

## CORRIDOR MPO

*Smarter Transportation, Better Community*



# Passenger Transportation Plan (PTP)

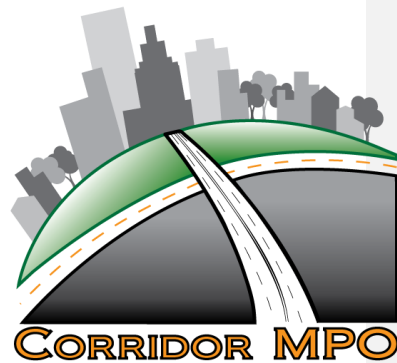
## Fiscal Year (FY) 2014 Update to the FY2011-2015 PTP

**April 19, 2013**

### **MEMBERS:**

Cedar Rapids  
Marion  
Robins  
Hiawatha  
Fairfax  
Ely  
Linn County

CREATING SUSTAINABLE COMMUNITIES  
THROUGH REGIONAL PLANNING & CIVIC ENGAGEMENT





**RESOLUTION NO. 02-12  
RESOLUTION ADOPTING THE FY13 PASSENGER TRANSPORTATION PLAN.**

WHEREAS, the Iowa Department of Transportation requires a yearly Passenger Transportation Plan to incorporate Federal requirements for coordinated planning in the metropolitan area; and

WHEREAS, the development of the plan includes joint involvement of human service agencies, private transportation providers, and transit systems; and

WHEREAS, the goal of the plan is to encourage coordination between human service agencies and transportation providers to identify transportation needs and gaps in order to provide more efficient service to the metropolitan citizens;

NOW, THEREFORE, BE IT RESOLVED that the Corridor Metropolitan Planning Organization hereby adopts the FY2013 Passenger Transportation Plan.

Passed this 19th day of April, 2012

  
\_\_\_\_\_  
Monica Vernon, Chair  
Corridor Metropolitan Planning Organization

April 19, 2012  
Date



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## 1. Introduction

### 1.1. Overview

The Corridor Metropolitan Planning Organization (Corridor MPO) approved the Fiscal Year (FY) 2011-2015 Passenger Transportation Plan (PTP)<sup>1</sup> on May 20<sup>th</sup>, 2010. The first annual update to the FY2011-2015 PTP was completed in 2011. This document serves as ~~the third-a-second~~ (2<sup>nd</sup>) annual update (FY 2013~~4~~ PTP Update) to the FY 2011-2015 PTP. The PTP is a resource document on existing public transportation system in the corridor MPO planning area. The Corridor MPO planning area currently includes the City of Cedar Rapids, Marion, Robins, Hiawatha, Fairfax, Ely and some portion of unincorporated Linn County. The PTP is intended to provide a comprehensive analysis on existing public transportation system within the Corridor MPOs planning area. This document is often used by local private and public transportation providers, human service agencies, school districts, local organizations, government agencies and other interested parties. The FY 2011-2015 PTP documents the socio-economic profile of the planning area, inventory of existing transportation providers, analysis of unmet passenger transportation needs, available federal, state and local funding sources and recommended program for next five years.

The PTPs are an Iowa creation which incorporates federal requirements for coordinated planning, as well as addressing needs-based justification for passenger transportation projects. PTPs will provide the basis for effective and appropriate passenger transportation resource allocation for operations, maintenance, and service development; as well as determining/addressing service duplication and gaps in the provision of needed services. The overall goals of PTP are:

1. Improve transportation services to Iowans
2. Increase passenger transportation coordination
3. Create awareness of unmet needs
4. Develop new working partnerships
5. Assist decision makers, advocates, and consumers in understanding the range of transportation options available
6. Develop justification for future passenger transportation investments
7. Save dollars and eliminate overlapping of services

### 1.2. Scope of Work

The information contained in FY 2013~~4~~ PTP Update is limited to the Corridor MPO planning area and represents Corridor MPO member jurisdiction. The Corridor MPO planning area members include the City of Cedar Rapids, Marion, Robins, Hiawatha, Fairfax, Ely and some portion of unincorporated Linn County. Figure 2 illustrates the Corridor MPO's planning area. The Corridor MPO is made up of the elected officials within the Corridor MPO Planning Area and their appointed representatives. Membership representation on the Policy Board is based on population for the participating cities and

<sup>1</sup> The approved FY2011-2015 PTP is available for download on the Corridor MPO's website at [www.corridormpo.com](http://www.corridormpo.com)



county, and includes at least one elected official from each governing body. Each member jurisdiction may have one member for each 10,000, based on the latest Federal Decennial Census. The local cost of each program component of the annual work program is shared by each member city and county based on population.

Since its inception, the major activity of the Corridor MPO has been the preparation of area wide plans to help guide orderly growth and development within the region. Such plans include Land Use; Open Space and Outdoor Recreation; Transportation; Air Quality; Water and Sewer Systems; Solid Waste Management; and Housing and Community Development. Joint zoning ordinance studies have also been undertaken in order to encourage modern, uniform public regulations of private land development within the county. In recent years, preparation of the Transportation Improvement Program (TIP), annually prioritizing and programming Surface Transportation Program and Transportation Enhancements Program (TE) projects in the metropolitan area, and preparation of the Passenger Transportation Plan (PTP) has become a major activity of the Corridor MPO. Figure 1 outlines the Corridor MPO planning area.

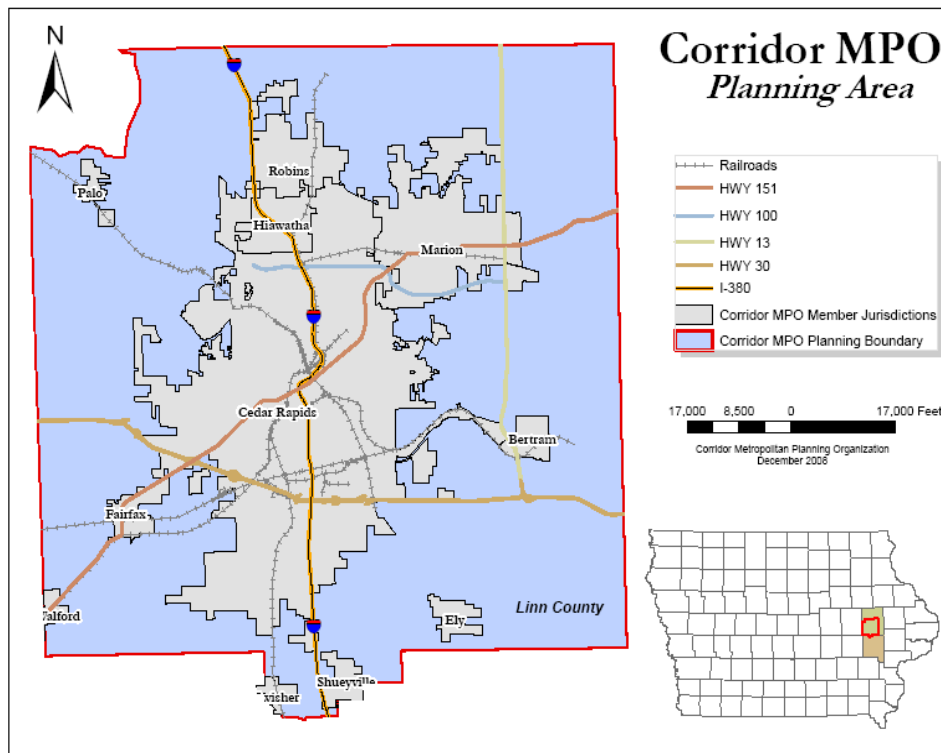


Figure 1: Corridor MPO Planning Area



### 1.3. History of Passenger Transportation Plan (PTP)

Transportation plays a vital role in the development of a community, as it connects people to their work, social lives, recreational opportunities, medical and other special needs. The form of transportation, private or public, chosen by individuals vary depending on their economic condition, medical condition or special interest. The PTP is more focused on identifying the shortfalls and needs of people relying on passenger transportation. As reported by American Public Transportation Association (APTA)<sup>2</sup> Americans took 10.2 billion trips on public transportation in 2011, which accounts for 35 million times each weekday. This shows a gradual increasing interest of communities towards public transportation system.

The need of a coordinated public transportation plan to meet the emerging needs of public transportation is outlined in the current transportation bill, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Iowa Department of Transportation (Iowa DOT) took a step further to comply with the SAFETEA-LU requirement and introduced Passenger Transportation Plan (PTP) for Iowa's 9 Metropolitan Planning Organizations (MPOs) and 18 Regional Planning Affiliations (RPAs). The PTP incorporates federal requirement for coordinated planning, as well as address need-based project justification for all transit programs. The PTP is used by Iowa DOT to award financial assistance provided by Federal Transit Administration (FTA) and Federal Highway Administration (FHWA). The requested funding amount and sources for transit projects included in Corridor MPO's Transportation Improvement Program (TIP) are to be justified within the PTP.

The FY 2014<sup>3</sup> PTP is ~~a second~~the third annual update to the FY 2011-2015 Passenger Transportation Plan adopted by the Corridor MPO in May of 2010. The first update was done in FY 2012, with a second update in FY 2013. Following is the list of PTP developed by Corridor MPO to this date:

- FY 2013 Passenger Transportation Development Plan (Update), April, 2012
- FY 2012 Passenger Transportation Development Plan (Update), May 2011~~0~~
- FY 2011 Passenger Transportation Development Plan, May 2010
- FY 2010 Passenger Transportation Development Plan, March 2009
- FY 2009 Passenger Transportation Development Plan, March 2008
- FY 2008 Passenger Transportation Development Plan, March 2007

### 1.4. Public Involvement & Interagency Cooperation

Corridor MPO understands the importance of public involvement and values public input in any of its planning activities. As part of this commitment, Corridor MPO has adopted its Communication and Outreach Plan (OCP). The OCP identifies the stakeholders in the Corridor MPO planning area and summarizes several techniques MPO uses to involve public in its planning efforts. The Corridor MPO

<sup>2</sup> <http://www.publictransportation.org/facts/>









benefits. The Mobility Manager, hired within the ECICOG, coordinated the TAG efforts until October, 2010. The hiring of Mobility manager ~~is was an-still-an~~ ongoing priority in the 2012 PTP update and was accomplished in August of 2012. ~~the TAG has been diligently working to better define the role and funding for the long-term sustainability of this position.~~

**Transportation Advisory Group (TAG)**

The Corridor MPO meets with TAG quarterly to identify the private/public/human services passenger transportation providers and the transportation needs, and will continue to expand this in the future. Corridor MPO staff has been involved with this group, since its inception and will continue participation to improve coordination efforts throughout the area.

A group of TAG members, representing the Corridor MPO, Cedar Rapids Transit, Linn County LIFTS, Neighborhood Transportation Service (NTS) and United Way of East Central Iowa attended a 4-day workshop (-May 9 – May 12, 2011) organized by Iowa Institute for Transportation Coordination (ITC). The workshop was sponsored by Iowa Department of Transportation (DOT) and was held in Des Moines, Iowa. The purpose of the workshop was to understand the public transportation needs in our area, gain understanding of best practices around the country and establish a framework of action plan for our region. At the conclusion of the meeting, following action items were identified for the upcoming year. The following table also summarizes the “status” of these action items.

**Table 2: Iowa Institute for Transportation Coordination (ITC) Action Items**

	<b>Action Items</b>	<b>Status</b>
1	Hire a new Mobility Manager to coordinate transportation needs within the planning area	Ongoing effort. Cedar Rapids Transit secured New Freedom Grant in 2011 to support the hire of Mobility Manager. However, we were unable to secure the local match this year. The funding from Iowa DOT will be applied again next year. The TAG Executive Committee is re-defining the roles and responsibility of a Mobility Manager and exploring various sources to support the local match for 2012 and future years.
2	Reorganize the Transportation Advisory Group (TAG)	The Human Services and Transportation Advisory Group (HSTAG) was renamed to Transportation Advisory Group (TAG) to make the advisory group more inclusive and not just focus on Human Service Agencies. An Executive Committee made up of major transportation provider, planning agency and human service provider was created to oversee



		the TAG, with several sub-committees.
3	Create “Ride Planning Tool” for Cedar Rapids Transit	Ongoing effort. TAG has identified this as a priority. Initial effort is underway to export the Cedar Rapids Transit information into Google maps. The next step is to look into the possibility of integrating the Cedar Rapids Transit information into the BONGO (Bus on the GO) application to provide real-time transit information to riders.
4	Change Bus Schedule format used by Cedar Rapids Transit	Ongoing effort. TAG has identified a format they would like the bus schedules to be printed on. TAG Executive Committee will work with Cedar Rapids Transit to establish new scheduled formats. The new schedules will be in color and include an overall system map with individual routes and their schedules in a large foldable glossy paper.
5	Organize “Lunch and Learn” event for the stakeholders	A “Lunch and Learn” event was organized by TAG to discuss Medicaid Transportation in Iowa. The vent was held on Friday, October 21, 2011 (11 am – 1 pm) at the Mercy Medical Center.
6	Organize 3rd Annual Transportation Forum	The 3 <sup>rd</sup> Annual Transportation Forum will be held on June 6 <sup>th</sup> , 2012 (8:30 am – 4 pm). Details of the event will be finalized in next few months.

Since the creation of TAG Executive Committee, the committee has continued to meet on a regular basis throughout the last year. The major focus was the hiring of Mobility Manager. The Cedar Rapids Transit (CRT) applied for the federal funds (80%) to support the position and was awarded the grant, contingent upon the successful local match (20%). ~~Unfortunately, we were unable to secure the local match for the grant and thus unable to hire the Mobility manager this year. TAG and its Executive Committee have met several times to redefine the position and clearly identify the deliverable of this position. This will allow us to re-apply for the grant from Iowa DOT and apply for local matching funds. Funding was secured in FY 2013 to create this position.~~

Several meetings were held with TAG and its Executive Committee to discuss the transportation needs in the area and projects to be included in the FY134 Passenger Transportation Plan. The following table outlines the meetings over the last year.

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**Table 3: Transportation Advisory Group (TAG) Meetings**

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Committee	Meeting dates
TAG Executive Committee Meeting	<ul style="list-style-type: none"> <li>• <a href="#"><u>January 26, 2012</u></a></li> <li>• <a href="#"><u>February 13, 2012</u></a></li> <li>• <a href="#"><u>March 13, 2012</u></a></li> <li>• <a href="#"><u>April 10, 2012</u></a></li> <li>• <a href="#"><u>May 8, 2012</u></a></li> <li>• <a href="#"><u>June 12, 2012</u></a></li> <li>• <a href="#"><u>August 6, 2012</u></a></li> <li>• <a href="#"><u>September 11, 2012</u></a></li> <li>• <a href="#"><u>October 9, 2012</u></a></li> <li>• <del><a href="#"><u>December 11, 2012</u></a></del><del><a href="#"><u>January 26, 2012</u></a></del></li> <li>• <del><a href="#"><u>January 10, 2012</u></a></del></li> <li>• <del><a href="#"><u>December 19, 2011</u></a></del></li> <li>• <del><a href="#"><u>November 9, 2011</u></a></del></li> <li>• <del><a href="#"><u>October 10, 2011</u></a></del></li> <li>• <del><a href="#"><u>September 19, 2011</u></a></del></li> <li>• <del><a href="#"><u>September 7, 2011</u></a></del></li> <li>• <del><a href="#"><u>August 15, 2011</u></a></del></li> <li>• <del><a href="#"><u>July 26, 2011</u></a></del></li> <li>• <del><a href="#"><u>June 28, 2011</u></a></del></li> </ul>
Transportation Advisory Group (TAG) Meetings	<ul style="list-style-type: none"> <li>• <a href="#"><u>January 17, 2012</u></a></li> <li>• <a href="#"><u>June 6, 2012</u></a></li> <li>• <a href="#"><u>October 16, 2012</u></a></li> <li>• <del><a href="#"><u>December 18, 2012</u></a></del><del><a href="#"><u>January 17, 2011</u></a></del></li> <li>• <del><a href="#"><u>August 17, 2011</u></a></del></li> <li>• <del><a href="#"><u>June 28, 2011</u></a></del></li> <li>• <del><a href="#"><u>April 11, 2011</u></a></del></li> </ul>

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## 2. Assessment of Transportation Needs

### 2.1. Overview

It is the goal of the Corridor MPO to continue the coordination efforts among the various human services and transportation agencies in the metro area. Staff will continue to assist in planning activities as needed by the local public and private transportation providers.

With the increased interest of Corridor MPO Policy Board towards public transportation, the Corridor MPO expects to see increased coordination in the upcoming years to advance public transportation system in the metro-area. The assistance of the United Way and their member agencies will further this objective by bringing more agencies to the table. All of the local public providers have agreed to continue with this effort.

### 2.2 Transportation Needs Assessment

The Passenger Transportation Plan (PTP) documents the transportation needs in the metro-area through consultation with TAG members, information received from general public (Calls to Corridor MPO, United Way) and Corridor MPO staff observation of existing transportation services. The following section summarizes the transportation needs in the metro-area.

#### 2.2.1. Unmet Transportation Needs

As part of FY 2011-2015 Passenger Transportation Plan (PTP) development process, the Corridor MPO and East Central Iowa Council of Governments (ECICOG) partnered to develop a PTP survey to distribute to the urban and rural areas. Following general information, the user was prompted to pick a track for urban or rural. A Word-document survey was also offered. The survey was sent to TAG members, county coalitions and hospital social work staff. In total, we received 60 responses, 50 from online users and 10 Word-document surveys.

This section of the document will discuss the needs identified in the FY2011-2015 PTP and additional needs identified during the annual update process of the PTP. Table 4 identifies needs and the source of identification:

**Table 4: Transportation Needs as identified in FY 2011-2015 PTP**

	<b>Need Identified</b>	<b>Source of Identification</b>
1	Need to improve transportation to medical and dental appointments	Public Input Meeting, PTP Survey, Coalition Meetings and Transportation Meetings, Transit Providers



2	Need to improve transportation to low-income workers	Transportation Meetings, Coalition Meetings, PTP Survey
3	Need more marketing and communication of transportation information	Transportation Meetings, PTP Survey, Coalition Meetings, Transit Providers
4	Need to maintain and expand services in the rural areas and cross county trips (more trips during operating hours and need for evening hours)	PTP Survey, Coalition Meetings, Transportation Meetings, Transit Providers
5	Need to improve transportation to the elderly	PTP Survey, Transportation Meetings, Coalition Meetings
6	Need to improve transportation to the disabled	Transportation Meetings, PTP Survey,
7	Need more outreach, education and travel training in rural counties	PTP Survey, Coalition Meetings, Transportation Meetings
8	Need for more transportation to grocery shopping and errands	PTP Survey, Coalition Meetings, Transportation Meetings
9	Need to improve efficiency of existing transit services and safety	Public Input Meetings
10	Need to make the transportation more affordable	Public Input Meeting, PTP Survey, Coalition Meetings

In addition to the above listed needs, the TAG recommended (Jan 18, 2011 meeting) adding following needs to the list of transportation needs in the metro-area:-

**Table 4: Transportation Needs added to the FY 2012 PTP Update**

	Need Identified	Source of Identification
1	Need to provide better transportation connections between home, childcare and work	Transportation Advisory Group (TAG)
2	Need to reduce the bus headways, they are too long and have impact on health, work and overall quality of life	
3	Need to improve accessibility to the bus stops/shelters	
4	Need to maintain Bus shelters and pads, especially during winter.	
5	Need to provide after-hours accessible taxi service.	
6	Need to create and maintain Jumpstart program to help people in need to ride the transit system	
7	Need coordination between all public transportation providers on the field, a call center would help.	



The transportation needs in the previous year's PTP was reviewed by the TAG and its Executive Committee as part of the FY13 Annual Update to the FY11-15 PTP conducted in early 2012. TAG agreed with the above documented transportation needs in the area and recommended adding the following:

**Table 5: Transportation Needs added to the FY 2013 PTP Update**

30 MINUTE INTERVAL	60 MINUTE INTERVAL	70 MINUTE INTERVAL
Route 5B	Route 1	Route 10
Route 5N	Route 2	Route 11
Route 5S	Route 3	
	Route 4	
	Route 6	
	Route 7	
	Route 8	
	Route 9	
	Route 12	

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~~Table 6: Cedar Rapids Transit Route Interval~~

	Need Identified	Source of Identification
1	Need to explore options for after-hours service needs, beyond the services provided by Cedar Rapids Transit	Transportation Advisory Group (TAG)
2	Need to create a mechanism to support transportation scheduling for special appointments (Iowa Care, VA etc.)	
3	Need to improve accessibility to the bus stops/shelters, connect bus stops with sidewalks.	
4	Need better coordination between all public transportation providers and volunteer transportation providers.	
5	Need to create a Ride Planning Tool	
6	Need to increase Marketing and Outreach activities to promote transit ridership, capitalize on Blue Zone Projects	
7	Need to explore transit opportunities between the Cedar Rapids Iowa City Corridor	
8	Need to provide door-to-door services to elderly or those in need	

On February 19, 2013 the TAG and its Executive Committee met and recommended the following additional needs be added as part of the FY14 Annual Update to the FY11-15 PTP. TAG agreed with the above documented transportation needs in the area and recommended adding the following:

~~The transportation needs identified in the above table help determine what projects are justified and need to be funded in the region. Chapter 4 lists the recommended projects and identifies which one of those projects meet the needs identified in this table and the status of previously identified projects. The TAG reviews and makes recommendations on these projects as part of the update to the annual PTP.~~



**Table 6: Transportation Needs added to the FY 2014 PTP Update**

	<u>Need Identified</u>	<u>Source of Identification</u>
<u>1</u>	<u>Need for non-emergency medical transportation services</u>	<u>Transportation Advisory Group (TAG)</u>
<u>2</u>	<u>Ensure access to work outside the metro area</u>	
<u>3</u>	<u>Transporting low-income youth to and from before school, after school, and summer school programs. (non-school-can't use school bus)</u>	
<u>4</u>	<u>Family friendly transportation to assist parents access programming for themselves and for their children</u>	
<u>5</u>	<u>Transporting youth to weekend programs who are too young to use the bus alone.</u>	
<u>6</u>	<u>Ensure comfortable and safe ride on buses</u>	

The transportation needs identified in the above table help determine what projects are justified and need to be funded in the region. Chapter 4 lists the recommended projects and identifies which one of those projects meet the needs identified in this table and the status of previously identified projects. The TAG reviews and makes recommendations on these projects as part of the update to the annual PTP.

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**2.3. Transportation Service Needs**

<u>30 MINUTE INTERVAL</u>	<u>60 MINUTE INTERVAL</u>	<u>70 MINUTE INTERVAL</u>
<u>Route 5B</u>	<u>Route 1</u>	<u>Route 10</u>
<u>Route 5N</u>	<u>Route 2</u>	<u>Route 11</u>
<u>Route 5S</u>	<u>Route 3</u>	
	<u>Route 4</u>	
	<u>Route 6</u>	
	<u>Route 7</u>	
	<u>Route 8</u>	
	<u>Route 9</u>	
	<u>Route 12</u>	



Most of the public agencies are understaffed and are working diligently to manage their assets and make the most of the services available; however, as addressed previously, the needs are increasing. As identified in the unmet needs section, the passenger transportation services in Cedar Rapids metro area is very limited. Among several identified unmet needs, there is a need to expand the current hours of bus operations and provide more frequent bus services. Table 6 illustrates the existing time intervals for each route. The larger time interval between the services is impediment to the transit riders.

**Table 6: Cedar Rapids Transit Route Interval**

Providing public transportation options to low-income individuals is one of the high priorities, as identified by the TAG. The current transit schedule is not well-suited to individual working nights and weekends. CRT through NTS and JARC program is providing some services to meet the needs of night and weekends workers, but the supply of services is lower compared to the increasing demand. A TAG subcommittee has been created to identify means to meet these special needs transportation.

The TAG identified that there is a need to expand the hours of existing transit operators to meet the needs of not just workers, but also general public who use public transportation to meet their various daily needs. A subcommittee within TAG will be working to explore the needs and solution in further details.

The TAG members have raised concerns about the lack of information on current bus routes and operation hours to general public. Improving Marketing and public education on existing transportation providers in the metro-area is one of the identified priorities of the TAG. A subcommittee within TAG has been assigned to work with the mobility manager to provide more public outreach activities. Table 7 summarizes the level of service (LOS) for various categories.

**Table 7: CR Transit Level of Services (LOS)**

Level of Service (LOS)	Assessment Categories	Comments
D – F (30 – 60 min)	Service Frequency	<ul style="list-style-type: none"> <li>• Service unattractive to choice riders</li> <li>• Service available during hour</li> <li>• Service unattractive to all riders</li> </ul>
D (12 – 13 hrs)	Hours of Service	<ul style="list-style-type: none"> <li>• Daytime service provided</li> </ul>
A – D (0 – 1.25)	Load Factor (Passenger/Seat)	<ul style="list-style-type: none"> <li>• No passenger need sit next to another</li> <li>• Passengers can choose where to sit</li> <li>• All passengers can sit</li> <li>• Comfortable standee load for vehicle design</li> </ul>
C – F (15 – 60 min)	Travel Time Difference Bus vs. Auto	<ul style="list-style-type: none"> <li>• Tolerable for choice riders</li> <li>• Round trip at least an hour longer</li> </ul>





		by transit
		<ul style="list-style-type: none"><li>• Tedious for all riders</li><li>• Unacceptable for most riders</li></ul>
B (80 -90 %)	Service Coverage Area	<ul style="list-style-type: none"><li>• Most major origins and destinations served</li></ul>

|



## 2.4. Management Needs

The Cedar Rapids Transit, which is the only fixed-route public transportation provider in the metro-area, is operated by City of Cedar Rapids Transit Division. Although owned and operated by City of Cedar Rapids, the transit services is provided to the entire metro-area including, City of Marion, Robins, Hiawatha and some portions of Linn County. Two types of transit service are provided within the Cedar Rapids metro area: fixed-route bus service and Para-transit service, which is contracted out to Linn County LIFTS. Addition of some staff could help better administer the transit and do more pre-planning for effective transportation services.

The CABS program operated by Cedar Rapids Transit is understaffed and need additional staff for proper management and administration of the program. To meet the staffing needs, the Cedar Rapids Transit applied and was awarded funding to support a CABS administrator position in 2010.

## 2.5. Fleet Needs

The existing fleets of public vehicles are extensively described in the forms which can be found in the appendix of FY 2011-2015 PTP. Much of the existing fleet has aged well beyond its useful life and mileage. Most vehicles have undergone complete rehabilitation at least once, but the added useful life from these improvements is also nearing its end. Replacement schedules are included; however, due to the age of many of the vehicles an accelerated replacement program may be needed to maintain existing service levels. This includes the fixed route busses, the NTS vehicles, and the LIFTS Para-transit vehicles.

The Cedar Rapids Transit (CRT) lost 8 ~~buses from its~~ fleets to the flood of June 2008. Post flood, CRT bought 8 replacement buses. Along with the fleet, fleet accessories such as security cameras, Global Positioning Systems (GPS) units, and radios will need to be replaced regularly as they depreciate and cease to function correctly. The recommended project, as submitted by Cedar Rapids Transit and other transit providers is summarized in the later section.



## 2.6. Facility / Equipment Needs

The Ground Transportation Center (GTC), which housed CRT and NTS and served as central transfer hub, sustained severe damage during the flood of June 2008. The Cedar Rapids Transit is currently operating from a temporary facility located at “Park and Ride” lot in downtown Cedar Rapids. The Bus Garage and Maintenance Facility also sustained heavy flood damage, with a new facility under construction.

~~and needs to be replaced soon.~~

LIFTS has full service facilities for maintenance, administration, and vehicle parking but has desire to build a new indoor garage for bus storage in harsh weather conditions. Other providers contract out their maintenance or have agreements with CRT to provide vehicle maintenance. There is no central



facility for all maintenance or administrative operations. Administrative offices are spread throughout the area, with most in or near downtown Cedar Rapids and the maintenance facility is just outside the downtown.

CRT has plans underway to redesign the GTC and provide transit services from this location. FTA has agreed to provide a portion of the previously authorized ITF grant to support the rehabilitation of the GTC. GTC renovations are expected to occur during 2013, with a reopening late in the year or early 2014.

As these facilities age, upkeep is essential. The CRT maintenance garage ~~was~~ long overdue for maintenance ~~and a remodel to make better use of space was demolished in 2012 to make room for a new facility which opened in the spring of 2013. The project was funded by.~~ ~~The age of the building and the amount of work performed there has caused serious wear. CRT has~~ successfully secured grants and local funds to rebuild the garage; ~~more funding support is needed in near future.~~ CRT is continuing an upgrade to the vehicle fleet and a remodeling of this facility will make for more efficient use of the space and ultimately better care for the fleet. CRT recently partnered with the National Advertising Agency to install 18 new shelters in various locations, these shelters are installed and maintained by the Advertising Agency – more shelters need to be installed to provide better riding experience.

## 2.7. Summary of Needs

The passenger transportation services within the Corridor MPO planning area is primarily provided by Cedar Rapids Transit (CRT). Neighborhood Transportation Services (NTS), Job Access reverse Commute (JARC) and Coalition to Augment the Bus Services (CABS) program provide additional public transportation services beyond the regular fixed route schedules. The Linn Intra-county Facilitating Transportation System (LIFTS) provides rides for general public, seniors and person with disabilities in the metro-area. LIFTS is primarily designed to operate outside the metro-area, but provides contracted Para-transit services for Cedar Rapids Transit. Besides these public transportation providers, private cabs, airport shuttles, Burlington Trailways and other human service agencies provide some transportation services in the area. The better coordination among all these transportation providers is the key to success of overall public transportation system.

The major unmet needs, as identified by HSTAG members seems to revolve around better communication, public outreach activities, maintain the existing transit services and expand the hours of operation to meet the need of general population as well as those with special needs. The major special needs people are the workers with limited access to person vehicles and people with transportation needs to medical and dental appointments. Based on the assessment done using one-on-one communication with transportation and humans services providers and survey results, following are a summary of needs:



- Need to maintain and fund the Mobility Manager position. This position is crucial to continue with ongoing communication and coordination efforts with various transportation and human service providers in the area. New Freedom ~~fund is sought to fund this position. funding was received to fund the position through FY 2014, securing continued funding will be a priority.~~
- ~~Need to support part time staff to support the 20+ year old CABS program. Staff will provide tasks that in kind staff support has coordinated on historically. Staff will also be available to market & educate about program and explore new funding opportunities.~~
- Need to maintain or replace services offered by the 20+ year-old CABS program. With the removal of JARC and New Freedom funding as part of MAP-21, the CABS program funding has been lost. Staff with local transportation agencies have been working to offer alternative services and transit training to users to ensure continued service delivery as the CABS program winds down.
- Need to support the public transportation system along the Cedar Rapids – Iowa City Corridor. There has been enough interest expressed for this need. Although a light- rail might not be an immediate option, a feasibility study needs to be conducted to analyze the possibility of running a shuttle service along this corridor.
- Most of the fleet owned by CR Transit is old and inefficient. A newer pool of vehicles is needed to enhance the public transit experience.
- Need to prepare and circulate a dual-sided transit map that contains information on all fixed route transit system in the region. The map should be prepared in accordance to the ADA requirements.
- Need to update technology when and wherever necessary, to continue to enhance the ability to plan effectively and market efficiently the use of public transportation.
- Need to coordinate meetings with private and public transportation providers and local human service agencies to increase efficiency and eliminate duplication of services.
- Need to reduce the headway and provide more flexible and frequent service to the riders. Corridor MPO and CRT are looking at a possibility of establishing various satellite stations in different parts of the metro-area.
- Need to improve transportation services to medical-outpatient treatment services.
- Need to improve transportation services to low-income, disabled and elderly population.
- Monitor the population with Limited English Proficient (LEP) usage of public transportation and determine future needs of transit materials in different languages.
- Continuous educational workshops and transportation forums.



### 3. Recent Developments

This section of PTP summarizes the new developments in the Corridor MPO planning areas since the FY 2011-2015 PTP was adopted by the MPO Policy Board in May of 2010.

#### 3.1. Rehabilitation of Ground Transportation Center (GTC) in Cedar Rapids

The Ground Transportation Center (GTC), located in downtown Cedar Rapids, served as a transit hub for the Cedar Rapids Transit operations. The GTC sustained flood damage during the flood of 2008 and forced the transit functions to be temporarily located at a “Park and Ride Lot” located at 12<sup>th</sup> Avenue and 1<sup>st</sup> Street in Southeast Cedar Rapids.

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There were plans pre-flood to build a better and efficient transportation facility to replace the GTC. The Federal Transit Administration (FTA) approved a federal grant in 2002 to support the construction of a new Intermodal Transportation facility (ITF). Pre-flood, the city of Cedar Rapids had looked at 3 possible sites for the construction of the ITF but all of these were deemed unfit to accommodate transit functions.

At the recent City Council meeting, staff was directed to present options to redesign and rehabilitate the existing GTC. Upon further review of options and available funding, the Cedar Rapids City Council made decision to go back to the GTC and not construct the ITF. The FTA approved the City’s request to use the remaining ITF grant funds to renovate and return to the flood-damaged GTC. The funding will be used for providing ADA improvements, improving energy efficiencies of the facility, improving bus and pedestrian access, and improving safety elements of the bus operation. The re-design of the GTC is ~~underway, with construction expected to be completed by the end of 2012.~~complete, with construction anticipated to begin early in 2013. The finished facility is expected to open in the winter of 2013/14.

#### 3.2. Bus Garage

The Bus Garage that houses the fleets for the Cedar Rapids Transit was completed flooded and damaged by the flood of 2008. Cedar Rapids Transit has secured local funds and grants to rebuild the garage. The City of Cedar Rapids has begun construction of the new bus garage, located on 9<sup>th</sup> Street and B Avenue NW. The new facility is anticipated to be complete in the Spring of 2013, and will allow for more efficient operations and provide a better site design with improved stormwater management.~~The design of the garage is underway, with construction expected to be completed by June 2013.~~

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### 3.3. Bus Shelters

The Cedar Rapids Transit (CRT) partnered with a National Advertising Agency to install 18 new bus shelters in heavily used transit routes throughout Cedar Rapids. The installation cost and the maintenance of the shelters is overseen by the advertising agency. CRT expects to install more shelters in near future.



### 3.4. Mobility Manager

In November of 2008, East Central Iowa Council of Government (ECICOG), in coordination with the Corridor MPO hired a Regional Mobility Manager who took over the responsibility of preparing the agenda and staffing the quarterly Transportation Advisory Group (TAG) meetings. The Mobility Manager also spent a good portion of the time meeting people and building relationships with transit, medical and human service providers. This includes listening at county coalition meetings, discussing at one-on-one meetings and scheduling meetings when a coordination effort and relationship was beneficial to the greater cause of mobility. The Mobility Manager Position with ECICOG has been eliminated (as of October, 2010) and thus the function of the position. The transportation needs keep growing in the area and there is a need to have a single point contact to serve as the liaison between the Transportation agencies and Human Service agencies and offer support for various transit programs.

In FY 2012 ~~The~~ Cedar Rapids Transit applied for the New Freedom Grant to support the hiring of the Mobility Manager position in the metro-area. However, the lack of local match/funds resulted in a hold. The TAG and its Executive Committee ~~worked~~~~are working~~ ~~diligently~~ to redefine the roles and responsibilities of this position and define strategies for the sustainability of this position. ~~The Committee is also preparing several grant applications to secure the local match.~~ ~~An~~ ~~The~~ application for New Freedom Grants ~~will~~ ~~was~~ ~~be~~ re-submitted ~~next year~~ ~~in~~ FY 2013, leading to the hire of Terry Bergen as Regional Mobility Manager with funding for the position through FY 2014.

New Freedom funding was secured through the Iowa Department of Transportation, with a local match from the Greater Cedar Rapids Community Foundation, to hire a mobility manager. The position was filled and the Mobility Manager began work in August 2012. Funding appears to be in place through calendar year 2014. So far the Mobility Manager has coordinated a "Lunch & Learn" session on the topic of MAP-21 legislation, developed a new local transportation website ([www.365ride.org](http://www.365ride.org)), launched a companion telephone assistance line (365-RIDE or 365-7433) and secured funding for a medical shuttle service between Cedar Rapids and Iowa City to serve IowaCare patients, veterans and



the general public. With this position filled, the TAG looks forward to beginning work on previously identified needs and improved coordination between transportation stakeholders.

### **3.5. Public Transit Service between Cedar Rapids and Iowa City**

The Corridor MPO was asked to provide a letter of support by the City of Iowa City for a passenger rail connection between Iowa City and Cedar Rapids. At the January 20<sup>th</sup> 2010 meeting, the Corridor MPO Policy Board acknowledged the importance of such connection in the Corridor and recommended that the Iowa DOT include this passenger rail connection in the DOT's 10-Year Strategic Passenger Rail Plan. The Cedar Rapids metropolitan area is the second largest metro area and economic generator in the state. A connection between Cedar Rapids and Iowa City would provide passenger rail access to a metro area of over 256,000 people and increase the economic benefits of the Chicago / Iowa City Rail Connection.

In the meantime, Staff from the three (3) planning agencies, Corridor MPO, East Central Iowa Council of Governments (ECICOG) and MPO of Johnson County has met to discuss the demographics between the Corridor and quantify the demand for a transit/shuttle service between the Corridor. More efforts will be undertaken in the following years. It is expected that a joint application will be submitted to the DOT to fund a study that examines the feasibility of such service.

### **3.6. 365ride.org Website and 365-RIDE Telephone Assistance Line**

November 2012 a new website (www.365ride.org), was launched to provide information about transportation providers in the region, share news regarding transportation services and provide a way for citizens to reach out for ride assistance. The telephone service provides the same features, for persons without internet access or who need to speak with someone directly about their needs. So far approximately 20 calls per month have been made to the telephone number and 769 unique visitors to the website.

### **3.7. Corridor Medical Shuttle**

On January 29, 2013 the Corridor Medical Shuttle began service. The shuttle provides twice weekly service University of Iowa Hospital and the Veterans Hospital in Iowa City. The service is designed primarily for IowaCare patients and non-ambulatory veterans needing transportation to these facilities, but also serves the general public. This service is funded through support from the Iowa Department of Transportation and the Greater Cedar Rapids Community Foundation. Vehicles, drivers and other resources are provided by Linn county LIFTS, Neighborhood Transportation Service and Cedar Rapids Transit.

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## 4. Recommended Program of Projects

This section of PTP summarizes the transit projects throughout the Corridor MPO planning area that will seek federal and state funding. The following section provides a status of the projects recommended in the FY2011-2015 PTP and also detailed program of projects recommended for FY 2012 and a sketch program for next three year, FY 2013 through FY 2016.

### 4.1. Status of Recommended Projects

Table 7 summarizes the status of the various projects programmed in the previous PTP for the fiscal year (FY) 2012.

**Table 7: FY 2012 Recommended Projects Status**

Transportation Provider	Project Description	Funding Status	Implementation Status	Impacts
CR Transit	General Operation, Administration and Maintenance	Funded	Ongoing	Continued Transit Operations
CR Transit	ADA Complimentary Para-transit services	Funded	Ongoing	Continued accessible transit services to disabled population
CR Transit	Replace 8 Heavy Duty Buses	Not Funded	Funding to be requested FY13	Maintain better transit fleets and provide efficient transit services.
CR Transit	Replace 2 Medium Duty Buses			
CR Transit	Replace 2 Light Duty Buses			
CR Transit	Replace 2 Minivans			
CR Transit	Replace Bus Garage	Partially Funded	Design of the replacement garage underway	Replace the bus garage damaged by the flood of 2008
CR Transit	Construction of ITF	Funded – funds to be used to rebuild GTC.	City Council directed staff to rebuild the Ground Transportation Center (GTC). Portion of funds	Rebuild the flooded GTC in downtown Cedar Rapids.





			awarded for the ITF will be used to renovate the GTC. Re-design of the GTC underway	
JARC Program	JARC support for NTS and Taxi Cab Services	Funded	Ongoing	Support transit services beyond normal CR Transit operating hours and services to low-income workers.
Linn County LIFTS	Replace twelve (12) buses with ID # 45, 100, 200, 250, 251, 252, 254, 255, 299, 300, 301, and 700	Not Funded	Funding to be requested FY13	Maintain the fleets to provide transportation to disabled and elderly population.
CABS Program	Use CABS for personal use program	Funded	Ongoing	Provide transportation services to disabled at reduced rate. Expand services beyond CR Transit hours.
CABS Program	CABS program Staff position	Funded	Ongoing	Provide staff support to administration of CABS Program
CABS Program	CABS program Pilot Project – School/Training	Not Funded	Funding to be requested FY13	Provide transportation services to disabled for school/training. Expand service beyond CR Transit hours.
NTS	Dispatch Software with GPS and text ability	Not Funded	Funding to be requested FY13	Improve efficiency of existing transportation services
NTS	Security Cameras	Not Funded	Funding to be requested FY13	Improve safety of passengers
Mobility Manager	Mobility Manager Position – Continuation	Funded	Ongoing. Funding request from Iowa DOT was approved but the local match was not secured	Mobility Manager serves as main contact between Transportation agencies and Human Service agencies and offer support for transit programs.



**Table 8: Recommended Projects-FY 2013 Recommended Project Status**

<u>Transportation Provider</u>	<u>Project Description</u>	<u>Funding Status</u>	<u>Implementation Status</u>	<u>Impacts</u>
<u>CR Transit</u>	<u>General Operation, Administration and Maintenance</u>	<u>Funded</u>	<u>Ongoing</u>	<u>Continued Transit Operations</u>
<u>CR Transit</u>	<u>ADA Complimentary Para-transit services</u>	<u>Funded</u>	<u>Ongoing</u>	<u>Continued accessible transit services to disabled population</u>
<u>CR Transit</u>	<u>Replace 8 Heavy Duty Buses</u>	<u>4 Heavy Duty Buses Funded</u>	<u>Ongoing</u>	<u>Maintain better transit fleets and provide efficient transit services.</u>
<u>CR Transit</u>	<u>Replace 2 Medium Duty Buses</u>	<u>1 Medium Duty Bus Funded</u>	<u>Ongoing</u>	
<u>CR Transit</u>	<u>Replace 2 Light Duty Buses</u>	<u>Funded</u>	<u>Ongoing</u>	
<u>CR Transit</u>	<u>Replace 2 Minivans</u>	<u>Not Funded</u>	<u>Funding to be requested FY14</u>	
<u>CR Transit</u>	<u>Replace Bus Garage</u>	<u>Funded</u>	<u>Under Construction</u>	
<u>JARC Program</u>	<u>JARC support for NTS and Taxi Cab Services</u>	<u>Funded</u>	<u>Ongoing</u>	<u>Support transit services beyond normal CR Transit operating hours and services to low-income workers.</u>
<u>Linn County LIFTS</u>	<u>Replace twelve (12) buses with ID # 45, 100, 200, 250, 251, 252, 254, 255, 299, 300, 301, and 700</u>	<u>Partially funded</u>	<u>Additional replacements will be requested FY2014</u>	<u>Maintain the fleets to provide transportation to disabled and elderly population.</u>
<u>Linn County LIFTS</u>	<u>Replace MDC (Rangers) in buses with Route match supported Tablet Computers</u>	<u>Funded</u>	<u>Installed by Sept 2012, implementation ongoing</u>	<u>Improved service delivery</u>
<u>CABS Program</u>	<u>Use CABS for personal use program</u>	<u>Funded</u>	<u>Ongoing</u>	<u>Provide transportation services to disabled at reduced rate. Expand services beyond CR Transit hours.</u>
<u>CABS Program</u>	<u>CABS program Staff position</u>	<u>Funded</u>	<u>Ongoing</u>	<u>Provide staff support to administration of CABS Program</u>
<u>NTS</u>	<u>Dispatch Software with GPS and text ability</u>	<u>Not Funded</u>	<u>Funding to be requested FY14</u>	<u>Improve efficiency of existing transportation services</u>
<u>NTS</u>	<u>Security Cameras</u>	<u>Not Funded</u>	<u>Funding to be requested FY14</u>	<u>Improve safety of passengers</u>
<u>Mobility Manager</u>	<u>Mobility Manager Position – Continuation</u>	<u>Funded</u>	<u>Ongoing</u>	<u>Funding necessary to keep position beyond FY2014</u>

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<u>Transportation Provider</u>	<u>Project Description</u>	<u>Funding Status</u>	<u>Implementation Status</u>	<u>Impacts</u>
<u>Corridor MPO</u>	<u>Cedar Rapids-Iowa City Shuttle Feasibility Study</u>	<u>Not Funded</u>	<u>Funding to be requested FY14</u>	<u>Improve safety of passengers</u>
<u>Riders Club of America</u>	<u>Ride Share Volunteer Development</u>	<u>Not Funded</u>	<u>Funding to be requested FY14</u>	<u>Mobility Manager serves as main contact between Transportation agencies and Human Service agencies and offer support for transit programs.</u>
<u>Riders Club of Cedar Rapids</u>	<u>Ride Share Program</u>	<u>Not Funded</u>	<u>Funding to be requested FY14</u>	<u>Support transit services beyond normal CR Transit operating hours and services to low-income workers.</u>

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\*\*The needs addressed are drawn from Needs Assessment as described in Chapter 2 of this document

#### 4.2. Recommended Projects, FY ~~2013~~2014

Cedar Rapids Transit (CRT), a major public transportation provider in the Corridor MPO planning area has immediate, ongoing administrative and future needs. CRT’s general operations, administration and maintenance projects are required to ensure the continuation of transit services in the metro-area. Maintaining the existing transit services and improving the services to better serve the communities is one of the various needs identified by TAG. Table 8 provides a summary of recommended projects for FY 201~~2~~4. These projects are reviewed and recommended by the TAG as part of the PTP approval process.

~~Table 8: Recommended Projects FY 2013~~

\*\*The needs addressed are drawn from Needs Assessment as described in Chapter 2 of this document

Table 9: Recommended Projects FY 2014

<u>Transportation Provider</u>	<u>Project Description</u>	<u>Type</u>	<u>Estimated Cost</u>	<u>Proposed Funding</u>		<u>Needs Addressed**</u>
				<u>Potential Source</u>	<u>Amount</u>	



<u>Transportation Provider</u>	<u>Project Description</u>	<u>Type</u>	<u>Estimated Cost</u>	<u>Proposed Funding</u>		<u>Needs Addressed**</u>
				<u>Potential Source</u>	<u>Amount</u>	
<u>CR Transit</u>	<u>General Operation, Administration and Maintenance</u>	<u>Operations</u>	<u>\$8,000,000</u>	<u>5307, STA-F</u>	<u>\$2,800,000</u>	<u>- Need to maintain and expand existing transit services</u>
<u>CR Transit</u>	<u>ADA Complimentary Para-transit services</u>	<u>Operations</u>	<u>\$500,000</u>	<u>5310</u>	<u>\$100,000</u>	<u>- Need to maintain and improve transportation to disabled population.</u>
<u>CR Transit</u>	<u>Replace 4 Heavy Duty Buses</u>	<u>Capital</u>	<u>\$1,343,000</u>	<u>5309, STP</u>	<u>\$1,074,400</u>	<u>- Need to replace the older fleet stocks owned by CR Transit</u>
<u>CR Transit</u>	<u>Replace 1 Medium Duty Buses</u>	<u>Capital</u>	<u>\$132,600</u>	<u>5307, 5309, STP</u>	<u>\$106,080</u>	<u>- Need to replace the older fleet stocks owned by CR Transit</u>
<u>CR Transit</u>	<u>Replace 3 Minivans</u>	<u>Capital</u>	<u>\$78,800</u>	<u>5306, 5309, STP</u>	<u>\$63,040</u>	<u>- Need to replace the older fleet stocks owned by CR Transit</u>
<u>Linn County LIFTS</u>	<u>Replace twelve (12) buses with ID # 45, 100, 200, 250, 251, 252, 254, 255, 299, 300, 301, and 700</u>	<u>Capital</u>	<u>\$90,000 each (Total amount of \$1,080,000)</u>	<u>5309, STA, Local Match</u>	<u>-</u>	<u>- Need to maintain the fleets to provide transportation to disabled and elderly population.</u>
<u>NTS</u>	<u>Dispatch Software with GPS and text ability</u>	<u>Capital</u>	<u>\$50,000</u>	<u>5309, STP</u>	<u>-</u>	<u>- Need to improve efficiency of existing transportation services</u>
<u>NTS</u>	<u>Security Cameras</u>	<u>Capital</u>	<u>\$20,000</u>	<u>5309, STP</u>	<u>-</u>	<u>- Need to improve safety of passengers</u>
<u>Corridor MPO</u>	<u>Cedar Rapids-Iowa City Shuttle Feasibility Study</u>	<u>Operations</u>	<u>Unknown</u>	<u>STA Special Projects</u>	<u>Unknown</u>	<u>- Need to explore transit opportunities between the Cedar Rapids-Iowa City Corridor.</u>



<u>Transportation Provider</u>	<u>Project Description</u>	<u>Type</u>	<u>Estimated Cost</u>	<u>Proposed Funding</u>		<u>Needs Addressed**</u>
				<u>Potential Source</u>	<u>Amount</u>	
<u>Riders Club of America</u>	<u>Ride Share Volunteer Development</u>	<u>Operations</u>	<u>\$150,000</u>	<u>5310</u>	<u>\$50,000</u>	<u>-Need to identify and develop community based senior transportation programs in the US.</u>
<u>Riders Club of Cedar Rapids</u>	<u>Ride Share Program</u>	<u>Operations</u>	<u>\$300,000</u>	<u>5310, 5307</u>	<u>\$20,000</u>	<u>-Need to provide door to door transportation for those over 55 and those who no longer drive</u>

*\*\* The needs addressed are drawn from Needs Assessment as described in Chapter 2 of this document*

**ADA Complimentary Para-transit Services (5310 Funding)**

Linn County LIFTS is operated by Linn County and provides rides for seniors and persons with disabilities. Although primarily designed for riders outside the metropolitan area, CRT has contracted with LIFTS to provide complimentary Para transit service as required by the ADA. Riders within the metro area must be 60 or older or have a disability that prevents them from riding one of the fixed route buses to be eligible for LIFTS service. CRT would use the FTA 5310 funds to subcontract Para transit services to LIFTS.

CRT is applying for this project to continue the paratransit services through LIFTS. This is an eligible project under 5310 to cover the cost of contracted operations and equipment to LIFTS.

**JARC Program (JARC Funding)**

~~The Cedar Rapids Job Access/Reverse Commute (JARC) program provides coordinated, reduced cost transportation services to work, school, job training and life skill classes for low income individuals. The program is a cooperative venture between Cedar Rapids area human service agencies and transportation providers and is coordinated by Cedar Rapids Transit. The JARC program is designed to use the transportation services provided by the Cedar Rapids Transit fixed route bus service, the after-hours demand response service provided by NTS and/or through Century cab.~~

~~The Neighborhood Transportation Service (NTS) is a shared ride service that provides curb to curb transportation to and from work, school, job training, and life skill classes at night and on weekends primarily when the fixed route bus service is not in operation. There are five components of the NTS service: expanded night service, subsidized JARC rides, REM shuttle, and YPN shuttle. NTS provides~~



a much needed service to low income participants struggling with transportation to and from second and third shift jobs. Without NTS, many of these individuals would not be able to continue employment at those employment sites.

The Century Cab taxi ride component of the JARC program provides reduced cost taxi rides to JARC participants when the fixed route bus service or NTS service is not available. This service provides a critical backup option and ensures transportation service available for JARC participants all hours of the day. Continued JARC funding is requested for the subsidized client co-pays to buy down the cost of the ride. The Century Cab taxi ride component is essential for low income participants to have available and affordable transportation 24 hours per day, every day of the year. Since August 2000, the JARC program has grown steadily, and we have now served approximately 7,600 low income participants. We accept an average of 15 new applications each week.

This is an eligible JARC Project under IDOT guidelines because it is the “continuation of previously funded JARC service”. In addition, Cedar Rapids’ JARC program was derived from a coordinated effort between human service agencies and local transportation providers to create a system with affordable transportation for low income families. Cedar Rapids JARC program fits into both the Program History and Program Goal of FTA (Circular 9050.1) in whereas it is specifically designed to help “individuals successfully transition from welfare to work and reach needed employment support services such as childcare and job training activities.” Cedar Rapids Transit also follows federally required performance goal establishments and tracks levels of performance on a monthly basis.

#### **C.A.B.S. Program (New Freedom Funding)**

The Coalition to Augment the Bus Service (C.A.B.S.) program provides taxi cab rides at a reduced cost to eligible individuals with disabilities when no other means of transportation is feasible. The program offers work rides and non-work (personal use) rides for activities such as grocery shopping, medical appointments, attending church or participating in community activities. Because of funding, the Personal Use tickets are limited on a monthly basis.

Transportation, particularly during evenings and weekends, continues to be identified as an unmet need by Linn County consumers with disabilities. Although transportation for persons with disabilities is available with the use of cab service, the cost associated with that cab service is beyond the means of most of the participants in the C.A.B.S. program.

The personal use portion of the C.A.B.S. program is an extremely valuable resource for the participants. Most participants use the tickets for everyday outings that most people without a disability take for granted. The personal use tickets give the participants an independent means to transportation. There are approximately 320 rides per month for the personal use portion of the C.A.B.S. program. There is an ever-growing need of a CABS program position that will oversee the program and travel training instructions. In addition to personal use rides for everyday activities, there is an unmet need for



~~people with disabilities who are going to school or attending training that will help provide job skills and lead to a life of independence.~~

~~This is an eligible New Freedom Project under IDOT guidelines because this project goes beyond minimums established by ADA by offering expanded services to persons with disabilities and the expansion of the personal use tickets developed after August 10, 2005.~~

#### **~~Mobility Manager Position (New Freedom Funding)~~**

~~The Mobility Manager position was approved for a two-year Pilot Project through ECICOG in 2008. That position ended in October 2010. This position was very successful in the coordination efforts between regional Transportation Agencies and Human Service Agencies. With lengthy discussions between ECICOG, United Way of East Central Iowa, Corridor MPO, CR Transit and NTS, it was decided that the funding application for Mobility Manager Position will be submitted by the Cedar Rapids Transit.~~

~~With the success of this position and possible growth opportunities, it is imperative that the position be reinstated as soon as possible. As with the original goal of the Mobility Manager position, this person will continue to educate human services, transportation providers and the public transit programs and projects that are available as well as unmet needs. Cedar Rapids Transit was awarded the New Freedom Funds to continue the Mobility Manager position. However, the lack of local match resulted in a hold. The funds will be applied again in FY 13.~~

#### **Replacement of Vehicles (5309, STP)**

The HSTAG identified the need to maintain the existing transit services and make necessary improvement o increase services to the residents in the metro-area. CR Transit and Linn County LIFTS need to replace their older bus and minivans, which will help operate its transit services more efficiently.

5309 is a federal program for support of transit capital needs and both proposed project meet the eligibility. STP funds provided through MPO also support the CR transit capital projects, and hence making this project eligible for the respective funding. STA funds are provided to support public transit services and may be used for either operating or capital projects, which makes Linn County LIFTS bus replacement an eligible project.

#### **Replacement of Bus Garage (5309, PTIG)**

~~GTC and the CRT bus garage sustained flood damage and need to be repaired or replaced to continue its transit operation. CRT is currently operating from a temporary office located on the back parking lot of the bus garage at 427 8<sup>th</sup> Street NW and from a temporary transfer site located on “Park and Ride Lot 44” on the SE side of town. CRT has a need to replace the flood damaged bus garage to continue~~



~~efficient transit services. This proposed project to replace the bus garage is eligible under PTIG, as it relates reconstruction or remodeling of the existing facility. This capital project is also eligible for 5309 funding.~~

**Re-Design of the Ground Transportation Center (GTC) (5309, PTIG)**

The need for a new facility (Intermodal Transportation Facility - ITF) was determined prior to the flood, but the flood damage to the existing GTC has increased the immediate need for a new facility. In 2002, CRT was awarded an FTA grant to construct this facility and it was scheduled to begin during FY 07. At a recent meeting, the City Council of Cedar Rapids approved a resolution directing staff to abandon the plans to build the new ITF and redesign the GTC for the transit uses. FTA has agreed to allow the portion of grants awarded to the ITF to be used for the redesign of the GTC, to make it more pedestrian friendly and efficient.

**4.3. Recommended projects, FY 2014-2015**

The HSTAG is continuing to develop ideas and plans for other improvement areas like youth transportation, medical transportation, recreational transportation, and mobility management. Various subcommittees have been formed and are meeting regularly and reporting back to the larger group quarterly. HSTAG is more focused on defining the vision, their goals and objectives, projects for the next year. Table 11 summarizes the various projects anticipated for FY ~~2013-2014~~ through 2015 to meet the needs as identified in the earlier chapter.

**Table 11.10: Recommended Projects FY ~~2013-2014~~ – FY 2015**

Transportation Provider	Project Description	Type	Estimated Cost	Proposed Funding		Needs Addressed**
				Potential Source	Amount	
<del>JARC Program</del>	<del>JARC support for NTS and Taxi Cab Services</del>	<del>Operations</del>	<del>\$600,000</del>	<del>5316, Local Match</del>	<del>\$300,000</del>	<del>Need to expand services beyond normal CR Transit operating hours and services to low-income workers.</del>
<del>CABS Program</del>	<del>Use CABS for personal use program</del>	<del>Operations</del>	<del>\$68,000</del>	<del>5317, Local Match</del>	<del>\$34,000</del>	<del>Need to provide transportation services to disabled at reduced rate. Expand services beyond CR Transit hours</del>
<del>CABS Program</del>	<del>CABS Program staff position</del>	<del>Operations</del>	<del>\$43,750</del>	<del>5317, Local Match</del>	<del>\$35,000</del>	<del>Need to provide staff support to administration of CABS Program</del>
<del>CABS Program</del>	<del>CABS Program Pilot Project School/Training</del>	<del>Operations</del>	<del>\$18,000</del>	<del>5317, Local Match</del>	<del>\$9,000</del>	<del>Need to provide transportation services to disabled for school/training. Expand service beyond CR Transit hours.</del>

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CR Transit	General Operation, Administration and Maintenance	Operations	\$24,000,000	5307 STA-F	\$12,000,000	- Need to maintain and expand existing transit services
CR Transit	ADA Complimentary Para-transit services	Operations	\$1,500,000	5310	\$500,000	- Need to maintain and improve transportation to disabled population
Linn County LIFTS	Indoor garage for bus storage	Capital	-	-	-	- Need to maintain fleets during extreme weather conditions.
Mobility Manager	Mobility Manager Position – Continuation	Capital	\$58,750	5317, Local match	\$47,000	- Need to continue the growth of the Mobility Manager position serving as main contact between Transportation agencies and Human Service agencies and offer support for transit programs.

*\*\* The needs addressed are drawn from Needs Assessment as described in Chapter2 of this document*

All of the providers are planning to maintain or improve their existing services. Additional funding research is ongoing in an attempt to secure the necessary budgets for these services. As coordination and cooperation continue, it is expected that new programs will be developed to meet the needs identified and unnecessary redundancies will be eliminated.

CRT will continue for the next several years to slowly replace their fleet as they reach the end of their serviceable life and other capital equipment such as fare boxes, radios, GPS units. The JARC program has been a great success in the metro area and continues to increase in demand. CRT will continue to apply for these funds into the near future. They also hope to develop some new programs through the coordination process which will be eligible for 5317 funds. As the primary transit provider for the area they will lead the way on possible options for other funds as different solutions to identified gaps are discovered through this process.



*Smarter Transportation, Better Community*

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