and five hybrid-electric buses. All nine are heavy-duty buses, 30 feet in length.

It is an environmental plus that underused electrical generating capacity is used, and a cost-saving measure as well, that the batteries for FST&P's electric buses are charged at night. Doing so uses commercial electricity purchased at lower rates per kilowatt hour during hours when demand is dramatically lower (i.e. 50 to 80 percent lower off-peak) for electrical

energy. Operation of all fixed route service that FST&P provides using electric and hybrid-diesel electric buses appears, at this point, to be cost prohibitive.

However, the benefits of operating nine buses that have dramatically lower exhaust emissions are substantial. Both electric-powered and hybrid-electric buses result in lower emissions of virtually every type, even when one considers that generating the electrical energy they use entails some harmful smoke-stack emissions.

Costs to purchase new electric and hybrid-diesel electric buses are still not very standardized. Unless discounted for demonstration purposes, most have a significantly greater initial cost (i.e., approximately 10 percent greater cost \$305,000 to \$317,000 rather than \$275,000 to \$289,000) than conventional diesel-powered, ADA-accessible, fixed-route buses. And, as previously reported, FST&P's management has achieved noteworthy success in reducing the exhaust emissions using renewable fuels and ancillary equipment; i.e., hydrous ethanol injection and Driver Max, a product offered by Mirencro, an Iowa company based in Radcliffe. As such, FST&P's operational costs per hour of service are less for its diesel buses than their electric counterparts. This cost differential is largely attributable to the substantial investment that must be made in support staff and equipment to keep the electric and electric-diesel hybrid buses in operation.

Operational costs have been reduced for its electric buses by FST&P's management by investment in a battery equipment storage shed, as well as its continuing efforts to upgrade to more cost-effective and better-performing batteries. These measures have made it possible to substantially reduce the labor and energy costs per hour required to operate the nine electric buses. It will be some time

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before long-term durability and cost comparisons will permit conclusive findings to be reported. However, there is a strong likelihood that operational costs per hour for electric and hybrid-diesel electric buses may someday be reduced to a point where those costs will be less than for conventional diesel-powered buses.

The prospect that electric and hybrid-electric buses will become cost competitive with conventional diesel buses to operate becomes more likely each year as conventional diesel buses entail more costs. One major source of increased costs of operating conventional diesel buses is that a catalytic converter is usually required to meet EPA requirements. Conventional diesel buses are also now requiring: 1) increased labor to monitor and perform repairs that are essential to maintaining acceptable exhaust emissions; and 2) increased cost per hour for diesel fuel consumed. It seems almost certain that conventional diesel fuel prices will continue to increase faster than inflation unless oil-exporting countries decide to revise current strategies. These strategies virtually ensure that the cost of conventional diesel fuels will increase incrementally over the next decade.

## LP and CNG

Several other alternative fuels that have been used by FST&P, and also have been tried by several other Iowa public transit systems on a limited basis during the past 20 years, are liquid propane (LP) and compressed natural

gas (CNG). In the event that gasoline prices increase markedly, gas-fueled buses could be converted to propane use. But, since most of Iowa's gas-powered buses are newer with low emission engines and are used predominantly in rural areas, the intended benefits of reduced emissions might be difficult to achieve since most buses would have to be driven more miles to reach fueling sites. The cost of CNG-fueled, heavy-duty buses is presently \$50,000 to \$54,000, or 18 percent per bus greater than for a conventional diesel-fueled bus. This added cost per bus, the cost of CNG fuel dispensing equipment and the higher insurance premiums associated with CNG fuel use, make it cost prohibitive for Iowa's transit systems to consider more seriously using CNG to fuel their buses to reduce emissions.

Be sure to read the final part of this series of articles concerning environmental initiatives in our next newsletter. We'll be talking about types of ancillary vehicle and communication equipment, maintenance procedures and driver training. Each of these are used, in conjunction with an assortment of specialized commercial products to reduce non-renewable fuel use, exhaust emissions and drive train wear on transit vehicles. Iowa's public transit managers have worked hard with OPT's staff to assure that Iowans' opportunities for mobility are expanded, as efforts are intensified to protect our environment.

## Transit Spotlight

### Marshalltown Municipal Transit and Region 6 Peoplesrides co-host open house of new shared-use facility

Jan. 31, 2004, was a special day for two of Iowa's public transit agencies. On that day, after more than a decade of discussion and formal planning to assess the feasibility of a new municipal public works facility, an open house was held to let the public see the results of a local decision to construct a "shared-use facility." The majority of the structure is devoted to the needs of Marshalltown's Public Works Department. Yet, it will interest our readership that staff of both Marshalltown Municipal Transit (MMT) and the area's regional transit system, Peoplesrides, are proud to have administrative offices and maintenance support performed in areas of this new "shared-use facility."

Rich Stone, MMT's transit manager, notes, "Thanks, in part, to receiving assistance towards the transit portion of this building in Iowa's FY 2000

statewide federal discretionary grant, my office is now fully accessible as well as located in the same building my drivers report to and my mechanic uses to repair our city's buses." If Rich needs to work out details about a project in the planning phase, he now has more direct access to the staff of Region 6 Planning Commission (R6PC). Marty Wymore, the executive director of R6PC, comments, "Virtually every day there is some aspect of planning or service coordination that seems easier to address now that each transit agency's staff and vehicles are sharing use of this new facility." Both Rich and Marty welcome elected officials, planners and transit colleagues that may have missed their open house to stop by for a tour of this remarkable example of transit agency and intergovernmental cooperation.



New home of Marshalltown Public Works Facility, jointly used by Marshalltown Municipal Transit and Region 6 Planning Commission (dba Peoplesrides).

## Local public transit agencies improve services using surface transportation program funds

An aging fleet is a serious handicap for most of Iowa's public transit agencies. Most transit agencies struggle to maintain a fleet with a high ratio of vehicles that have exceeded the federal minimum useful life criteria. Our congressional delegation has been of considerable assistance in addressing the need for funding to replace vehicles and implement other projects that require federal capital assistance. However, annual formula and discretionary assistance under grant programs of the Federal Transit Administration have not kept pace with the need for funding to replace buses that are worn out, or to make certain improvements essential to effective transit services.

Thankfully, the Surface Transportation Program (STP) has functioned like a pressure valve. The STP was established under TEA-21 legislation. Under the STP, Congress created a means of addressing transportation infrastructure and planning needs that might not otherwise occur. The program is funded from the federal highway trust fund. In Iowa, a portion of these funds is programmed by local government officials, acting through metropolitan or regional planning agencies.

Since 1995 patrons of Iowa's public transit agencies began realizing benefits of local decisions that programmed Surface Transportation Program funds to transit projects. Over the past decade, 29 of Iowa's 35 transit agencies have been able to implement one or more capital projects that, without the STP, might not have been possible

or would have been substantially delayed. MPOs and RPAs have now had a decade of experience with STP-funded transit projects. As such, we've decided to share some details about the benefits that have been achieved.

Three facilities have been substantially funded and two additional facilities are pending construction or purchase through the use of STP funds. The STP funding devoted to these facilities has contributed markedly to local service reliability and making vehicle maintenance improvements possible. Western Iowa Transit System, based in Carroll, has used STP funding to construct county vehicle storage facilities in Denison and Jefferson. And, the Regional Transit Authority based in Spencer, doing business as RIDES, has used STP funding for its garage expansion at its home base. STP funding is now also programmed to assist with constructing or acquisition of a shared-use regional and urban transit facility in conjunction with the Council of Governments in Mason City. Another STP project is pending the outcome of local discussions between Siouxland Regional Transit System officials and metropolitan/regional planning organization policy makers about whether purchasing or constructing a shared-use facility in Sioux City is feasible.

Seventy-three vehicles have been funded to permit regional transit agencies to serve existing patrons better and, in several instances, expand services to locations that had previously received minimal service. Persons with disabilities have found that the

lift and ramp-accessible vehicles that have been purchased are a vast improvement over the buses or vans that were replaced.

Two aspects of the transit vehicle purchases that have been funded under STP in Iowa are especially noteworthy.

One is that STP has allowed the purchase of vehicles for service expansion. Because traditional sources of federal funding for transit vehicles has not been able to keep pace with the need to replace Iowa's existing fleet, STP funding has been instrumental in addressing acute needs for new local transit services. Here are a few examples: buses have been purchased allowing express commuter service between Ankeny and Des Moines; and expanded regional service in small communities, as well as service to rural residents of sparsely populated areas. These areas include: northwest (Regions 3 and 4, based in Spencer and Sioux City, respectively), north central (Region 2, based in Mason City), central (Region 6, based in Marshalltown) and southeast (Region 15, based in Ottumwa) Iowa.

The second area where STP funding has made a difference is that these funds have allowed a few vehicles that have exhibited chronic maintenance problems (some refer to such vehicles as "lemons") to be replaced when it was clear that devoting further skilled labor hours and investment of scarce funding for repairs would not be prudent.

The bulk of the STP funding received by transit agencies has been devoted to vehicle

needs and construction of facilities or facility improvements. However, a variety of other uses have been made of STP funds that are generating noteworthy benefits for transit patrons. This article includes a brief description of several of these smaller projects simply to illustrate the variety of uses transit agencies have made of these funds.

In 2001, two of Iowa's urban transit systems used STP funds to install bus-mounted bicycle racks on their fixed-route fleets. A total of 30 buses are now equipped with bike racks by Iowa City Transit (ICT) and Coralville Transit (CT). Managers of both transit systems are reporting good marks for their program after two years of use. Ron Logsdon, ICT's manager, reports "Over 250 bike-rack users are being transported monthly, and, with two years of experience now, both riders and drivers seem to like this user amenity, judging from the positive comments that have been received."

One of the smallest STP funded transit projects involved the purchase of a tire changer and balancer. This equipment was installed at Northeast Iowa Community Action Transit's (NEICAT) garage in West Union. In less than a year the modest investment of \$3,800 in this equipment has resulted in various cost savings. These savings amount to a documentable, two-fold plus return on the funds invested. In addition, Earl Henry, NEICAT's transit manager, reports that use of their tire changer and balancer has improved service safety and minimized driver

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fatigue associated with steering wheel vibration. "We now have fewer complaints relating to wheel balance and tire concerns. Since we began using our changer and balancer, we've had fewer 'road calls' owing to the reduction in steering component and tire wear." In Henry's assessment, these benefits alone justified purchase of the tire changer and balancer. "But, when I confirmed how much owning this tire equipment contributes to reducing labor costs associated with having our drivers shuttle buses to and from service stations, I had to commend Dave Wilker, our repair technician, on making this project a success."

Patrons of Ottumwa Transit Authority (OTA) have also been very appreciative of a more substantial STP-funded project. A passenger transfer station was constructed in 2002. It is located in the heart of Ottumwa's central business district. Ottumwa's Transit Administrator, Pam Ward, applauds the station as "...enabling passengers to get out of the weather as they wait for their bus is essential to the quality of service we strive to provide." Given the station's contribution to downtown revitalization, reactions to the project have been quite positive. One local retailer hailed this small project as "...a pleasant addition to the local streetscape."

Two urban and five regional STP projects have addressed local needs to improve the communication between transit patrons and the staff of the system serving them.

In Sioux City, for instance, route identification and signage improvements were made that were complimented by service and schedule

information. Using STP funds, kiosks were purchased and placed in prime locations across the urban area that display transit information.



Touch-screen kiosks provide transit patrons with specific route information for each of the 11 routes that serve the Sioux City metropolitan area. The kiosks also serve as an information guide to city attractions, points of interest, entertainment, and other services the city has to offer. This kiosk is located in the main lobby of the Martin Luther King, Jr. Transportation Center, downtown Sioux City.

MET Transit was able to improve its service in Cedar Falls and Waterloo through use of STP funds for the purchase of a radio system. This permitted MET to improve: 1) response to driver reports of vehicle mechanical difficulties; and 2) timed transfers that many patrons rely upon to arrive at work on time.

Managers of five of the regional transit agencies have purchased a phone system, computer hardware upgrades, or FM two-way radio communications equipment using STP funds. Each manager reports these purchases have made it possible to improve operations.

## New MIS electronic reporting process gets thumbs up in Iowa

Iowa submitted 83 Drug and Alcohol Management Information System (MIS) reports to the Federal Transit Administration's (FTA) Volpe Center this year. Reports were due from the rural transit systems to the Iowa Department of Transportation's Office of Public Transit by Feb. 16, 2004. This allowed time for review and acceptance prior to DOT's deadline of March 15, 2004, for submission to the Volpe Center. Iowa's 12 large urban transit systems submit their MIS reports directly rather than through the state DOT since they are direct recipients of FTA funding.

The newly implemented electronic reporting procedure streamlined the entire process this year. Due to built-in mechanisms, mathematical calculations and missing signatures and dates are now basically a thing of the past. The checks and balances in the electronic reporting system allow the end user to submit more accurately completed reports to the Iowa DOT. This greatly reduced the amount of time for the end users to complete their

reports, and for the state DOT to review and accept them.

This year there were fewer reports to review due to a reduced number of subcontractors used in calendar year 2003. Eighty-three reports were submitted in all: 23 from DOT's subrecipients; and 60 subcontractors to those agencies. Reports are no longer lost in the mail with the new electronic process. Another plus is that the employer can print out its own report for their files with great ease. The state can also keep an electronic PDF of submitted reports for future reference. This feature greatly reduces the need for photocopying numerous reports.

The DOT commends the federal government for continuing to find ways to streamline the reporting process. We received many favorable comments about the new process and appreciate the ease of use and checks and balances incorporated in the program.

## Transit Spotlight

TEA-21 Transit Advisory Committee and Region XII COG Board support instrumental in new storage facility

**W**estern Iowa Transit System (WITS), headquartered in Carroll, recently hosted an open house to showcase its newly built transit storage facility in Greene County.

The open house, held Jan. 16, 2004, was attended by Todd Madson, mayor of Jefferson, members of the local Chamber of Commerce, Randy A. Warnke, president of Warnke Construction, local residents, several Iowa transit system managers, and staff from Region XII Council of Governments (COG), WITS, and the Iowa Department of Transportation's Office of Public Transit. Rick Hunsaker, executive director of Region XII COG, the umbrella agency for WITS, thanked Greene County for its support of the project and gave special accolades to the Greene County Secondary Roads Department for assisting with land purchase negotiations, demolition and site work, supplemental construction inspection, and for volunteering to do long-term snow removal and ground maintenance.

Hunsaker also thanked the TEA-21 Transit Advisory Committee and Region XII COG Board for the recommendation, support and approval of the Surface Transportation Program (STP) funding.

Jim Burns, transit director at WITS, also spoke and emphasized the need for storage facilities to extend vehicle life, especially when there is limited federal assistance for replacing the aging transit fleet across the state.

Stott & Associates Architects, P.C. of Ames designed

the 5,600-square-foot pre-engineered metal building that includes a 700-square-foot mezzanine, 500-square-foot office for drivers, 160-square-foot storage area, a restroom, washbasin, and power washer. The building was designed with both heated and cold storage for transit vehicles.

The low bidder for the Greene County storage facility was Warnke Construction from Carroll. The final construction cost after several change orders was \$244,293. The total cost of the project, including engineering and design, land acquisition and shop equipment, reached \$300,000 and was funded at 80 percent, or \$240,000 through the Surface Transportation Program, with the remaining 20 percent as local match.

The facility is located at the corner of North Pinet and West Wall streets, north of the Iowa DOT maintenance garage and the railroad tracks. Approximately, six light-duty buses will be housed in the facility where light maintenance will be done on them.

Hunsaker reports they are pleased to work closely with the county engineers and that they are impressed by the depth and enthusiasm of support they found among the county engineers in their service area. It's clear that they see the benefit of public transit to the region. "We are glad that they chose our project, a non-traditional use for STP, even with the limited funds. The regional planning and programming process works as was hoped when the legislation was passed," said Hunsaker. In 2000, STP funds



Members of the city of Jefferson Chamber of Commerce (wearing green coats) participate in a ribbon cutting ceremony for Greene County storage facility. Woman wearing green coat holding certificate is Tracey Miller, Jefferson Chamber Executive Director. Others in photo are: Front row: center, Jim Burns, Region 12, Western Iowa Transit System Transit Director. Second row: Steve Becker, lead driver (left of Burns); Deb Contner and Tracey Bigley, both drivers (right of Burns). Third row: Mike Rath, vehicle maintenance; and Rick Hunsaker, Region 12 COG Executive Director (both left of Burns).



A 5,600 square foot transit storage facility in Jefferson helps to extend the life of aging vehicles. The facility can house six transit vehicles and allows for light maintenance. (South view of facility)



Greene County supported public transit by assisting with the land purchase and performing all site work for the project through the Secondary Roads Department. (Northeast view from intersection of Wall and Pinet streets in Jefferson)

were also received for a similar facility built in Crawford County. WITS serves Audubon, Carroll, Crawford, Greene, Guthrie, and Sac counties.



## Central Iowa RideShare program expands

The Des Moines MTA board has approved a plan to begin offering vanpools to residents in Polk County. Previously, vanpools were required to originate or terminate outside of Polk County. But, due to the increased demand for alternative means of transportation being generated by I-235 reconstruction, the MTA has now changed their vanpool policy.

New vanpools will begin forming from places like Polk City, Norwalk and Carlisle. According to Amanda Carstens Steward, director for the Transportation Management Association of Des Moines, all it takes to develop a new vanpool is four people and a driver. Fares are about \$55/month for riders within Polk County, and the driver's fare is waived.

MTA's vanpool operation, Central Iowa RideShare, currently operates 65 vanpools. Steve Spade, MTA general manager, said, "We expect the program's popularity will continue as vanpools are offered within Polk County." Under the current program, four to 12 people can form a vanpool. Passenger fares are based on the distance traveled and number of people in the vanpool. MTA provides a new van and pays for gasoline, maintenance costs, insurance and upkeep.

Persons interested in finding out more about vanpools in and around Polk County may call Central Iowa RideShare at 515-288-7433.

## MTA and TMA declare stress free commute week

The Des Moines MTA and the Transportation Management Association (TMA) declared May 10-14 as "Stress Free Commute Week" and sponsored activities during the week to promote the benefits of public transportation and sharing the ride to work.

Five days of special events were planned to encourage people to try the bus, vanpool, carpool, walk or bike at least once during the week. People who tried an alternative to driving alone became eligible for free rides and other great prizes such as gift certificates to a day spa, local restaurant, Iowa Cubs tickets, and more.

Along with Rider Appreciation Day, Officials Day, MTA Employee Appreciation Day,

and MTA Day, a special day was designated as "Avoid the Rush Day." MTA and TMA conducted informational meetings promoting public transportation and alternative commutes to businesses and groups. Many MTA riders enjoyed donuts or cookies on Rider Appreciation Day. The week ended with a bang as MTA night was celebrated with fireworks at the Iowa Cubs vs. Fresno game on Friday. Steve Spade, MTA general manager, said, "It was a great week. All the activities generated a lot of attention for public transportation, and I am sure the exposure will translate into a better understanding of public transportation and the advantages it brings to the community."

## Transit Spotlight

One million miles and counting



Cedar Rapids' bus crosses the one-million mile mark.

A city of Cedar Rapids bus recently met its one-million mile mark. Bus number 139, built in 1978, was rebuilt to current engineering and safety standards and put back out on the street. Bill Hoekstra, Five Seasons Transportation and Parking (FST&P) director, says remanufacturing has meant a substantial cost savings – today it costs between \$240,000 and \$280,000 for a new bus, while it only costs \$149,000 to remanufacture one – and it has allowed the city to standardize its diesel fleet with General Motors RTS buses. Bus number 139 was considered the bus of the future in its day. Hoekstra says, "The RTS bus looks futuristic and there is not another bus that I know of that could have taken all the pounding, all the salt and sand on the street."

Bus number 139 spent its first half-million or so miles on the streets of El Paso, Texas, and was about to be sent to the bus graveyard when Hoekstra purchased it back in 1996, along with another El Paso bus for \$25,000 each. He had them repainted, their wheelchair lifts replaced, and then put in service in Cedar Rapids. Both buses have been there since – putting on about 200 miles a day, six days a week for eight years.

The City of Cedar Rapids has a rigorous bus maintenance program that keeps buses in shape. The RTS bus features stainless steel in its body, which has helped it through the many years of service, and has fiberglass side panels that can be easily replaced if needed. This particular bus is said to not have demanded any more repairs than that of any of the other FST&P veteran vehicles in its fleet.

Even so, buses can't last forever and Hoekstra plans to change the face of the city's old fleet when he replaces five of the oldest RTS buses with five 1990 RTS buses from South Carolina. Bus number 139 is not slated for retirement just yet. Hoekstra says there are no such plans at this time.



## Donna Johnson is Talking Transit

**M**any of our transit systems and their contract service providers have been taking advantage of training opportunities in Iowa. Security awareness training was held Jan. 29, 2004, in Ames. The Center for Transportation Research and Education (CTRE) at Iowa State University graciously allowed us to use its conference room to hold this half-day of training. We want to thank CTRE and its director, Steve Andrie, for the hospitality and the hot coffee on that cold winter day. Ream Lazaro conducted the training with 18 people in attendance. We also want to thank those of you that traveled many miles in poor weather conditions to take part in this training.

On March 18, 2004, J. P. Golinvaux, Samil Sermet and I participated in a National Training Institute teleconference covering TCRP Report #86: Public Transportation Security. "This teleconference reinforced certain aspects of the security awareness training Ream Lazaro conducted in January. It helped reinforce the fact that each

staff member has critical responsibilities regarding transit system security. Intensified training on these responsibilities is a must," said Golinvaux.

Jeanette Scoles, Heart of Iowa Regional Transit Agency (HIRTA) executive director, recently hosted drug and alcohol program supervisory training at the airport in Des Moines. Jeanette reports 25 people attended the free, two-hour training March 22, 2004. As many of you know, each employer providing public transit services in Iowa as part of the federal transit program must have at least one person trained to make reasonable suspicion determinations. Many transit providers were in need of this training for themselves or their staff to stay in compliance with the drug and alcohol program rules. Linda McGinnis, Jackson Recovery Centers, Sioux City, conducted the training. We have received many favorable comments concerning HIRTA hosting this particular training. Thanks Jeanette for coordinating and hosting this event.

Speaking of the drug and alcohol program, a few of our transit managers traveled to

Sioux Falls, S.D., to hear the latest updates in the Federal Transit Administration's Drug Abuse and Alcohol Misuse Program. A couple of transit system representatives, Peter Hallock, and I each participated in the training that was offered last fall in Kansas City. Please see article on page 7 about the changes in the drug and alcohol program Management Information System (MIS) reporting.

Toolbox for Transit Operator Fatigue: "Putting the Report into Action" was the title for another free training seminar held in Des Moines April 28 and again April 29. Clyde Earl, a contractor for the National Training Institute, presented this three and one-half hour seminar to more than 40 participants over the two days. The goal of this seminar was to highlight the potential impact of operator fatigue on individual and agency safety and performance. Earl helped the class explore tools, strategies, materials, and information about fatigue prevention, detection and training, and to get agencies started with developing and implementing a fatigue management program. We want to thank Steve Spade, Des Moines MTA general manager, for assisting the Office of Public Transit in hosting this particular training session. Jim Tishem of the MTA staff was also instrumen-

tal in coordinating the use of MTA's conference room and making sure audio/visual equipment was available for the trainer and parking for participants. Thanks Steve and Jim for helping to make this training a success.

Steve Spade stepped up to the plate again to host another training opportunity at the Des Moines MTA in May. The National Transit Institute presented a free course for our fixed-route transit systems that provide paratransit services. The course is entitled, "Managing the Cost of ADA Paratransit" and was held in Des Moines at the MTA, May 12-13, 2004. This course addressed management and service delivery methods that public transit agencies can use to comply with the public transit requirements of the Americans with Disabilities Act (ADA), while retaining control of budgets. Topics covered were ADA Service Criteria, Policy Choices, ADA Paratransit Eligibility, Efficient Operation, Technology, and Alternatives to Paratransit. Trainers for this course were David Koffman, Nelson/Nygaard Consulting Associates, and Dave Cyra, Cyra Etc. Thanks again Steve for opening your conference

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room and welcoming other fixed-route operators from Iowa and around the country to your facility to participate in this specialized training.

The Iowa Public Transit Association (IPTA) annual meeting will be held June 2-4, 2004, in Waterloo. Training for this conference will be conducted by Rick Evans and sponsored by the Iowa DOT's Office of Public Transit through the federal Rural Training Assistance Program (RTAP). Evans' training topic will be "Showing Up at Work." He says that "showing up" should be a bare minimum, and what we really want is for our employees, and ourselves, to come to work ready to fully engage and give it our all. Different motivations will be examined and how we can become more present and involved. Rick Evans is president of RAE Consultants, Inc. and has more than 20 years of experience in the public transit industry as a manager, planner, trainer, and coach. Brian Schoon, IPTA's training liaison and manager of North Iowa Transit System based in Waterloo, took the lead in securing the training for the IPTA meeting. We want to thank Brian for seeking out training consultants to provide additional training for the Iowa public transit systems and their contract service providers.

When we talk about IPTA's annual meeting, people get excited as they realize that the annual Transit Roadeo is generally held the following day. The 18<sup>th</sup> Annual Iowa DOT/IPTA Transit Roadeo will be held at the University of Northern Iowa in Cedar Falls. Waterloo Metropolitan Transit Authority and the Regional Transit System headquartered in Waterloo will be co-hosting the roadeo this year. Mark Little, assistant general manager for Waterloo Met, says "We want to welcome bus operators and transit representatives from around the state to this year's event. We look forward to representation from each transit system and plan to have a fun-filled, exciting state roadeo." Although the event is friendly and fun, the bus operators take the competition seriously as the winners are awarded the opportunity to represent the state at the national level. Watch our next newsletter for the results of the roadeo.

In our next issue, I'll also share some of the latest things happening on the marketing side of the public transit program. We anticipate having a booth at the Iowa State Fair again this year and may even be involved in the State Fair Parade. Another way we are planning to promote public transit is by helping develop educational materials that can be made available to Iowa drivers who may choose to use public transit for some of their needs as they adjust to safe mobility challenges that come with aging. Watch for more information on these topics in my column next time.

## Public transit DBE goal approved by FTA

**A**n overall annual Disadvantaged Business Enterprise (DBE) goal was developed for participation in Iowa Department of Transportation (Iowa DOT) and its subrecipients' (including transit systems and planning agencies) federal fiscal year (FFY) 2004 federally assisted contracts. These goals were developed in compliance with federal regulations set forth at 49 CFR Part 26, Participation by Disadvantaged Business Enterprises in U.S. Department of Transportation (U.S. DOT) programs. The goal identifies the relative availability of DBE's based on evidence of ready, willing and able DBEs in relationship to all comparable businesses, which are known to be available to compete for the Iowa DOT's U.S. DOT-assisted contracts. The overall annual goal of 0.7 percent reflects staff's determination of the level of DBE participation that would be expected, absent the effects of discrimination.

The Federal Transit Administration (FTA) has approved the Iowa DOT's DBE goal of 0.7 percent for the public transit programs applicable professional services, construction and procurement contracts for the federal fiscal year that ends Sept. 30, 2004.

Although statistics indicate a possible 0.7 percent partici-

pation rate for FFY 2004 contracting opportunities, staff will continue to make efforts to include DBE goals in federally-assisted procurements and work with vendors to obtain good-faith efforts to meet or exceed this goal. This goal is applicable to FFY 2004 FTA-assisted contracts totaling approximately \$6,555,525, with an expectation that approximately 0.6 percent will be achieved through race/gender neutral and 0.1 percent through race conscious means.

Any women- or minority-owned business that would like to find out more about the federal DBE program can contact the Iowa DOT's Office of Contracts at 515-239-1422 or check out the DOT's Web site:

[http://www.dot.state.ia.us/contracts/](http://www.dot.state.ia.us/contracts/contracts_eeoaa.htm)

[contracts\\_eeoaa.htm](http://www.dot.state.ia.us/contracts/contracts_eeoaa.htm). Here you will find answers to questions about why you would want to be certified and how to do so, where to obtain an application or technical assistance, to view the directory of certified DBE firms in Iowa, and other important information.

## Who's who in Iowa Transit

*Part circumstances, part destiny.  
Munson's career has been in  
transportation for nearly three decades.*

**F**rom working as a permitting and licensing specialist in a family transportation consulting business to his current position as transit manager for the city of Dubuque, Mark Munson has seen his career revolve around the field of transportation for more than 27 years. In between these positions, Mark has been a driver for Head Start, a service worker for one of the largest U-Haul moving centers in Ohio and the transit manager for the Region 8 Regional Transit Authority.

Mark says, "Looking back, I feel my transportation career was part circumstance and part destiny. In 1979 I was working as a road musician in Columbus, Ohio, when the band broke up. The next day I answered a classified ad for a lot worker at a U-Haul center and within less than a year became a manager."

In 1980 Mark moved his family back to his hometown of Dubuque and went to work with his father, a self-employed transportation consultant. As a kid, Mark said he grew up wondering what a transportation consultant was. All he knew was that his dad had a ton of paper on huge shelves called tariffs and boxes of more papers called freight bills that he carefully checked and filed after his dad did something to the freight bills called auditing. Now, he was going to be working in this business of transportation. Mark purchased the first computer his father's business ever owned and set up a

program to track and report motor carrier fuel and road taxes. This service led to a new line of state services that complimented the federal work his father performed when he experienced the next major change in his life and career.

While working in the family business, Mark became a single parent with three daughters ages 5, 6 and 7. Seeing the effects of deregulation on the motor carrier industry, Mark decided he needed to finish the college education he had abandoned in 1977. Mark was a single parent dad at a time when single parent fathers were rather uncommon. He worked, went to college, served on the board of education at Downtown Catholic elementary, and started a community jazz band, all the while going to parent-teacher conferences and attending track meets and basketball and baseball games with his daughters. Mark swears he worked one summer only to pay for daycare and transportation from the RTA, which later in life would provide him with a deep personal understanding of welfare-to-work initiatives like Job Access Reverse Commute.

In 1993, Mark graduated from Loras College in Dubuque with a bachelor's degree in psychology and business minor, with the intention to work in the field of personnel/human resource management. Mark applied at several organizations until he was asked to interview at



Mark Munson, Keyline Transit Manager. He may look all business, but behind that smile is a man that reminisces about his younger days as a road musician. You never know when you might catch him sitting in with a jazz trio, swing band or blues band. Mark says, "Music helps keep my life in perspective."

Manor Care, Inc., a national nursing home with a facility in Dubuque. Two-thirds of the way into the interview process Mark knew he was not cracked up to working in the nursing home environment and withdrew his application. The personnel manager interviewing Mark at Manor Care also happened to be on the board of directors for Project Concern, which at the time was recruiting for a transit manager for the Region 8 RTA. Seeing Mark's transportation background, the personnel manager persuaded him to submit an application. Shortly thereafter Mark was hired by Project Concern as both the transit manager and assistant executive director.

In the two short years he worked at Project Concern, Mark says he gained a wealth of knowledge managing the contract the agency had with the city of Dubuque for

paratransit service and a variety of contracts with local agencies serving persons with disabilities and senior citizens. While he was working as transit manager for Project Concern, the city of Dubuque posted an opening for transit manager for the city of Dubuque. After a rather lengthy hiring process, the city offered Mark the job as transit manager. In October 1996, Mark left Project Concern and went to work for the city at KeyLine Transit.

On his first day as city transit manager, Mark was given two assignments... replace the boiler system at KeyLine garage and work with Assistant City Manager Tim Moerman to develop a transit improvement plan. Mark says, "When I arrived at KeyLine the morale was understandably low. The lone computer in my office was an old Gateway with a light film of diesel exhaust on the cover. The air handling system in the offices did little to keep the smell of diesel exhaust out of the administrative office area, and KeyLine was operating one of the oldest fleets of equipment in the state with buses as old as 30 years in daily service. All the windows in the offices were boarded up with the building renovations of the late 80s and the dim yellow lighting reflected the mood of the times at KeyLine. And, oh yes the boiler was dying."

Stakeholders from more than 35 area organizations were called on to develop a process to redesign the transit system and apply to the state for Innovation Zone status. "The status was mostly

**Munson**, see next page

**Munson**, from previous page

symbolic, but offered a forum for developing a process and addressing potential regulatory barriers," said Munson. In September 1998, the city hired Carter Goble Associates (CGA) through an Iowa DOT special projects grant to analyze the research compiled through the Innovation Zone process, and develop a detailed design plan to improve transportation in Dubuque and Dubuque County. In March 2000, a final report from CGA was issued, consisting of numerous capital improvements and system re-design recommendations.

In the four years following the final report, the city of Dubuque centralized most public transit services within the city at KeyLine Transit. The fleet has been upgraded with two American Heritage Streetcars, six Nova buses, four remanufactured RTS series buses, and 15 paratransit vehicles. The administrative offices have been networked and a dispatch office created, using a completely upgraded communications system and computer-assisted dispatching scheduling software. In addition to fixed-route, paratransit and city contract services, the city of East Dubuque, Ill., contracted with the city of Dubuque for demand-response public transit service. Shortly thereafter, Greyhound Bus Lines approached the city with a request for KeyLine to consider becoming a ticketing agent for Greyhound. The city eventually agreed to that request in May 2003. "And, oh yes, the boiler did get replaced, as did the air handling unit on top of the administra-

tive offices, and windows were once again opened along the front of the building with State Historic Preservation approval," said Munson.

During his seven years as transit manager for the city of Dubuque, Mark says he has facilitated numerous changes to the second oldest transit system west of the Mississippi River. Future initiatives include development of the Downtown Port of Dubuque transportation service and expansion into Dubuque's growing west side business developments.

Mark is currently the legislative chair of the Iowa Public Transit Association and past urban vice president, secretary and Image Committee chair. It is Mark's sincere wish to see the Iowa Public Transit Association grow and adapt to the rapidly changing transit environment, especially with the introduction of so many new transit managers into the organization. As legislative chair, Mark is carefully working with IPTA membership and consultants to guide transit funding through some of the most difficult budget years in Iowa history, and through reauthorization in Washington.

Mark is married to Kay Munson, who is a planning technician for the city of Dubuque. Mark and Kay have seven children between them ages 17, 18, 22, two at age 23, 24 and 26, and a two-year-old grandson. Once in a while Mark still gets a chance to sit in with jazz trios, swing bands and blues bands.

## Mark Snider named program analyst officer for ODAPC

**M**ark Snider, a transit safety and security specialist who served as the Federal Transit Administration's (FTA) drug and alcohol program manager, left that position July 28, 2003, to become a program analyst officer for the U.S. DOT's Office of Drug and Alcohol Policy and Compliance (ODAPC). Jerry Fisher, a senior safety and security specialist and long time-proponent of the FTA regulations, has been named Snider's successor. Congratulations Mark and Jerry on your promotions.

## FTA Drug and Alcohol Regulation Updates to go electronic

**T**he Federal Transit Administration (FTA) will be phasing in an electronic version of its FTA Drug and Alcohol Regulation Updates over the next year. All current recipients of the newsletter are being asked to e-mail its editor with a current E-mail address. To make sure you continue receiving your Updates, please be sure to contact its editor at [rlsasc@mindspring.com](mailto:rlsasc@mindspring.com), call 937-299-5007 or fax 937-299-1055. If you aren't currently receiving the Updates and are responsible for a FTA compliant drug and alcohol-testing program, please be sure to get your name added to their new electronic database.

## Random testing rates in FTA drug and alcohol program remain the same

**E**mployers subject to the Federal Transit Administration's (FTA) drug and alcohol rules should be aware that the random testing rates shall remain the same for calendar year 2004 as last year. This means that the testing rate for drugs remains at 50 percent, while the random testing rate for alcohol remains at 10 percent.

The testing rates are dependent on the industry's drug "positive rate" and alcohol "violation rate" for the preceding two years. The transit industry's positive rate for drugs in 2001 was 0.89 percent and 1.05 in 2002. Since the rate did not dip below 1 percent for two consecutive years, the random testing rate for drugs remains at 50 percent. The alcohol violation rate for 2001 was 0.19 percent and 0.22 percent for 2002. Since the rate did not rise above 0.50 percent, the random alcohol-testing rate remains at 10 percent.

## Transit training library feature training information please . . .

For this issue I would like to provide you with information on how to get important transit updates by E-mail. The Federal Transit Administration (FTA) provides valuable information on its Web site, and that is also where you will find a link to sign up for E-mail updates. Many of these updates are on new regulations or changes in regulations, training updates and

security updates. All of these things are put to better use when received in a timely manner. So, how do you sign up for these updates? First, please visit [www.fta.dot.gov](http://www.fta.dot.gov), click on the Safety and Security Link, and from there you may either click on "E-mail updates" or "SIGN UP to Receive What's New E-mail Updates Today." All that is

left now is to fill in the required information and you will start receiving E-mail updates.

E-mail updates are not the only important thing [www.fta.dot.gov](http://www.fta.dot.gov) provides. You may also order publications online. The Iowa Department of Transportation's Office of Public Transit recently received "The Public Transportation System Security and Emergency Preparedness Planning Guide," a January 2003 final report prepared by the Federal Transit Administration. This report was prepared to support activities of public transportation systems to help plan for and respond to emergencies and major security threats. Emphasis is placed on developing

critical relationships, preparing strategies and policies, and setting funding and training priorities. Guidance is given to help plan effectively, spend wisely, and help to make the transportation infrastructure safer.

The Office of Public Transit has a large selection of training resources available to loan at no charge to public transit systems and other passenger transportation providers. To borrow the Office of Public Transit's publications or videos, call Melissa Davis-Oviatt, 515-239-1875, or e-mail your request to [melissa.davis@dot.state.ia.us](mailto:melissa.davis@dot.state.ia.us).

## Iowa's rural transit ITS deployment update

Over the course of the last few years, the Iowa Department of Transportation's Office of Public Transit (OPT) and Iowa's rural transit systems have been pursuing an initiative to deploy ITS technologies. After receiving a Congressional earmark of federal funding for this purpose, the Office of Public Transit, working with a steering committee of rural transit managers, chose TranSystems/Multisystems to conduct a study in 2002 to determine needs for these technologies among Iowa's regional and small urban transit systems, and recommend a plan for deployment.

In early 2003, a total of 12 transit systems indicated they were prepared to proceed with the recommended deployments. TranSystems Corporation was contracted to prepare individual agency technology plans for each of the transit agencies that committed to move forward at this time. These plans outlined very specific needs of each agency and translated those into detailed recommendations for the use of ITS technologies.

In late December 2003, a request for proposals was issued to proceed with the deployment of ITS technologies at agencies participating in the project. Four proposals were received and reviewed by an evaluation committee composed of participating transit agencies and OPT staff, with assistance from TranSystems and other Iowa DOT offices. The decision of the group was to select the proposal submitted by RouteMatch of Atlanta, GA. Installations should begin by summer.

**This guide is 194 pages long and comes with an interactive CD. Organization of the guide is as follows:**

- Executive Overview
- Preparedness in a Diverse Industry
- Developing the Security and Emergency Preparedness Program (SEPP)
- Capabilities Assessment
- Reducing Threats and Vulnerabilities
- Procedures for New Threats
- Training and Exercising
- Design and Technology Review
- Appendix A: Glossary of Terms
- Appendix B: Federal Bureau of Investigation (FBI) Vulnerability Self-Assessment
- Appendix C: Security Contacts for the Top 35 Transportation Systems
- Appendix D: Detailed Capabilities Assessment Worksheet
- Appendix E: Sample Emergency Grant Processing Guidelines
- Appendix F: A Memorandum of Understanding between [Local Public Safety Agency] and the [Local Transit Agency]

# 2004

## June

June 2-4, IPTA Summer Meeting, Holiday Inn, Cedar Falls, Iowa (For more information, contact Bev Thomas at 515-440-6057.)

June 5, IPTA/DOT Annual Roadeo, Cedar Falls, Iowa (For more information, contact Mark Little, Assistant General Manager, Waterloo MET, 319-234-5714, ext. 102.)

June 5, DOT vehicle auction (For more information, contact Mike Holl, 515-239-1576.)

June 12-13, National Community Transportation Roadeo registration, briefing, exam, competition and awards banquet, Seattle, Wash. (For more information, contact [cahill@ctaa.org](mailto:cahill@ctaa.org).)

June 13-18, Community Transportation National Expo, Seattle, Wash. (For more information, contact [cahill@ctaa.org](mailto:cahill@ctaa.org).)

## July

July 5, DOT offices closed in observance of Independence Day

July 15, JARC applications due to Office of Public Transit

## August

Aug. 12-22, DOT's Office of Public Transit Booth at Iowa State Fair: Varied Industries Building (For more information, contact Donna Johnson, 515-233-7875.)

## September

Sept. 6, Labor Day, DOT offices closed

Sept. 11, DOT small equipment auction (For more information, contact Mike Holl, 515-239-1576.)

## October

Oct. 7-10, American Public Transit Association (APTA) International Roadeo, Atlanta, Ga. (For more information, contact Lynn Morsen 202-496-4853 or Anitha Tharapatla 202-496-4839.)

Oct. 10-13, APTA Annual Meeting, Atlanta, Ga. (For more information, contact Pam Boswell 202-496-4803 or Cara Reeve, 202-496-4874.)

Oct. 23, DOT vehicle auction (For more information, contact Mike Holl, 515-239-1576.)

For more detailed conference listings see the following Web sites:

<http://www.apta.com/meetings> (Conferences and Calendar)

<http://www.ctaa.org/events> (CTAA Calendar of Events)

<http://www.ctaa.org/training> (CTAA Training Calendar)

[http://www.fta.dot.gov/11053\\_ENG\\_HTML.htm](http://www.fta.dot.gov/11053_ENG_HTML.htm) (Calendar of Events)

[http://www.fta.dot.gov/2432\\_ENG\\_HTML.htm](http://www.fta.dot.gov/2432_ENG_HTML.htm) (Training and Professional Development)



CONNECTIONS is a publication of the Iowa Department of Transportation's Office of Public Transit. It is distributed free of charge to public transit systems, agencies providing human service transportation, intercity bus carriers, and other interested individuals and organizations. It is also available on the DOT's Web site.

Please direct comments, stories or story ideas to:  
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Visit our Web site at  
[iatransit.com](http://iatransit.com)

**Our Mission Statement**  
"To advocate and deliver services that support and promote a safe and comprehensive transit system in Iowa to enhance Iowans access to opportunities and quality of life."

The staff wishes to thank those who have provided information and reference materials for this newsletter.

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