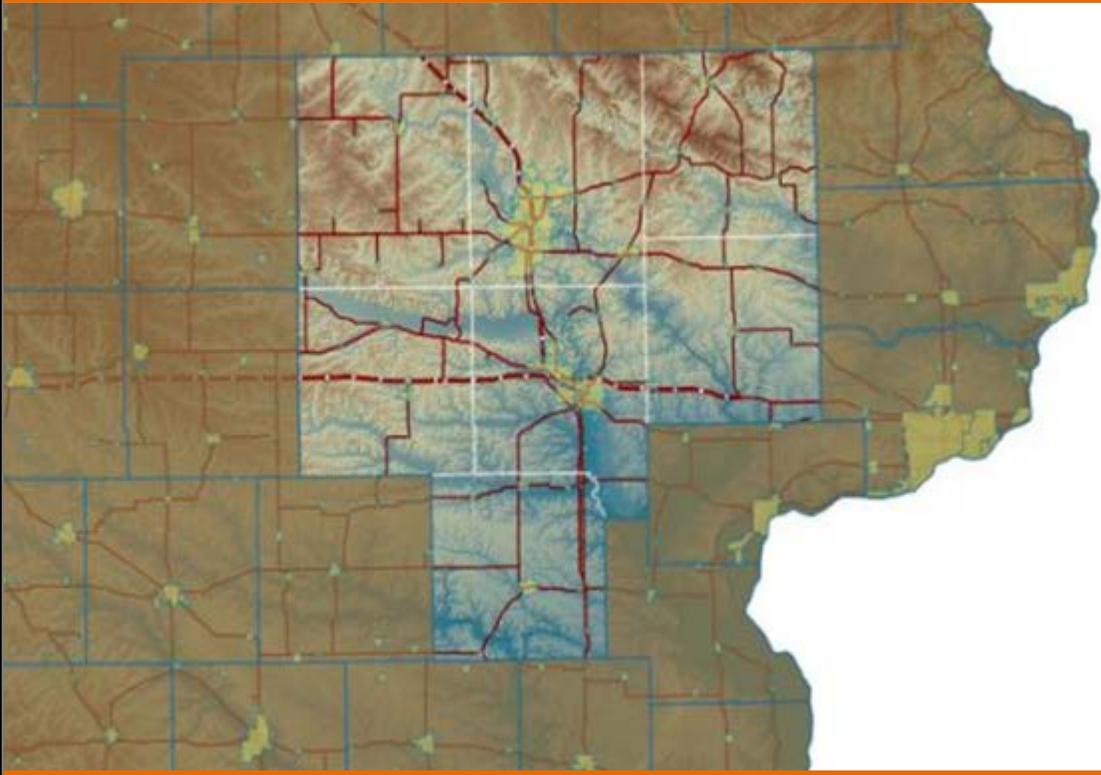


Passenger Transportation Plan

2016-2020 PTP



PASSENGER TRANSPORTATION PLAN

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RESOLUTION OF ADOPTION

**Region 10 Regional Planning Affiliation
Resolution No. 2015 _____**

ADOPTION OF THE FY 2016-2020 Passenger Transportation Plan (PTP)

WHEREAS, the PTP is a regional plan that facilitates transportation coordination and efficient use of public transportation funding; and

WHEREAS, the counties of Benton, Cedar, Iowa, Johnson, Jones, Linn, and Washington comprise the Region 10 Regional Planning Affiliation; and

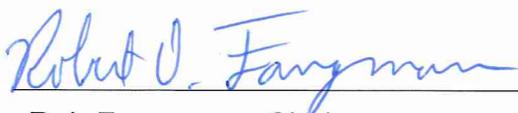
WHEREAS, the PTP is a required plan by the Iowa DOT Office of Public Transit to maintain eligibility for public transit funding and to justify applications for public transit funding; and

WHEREAS, the development of a PTP is the responsibility of the Regional Planning Affiliation and included representatives from human service agencies, public transportation officials, members of the general public, and non-profit representatives; and

WHEREAS, the Policy Committee and the public have had an opportunity to review and comment on the proposed plan;

BE IT RESOLVED, that the Region 10 Policy Committee adopts the FY 2016-2020 PTP on this 30th Day of April, 2015.

Signed this 30th day of April, 2015 by the Policy Committee Chairperson.



Rob Fangmann, Chairperson



Attest

East Central Iowa Council of Governments
Resolution No. 2015 _____

ADOPTION OF THE FY 2016-2020 Passenger Transportation Plan (PTP)

WHEREAS, the PTP is a regional plan that facilitates transportation coordination and efficient use of public transportation funding; and

WHEREAS, the counties of Benton, Iowa, Johnson, Jones, Linn, and Washington comprise the East Central Iowa Council of Governments; and

WHEREAS, the PTP is a required plan by the Iowa DOT Office of Public Transit to maintain eligibility for public transit funding and to justify applications for public transit funding; and

WHEREAS, the development of a PTP is the responsibility of the Region 10 Regional Planning Affiliation and included representatives from human service agencies, public transportation officials, members of the general public, and non-profit representatives; and

WHEREAS, the RPA Policy Committee and the public have had an opportunity to review and comment on the proposed plan;

BE IT RESOLVED, that the East Central Iowa Council of Governments adopts the FY 2016-2020 PTP on this 30th Day of April, 2015.

Signed this 30th day of April, 2015





Attest

SECTION 1: INTRODUCTION AND PROCESS DISCUSSION

The purpose of the East Central Iowa Council of Governments FY2016-2020 Passenger Transportation Plan (PTP) is to coordinate services of passenger transportation providers in the area, and ensure citizens have access to safe, effective, and affordable passenger transportation options. The Passenger Transportation Plan is meant to incorporate federal and state requirements for coordinated planning, and provide needs-based justification for passenger transportation projects. The goals of the 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



East Central Iowa Council of Governments (ECICOG) is one of 18 Regional Planning Affiliations (RPAs) in Iowa that is required to prepare a PTP. In addition to providing transportation-planning services for Benton, Cedar, Iowa, Johnson, Jones, Linn and Washington Counties, ECICOG provides planning and administrative services to East Central Iowa Transit, the regional transit system that serves Benton, Iowa, Johnson, Jones, Linn and Washington Counties. River Bend Transit provides transit service to Cedar County. The ECICOG planning area is unique in that two metropolitan areas are located within the region: Cedar Rapids and Iowa City. The Corridor Metropolitan Planning Organization (MPO) and Johnson County Council of Governments (JCCOG) provide planning for these metropolitan areas, respectively. The Corridor MPO and JCCOG are two of nine MPOs in Iowa.

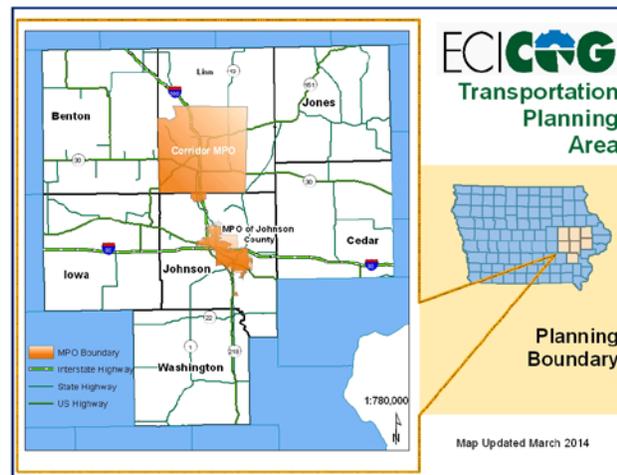
The Passenger Transportation Plan is divided into the following five sections: The first section, Introduction and Process Discussion, will acknowledge principal participants and describe meeting content and purpose. The Inventory section will provide an overview of existing

passenger transportation operations in Region 10, including public transit systems, private transportation providers, volunteer transportation programs, medical transportation providers and human service transportation providers.

The evaluation of passenger transportation services is the most important part of the PTP process and is undertaken in the Needs and Gaps Analysis. The fourth section in the PTP will identify Funding sources applicable to passenger transportation. Lastly, the fifth section of the PTP will identify and describe Recommended Projects.

FIGURE 1: ECICOG BOUNDARY AND MPOS WITHIN THE REGION

Ultimately, widespread participation and continued dialogue between human service and transportation providers will result in a successful transportation planning effort for residents of Iowa. This effort will not only increase mobility options for residents of Iowa, but more importantly, it will help guarantee that each disabled person, elderly person or low-income worker will have opportunities to participate and engage in life.



COORDINATION AND DEVELOPMENT OF PTP

The ECICOG Passenger Transportation Plan was developed by ECICOG staff, and primarily guided by the Passenger Transportation Advisory Committee (PTAC). In addition, numerous other groups, committees, forums, and planning processes have been used in the creation of this plan. The ECICOG region has a multitude of transportation providers and groups that advocate and support passenger transportation, especially in the urban areas of Cedar Rapids and Iowa City. A brief summary of relevant meetings and processes used for input into this plan is discussed in the following section.

Input for this plan was solicited from agencies dealing with transportation via an online survey, and from the general public via a separate online survey. One-on-one interviews were conducted with transportation providers to gather important information on available services and unmet needs faced by transit consumers. Demographic data was collected to assist in understanding unmet needs in the region, as well as assembling relevant data from previous studies focusing on passenger transportation in the region.

PASSENGER TRANSPORTATION PLAN MEETINGS

The following meetings and events were held prior to development of the PTP to discuss transportation needs, strategies, goals and assets. Although some meetings were not directly targeted to the ECICOG region, they were useful in that input gathered directly related to passenger transportation needs and strategies relevant to creation of the PTP.

ECICOG Passenger Transportation Advisory Committee

This is a standing committee with appointees from the seven county boards of supervisors that comprise representatives from public transportation and human services. This committee oversees development of the PTP and typically meets quarterly or as needed. Agendas and minutes from the 2014 PTAC meetings can be found in the appendix.

Highlights of PTAC Meetings

Approve PTP

Input from MHDD Region Representatives

Participation by MPO and Mobility Manager

Highlights of TAG Meetings

Representation from Public and Private Transportation Providers

Collaboration on Issues Affecting MPO Area and ECICOG Region

Highlights of Transportation Forum

Insight from state legislators and federal transportation experts

Breakout sessions on specific needs

- *December 10, 2014
- *October 29, 2014
- *December 11, 2013

Cedar Rapids Transportation Advisory Group

The TAG previously guided development of the ECICOG and Corridor MPO PTP, but in recent years has shifted focus to the urban area of Cedar Rapids. The TAG still discusses regional transportation issues, as many problems and solutions relating to passenger transportation span planning area boundaries.

- *November 18, 2014
- *April 15, 2014
- January 21, 2014

Transportation Forum

The transportation forum is a comprehensive gathering of all matters relating to passenger transportation in Eastern Iowa, and typically includes a wide array of attendees. Feedback from the 2014 breakout session can be found in the appendix.

Highlights of Passenger Transportation Summit

Wide Array of Transportation Providers and Consumers Participated

Transportation Experts from Wide Variety of Fields

Breakout Sessions on Specific Needs

Highlights of Corridor Commuter Study

Over 900 Survey Responses

One on One Interviews with 16 Largest Employers in Region

Four specific recommendations with cost estimates

Highlights of Park and Ride Study

Highlights of Park and Ride Study

Identification of Multiple Locations Throughout ECICOG Region

Recommended Implementation Strategies for Local Jurisdictions

*September 19, 2014 (Cedar Rapids)

Passenger Transportation Summit

The summit was a statewide event sponsored by the Iowa DOT Office of Public Transit, held in Marshalltown. Over 100 participants gathered from across the state, with strong representation from the ECICOG region. Based on the strong turnout and positive discussion, this event is scheduled again for 2015.

May 15, 2014 (Marshalltown)

Iowa DOT Corridor Commuter Study

The DOT commissioned a study to examine commuter needs and potential strategies for commuters across the state, and with a specific focus on the seven county ECICOG region. The study included an advisory group comprised of transit professionals, two online surveys with very high response rates, and two public open house meetings. The executive summary of this study can be found in the appendix.

*October 12, 2014 (North Liberty)

*November 19, 2014 (Cedar Rapids)

Iowa DOT Park and Ride Study

The DOT undertook an extensive study to identify and recommend ideal locations for park and ride locations across the state. The study used extensive commuter data and detailed methodologies to identify the highest priority locations that would meet demands of park and ride users.

*October 12, 2014 (North Liberty)

SECTION 2: INVENTORY OF PROVIDERS AND PROGRAMS

This section includes a discussion of the existing passenger transportation operations (human service providers, private providers, and transit systems) within the planning area that have a regional or rural emphasis. For providers listed below without all inventory criteria completed, that information was omitted because it was not available from the provider at this time. Numerous private and non-profit providers exist and primarily serve the urban areas of Cedar Rapids and Iowa City.

AIRPORT, AIRPORT SHUTTLES AND CAR RENTALS

The Eastern Iowa Airport is located at 2515 Wright Brothers Boulevard S.W., on the south side of Cedar Rapids, easily accessible from both Interstate 380 and Highway 30. The airport was known as The Cedar Rapids Airport until 1997, when the name was changed to The Eastern Iowa Airport to better reflect the area the airport serves. The number of customers using the airport has steadily increased over the years. The Airport Shuttle service has 11 vans. Additionally, four taxicab companies will provide airport transportation. Rental car services are available from Avis, Hertz, National and Enterprise.

INTERCITY BUS AND RAIL SERVICE

Burlington Trailways, Greyhound, and Megabus operate intercity bus routes in Region 10, and route their services through Cedar Rapids and/or Iowa City. Burlington Trailways fulfills some consumer need for transportation between the Cedar Rapids-Iowa City Corridor by offering routes in each direction. Regional charter service providers include Cedar Valley World Travel, Kings & Queen Coaches, Windstar Lines, All Iowa Charter and The Party Bus.

Passenger rail service is not available within Region 10. A study completed in 1995 at the request of Cedar Rapids and Iowa City determined that the service was not viable at that time, but should be reexamined in the future as the metro area populations increase. The corridor commuter study performed in 2014 also concluded that the costs associated with passenger rail service on the CRANDIC rail line would be prohibitively expensive. Outside Region 10, the nearest passenger rail service location is an Amtrak stop in Mount Pleasant. The Illinois Department of Transportation and Iowa Department of Transportation conducted a study regarding the feasibility of a Chicago-Iowa City via Quad Cities Amtrak Route. The study estimated annual ridership at 187,000 passengers, based on two daily round-trips if track improvements are made to allow speeds of 79 mph. Illinois has committed to implementing Amtrak service from Chicago to the Quad Cities, and the state of Iowa is still studying the feasibility of service, while also examining extended service to Omaha.

RURAL PUBLIC TRANSPORTATION PROVIDERS

ECICOG contracts with transit providers in six of the counties within Region 10 to provide public transit service on behalf of East Central Iowa Transit. The providers are: Benton County Transportation; Iowa County Transportation; Johnson County Seats; Jones County JETS; Linn County LIFTS and Washington County Mini Bus. The six rural transit providers operate independently yet comprise the regional transit system known as ECI Transit. Services outside of the county of origination are also offered to provide access to essential services, which are often located in the metropolitan areas of Cedar Rapids and Iowa City. Additional details on each provider are found below.

BENTON COUNTY TRANSPORTATION

Benton County Transportation (BCT) is operated by the County and is governed by the Benton County Board of Supervisors. Located in Vinton, Iowa, Benton County Transportation provides demand-response transit services, Monday through Friday from 6:30 a.m. to 6:00 p.m., to residents throughout the county. BCT currently charges \$2 roundtrip within the county, \$10 roundtrip for scheduled trips to Cedar Rapids (Monday, Tuesday, Thursday & Friday) and \$20 an hour for special trips. In fiscal year 2014, this amounted to 19,917 general public trips and 96,939 revenue miles of service. BCT operates 12 accessible vehicles.

BCT is located in a building adjacent to the Benton County Jail in downtown Vinton. This location offers on-site, covered parking for vehicles. BCT also park and operate three vehicles in Belle Plaine, in an effort to minimize costs. BCT's Vinton offices were temporarily relocated following the flood of 2008, but they were able to move back in their administrative office building in January 2009. BCT staff is composed of 1 full-time and 15 part-time employees.

IOWA COUNTY TRANSPORTATION

Iowa County Transportation (ICT) is a department of Iowa County. ICT's facility and administrative office is located in Marengo, Iowa. Most of ICT's vehicles are parked inside on this property with the exception of three that are parked in Williamsburg. ICT provides demand-response public transit service Monday through Friday from 6:00 a.m. to 5:30 p.m. ICT currently charges \$3 one-way for local trips. Other rates are dependent on mileage and destination.

In fiscal year 2014, ICT provided 23,899 rides, with 13,783 rides provided through contracts with Rural Employment Agency (REA), a sheltered workshop for disabled persons. ICT completed 96,518 revenue miles with the 8 ADA accessible vehicles in their fleet. ICT employs 1 full-time and 11 part-time staff.

JOHNSON COUNTY SEATS

Johnson County SEATS, operated by Johnson County, provided 13,683 demand-response trips and 67,436 revenue miles of service to rural residents of Johnson County. SEATS, whose drivers are unionized, employ 21 full-time and 33 part-time employees. SEATS operates 10 regional accessible vehicles from 8:30 a.m. to 4:30 p.m., Monday through Friday, servicing each rural community three days a week.

In addition, SEATS provided 119,268 rides and 374,125 revenue miles of complementary paratransit service to the metropolitan areas of Iowa City, Coralville, North Liberty and University Heights. SEATS operates 12 urban accessible vehicles from 6:00 a.m. to 10:30 p.m., Monday through Saturday, and from 8:00 a.m. to 2:00 pm. on Sunday. Eligibility for the complementary paratransit service in Iowa City, Coralville, North Liberty and University Heights, is determined by each community transit system's ADA eligibility. The one-way fare is \$2 for all rides.

A new Johnson County facility was completed in December 2008, and is shared by Johnson County SEATS and Johnson County Secondary Roads. The facility, located in Iowa City, has spacious administrative and meeting areas and an enclosed parking area for vehicles.

JONES COUNTY JETS

Jones County JETS is a department of Jones County, and is governed by the Jones County Board of Supervisors. Located in Anamosa, Iowa, Jones County JETS offers demand-response public transit services, Monday through Friday, 7:00 a.m. to 5:00 p.m. JETS rates are \$2 one-way within a city, \$3 one-way outside a city (within Jones County), and \$25 an hour outside Jones County.

In fiscal year 2014, JETS provided 29,531 general public rides and completed 180,776 revenue miles. Jones County JETS operates eleven accessible vehicles and employs 3 full-time and 9 part-time staff. JETS administrative office is located in the basement of a nonprofit facility in Anamosa and their vehicles are parked in an adjacent lot, and at a county owned facility in Monticello.

LINN COUNTY LIFTS

Linn County LIFTS provided 25,893 demand-response trips and 181,769 revenue miles of service to rural residents of Linn County in fiscal year 2014. In addition, LIFTS provided 48,200 rides and 101,297 revenue miles of complementary paratransit service to metropolitan areas of Linn County. LIFTS, employs 22 full-time and 2 part-time staff, and LIFTS' drivers are unionized. LIFTS operates 11 regional vehicles with daily routes going to rural Linn County, Monday through Friday. LIFTS also operates 13 urban vehicles from 6:30 a.m. to 6:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturday. All of LIFTS' vehicles are

accessible. The LIFTS facility, located in Cedar Rapids, includes administrative offices, an employee break room & conference space, maintenance facility and outdoor parking for vehicles.

LIFTS provide complementary paratransit service on behalf of C.R. Transit in Cedar Rapids, Marion and Hiawatha. In Cedar Rapids, Marion, and Hiawatha, eligibility is determined by C. R. Transit's ADA eligibility process. These metro-area fares are \$3 one-way. Rides outside the metro area are \$6 one-way, with a discount for disabled and elderly passengers.

WASHINGTON COUNTY MINI BUS

Washington County Mini Bus provided 82,531 rides and 317,729 revenue miles to residents of Washington County. Mini Bus is the only regional service provider that maintains nonprofit status. The Washington County Mini Bus organization is governed by a Board of Directors, whose membership includes representatives of area service organizations, elected officials, and local citizens. The Mini Bus Board oversees the operation, which includes 15 accessible vehicles and 26 employees (6 full time and 20 part-time). The Mini Bus facility includes administrative offices, maintenance bays and indoor parking for vehicles.

Mini Bus offers demand-responsive service, Monday through Friday, 7:00 a.m. to 5:00 p.m. Thursday 5:00 p.m. to 9:00 p.m. and Sunday 8:00 a.m. to 12:00 p.m. Fares are \$2.50 one-way for in-town rates and other rates are based on distance traveled. Mini Bus successfully pursued a one-cent local option sales tax to benefit transit service. Effective January 2003, Mini Bus receives 25 percent of the tax revenue received by the City of Washington.

RIVER BEND TRANSIT

In addition to Benton, Johnson, Jones, Iowa, Linn and Washington Counties, Cedar County is within ECICOG's planning area. River Bend Transit provides the public transportation service for Cedar County. River Bend Transit provides demand-response transit services to Cedar, Clinton, Muscatine and Scott Counties. In FY2014 River Bend Transit (RBT) provided 1,791 demand-response trips and 17,048 revenue miles of service to Cedar County residents. RBT employs 8 full-time and 73 part-time staff. The two vehicles the RBT drivers operate in Cedar County remain in Cedar County in an effort to minimize costs.

The River Bend Transit facility has six maintenance bays, administrative offices and centralized dispatching. They have 67 revenue vehicles in their fleet of vehicles. All of these vehicles are ADA accessible. In rural areas, RBT serves a different portion of the county (which includes all of Cedar County) on a designated day, Monday through Friday. This process of providing service has been in place for several years. The cost of a round-trip ride is \$1.50 in town, \$3 for county service and \$6.50 for out of county service. On the trips RBT takes to a destination city,

the \$6.50 fare pays for as many stops within that city that the rider needs to make. River Bend Transit has had and maintains a variety of contracts with schools and human services agencies.

URBAN PUBLIC TRANSPORTATION PROVIDERS

The ECICOG region contains two urbanized areas surrounding the cities of Iowa City and Cedar Rapids. The Iowa City Metropolitan area is served by three transit systems: *Coralville Transit*, *Iowa City Transit* and the *University of Iowa Cambus*. All three systems operate ADA accessible, fixed routes that share a common transfer point in downtown Iowa City. Coralville also provides transit services on behalf of the City of North Liberty. Both Iowa City and Coralville contract with Johnson County SEATS for complementary paratransit service for elderly and persons with disabilities. Iowa City and Coralville's buses are equipped with bike racks. The Cambus system provides paratransit with its own fleet of accessible vehicles.

The Cedar Rapids Metropolitan Area is serviced by *Cedar Rapids Transit*, which provides ADA accessible, fixed-route service within the cities of Cedar Rapids, Marion and Hiawatha. Cedar Rapids Transit also contracts with Linn County LIFTS to provide complementary paratransit service for elderly and persons with disabilities in the metro area. C.R. Transit's service hours are 5:20 a.m. to 6:20 p.m., Monday through Friday and 8:25 a.m. to 4:15 p.m. on Saturday. C.R. Transit employs 51 full-time employees that operate 34 fleet vehicles. These vehicles are equipped with bike racks that are utilized by transit riders. In fiscal year 2014, C.R. Transit provided 1,255,853 rides and 976,622 revenue miles of service.

In Summer 2014 C.R. Transit moved back into the Ground Transportation Center (GTC) after having been displaced by the floods of 2008 and operating out of temporary buildings and a surface parking lot.

NONPROFIT TRANSPORTATION PROVIDERS

Neighborhood Transportation Service Inc. is a demand responsive, Cedar Rapids-metro area service that operates during hours when C.R. Transit is not in service. Neighborhood Transportation Service (NTS) operates 6:30 p.m. – 6:00 a.m. Monday through Friday and Saturday after 5:00 p.m. and all day Sunday. Trips are \$5 one-way. Generally, trips are limited to work, school, job training and work readiness programs. In addition to these trips NTS contracts with human service agencies to provide transportation to help meet agency needs.

In fiscal year 2014, NTS provided over 46,000 rides and 260,000 revenue miles with 11 vehicles in their fleet. Five of these vehicles are accessible. The agency employs 8 full-time and 11 part-time staff. NTS' offices were also displaced by the flood but have been relocated to the Linn County Human Service Campus.

VOLUNTEER TRANSPORTATION PROGRAMS

Volunteer transportation programs provide transportation service to many elderly residents who live in the seven county planning area. These programs provide transportation to healthcare appointments and, in a few counties, attempt to accommodate transportation for outpatient treatments. Aging Service Transportation is the sole volunteer transportation program that offers trips for groceries. The clients that utilize these programs are unable to ride on public transit vehicles because of physical restrictions or because of the need for one-on-one care to make the medical trip. Each program's administrative staff is either part-time or volunteer. Each of the volunteer transportation programs has an extensive volunteer driver pool that utilizes their personal vehicles for the cause. Programs are able to offer various mileage reimbursement rates.

AGING SERVICES VOLUNTEER TRANSPORTATION

Aging Services Transportation Program is a piece of a larger volunteer program at Aging Services, which is designed to help older adults remain in their own homes. Volunteer drivers provide rides to medical appointments and food sites to elderly in Cedar Rapids, Marion and Hiawatha. Rides from smaller Linn County communities are accommodated if a volunteer lives in the same community. Aging Services Volunteer Transportation program receives funds from United Way of East Central Iowa and Heritage Area Agency on Aging (AOA)

BENTON COUNTY VOLUNTEER TRANSPORTATION

Benton County Volunteer Transportation Program is also a part of a larger volunteer coordination effort in Benton County. Benton County Volunteers have offices in Belle Plaine and Vinton with a part-time coordinator at each site. Benton County Volunteer Program receives funding from Benton County, United Way of East Central Iowa, City of Vinton, City of Urbana, Belle Plaine Project Group, Heritage Area Agency on Aging and Lincoln Way Corporation.

SOLON SENIOR ADVOCATES

Solon Senior Advocates offers a variety of services to Solon residents, including volunteer transportation. This program owns and operates a van that is used to take residents to senior dining sites, to appointments and on sponsored pleasure trips. Solon Senior Advocates struggles to recruit drivers who will drive the van. They have one volunteer to organize trips, rides and volunteer drivers.

SOUTHEAST LINN COMMUNITY CENTER

Southeast Linn Community Center offers volunteer transportation services to citizens in Mount Vernon and Lisbon. This service is available to residents who are 60 and older who need transportation to a medical appointments in Cedar Rapids or Iowa City. Coordinating the volunteer transportation is one duty of a full-time staff at the community center. Southeast Linn funds their transportation program by grants from Heritage Area Agency on Aging.

PRIVATE TRANSPORTATION PROVIDERS AND TAXI CABS

Various private transportation providers exist within the region; the following is a substantially complete, yet not exhaustive, list of those providers. Many providers exist in the urban areas of Cedar Rapids and Iowa City, and serve a small niche population, and the providers listed here serve the greater region.

TAXICAB COMPANIES

Linn County Based

American Class Taxi (6 vehicles)
Century Cab Company (Contracts with Independent Drivers)
Master Cab of C.R. (3 Vehicles)
Yellow Cab (Contracts with Independent Drivers)

Johnson County Based

American Taxi Cab (32 vans, 1 car)
Ben Ten Taxicab (7 vans)
Five State Taxi (4 vans)
Jowan Taxi Can (19 vans)
Marco's Taxican Co. (8 vans, 5 cars)
Number One Cab (4 vans)
Old Capitol Independent Taxi (1 van, 3 cars)
Pink's Taxi (4 vans)
Red Line Cab (6 vans, 1 car)
VinSun Taxicab (4 vans)
Yellow Can (10 vans, 11 cars)

PRIVATE TRANSPORTATION PROVIDERS

Advanced Medical Transport is a transportation provider specializing in medical transportation with a fleet of cars, vans, and ambulances that provide scheduled transportation from basic life support to critical care. Service is based in Johnson County but can be provided across the state.

Monticello Wheelchair Van is based in Jones County and is dispatched by Monticello Ambulance Service. Wheelchair van service (ADA accessible transportation) is available to

residents of Jones County and surrounding counties who need transportation to medical appointments.

Riders Club of Iowa is a for-profit transportation provider that utilizes volunteer drivers. Riders Club of Iowa will provide transportation within the Cedar Rapids metro area, 24 hours a day, 7 days a week. There is an annual fee and prepaid cost per destination (~\$5). Riders must be 55 years of age or older.

SouthEast Wheelchair Vans are operated by SouthEast Ambulance Service, which has offices in Cedar Rapids and Iowa City. SouthEast Ambulance Service provides patient transportation by ground or air ambulance from basic to critical care transports and everything in between. This service operates wheelchair vans or ADA accessible vans 24 hours a day and 7 days a week. All vehicles are oxygen equipped. SouthEast Ambulance Service is a Medicaid and Medicaid Waiver transportation provider.

Special K's Transportation provides an invaluable on-demand service for residents in the region. Special K's operates a 7-vehicle, all ADA accessible fleet out of Linn County. Transportation is available 24 hours a day, seven days a week and on holidays by appointment. Special K's will transport individuals and groups, and can transport clients anywhere in Iowa.

HUMAN SERVICE TRANSPORTATION

ARC OF EAST CENTRAL IOWA

ARC of East Central Iowa's service covers eight counties in Iowa. Their focus is to deliver programs to disabled persons and families. They own and operate one minivan that is used for staff and consumers daily and one 10-12 passenger, ADA accessible bus that is used daily in the summer and on weekends during school year. ARC also occasionally makes use of an older conversion van.

BOYS AND GIRLS CLUB

Boys and Girls Club is an agency that provides programs and services that promote and enhance the development of boys and girls while instilling a sense of competence, usefulness, belonging and influence. There are four clubs in the Cedar Rapids metro area that share two 10-passenger vehicles. The vehicles are not accessible.

CASE-WORKER-PROVIDED TRANSPORTATION

Case Worker-Provided Transportation is a common practice within the human service field in the region. Case workers and case managers provide transportation to clients in their personal vehicles.

DISCOVERY LIVING, INC.

Discovery Living, Inc. provides community living support services for adult men and women whose primary disability is intellectual disability. Discovery Living, Inc. provides this service in all ECICOG counties except Johnson. Discovery Living, Inc. operates 25 vehicles, 2 that are ADA accessible.

MEDICAID TRANSPORTATION (ACCESS 2 CARE)

The Medicaid Transportation benefit is available to Iowa's Medicaid recipients who are receiving medical care outside the community in which they live. This benefit allows access to thousands of Iowans who would otherwise not have the ability to get to medical care. As mentioned above, all seven public transit providers within ECICOG's planning area are Medicaid Transportation Providers by contracting with Access 2 Care, the for-profit, authorized Medicaid Transportation brokerage for the state of Iowa.

NEIGHBORHOOD TRANSPORTATION SERVICE, INC.

Neighborhood Transportation Service, Inc.'s primary service is to work, school, job training and work readiness programs over nighttime and weekend hours. NTS' hours of (primary) operation coupled with NTS' mission to serve the community, make them an invaluable asset for human service agencies as they attempt to fulfill their clients' broad transportation needs. NTS is currently contracting with REM Sheltered Workshop, Milestones Adult Day Care, Jane Boyd After School Program, Jane Boyd Pre-School Program, Four Oaks The Bridge, Coe Friends, Heart of Iowa (ASAC Transitional Housing), Witwer Senior Center, ARC Summer Day Program, and HACAP. NTS' approachability and flexibility make them a primary participant in the coordination effort.

VETERANS AFFAIRS

The Iowa City-based DAV provides service to more than 184,000 vets in 56 counties in Eastern Iowa and Western Illinois. Within each of these 56 counties is a county veterans' office. Many of these county veterans' offices have purchased vehicles and provide volunteer drivers to help vets in their respective county access health care at the VA in Iowa City. A DAV administrative staff coordinates this transportation to Iowa City for vets by utilizing vehicles owned by 23 county veteran offices. None of these vans are accessible. Within the region, veterans in two counties have access to such a benefit, in Linn County and Jones County. The Linn County Veterans' Office owns and operates vehicles that transport vets to Iowa City every day. Jones County Veterans' Office has made arrangements so their members can be picked up by Dubuque County's vehicle on their way to Iowa City. This service is free to the veteran and continues to function with strong volunteer support.

CARE CENTER TRANSPORTATION

As the following list indicates, many care centers that own and operate vehicles were identified. Some of the centers had activity directors whose job description includes operating the vehicle; others indicated they rarely used the vehicle because they need the staff to work inside the facility. All care centers said they also use public & private transportation systems to meet their residents' transportation needs.

1. Belle Plaine Nursing and Rehab operate a van for group activities.
2. Keystone Nursing Care operate a 4-passenger car for medical appointments.
3. Vinton Lutheran Home & Lutheran Home for Aged-East operate a car, van and an ADA handicap accessible bus for group activities and medical appointments.
4. Virginia Gay Nursing and Rehab operate three 6-passenger vans, two ADA accessible for medical appointments and recreation
5. Cedar Valley Ranch operate two 10-passenger and a 6-passenger vans for medical trips and group trips.
6. Highland Ridge at Williamsburg operate a 14-passenger bus for medical appointments, Iowa City shuttles, in-town shopping & lunch four times a week.
7. Lakeview Village operate 1 van for trips to University of Iowa Hospitals and in-town shopping
8. Windsor Manor in Vinton operates a 7-passenger van for medical appointments and in-town shopping.
9. River Bend Assisted Living operate two vans for in-town shopping and group outings
10. Silvercrest of Anamosa operates a 4-passenger car and a 15-passenger bus for Cedar Rapids shopping, country drives and activities.
11. Halcyon House operates a 5-passenger van and a 12-passenger bus for in-town shopping and group outings.
12. Pleasantview Home operates a car, a van and a 21-passenger bus for in-town shopping and hair appointments.
13. Leland Smith Assisted Simpson operates a 5-passenger car to view Christmas lights, fall trips and hair appointments.
14. United Presbyterian Home operates a car and a 12-passenger van for group outings.
15. Cherry Ridge Assisted Hallmark Care Center operates a 6-passenger van for group outings.
16. Solon Retirement Village & Solon Nursing Care operates a 7-passenger van for recreational use only.
17. Atrium Village operates a 7-passenger van.
18. Country View Retirement Home utilizes employee vehicles.

19. Pioneer Place Assisted & Lone Tree Care Center operates a van for recreation.
20. Cottage Grove Place operates a car and two ADA accessible buses for shopping, group activities and medical appointments.
21. Silver Pines operate a 7-passenger ADA accessible vehicle.
22. Bickford Cottage utilizes employee cars for medical appointments.
23. Garnett Place operates a van for weekly groceries, shopping and medical appointments.
24. Keystone Cedars operate a car, a bus and a bus that is ADA accessible.
25. Methwick Manor & Methwick Community operates a car and a van for recreational activities and medical appointments.
26. Village Ridge operates a van.
27. Linn Manor Care operates a van and a sixteen-passenger bus for lunch outings and special outings. Linn Manor Care allows family members to use their van to take residents to medical appointments.
28. Mercy Hallmark operates a 16-passenger bus for recreational use.
29. Brook View Senior Living, Meadowview Memory Care & Ridgeview Assisted operate a car and two 7-passenger vans for medical appointments and recreational use.
30. Northbrook Manor Care Center operates two buses for recreational use.
31. Willow Gardens Care Center owns a vehicle but it is not operational.
32. West Ridge Care Center operates a 14-passenger ADA accessible bus.
33. Evergreen Estates I, II, III operate a van for recreational use.
34. Higley Mansion Care Center operates a 7-passenger van.

EMPLOYMENT TRANSPORTATION AND RIDESHARING PROGRAMS

The providers below were requested to report both annual number of rides and annual revenue miles. Where providers were willing and able to provide this information, it is listed below in the provider description. If this information is not listed, the provider was unable or unwilling to supply the information.

UNIVERSITY OF IOWA EMPLOYEE VAN POOL

The van pool program is for University of Iowa employees only. Each rider pays a fee, lower than parking fees, to participate. Since the user-fee does not cover the full cost of the program, the University subsidizes 1/3 of the costs. The program utilizes both 15-passenger and 7-passenger vans. Vehicles are leased through the University's Fleet Services which also performs all the maintenance work. Vanpool drivers have their van fees waived.

In 2013 the program had 67 vans with 712 members. The vans traveled over 1.1 million miles with an average round trip of 65 miles. The vans currently serve Ainsworth, Amana, Cedar Rapids, Clarence, Conesville, Davenport, Durant, Kalona, Marengo, Marion, Mt. Pleasant, Mt. Vernon, North English, Olds, Riverside, Shueyville, Solon, Tipton, Washington, Wayland, Wellman, West Branch, West Liberty, Williamsburg and Wilton. Currently, the vehicles are not ADA accessible.

VRIDE

vRide is a private ridesharing service that leases vans for varpooling purposes. Fees range from \$100 to \$200 per month, and six van pools operate within the ECICOG region serving 48 commuters, with more vans scheduled to be in service and up to 55 commuters expected to utilize the vanpool.

UBER

Uber is a new and innovative approach to ridesharing that has recently established in eastern Iowa. The service utilizes an app to schedule and transmit payments between a passenger and a privately owned automobile. In other parts of the country (and world) Uber and similar services have experienced dramatic growth. Uber service is primarily targeted at the metro areas of Cedar Rapids and Iowa City, but could conceivably be utilized in rural areas of the region.

SCHOOL DISTRICTS

Thirty school districts are located within the region. Each school district operates independently with its own fleet of vehicles, and each district accommodates students with disability needs. Information on total number of vehicles for each district was not available. Below is a summary of the operating statistics.

TABLE 1: REGION 10, 2013 SCHOOL DISTRICT ANNUAL TRANSPORTATION DATA

District Name	Enrollment	Miles	Net Operating Cost	Ave # Students Transported	Ave Cost Per Pupil Transported	Ave Cost Per Mile	District Square Miles
Alburnett	558	9,890	\$ 320,838	455	\$705.29	\$4.19	65
Anamosa	1,238	45,200	\$ 425,012	574	\$740.83	\$4.46	134
Belle Plaine	577	20,173	\$ 209,533	179	\$1,170.57	\$3.05	105
Benton	1,493	54,491	\$ 790,804	1,255	\$630.17	\$2.42	331
Cedar Rapids	16,647	423,063	\$ 4,357,187	5,765	\$755.80	\$5.07	121
Center Point-Urbana	1,318	38,511	\$ 432,483	877	\$493.14	\$3.16	91
Central City	490	27,669	\$ 100,223	145	\$691.19	\$2.18	77
Clear Creek Amana	1,671	50,323	\$ 626,645	1,143	\$548.10	\$4.03	162
College	4,568	117,337	\$ 1,799,562	4,442	\$405.13	\$3.66	137
English Valleys	467	13,580	\$ 319,760	305	\$1,048.05	\$3.17	130
Highland	660	19,046	\$ 288,574	374	\$771.59	\$2.87	130
Iowa City	12,773	481,667	\$ 2,850,437	5,481	\$520.08	\$4.45	133
Iowa Valley	561	19,507	\$ 126,672	150	\$846.74	\$2.34	105
Linn-Mar	6,880	101,308	\$ 1,839,756	3,448	\$533.51	\$5.32	63
Lisbon	679	18,438	\$ 227,280	251	\$905.50	\$1.86	48
Lone Tree	425	17,279	\$ 91,345	172	\$530.46	\$2.36	96
Marion Independent	1,865	59,014	\$ 177,684	498	\$356.79	\$3.84	4
Midland	555	12,907	\$ 420,933	342	\$1,232.60	\$3.35	237
Mid-Prairie	1,223	66,065	\$ 443,261	735	\$603.08	\$3.55	215
Monticello	1,014	30,933	\$ 361,814	642	\$563.40	\$3.22	190
Mount Vernon	1,064	33,593	\$ 213,345	537	\$397.36	\$3.19	76
North Linn	681	46,821	\$ 246,530	558	\$441.81	\$2.68	151
Olin Consolidated	230	1,713	\$ 124,958	82	\$1,523.87	\$3.84	84
Solon	1,259	40,955	\$ 331,918	720	\$461.00	\$4.58	110
Springville	377	14,056	\$ 86,266	150	\$573.58	\$1.90	58
Tipton	846	31,321	\$ 248,741	338	\$737.01	\$3.66	138
Vinton-Shellsburg	1,648	65,782	\$ 398,716	649	\$614.35	\$2.59	235
Washington	1,768	59,645	\$ 461,863	566	\$815.87	\$4.37	208
West Branch	815	27,302	\$ 272,401	459	\$593.47	\$2.74	123
Williamsburg	1,139	58,016	\$ 416,690	446	\$934.28	\$3.38	202
Totals & Averages	65,486	2,005,605	\$ 19,011,228	1,058	\$704.82	\$3.38	3,959

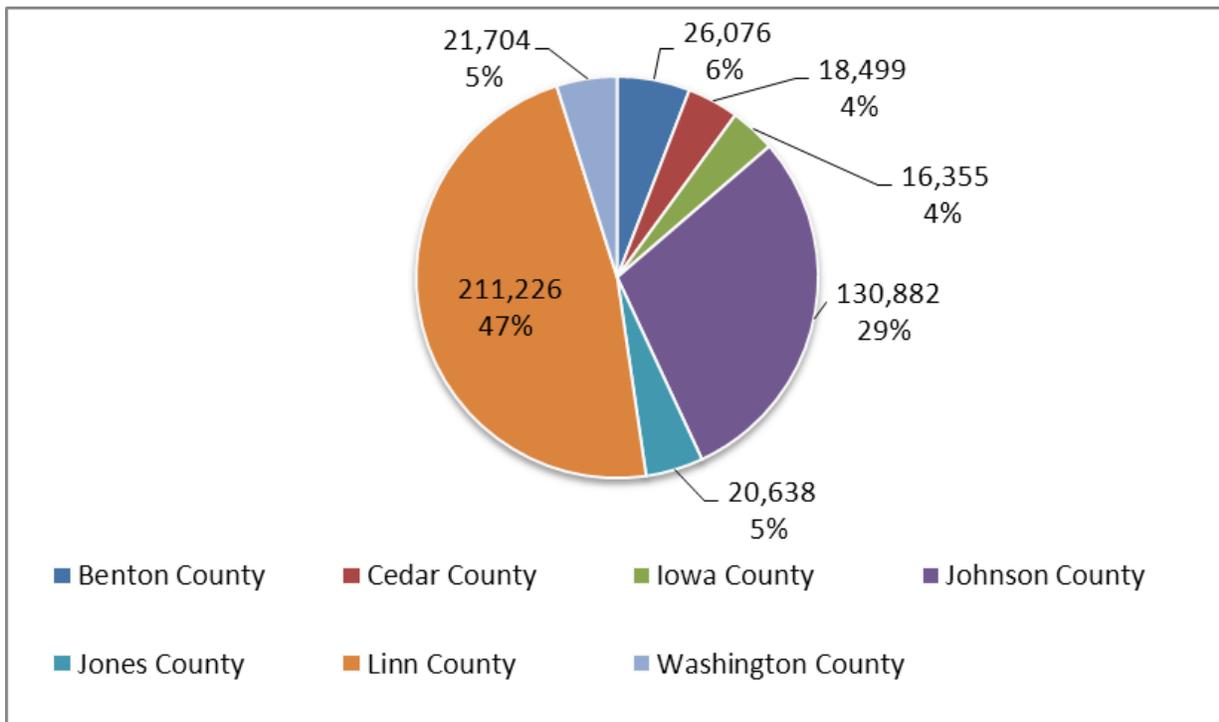
SECTION 3: TRANSPORTATION NEEDS AND GAP ANALYSIS

The demographic and specifically socio-economic characteristics of the ECICOG region directly impact the passenger needs assessment. Characteristics such as age, disability status, income, commute, veterans’ status, and others, all affect the accessibility of transportation to individuals as well as the types of destinations that are in greatest demand.

OVERVIEW OF DEMOGRAPHICS

According to the 2010 Census, the total population in the ECICOG region was 445,380. Nearly half (47%) of the region’s total population resides in Linn County, and slightly less than one third (29%) of the region’s population is located in Johnson County. The remaining five rural counties are home to between 4% and 6% population each, with Iowa County being the least populous at 16,355 people and Benton County being the most populous rural county with 26,076 residents.

FIGURE 2: REGIONAL POPULATION DISTRIBUTION



The ECICOG region is one of the fastest growing regions in the state. The metropolitan counties have historically experienced a larger rate of growth than the rural counties, due to a migration

to urban areas that has occurred over the past several decades. The following demographic information from the 2010 decennial US Census and 2013 American Community Survey includes general population characteristics, social characteristics, employment characteristics and commuting characteristics for the seven-county service area. These characteristics were used as a starting point for passenger transportation planning. Of particular interest are the number of residents aged 60 and over, the number of persons with a disability, the number of households without a car, and the number of persons living below the poverty level. These subsets of the population tend to be transit dependent, or have a greater need for public transit services.

TABLE 2: BENTON COUNTY DEMOGRAPHICS

Benton County Population		
Total Population	26,076	100.0%
Under 5 years of age	1,645	6.3%
Ages 5 to 15	3,733	14.3%
Age 16-64	16,683	64%
Age 65 to 84	3,345	12.8%
Age 85 and over	670	2.6%
Means of Transportation to Work (ages 16 and over)		
Car, truck, van – drove alone	10,360	81%
Car, truck, van – carpooled	1,055	8%
Public transportation (excluding taxi)	9	1%
Walked	390	3%
Taxicab, motorcycle, bicycle, other means	340	3%
Worked at home	661	3%
Poverty status in the Past 12 Months		
Persons below 149% of poverty level	2,159	8.4%
Disability status for the Non-institutionalized Population 5 years and over		
With any disability	3,323	12.7%
Vehicles Available in Household		
No vehicle available	487	5%

TABLE 3: CEDAR COUNTY DEMOGRAPHICS

Cedar County Population		
Total Population	18,499	100.0%
Under 5 years of age	1,148	6.2%
Ages 5 to 15	2,538	13.7%
Age 16-64	11,720	63.4%
Age 65 to 84	2,543	13.7%
Age 85 and over	550	3%
Means of Transportation to Work (ages 16 and over)		
Car, truck, van – drove alone	7,886	81%
Car, truck, van – carpoled	967	10%
Public transportation (excluding taxi)	0	0%
Walked	297	3%
Taxicab, motorcycle, bicycle, other means	104	1%
Worked at home	495	5%
Poverty status in the Past 12 Months		
Persons below 149% of poverty level	1,461	8%
Disability status for the Non-institutionalized Population 5 years and over		
With any disability	2,123	11.7%
Vehicles Available in Household		
No vehicle available	354	5%

TABLE 4: IOWA COUNTY DEMOGRAPHICS

Iowa County Population		
Total Population	16,355	100.0%
Under 5 years of age	1,000	6.1%
Ages 5 to 15	2,214	13.5%
Age 16-64	10,330	63.2%
Age 65 to 84	2,279	13.9%
Age 85 and over	532	3.3%
Means of Transportation to Work (ages 16 and over)		
Car, truck, van – drove alone	6,452	75%
Car, truck, van – carpoled	1,166	14%
Public transportation (excluding taxi)	34	1%
Walked	363	4%
Taxicab, motorcycle, bicycle, other means	43	1%
Worked at home	572	7%
Poverty status in the Past 12 Months		
Persons below 149% of poverty level	1,742	10.9%
Disability status for the Non-institutionalized Population 5 years and over		
With any disability	1,913	11.7%
Vehicles Available in Household		
No vehicle available	294	4.8%

TABLE 5: JOHNSON COUNTY DEMOGRAPHICS

Johnson County Population		
Total Population	130,882	100.0%
Under 5 years of age	8,075	6.2%
Ages 5 to 15	13,999	10.7%
Age 16-64	97,597	74.6%
Age 65 to 84	9,612	7.3%
Age 85 and over	1,599	1.2%
Means of Transportation to Work (ages 16 and over)		
Car, truck, van – drove alone	49,377	67%
Car, truck, van – carpooled	7,149	10%
Public transportation (excluding taxi)	4,616	6%
Walked	7,179	10%
Taxicab, motorcycle, bicycle, other means	2,884	4%
Worked at home	2,847	4%
Poverty status in the Past 12 Months		
Persons below 149% of poverty level	22,300	17.7%
Disability status for the civil Non-institutionalized Population 5 years and over		
With any disability	10,165	7.8%
Vehicles Available in Household		
No vehicle available	3,430	7.8%

TABLE 6: JONES COUNTY DEMOGRAPHICS

Jones County Population		
Total Population	20,638	100.0%
Under 5 years of age	1,210	5.9%
Ages 5 to 15	2,526	12.2%
Age 16-64	13,346	64.7%
Age 65 to 84	2,971	14.4%
Age 85 and over	582	2.8%
Means of Transportation to Work (ages 16 and over)		
Car, truck, van – drove alone	8,097	82%
Car, truck, van – carpooled	864	9%
Public transportation (excluding taxi)	17	1%
Walked	242	2%
Taxicab, motorcycle, bicycle, other means	87	1%
Worked at home	556	6%
Poverty status in the Past 12 Months		
Persons below 149% of poverty level	1,587	8.3%
Disability status for the Non-institutionalized Population 5 years and over		
With any disability	2,725	13.2%
Vehicles Available in Household		
No vehicle available	416	5.5%

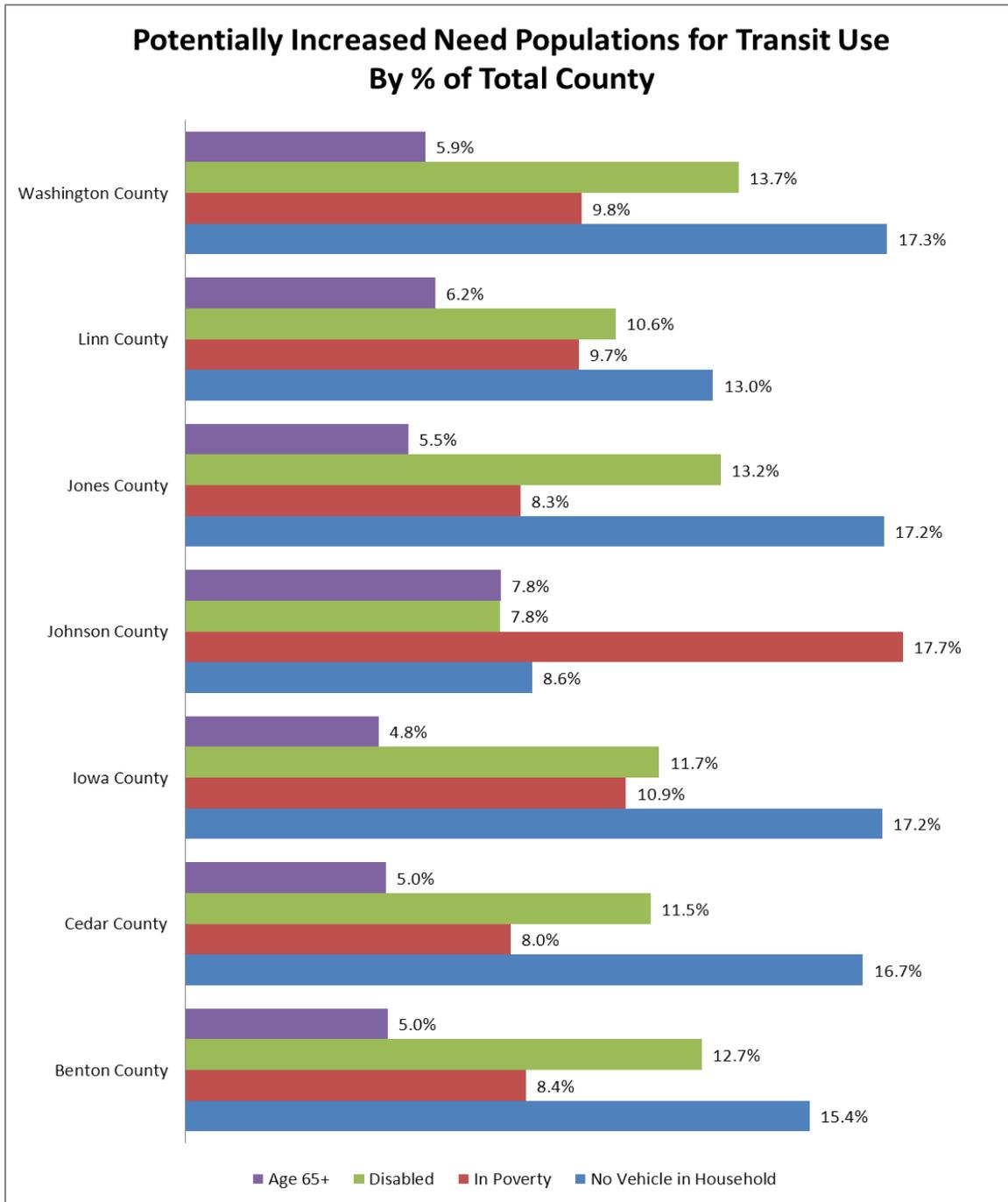
TABLE 7: LINN COUNTY DEMOGRAPHICS

Linn County Population		
Total Population	211,226	100.0%
Under 5 years of age	14,160	6.7%
Ages 5 to 15	28,985	13.7%
Age 16-64	140,593	66.6%
Age 65 to 84	23,342	11.1%
Age 85 and over	4,146	2%
Means of Transportation to Work (ages 16 and over)		
Car, truck, van – drove alone	89,624	83%
Car, truck, van – carpoled	7,858	7%
Public transportation (excluding taxi)	1,333	1%
Walked	3,440	3%
Taxicab, motorcycle, bicycle, other means	1,543	1%
Worked at home	2,909	2%
Poverty status in the Past 12 Months		
Persons below 149% of poverty level	20,222	9.7%
Disability status for the Non-institutionalized Population 5 years and over		
With any disability	22,420	10.6%
Vehicles Available in Household		
No vehicle available	4,742	6.2%

TABLE 8: WASHINGTON COUNTY DEMOGRAPHICS

Linn County Population		
Total Population	21,704	100.0%
Under 5 years of age	14,160	6.7%
Ages 5 to 15	3103	14.3%
Age 16-64	13,457	62%
Age 65 to 84	2,994	13.8%
Age 85 and over	764	3.5%
Means of Transportation to Work (ages 16 and over)		
Car, truck, van – drove alone	7,690	69.5%
Car, truck, van – carpoled	1,455	13.1%
Public transportation (excluding taxi)	39	0.4%
Walked	392	3.5%
Taxicab, motorcycle, bicycle, other means	89	0.8%
Worked at home	953	8.6%
Poverty status in the Past 12 Months		
Persons below 149% of poverty level	2,089	9.8%
Disability status for the Non-institutionalized Population 5 years and over		
With any disability	2,963	13.7%
Vehicles Available in Household		
No vehicle available	478	5.9%

FIGURE 3: IDENTIFIED GROUPS WITH INCREASED LIKELIHOOD OF NEEDING TRANSIT SERVICES

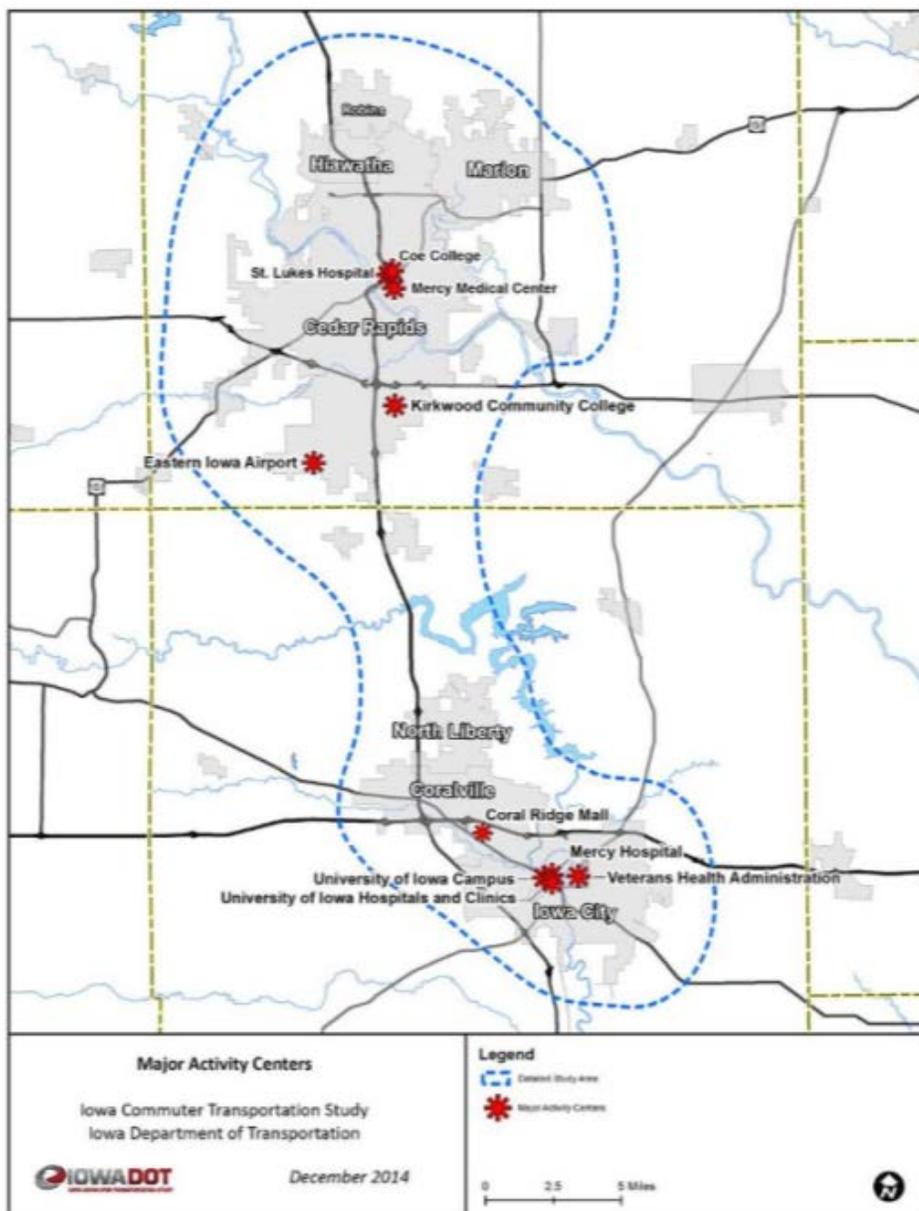


ACTIVITY CENTERS

The nature of regional public transportation in the seven counties contained in this plan is based on demand response and subscribe route transportation models – meaning public

transit providers pick up passengers at their origin point and deliver them directly to their destination. Fixed route public transit providers (with designated bus routes and stops) operate only the urban areas. Therefore, the regional transportation system in rural areas tends to serve major activity centers throughout the region. Figure 7 below was developed from the Iowa Commuter Transportation Study to highlight ten of the major activity centers in the region, and all locations are found in the metro areas of Cedar Rapids and Iowa City. This demonstrates that most trips associated with major activity centers in the region will have an origin inside one of the two metro areas.

FIGURE 4: MAJOR ACTIVITY CENTERS



Transportation to medical services and appointments is a common function of the ECI Transit providers and other transit providers operating the region. Availability of specific medical services varies substantially across the region, with a wider variety of services offered in the Cedar Rapids and Iowa City metro areas, and very few services offered in the most rural areas and Cedar County in particular. Specialty health care services found in Iowa City (University Hospitals and the VA Health Center) and Cedar Rapids attract people from the entire region and even across the state.

Hospitals are located in Vinton (Benton County), Cedar Rapids (Linn County), Anamosa (Jones County), Marengo (Iowa County), Iowa City (Johnson County) and Washington (Washington County). In addition to the ECI Transit providers, transportation to these sites is provided by numerous private and non-profit providers, as well as other public transit systems that routinely travel to the major healthcare centers on at least a weekly basis.

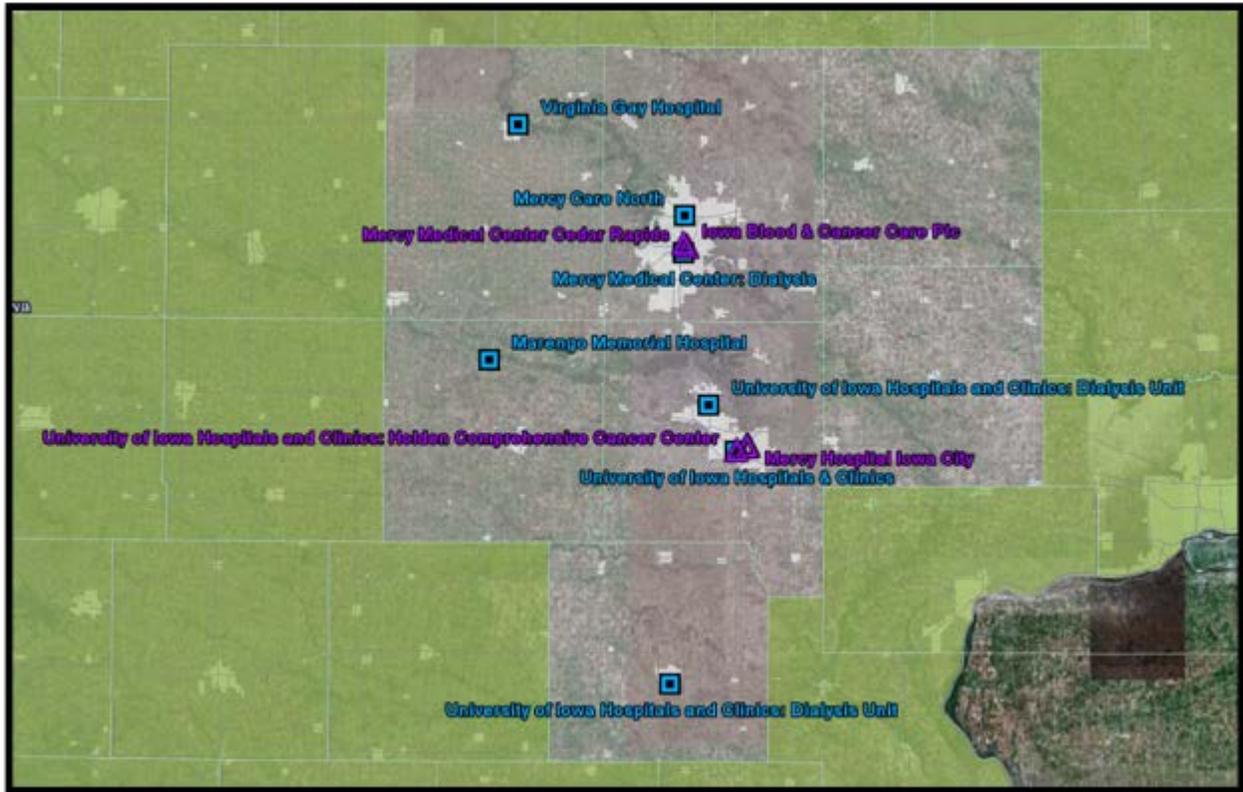
FIGURE 5: REGIONAL HOSPITALS AND WOUND CARE CLINICS



Not all communities or counties within the ECICOG region have medical facilities capable of providing specialized treatments such as wound care, chemotherapy, radiation or dialysis. As a result, medical transportation frequently requires longer trips that take the client outside of the

county of ride-origination. On the map above, hospitals are displayed in red and wound care centers are shown in white. Note that there are no hospitals in Cedar County, and no wound care sites in Cedar, Benton, Iowa or Washington Counties.

FIGURE 6: REGIONAL CHEMOTHERAPY/RADIATION AND DIALYSIS

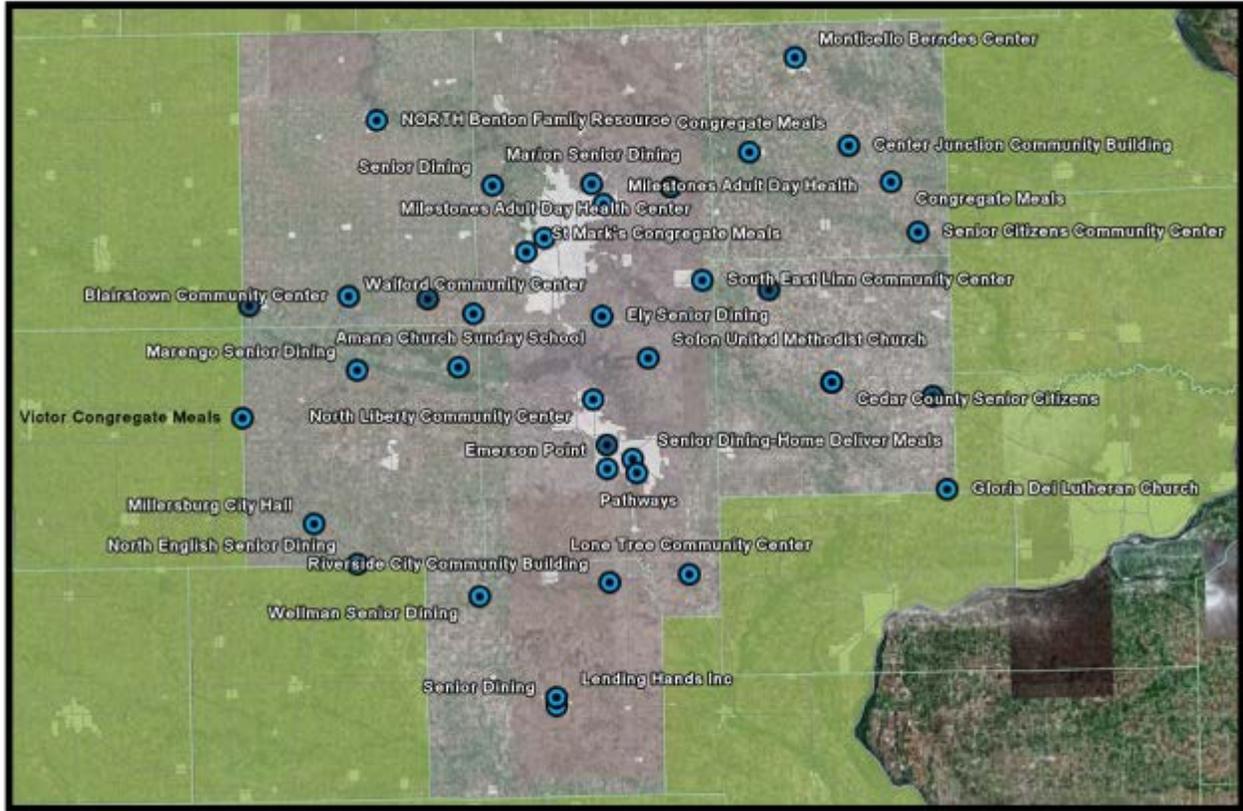


The map above displays the chemotherapy/radiation centers (shown in purple) and the dialysis sites (shown in blue) in the region. Note that the chemotherapy/radiation centers are only located in Cedar Rapids and Iowa City, which means that many clients have long and potentially costly trips associated with receiving this type of treatment. Because of both the frequency of dialysis treatment as well as the length of time required to complete one treatment, transportation to dialysis centers is a critical service offered by ECI Transit and other providers. Similarly, chemotherapy and radiation are treatments that also require frequent trips to medical facilities.

Not all medical trips require transportation to locations displayed on one of the above maps. Multiple communities within the region have at least one doctor's office in town, and transportation to the local doctor was often listed on the most-frequent-stops list provided by ECI Transit operators. The ECI Transit operators are the primary providers of Medicaid

Transportation and Medicaid Waivers-Transportation from the HCBS program to facilitate these types of trips.

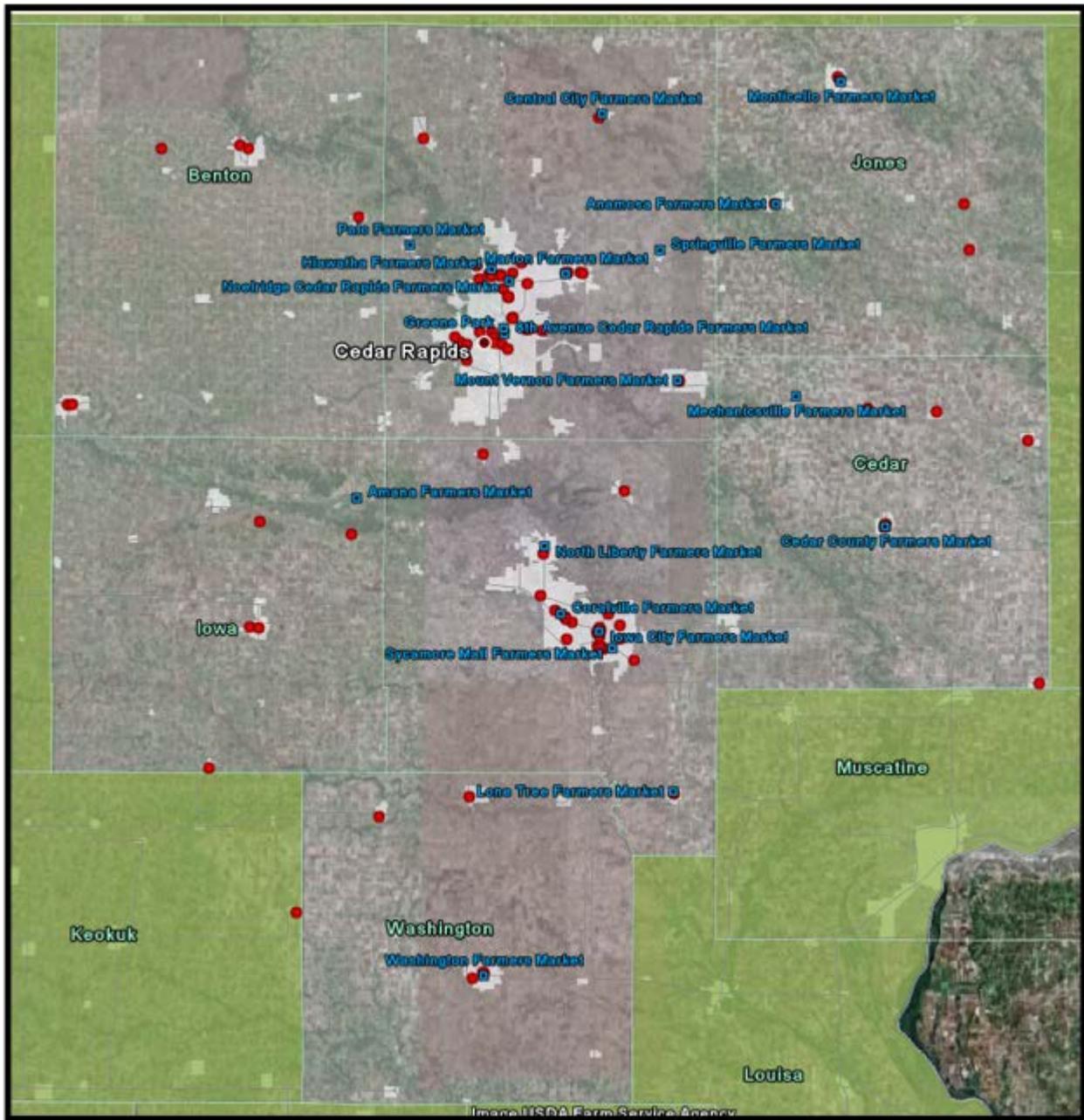
FIGURE 7: SENIOR DINING SITES



Thirty-nine senior dining sites have been identified and mapped within the region. The majority of trips associated with senior dining require in town transportation, provided by ECI Transit. Many communities have informal carpool arrangements where seniors who still drive transport neighbors or friends who no longer drive to the senior dining sites.

Transportation to grocery shopping sites is also an important service. Many of the communities within the region do not have grocery stores, or have small convenience stores that may not meet all of the food and household supply needs of the community. Many residents must be transported outside of their community to shop for these goods, and in some cases, the nearest grocery may be in a neighboring county. Several communities in the region also offer farmers markets, and transportation to these sites poses an additional scheduling challenge in that many of the farmers markets are in the evenings or on weekends, and non-peak transportation service may not be available to all residents, particularly those in more rural areas.

FIGURE 8: REGIONAL GROCERY STORES AND FARMERS MARKETS

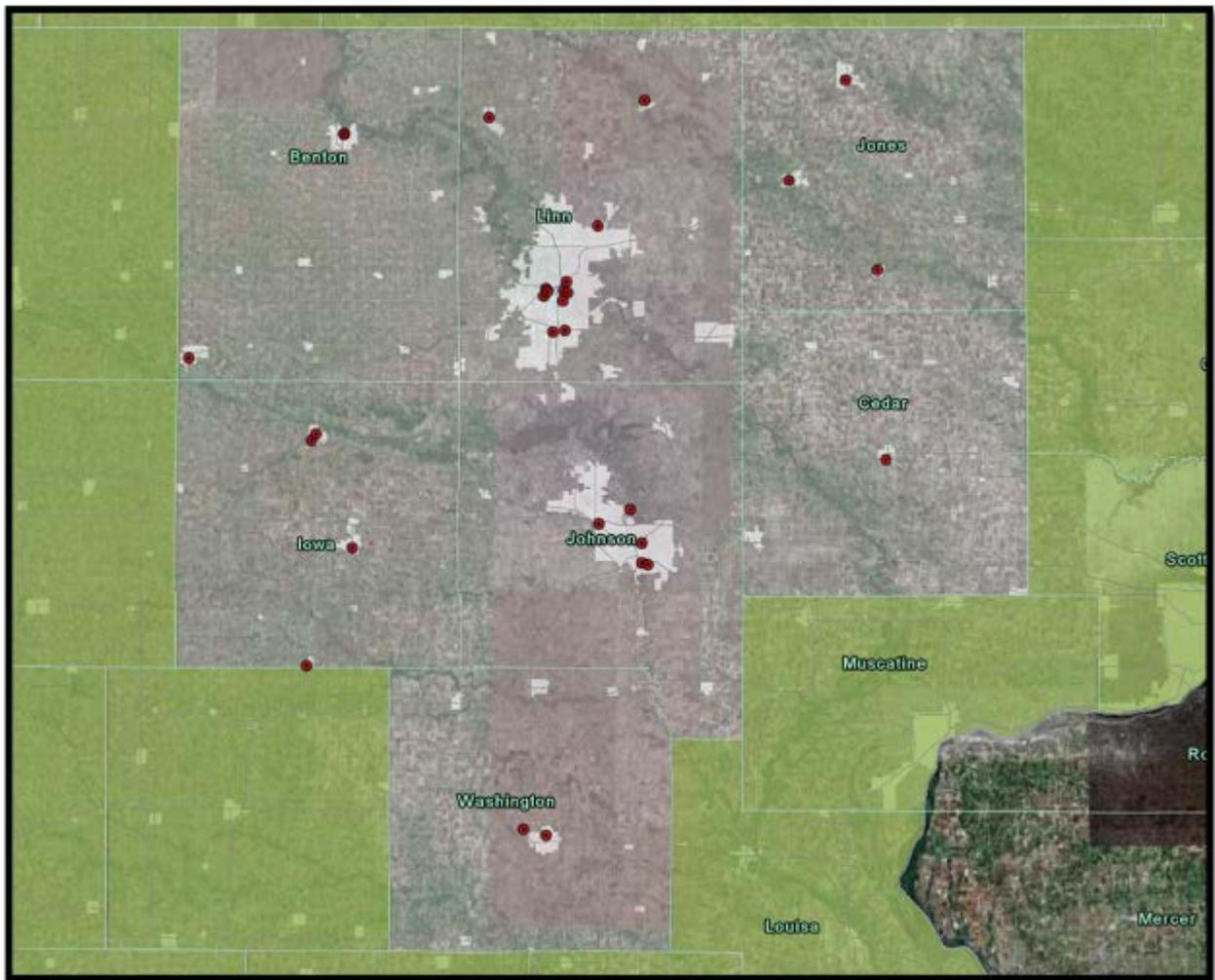


This map displays an ongoing project to locate food sources within the region. Grocery stores are displayed as red dots on the map above. These sites are traditional grocery stores and multi-purpose stores believed to have a produce department; this list may not be exhaustive but appears to be substantially complete at this time. Gas station/convenience stores that may sell dairy products or similar were not included in the map above. Farmers markets recorded by IDALS are also shown on the map above, and symbolized as blue squares.

TRANSPORTATION RELATED TO CHILDREN

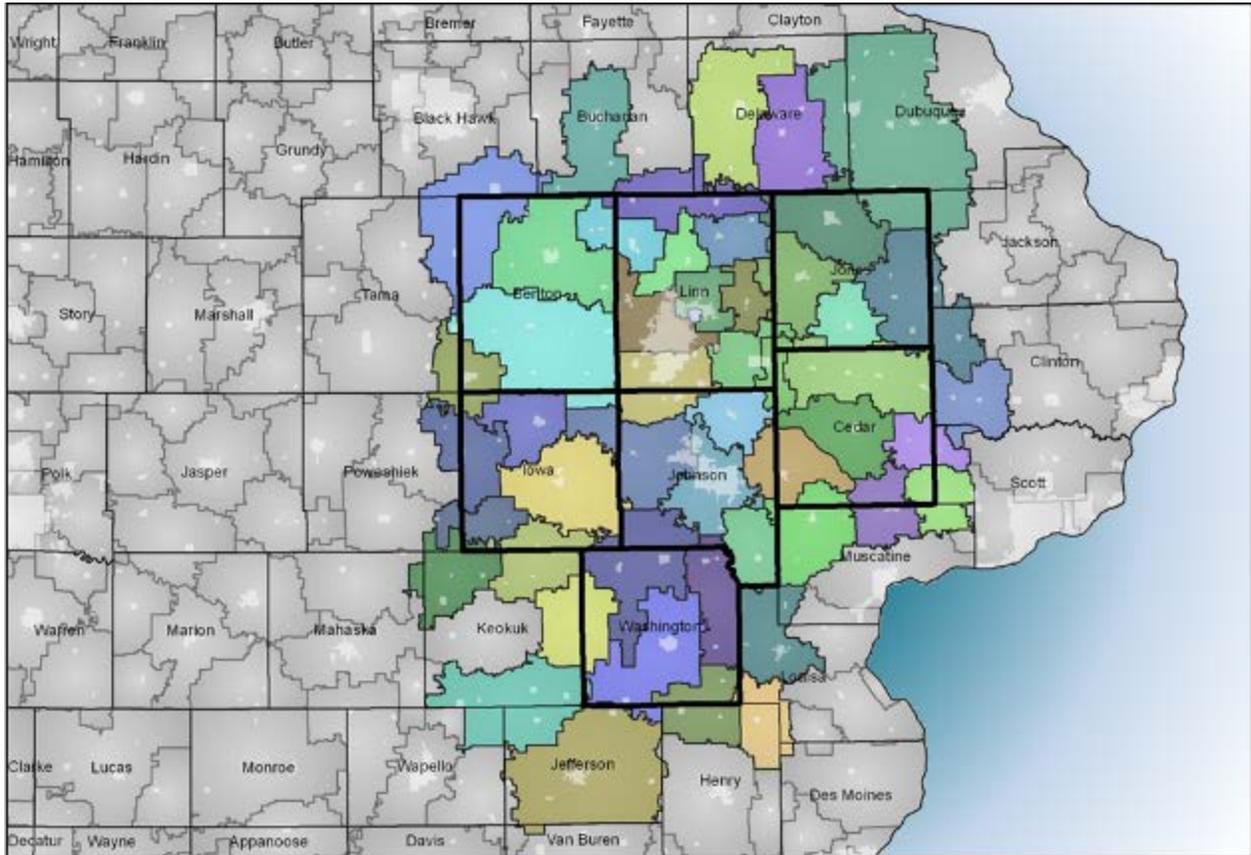
The identified transportation needs of children are primarily related to education. Numerous preschool programs exist across the region, and many ECI Transit providers noted that the demand for transportation to programs such as Head Start is generally increasing. Transportation to Head Start locations poses particular challenges for the transit operators such as setting policy on how to contract for the service (either with the parent or with Head Start), how frequently to bill for the service, what to do with a child whose service fees are substantially delinquent, and what type of supervision and/or additional safety measures to provide during the ride. The locations displayed on the map below are believed to be all of the Head Start sites within the region. This information was collected from the US Department of Health and Human Services.

FIGURE 9: HEAD START LOCATIONS



Transportation needs of school-aged children are also quite substantial. Multiple districts exist with the ECICOG region, and the cost of busing children varies substantially from district to district, as detailed in the inventory of providers and programs section of this document.

FIGURE 10: SCHOOL DISTRICTS IN THE REGION



Fifty school districts service portions of the region. As detailed on the map above, many of the school districts are located in more than one county. Of these fifty districts, thirty are considered to have their primary service area within the region; the remaining twenty districts are on the edges of the region and have a central office or the majority of their service area outside of Region 10.

LIMITED ENGLISH PROFICIENCY

Data on the population of people who speak English “less than very well” was obtained from the U.S. Census American Community Survey to show areas where populations of such people are concentrated. Those who responded to the Census survey answering that they speak English less than very well are considered to have Limited English Proficiency (LEP) for the purpose of this analysis. Figure 11 shows the census tracts with the highest percentages of LEP populations, and Figure 12 shows the population totals of LEP by census tract.

FIGURE 11: PERCENTAGE OF LEP POPULATION BY CENSUS TRACT

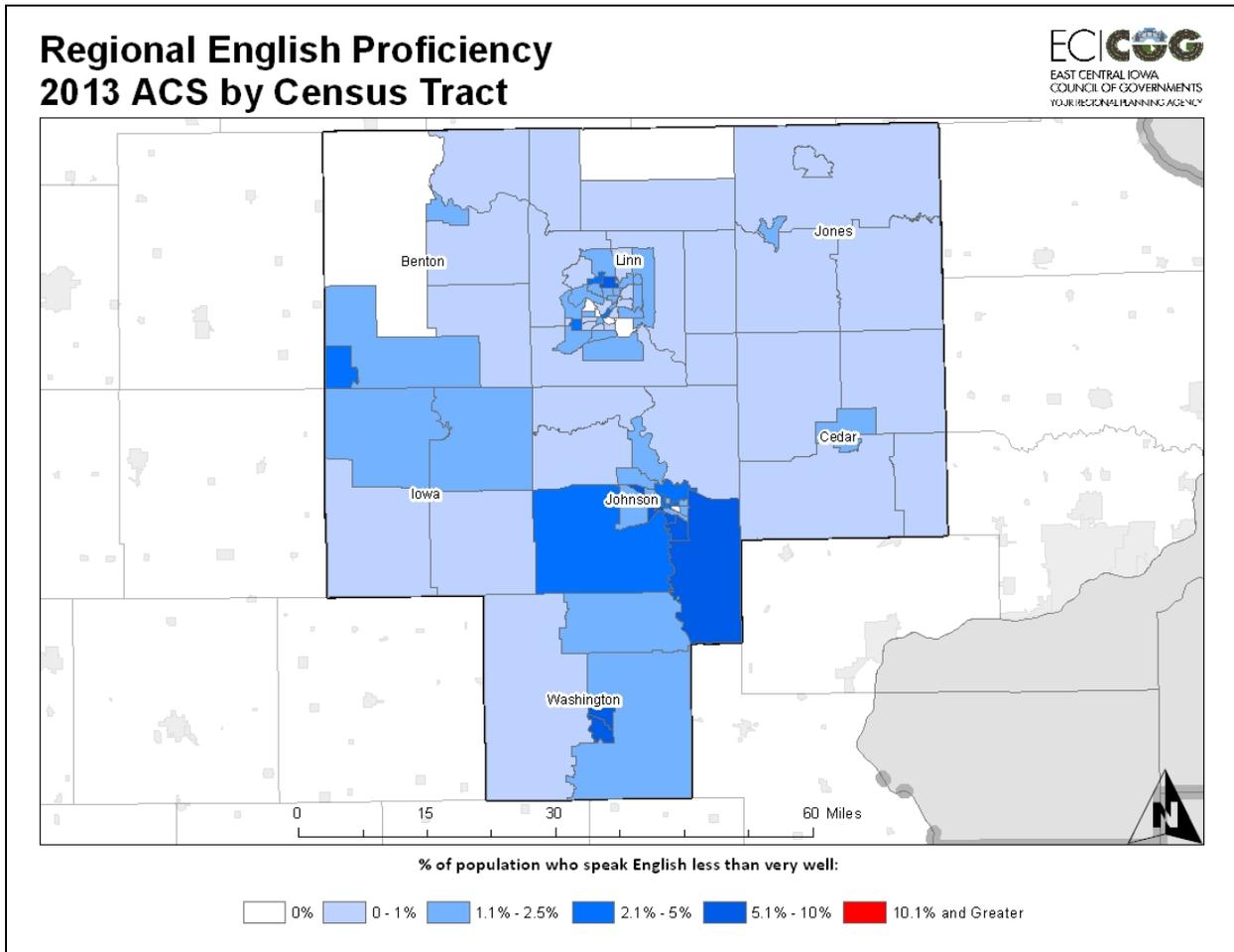
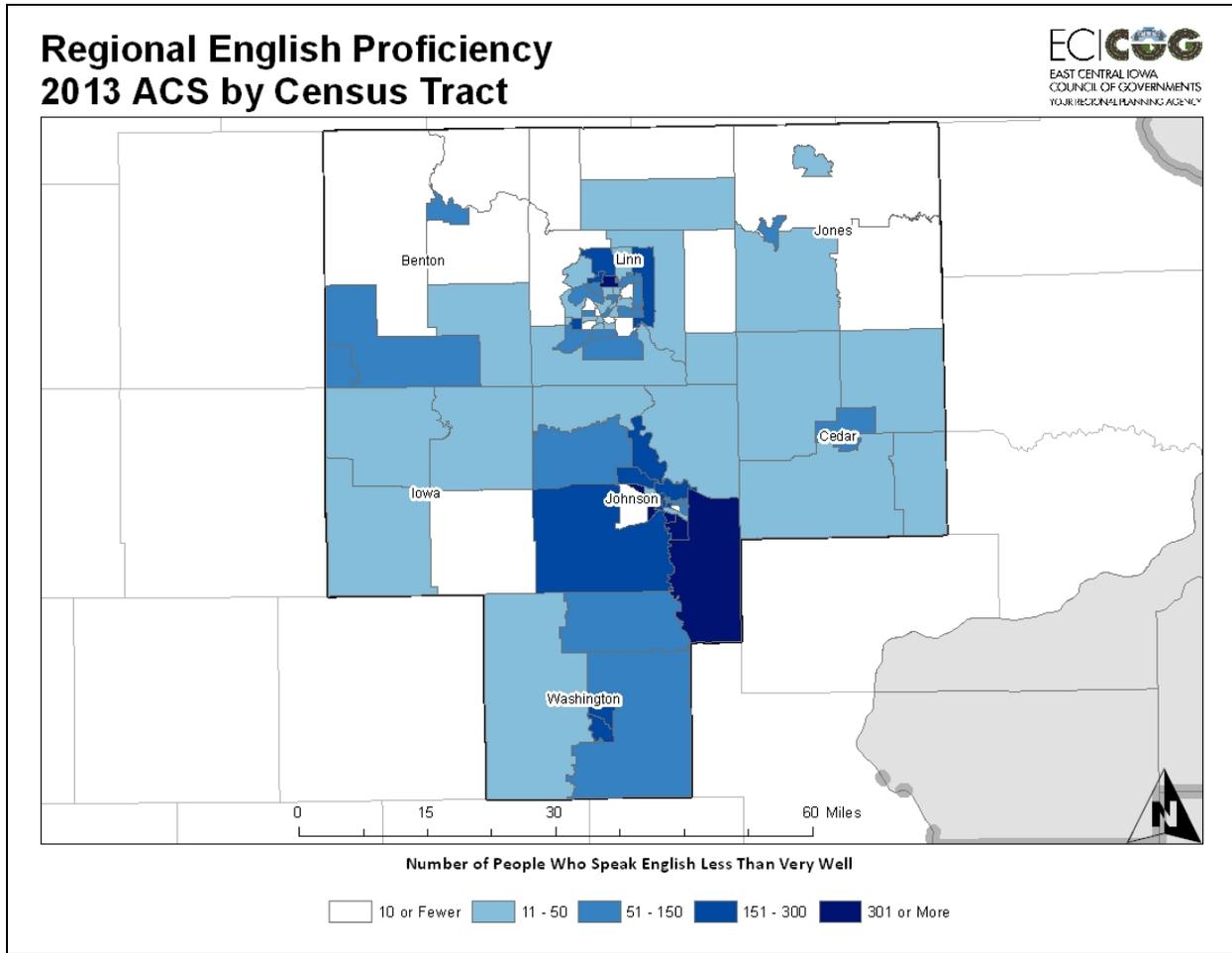


FIGURE 12: TOTAL POPULATION OF LEP BY CENSUS TRACT



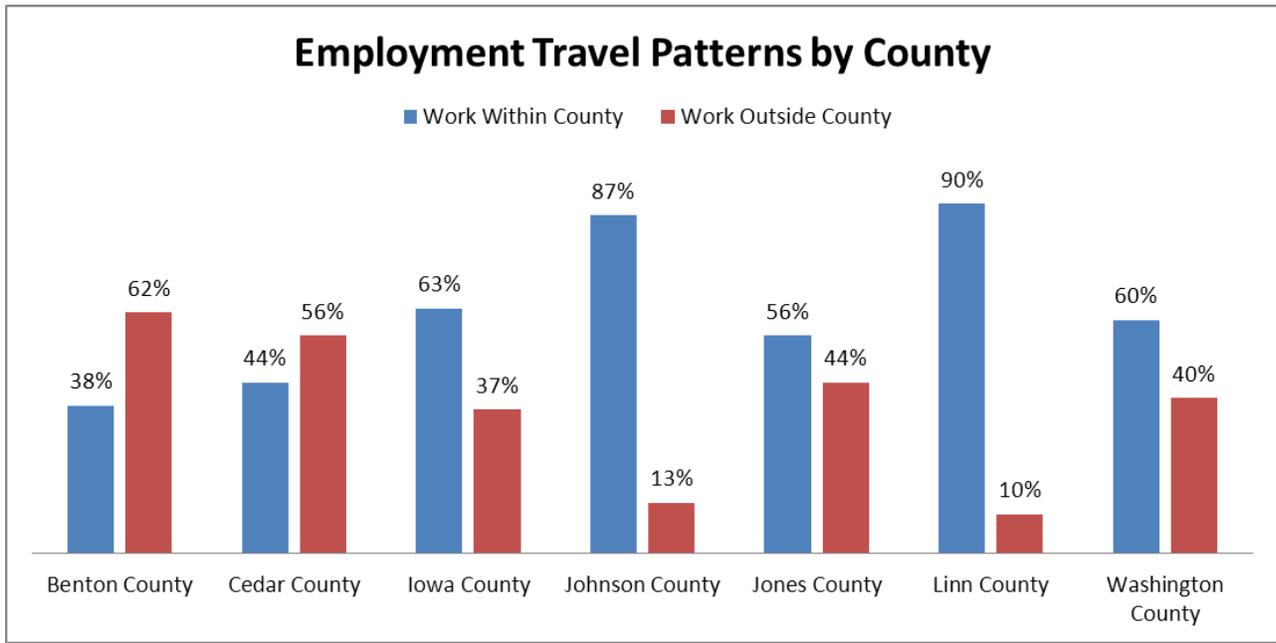
As figures 11 and 12 demonstrate, few areas of the region have high LEP concentrations. High concentrations are generally found in and around the metropolitan areas of Cedar Rapids and Iowa City, with locally higher amounts in Washington County. No census tract in the region has an LEP percentage higher than 10%. The public transit providers associated with ECI Transit offer language translation services to all persons, including hearing and visually impaired persons. Additionally, Johnson County SEATS specifically provides informational materials in Spanish, Chinese, and Korean for users of the rural and para-transit system for all of Johnson County based on specific research into language needs; the presence of the University of Iowa was found to necessitate the need for these three languages.

TRANSPORTATION RELATED TO EMPLOYMENT

Transportation to employment is also an important consideration when providing transportation services. As detailed below, the two urban counties (Johnson and Linn) display similarities, while the four rural counties show different trends. In Johnson County, 87% of workers lived and work in the county, and this number was slightly higher in Linn County, at

90%. The trend in rural counties was that fewer residents work in the county in which they live. This suggests that transportation to employment for those living in the rural counties consist of inter-county travel and likely is due to more employment opportunities in the urban counties.

FIGURE 13: PLACE OF RESIDENCE AND EMPLOYMENT



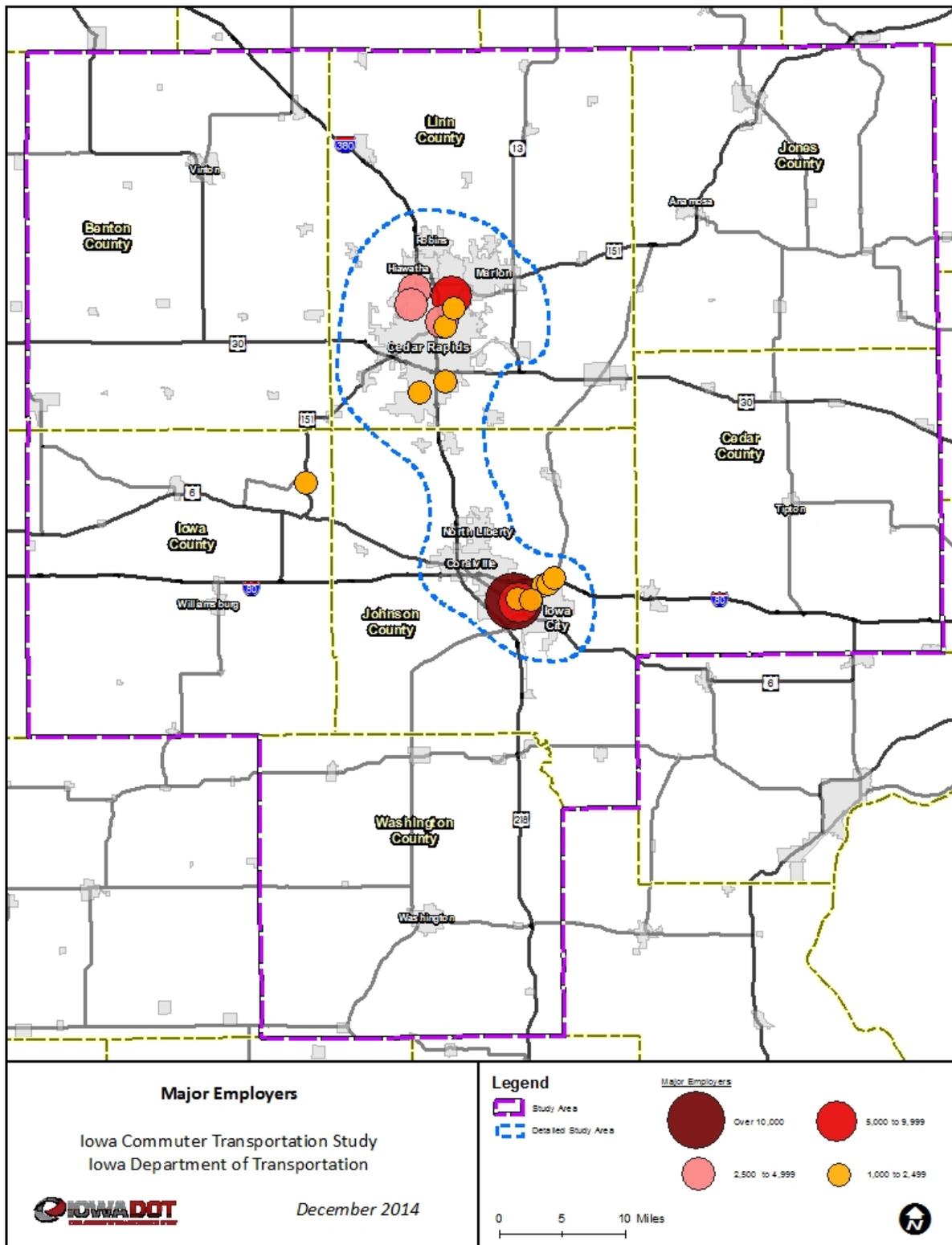
As can be seen in the table below, nearly all of the fifty largest employers in the region are in Linn and Johnson Counties. A few major employers in the rural areas rank within the top fifty, and those locations draw both from the surrounding rural areas as well as nearby urban areas. In the case of Whirlpool Inc. which employs approximately 2,200 in Iowa County, company officials have expressed the need that current and potential employees face regarding transportation from the metro areas of Cedar Rapids and Iowa City. As figure 17 demonstrates, the location of largest employers in the region is concentrated in the Cedar Rapids and Iowa City metro areas; the map in the figure was created in 2014 during the DOT study on commuter transportation.

FIGURE 14: LIST OF 50 LARGEST EMPLOYERS IN REGION

Rank	Company	Employees	Industry	Location
1	University of Iowa (UI)	18,000	Education	Johnson County
2	Rockwell Collins	9,470	Electronic Equipment & Design	Linn and Johnson County
3	UI Hospitals and Clinics*	8,139	Healthcare	Johnson County
4	Transamerica	3,872	Insurance/Financial	Linn County
5	St. Luke's Hospital	3,184	Healthcare	Linn County
6	Cedar Rapids School District	2,936	Education	Linn County
7	Mercy Medical Center	2,200	Healthcare	Linn County
8	Whirlpool	2,200	Equipment Manufacturing	Iowa County
9	Kirkwood Community College	1,895	Education	Linn County
10	Iowa City Community School District	1,700	Education	Johnson County
11	Veterans Health Administration	1,562	Healthcare	Johnson County
12	ACT, Inc.	1,243	Education	Johnson County
13	Mercy Iowa City	1,208	Healthcare	Johnson County
14	Pearson Educational Measurement	1,200	Publishing	Johnson County
15	Nordstrom Direct	1,200	Logistics/Distribution	Linn County
16	Quaker Foods & Snacks	1,018	Food Processing	Linn County
17	Linn-Mar Community School District	954	Education	Linn County
18	Yellow Book USA	933	Customer Service	Linn County
19	Alliant Energy	902	Utility	Linn County
20	International Automotive Components	785	Process Manufacturing	Johnson County
21	College Community Schools	775	Education	Linn County
22	Riverside Casino & Golf Resort	757	Entertainment	Washington County
23	Procter & Gamble	700	Process Manufacturing	Johnson County
24	General Dynamics	700	Professional Services	Johnson County
25	General Mills	687	Food Processing	Linn County
26	APAC Customer Service	630	Customer Service	Linn County
27	NextEra Energy	623	Utility	Linn County
28	Verizon Business	604	Customer Service	Linn County
29	Toyota Financial Services	593	Insurance/Financial	Linn County
30	Archer Daniels Midland	500	Bioprocessing/Food Ingredient	Linn County
31	Integrated DNA Technologies	493	Biotechnology	Johnson County
32	GE Capital	484	Insurance/Financial	Linn County
33	SourceMedia Group	477	Media	Linn County
34	RuffaloCODY	475	Information Services	Linn County
35	Oral B	462	Process Manufacturing	Johnson County
36	Centro	366	Process Manufacturing	Johnson County
37	Cargill - Corn Milling	363	Bioprocessing/Food Ingredient	Linn County
38	ALPLA of Iowa	360	Process Manufacturing	Johnson County
39	Penford	242	Bioprocessing/Food Ingredient	Linn County
40	CCB Packaging	205	Process Manufacturing	Linn County
41	Evergreen Packaging	200	Process Manufacturing	Linn County
42	HJ Heinz	200	Food Processing	Linn County
43	Loparex	191	Process Manufacturing	Johnson County
44	DuPont	180	Bioprocessing/Food Ingredient	Linn County
45	Apache Hose & Belting	170	Process Manufacturing	Linn County
46	Ralston Foods	152	Food Processing	Linn County
47	CIVCO Medical Instruments	150	Process Manufacturing	Washington County
48	Pickwick Manufacturing	130	Contract Manufacturing	Linn County
49	International Paper	130	Process Manufacturing	Linn County
50	Engineered Plastic Components	130	Process Manufacturing	Washington County

Source: Cedar Rapids Metro Economic Alliance

FIGURE 15: MAP OF LARGEST EMPLOYERS IN REGION



INPUT CONCERNING NEEDS & STATUS OF RECOMMENDED PROJECTS

REVIEW OF PRIOR INPUT CONCERNING NEEDS

The 2011 PTP identified five core needs relating to passenger transportation, in no particular order or priority:

1. Expand, explore and improve transportation services and options available to low-income workers
2. Increase marketing and communication of transportation information
3. Maintain and expand services in the rural areas
4. Improve transportation to medical and dental appointments
5. Expand, explore and improve transportation services and options to elderly, and persons with disabilities.

These identified needs have steered concurrent PTP planning efforts in annual updates to the plan from 2012 to the current plan update. The ECICOG PTAC facilitated the annual updates, and each year built on the core needs to reflect changes and new developments in the field of passenger transportation. The PTAC is representative of both passenger transportation users and agencies who offer and operate transit in their respective county, as well as human service providers. The composition of the PTAC makes it an ideal body to review and update passenger transportation needs in years between development of a PTP. A summary of the needs identified by the PTAC in the 2012 – 2014 update are as follows, in no order:

1. Expand transit service to weekends and weeknights
2. Affordability of public transit service in rural and urban areas
3. Difference in rates between “in-town” trips vs. long-distance trips in rural areas
4. Lack of coordination between transportation providers and case managers
5. Unforeseen changes in Mental Health funding at State and Federal level and the associated local impacts.
6. Partnering with private employers to provide transportation to major employment centers
7. Educating passengers of their rights and responsibilities for using transportation service provided with Medicaid funds
8. Support efforts by the DOT to increase rideshare software and make it available to the public

The eight needs identified during annual PTP updates reflect the always transforming realm of passenger transportation, and build on previously identified needs. The needs identified from the previous PTP serve as the basis of newly identified and updated needs for the 2016-2020 PTP, as identified by the PTAC and public input.

IOWA COMMUTER TRANSPORTATION STUDY

For much of 2014, the Iowa DOT Office of Public Transit oversaw a commuter study that focused on the seven county ECICOG region. The study was mandated by the Iowa Legislature, and focused on commuter needs and possible solutions centered on the Interstate 380 corridor between Cedar Rapids and Iowa City. Once completed, the Iowa Commuter Transportation Study¹ recommended four strategies targeted for commuter needs:

1. Public Interregional Express Bus Service
2. Subscriptive Bus Service
3. Public Vanpool Program
4. Public Carpool Program

An implementation committee was formed by ECICOG to foster the development and implementation of these recommendations, and efforts by this committee begun in early 2015.

Although the purpose of the commuter study focused on needs related to employment transportation, an abundance of input was gathered that is helpful to understanding overall passenger transportation needs in the ECICOG region. As part of the study, a survey on commuter needs was created and over 600 responses were generated. The survey was targeted to commuters for employment purposes, and several of the relevant findings are presented below:

- 89% of respondents drive to work alone
- 61% of respondents indicated they might use a form of public transportation
- “Safety” and “Increased Traffic Congestion” were the two top concerns
- “Convenient Public Transportation Options” and “Price of Fuel” were top two motivators that would encourage people to use public transportation
- Many respondents indicated a need for other options such as light rail or passenger rail

The summarized overall needs listed in the commuter transportation study give great insight into the needs of employment related transportation needs. The summary of needs was developed by a public survey, stakeholder meetings with major employers, and detailed analysis of demographic, socio-economic, and employment data. The primary needs identified from the final report of the commuter study are:

- Need to improve congestion and safety on Interstate 380
- Commuter transportation investments that can benefit employers by widening labor pool, and reduce current barriers to employment opportunities
- Availability of public transportation to provide options and opportunities

¹ The full study can be found at: http://www.iowadot.gov/commuterstudy/pdfs/ITC_FinalReport.pdf

- Public transportation that can enhance regional mobility and expand job opportunities
- Reduce the cost of commuting
- Provide equal opportunity for population subgroups including disabled and lower income persons
- Student commuters in region have similar needs as employment related commuters
- Reduce negative environmental effects associated with increased traffic volumes

REGIONAL EVENTS PERTAINING TO PASSENGER TRANSPORTATION

On September 19th, 2014 the Cedar Rapids TAG hosted a Transportation Forum which drew over 100 attendees. The TAG typically hosts a transportation forum every other year and rotates the topics so that attendees can learn and express their opinions on a wide variety of topics that relate to transportation. The 2014 forum focused on legislation relating to transportation, with a focus on public transit. The majority of attendees were from east central Iowa, and included representatives from fields such as healthcare workers, social workers, disability advocates, transportation providers, transportation planners, employers, non-profit agencies, and local legislators.

At the conclusion of the forum, small focus groups were assembled to collaborate and share needs relating to transportation in the area. Below is a summary of the identified needs:

- Expanded service to rural areas and population that need transportation assistance
- Increased training for transit operators (sensitivity, unique needs of passengers)
- Improve the state Non-Emergency Medical Transportation brokerage
- Partnerships with private agencies and corporations
- Expanded availability of public transit service
- Intercity options (Cedar Rapids – Iowa City)
- More funding for public transit vehicles
- More mobility management and Travel Training resources

The needs identified during the forum were not specific to certain geographies, but rather a cross section of needs for both urban and rural areas in east central Iowa.

On May 15th, 2014 the Iowa DOT Office of Public Transit hosted a statewide Passenger Transportation Summit in Marshalltown. Much like the transportation forum hosted by the Cedar Rapids TAG, the statewide summit generated a wide encompassing audience that represented a variety of fields. Experts presented information during the day-long event, and a breakout session was held to share and identify needs that relate to passenger transportation on a statewide basis. Needs that were identified during the summit include:

- Transportation for late night hospital discharges
- Marketing available services
- Isolation of seniors in rural areas

- Sharing/coordinating vehicles for passenger transportation use
- Employment based transportation
- 4A: Transportation for Anyone, Anywhere, Anytime, on Any service

PTP SURVEY RESULTS

Two surveys were created to specifically gauge needs and input for the PTP update. One survey focused on agencies that deal with passenger transportation either by funding, contracting for, directly providing, or referring clients to passenger transportation services; this survey generated 70 responses. The second survey was focused on users and consumers of passenger transportation services, and was offered both as an on-line survey and paper copies that were distributed to passengers and workshop participants such as Goodwill; the user survey generated 91 responses.

Respondents to the agency survey primarily dealt with mental health (41%), disabled (28%) and medical (25%) services that require transporting passengers, and most (31%) operate their own transportation service or have staff transport as needed (15%). Below are figures that display responses from the agency survey that demonstrate needs based on the perspective of agencies:

FIGURE 16: BARRIERS FACED BY CLIENTS

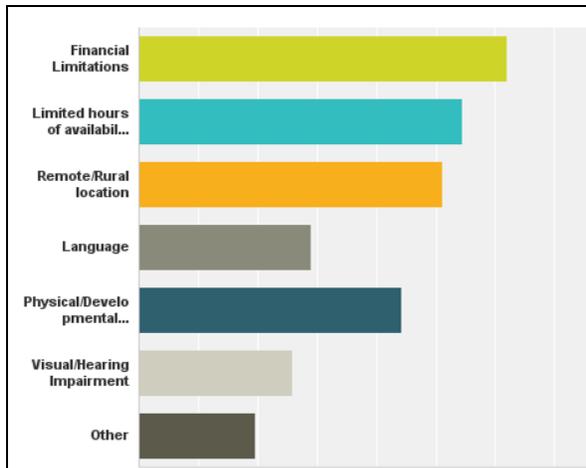
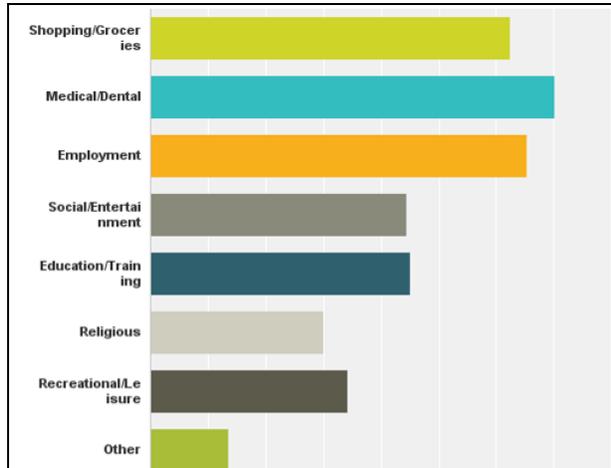


FIGURE 17: TRANSPORTATION NEEDS OF CLIENTS



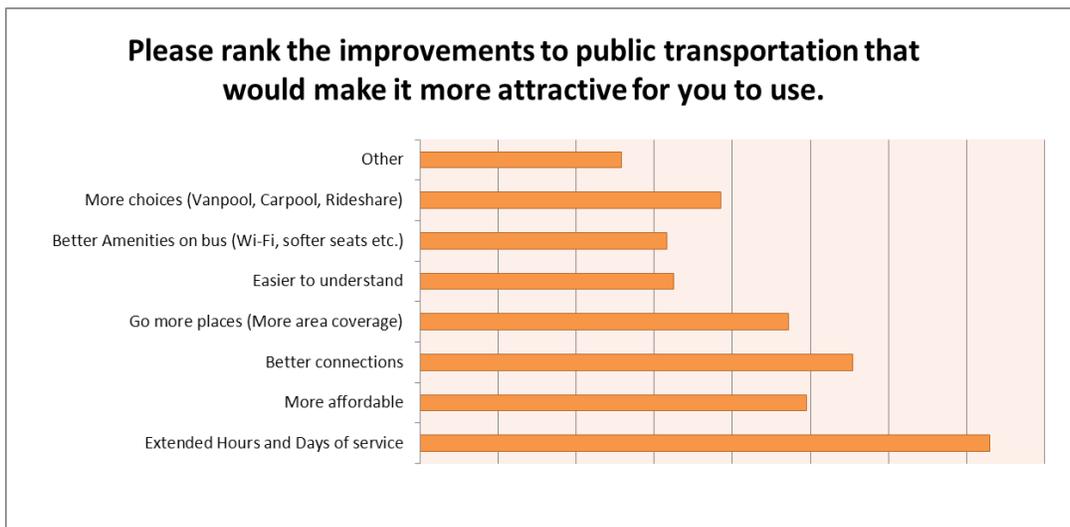
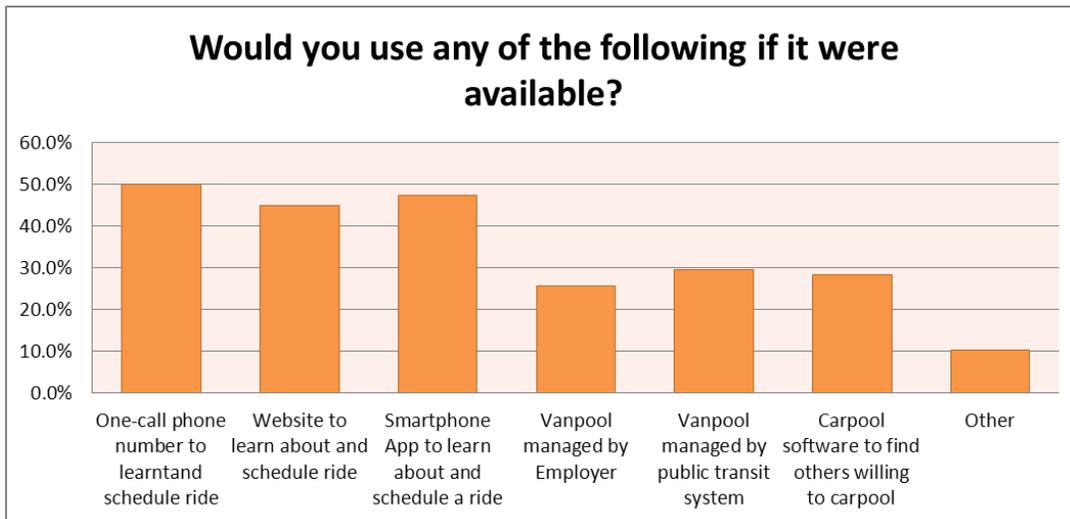
As the figures above show, financial limitations and limited hours of availability are the two main barriers faced by clients of agencies that responded to the survey. In terms of transportation needs, Medical, Shopping/Grocery, and Employment were identified as the largest needs. Another question of the survey asked how public transit can better accommodate the needs of the agency. Written-in comments included the following topics:

- More service to rural areas
- More service between Cedar Rapids and Iowa City (specifically University Hospitals)

- Expanded service hours (evenings)
- Better awareness of unique and special needs of clients
- Improve collaboration among bordering transit systems and planning agencies

Results from the user survey are shown in the figures below. Thirty-one respondents answered that they do not use public transportation, and of those 58% indicated it is because they “would rather drive”, and 32% responded to both “Transit not available at times I need it” and “Transit does not exist where I live”. Of the 54 respondents who indicated they use public transit, 34% indicate it is for employment purposes, 24% answered “Shopping”, and 16% answered “Medical appointments”. Based on the need to attract more choice riders to public transportation, survey questions show below help explain what features or amenities associated with public transit would create additional use.

FIGURE 18: USER SURVEY RESPONSES RELATING TO INCREASED TRANSIT USE



As seen in the graphs above, technological methods such as a one-call center and smartphone apps to ease the understanding and use of public transit would be well received. Expanded service options with more areas served were also important needs identified from the surveys. Listed below are a summary of the written in responses from the user survey from the question asking what areas of public transit could be improved:

- Better and easier to access information on transit services
- Expanded service on nights and weekends
- Intercity Service (Cedar Rapids to Iowa City) & between surrounding smaller cities
- Inter-county Service
- Improved bus conditions

A summary of all responses from the PTP survey can be found in the appendix.

RECENT DEVELOPMENTS

At the time the 2011 PTP was developed the ECICOG region had a mobility manager. Since that time, the region no longer has a mobility manager, but the Cedar Rapids TAG created a position for a mobility manager that serves the urban area of Cedar Rapids. Given the nature of passenger transportation, the Cedar Rapids mobility manager often works on transportation issues beyond the urban boundary and has developed relationships with transportation providers and agencies across the ECICOG region.

Transportation for routine medical purposes for Medicaid patients and others enrolled in state programs such as Iowa Care have seen changes in the past five years as services have been discontinued and new ones implemented. Previously, Iowa Care patients were served by a University of Iowa Hospitals vehicle, but that service discontinued in 2012. To fill the gap in service, the Iowa DOT office of public transit made funding available to public transit systems to transport Iowa Care patients, however this program lasted less than two years in the ECICOG region. The state of Iowa continues to broker the Non-Emergency Medical Transportation (NEMT) element of Medicaid to a private out of state company, and customer services issues associated with this service continue to be a major impediment to consumers of the service.

In 2013 five of the counties in the ECICOG region joined a new nine county East Central Region (ECR) Mental Health/Disability Service region mandated by the state of Iowa. The provision of transportation to patients enrolled in this program was not mandated by state code; however leaders in the ECR region realized the importance of transportation and allocated funds to be utilized solely for transportation purposes. Because the ECR is still very new, details of how transportation funds are to be programmed and prioritized have yet to be worked out, but local transit providers have reached out to partner with the ECR to develop programs and solutions

to achieve the goal of transporting ECR clients. Washington County is part of the Southeast Iowa Link region, and Cedar County is part of the Eastern Iowa MHDS region.

The Moving Ahead for Progress (MAP-21) Federal surface transportation legislation was enacted in 2012 and resulted in numerous changes to public transit providers, both financially and operationally. Rulemaking for details mandated by the bill are ongoing and will be incorporated by local transit systems when required. Of particular concern regarding MAP-21 is the reduction of available funding for bus capital replacements. The Iowa DOT and the Iowa Public Transit Association have focused efforts to replace and replenish lost capital funding, with some success at the state level, but there remains a major concern with the lack of federal funding to simply maintain the condition of public transit vehicles across the state. In 2014 56% of public transit vehicles in Iowa were past their federal useful life threshold, and the cost to replace these vehicles would be more than \$120 million. For ECI Transit alone, the 2014 cost to replace all vehicles beyond their federal useful life was over \$5.3 million, which represents 73% of the fleet.

NEEDS OVERVIEW

Taking all the input together along with data on the seven county ECICOG region, three categories of passenger transportation needs were identified, with more specific subsets of needs based on the primary three. The three categories are listed and explained below, along with the associated, more specific needs.

NEED FOR EXPANSION OF TRANSPORTATION SERVICES

A common theme expressed through each survey and by most agencies is the need to provide additional service both geographically, at greater frequency, and at additional hours and days of the week. Many indications were focused on additional service to specific populations, and listed below is a summary of the non-prioritized expansion needs:

1. Support multi-modal programs
 - (Park and ride, passenger rail, vanpools)
2. Additional service option to rural areas
3. Additional service for elderly, low income, and disabled population
4. Seek to attract choice riders to public transit
5. Additional opportunities for employment related transportation
 - (Subscriptive bus service, vanpools, rideshare programs)

NEED FOR COLLABORATION AMONG PROVIDERS AND AGENCIES

Many respondents to the survey, along with people representing human service agencies, indicated frustration with the barriers (both real and perceived) associated with boundaries between different transportation providers, and different planning agencies. The frustration is amplified when service is sought for a transit consumer who needs to cross multiple boundaries, and the difficulty in achieving a ride leads to the person not being able to access their needed transportation. Below is a list of more specific needs relating to collaboration:

1. Need for a one-stop resource for information on all transit services region wide
 - (One call phone number, One-click website)
2. Collaboration among bordering public transit systems to ensure availability of similar service
3. Regular interaction among MHDD region's and transportation providers
4. Collaborative funding solutions
5. Ensure duplication of similar services is avoided
6. Explore private and non-profit transportation providers for opportunities
7. Seek transportation solutions across current political, planning, and public transit boundaries.

NEED FOR ENHANCEMENT OF CURRENT SERVICES AND EMBRACE NEW INNOVATIONS

A central theme expressed by many input opportunities was to embrace new technologies relating to transit that can improve the experience of the passenger or lead to efficiencies for transit operators. Additionally, new methods to offer transportation should be explored that may not currently be common in the region, but will fulfill the need of growing passenger transportation services.

1. Increase marketing and outreach of current services
2. Modernize fleet and associated facilities
3. Explore mobility management for entire region
4. Pair new service offerings with strategic marketing approaches
5. Explore innovative approaches to expand transit offerings
 - (Partnerships with employers, community colleges, institutions)
6. Explore innovative funding for capital replacement and expansion

7. Offer amenities on vehicles that passengers need and desire
8. Monitor innovative platforms that could change the provision of passenger transportation and ride-sharing, and consider partnerships
 - (Uber, Lyft)

STRATEGIES

Based on the comprehensive needs assessment, a number of strategies have been developed as solutions to address the wide variety of needs facing passenger transportation. Below is a summary of those strategies. The “Need(s) Addressed” row will reference specific needs identified in the preceding Needs Overview portion of this plan; the three main categories of needs are **Expansion**, **Collaboration**, and **Enhancement**. From these three main categories of needs, are numbered sub-needs which will be referenced according to each strategy. The following projects are not prioritized.

Project/Strategy: Procure Replacement and Expansion Vehicles

Timeline:	Annual
Need(s) Addressed:	Enhancement: 2 & 7
Proposed by:	PTAC; Transit Operators; Survey Respondents; Forum Participants
Description:	Replace public transit vehicles that have surpassed their federal useful life threshold; Procure new public transit vehicles to expand the ECI Transit fleet.

Project/Strategy: Service Expansion for Small Communities Surrounding Metro Areas

Timeline:	2018
Need(s) Addressed:	Expansion 1, 4 & 5;
Proposed by:	Transit Operators, Survey Respondents
Description:	Small towns such as Solon, Mount Vernon, Palo have expressed interest in transit service related to employment and medical services that cannot be met by current service offerings.

Project/Strategy: Public Vanpool Service

Timeline:	2017
Need(s) Addressed:	Expansion 1- 5; Collaboration 7; Enhancement 5 & 8
Proposed by:	Corridor Commuter Study, Forum, PTAC
Description:	Publicly available vanpool service serving entire region. Potential partnerships with employers and institutions to share costs,

administration and marketing.

Project/Strategy:	Subscriptive Bus Service
Timeline:	2018
Need(s)	Expansion 1- 5; Collaboration 7; Enhancement 5 & 8
Addressed:	
Proposed by:	Corridor Commuter Study, Forum, Summit
Description:	Bus service to address needs of large attraction centers (i.e. employers) in rural areas or bordering communities in which significant number of passengers need service.

Project/Strategy:	Cedar Rapids – Iowa City Express Bus Service
Timeline:	2018
Need (s)	Expansion 1, 3-5; Collaboration 4, 6, 7; Enhancement 5, 7, 8
Addressed	
Proposed by:	All Sources
Description:	Express service between Iowa City and Cedar Rapids with potential stops at major activity centers in between. Potential partnerships with employers, institutions, and private transit providers could bolster service.

Project/Strategy:	Park and Ride Facilities
Timeline:	2019
Need(s)	Expansion 1-5; Collaboration 4, 7
Addressed:	
Proposed by:	Corridor Commuter Study, PTAC, Summit
Description:	Seek locations for land that would serve park and ride functions; potentially linked to existing public transit service or with existing lots that could benefit private businesses or landowners. Coordinate efforts with DOT.

Project/Strategy:	Public Rideshare Program
Timeline:	2016
Need(s)	Expansion 1-5; Collaboration 1, 6, 7; Enhancement 5, 8
Addressed:	
Proposed by:	Corridor Commuter Study, Forum, Summit, PTAC
Description:	Website/software to access information on arranging rideshares for persons with similar origins and destinations.

Project/Strategy: Regular Meetings Between MHDD Regions and Transit Providers

Timeline:	Annual or Bi-Annual
Need(s) Addressed:	Collaboration 3-7; Enhancement 1, 5
Proposed by:	PTAC, Survey Respondents, Forum
Description:	Schedule reoccurring meetings or events in which representatives from the three MHDD regions meet with local transit providers to better understand needs and potential solutions .

Project/Strategy: Regular Meetings Between Bordering Planning Agencies and Transit Systems

Timeline:	Annual or Bi-Annual
Needs Addressed:	Collaboration 2, 4-7; Enhancement 1, 4, 5, 8
Proposed by:	PTAC, Survey Respondents, Forum
Description:	Create a reoccurring platform for bordering planning agencies and bordering transit systems to regularly meet and discuss topics and issues relevant to multiple jurisdictions.

Project/Strategy: Regional One-Call Transportation Center

Timeline:	2019
Needs Addressed:	Collaboration 1, 2, 5, 7; Enhancement 5
Proposed by:	PTAC, Survey Respondents, Forum, Regional call center that would allow consumers to make one phone call to inquire transportation and to schedule trips

Project/Strategy: Marketing Study for Transit Providers

Timeline:	2017
Needs Addressed:	Expansion 4; Collaboration 5-7; Enhancement 1,,4,
Proposed by:	PTAC, Forum
Description:	Conduct a study to seek best practice marketing efforts, and identify populations that underutilize transit, and how to reach those populations. Outcome of study will be a marketing plan to be used by transit systems.

Project/Strategy: Regional One-Click Transportation Website

Timeline:	2018
Needs Addressed:	Expansion 4; Collaboration 1, 2, 5, 7; Enhancement 1, 4, 5
Proposed by:	PTAC, Survey Respondents, Forum
Description:	Develop a website with easy to access information for all transportation providers across the seven county region, including private and non-profit.

Project/Strategy	Fleet Maintenance and Expansion
Timeline:	Annual
Needs Addressed:	Expansion 1-5; Enhancement 2, 7
Proposed by:	All sources
Description:	Provide regular maintenance on existing fleet and improve vehicle condition.

Project/Strategy	Intelligent Transportation Solutions (ITS) Implementation
Timeline:	2017-2020
Needs Addressed:	Expansion 4; Enhancement 2, 5, 7, 8
Proposed by:	PTAC, Survey Respondents
Description:	Implement technological improvements to transit systems that bolster the provision and availability of service.

Depending on the strategy, several funding sources may be applied to meet the identified objective. For expanded vehicles and other capital needs, grants from FTA and the Iowa DOT are the most relevant. For service expansion, a multitude of funding sources will be sought out that best pertain to the population and geography that will be served. For example, a Cedar Rapids-Iowa City express service would likely seek funds from local governments and large employers that could directly benefit from a new service. Likewise, a shuttle service for a large employer in a rural area would utilize funding the county or local government and the employer benefiting from the service. When feasible, partnerships will be sought among multiple transportation providers, human service agencies, local governments, and other agencies in order to distribute costs and expenses for new services, as well as for outreach efforts. A detailed description of funding sources which can be utilized for public transit is found in section 4 of this document.

SECTION 4: FUNDING

This section will identify funding sources for transportation coordination and improvements. Funding from public transportation sources provide the bulk of financial resources available, particularly to the regional transit operators.

As trust builds in the transportation coordination effort, there will be additional opportunities to identify funding streams and the local agencies that utilize these dollars. For the benefit of future collaboration, the following local agencies have been identified to fund transportation programs or to have transportation benefits for their clients: American Cancer Society, Department of Human Services, General Assistance, Heritage Area Agency on Aging, Iowa Workforce Development, RSVP, United Way of East Central Iowa.

FEDERAL TRANSIT FUNDS

Federal funds for passenger transportation are made available through the Federal Transit Administration (FTA) and distributed to local transit operators directly or through the state departments of transportation. The federal transportation bill, Moving Ahead for Progress (MAP – 21) and title 49 of the United States code provides the authorization for dissemination and use of these funds. Generally, these funds are described by their section number within title 49. Following is a discussion of each potential funding source:

5339 (BUS AND BUS FACILITIES FORMULA GRANTS)

Section 5339 is a program authorized under MAP – 21 to provide capital funding to replace, rehabilitate and purchase buses, van, and to construct bus-related facilities. In Iowa, approximately \$1.25 million is received annually for small urban systems and regional transit systems. Funding is distributed through the Public Transit Management System vehicle rankings.

5310 (ELDERLY AND PERSONS WITH DISABILITIES)

5310 is a formula program that provides funding to states for capital projects to assist in meeting the needs of the elderly and persons with disabilities, and costs for contracted services for these needs. Eligibility for these funds extends beyond local public agencies under certain restrictions. The federal share is 80%. ECICOG has and will seek these funds to support regional transit operations.

5311 (NON-URBANIZED AREA FORMULA)

This federal program supports transit activities in rural areas and communities with populations under 50,000. These funds are allocated to Iowa based on the number of persons

living outside urbanized areas compared to other states. The federal share is 50%. The region has and will seek these funds to support regional transit operations.

5311(B)(3) (RURAL TECHNICAL ASSISTANCE PROGRAM)

This federal program provides a source of funding to assist in the design and implementation of training and technical assistance programs and other support services tailored to meet the specific needs of transit operators in non-urbanized areas (less than 50,000 in population). The region has and will seek, as necessary, these funds to support training and continuing education for planning and transportation staffs.

SURFACE TRANSPORTATION PROGRAM FUNDS (STP)

These funds come to the state via MAP – 21 legislation and can be used for roadway or transit capital projects on an 80 percent federal and 20 percent local basis. ECICOG administers these funds to the seven counties, which can be flexed in order to be programmed for use by a transit system.

STATE OF IOWA TRANSIT FUNDS

The State of Iowa makes various funding opportunities available to assist local agencies and jurisdictions in providing transportation to those who need it most. Following is a discussion of each potential funding source:

ICAAP (IOWA CLEAN AIR ATTAINMENT PROGRAM)

The federal government provides funds to all 50 states through the Congestion Mitigation and Air Quality (CMAQ) program. This program is designed to increase air quality in areas that fail to meet a federal standard for air quality. All of Iowa meets that standard and therefore funding from this program is awarded through IDOT on a competitive grant system that considers proposed projects on ability to reduce congestion or increase efficiency. The state share maximum is 80%. The IDOT also allocates a portion of the CMAQ funds (\$3 million per year) for the replacement of public transit vehicles.

PTIG (PUBLIC TRANSIT INFRASTRUCTURE GRANT)

This program is designed to fund some of the vertical infrastructure needs of Iowa's transit systems. Applications are accepted as part of the annual Consolidated Transit Funding Applications. Projects can involve new construction, reconstruction or remodeling, but must include a vertical component to qualify. They are evaluated based on the anticipated benefits to transit, as well as the ability to have projects completed quickly. The infrastructure program participation in the cost of transit-related elements of a facility project is limited to 80% and cannot, in combination with federal funding, exceed that number.

IOWA STA (STATE TRANSIT ASSISTANCE)

All Public transit systems are eligible for funding under the STA program. STA funding is derived from a dedicated portion (currently 1/20th) of the first four cents of the state use tax imposed on the sale of motor vehicles and accessory equipment. STA funds are provided to support public transit services and may be used for either operating or capital projects. The majority of the state transit assistance funds received in a fiscal year are distributed to individual transit systems on the basis of a formula using performance statistics from the most recent available year. Each month, the dollars received in the fund during the prior month are allocated to the transit agencies. These funds can be used by the public transit system for operating, capital or planning expenses related to the provision of open-to-the-public passenger transportation. The region has and will seek these funds to support the regional transit operation.

STA SPECIAL PROJECTS

Each year up to \$300,000 of the total STA funds are set aside to fund special projects. These can include grants to individual systems to support transit services that are developed in conjunction with human service agencies, or statewide projects to improve public transit in Iowa through such means as technical training for transit system or planning agency personnel, statewide marketing campaigns, etc. STA Funds are considered an immediate opportunity program by the Iowa DOT, meaning that the funds can be applied for at any time of the year as an opportunity arises, provided that funding is still available. Projects are intended to assist with start-up of new services that have been identified as needs by health, employment or human service agencies participating in the Passenger Transportation Planning process. Most projects will fall within the \$5,000-\$25,000 range. Projects shall be for no more than one year, but a second year of funding can be applied for separately. Priority is given to projects that include a contribution from human service agencies as well. The region may seek these funds to complete a regional travel-training program.

AMOCO LOAN

The capital match revolving loan fund was created by the Iowa Legislature with funds from Iowa's share of the federal government's petroleum overcharge settlement against American Oil Company (AMOCO). The loan program is subject to an intergovernmental agreement between the Iowa DOT and the Iowa DNR. All public transit systems are eligible for loans under this program, which are no-interest loans intended to be used for the local match on a federally funded capital project.

LOCAL FUNDING OPTIONS

As mentioned previously, there are a number of ways local agencies can fund public transportation locally. The Iowa code allows for many internal options for municipalities and transit agencies. Following is a discussion of each potential local funding source:

MUNICIPAL TRANSIT LEVY

Iowa law authorizes municipalities to levy up to 95 cents per \$1,000 assessed property valuation to support the cost of a public transit system. Most of Iowa's larger communities levy for support of their urban transit systems.

REGIONAL TRANSIT LEVY

In 2005, the Iowa legislature authorized Iowa's two largest counties to form special taxing districts, under the control of the county, for support of area-wide public transit services. Once formed, adjacent counties can become part of the district, or municipalities in nonparticipating adjacent counties can join. The district can levy up to the 95 cents per \$1,000 assessed valuation; but, unlike the provisions in the municipal levy, the regional transit districts can set differing levy rates across their territory. Only Polk County has chosen to form a district, and has, so far, limited its geographic coverage to just their county. Nearly all municipalities within the county have opted to participate.

GENERAL FUND LEVY

The cost of supporting transit services is an eligible use of general fund revenues for all Iowa governments and is the primary source of funding to support transit for counties who do not have the option of a transit levy, as well as for cities that chose not to use the transit levy.

LOCAL OPTION SALES TAX (LOST)

The City of Washington provides 25% of its local option sales tax to Washington County Mini Bus for the operation of transit services. In FY 2014, the most recent year for which information is available, Mini Bus received \$211,672 from the local option sales tax proceeds.

REGIONAL COMMUNITY FOUNDATIONS

BENTON COUNTY COMMUNITY FOUNDATION

The Benton County Community Foundation is a local, non-profit, charitable affiliate of the Community Foundation of Northeast Iowa. Due to the generosity and vision of the Community Foundation of Northeast Iowa's donors, the Benton County Community Foundation was established to build stronger, healthier communities in Benton County. The foundation

provides visionary leadership, effective grant-making and personalized endowment building services.

GREATER CEDAR RAPIDS COMMUNITY FOUNDATION

The Greater Cedar Rapids Community Foundation exists to promote community philanthropy and to accept gifts to and make grants from the "community's endowment." The Foundation provides its donors and fund holders with the highest possible level of philanthropic stewardship and professional services. The Foundation is responsive to the ever-changing needs of Linn County's charitable sector and will continue to be a catalyst for solutions that have lasting impact.

JONES COUNTY ENDOWMENT FUND

The Jones County Endowment Fund places priority on improving the economic well-being or quality of life of Jones County residents, improving educational opportunities, community capital improvements, promoting tourism and recreation, and maintaining Jones County heritage. Projects and programs must be located in Jones County. Religious organizations and entities are not eligible.

IOWA COUNTY COMMUNITY FOUNDATION

Like the Benton County Community Foundation, the Iowa County Community Foundation is a local, non-profit, charitable affiliate of the Community Foundation of Northeast Iowa. Due to the generosity and vision of its donors, the Community Foundation was established to build stronger, healthier communities in Iowa County today, and in the future. The foundation supports its donors and the communities it serves with visionary leadership, effective grant-making and personalized endowment building services.

COMMUNITY FOUNDATION OF JOHNSON COUNTY

The Community Foundation of Johnson County provides a means to: contribute to specific organizations, general areas of concern or the common good; pool and manage endowment funds for local nonprofit organizations; and to distribute funds to benefit the greater good of the community.

COMMUNITY FOUNDATION OF WASHINGTON COUNTY

The Community Foundation of Washington County is a charitable foundation created by and for local citizens to improve the quality of life in Washington County. The foundation helps donors make a positive, local and lasting impact within the serviced communities.

COMMUNITY FOUNDATION OF CEDAR COUNTY

The Community Foundation of Cedar County is a charitable foundation created by and for local citizens to improve the quality of life in Cedar County communities. The foundation helps donors achieve their philanthropic goals by providing a variety of giving options with various areas of local focus.

SECTION 5: RECOMMENDED PROJECTS

The following tables illustrate the projected funding for ECI Transit for FY2016 – FY2020. These projects are presented in table form, including a brief description, their estimated cost and projected funding sources. The recommended projects involving “operations” are the contracted service and administration of the ECI Transit system; because ECI Transit operates as a brokered system, funds from the federal 5311 and 5310 source will be used by the contracted transit service providers to operate on behalf of ECI Transit.

PROJECTED FUNDING FOR ECI TRANSIT

Projected funding for FY 2016-2020 is noted in the table below. This includes funding for the administration and operation of ECI Transit, but does not include estimates for capital replacement.

TABLE 9: PROJECTED CAPITAL AND OPERATING FUNDS, FY 2016-2020

Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
FTA 5310/5311	\$615,000	\$633,300	\$652,400	\$672,000	\$692,000
STA	\$437,000	\$450,000	\$464,400	\$478,300	\$492,000
Local Funding	\$1,880,000	\$1,953,500	\$2,028,200	\$2,106,200	\$2,187,200
LOST	\$213,000	\$214,000	\$215,000	\$216,000	\$217,000
Total	\$3,145,000	\$3,250,800	\$3,360,000	\$3,472,500	\$3,588,200

*Local Funding includes passenger and contract revenue

**The LOST (Local Option Sales Tax) listed in the above table is specific to Washington County.

ANNUAL PROGRAM FOR ECI TRANSIT

The following tables demonstrate the total operating and planning expenses associated with ECI Transit. Planning expenses include administrative activities. Capital expenses are not included in these tables due to the speculative nature of available federal and state funding allocated to capital replacements, along with the uncertainty of prioritization in the statewide PTMS ranking system used to select capital replacements.

TABLE 10: FY 2016 PROGRAM

Project	Fund	Total Cost	Federal Cost	State Cost	Local Cost
Operations	5310/5311/STA	\$3,010,000	\$498,000	\$437,000	\$2,075,000
Planning	5310/5311	\$135,000	\$117,000	\$0	\$18,000
Total		\$3,145,000	\$615,000	\$437,000	\$2,093,000

TABLE 11: FY 2017 PROGRAM

Project	Fund	Total Cost	Federal Cost	State Cost	Local Cost
Operations	5310/5311/STA	\$3,111,800	\$512,800	\$450,000	\$2,149,000
Planning	P5311/SPR	\$139,000	\$120,500	\$0	\$18,500
Total		\$3,250,800	\$633,300	\$450,000	\$2,167,500

TABLE 12: FY2018 PROGRAM

Investment	Fund	Total Cost	Federal Cost	State Cost	Local Cost
Operations	5310/5311/STA	\$3,216,800	\$528,400	\$464,400	\$2,224,000
Planning	5311/5310	\$143,200	\$124,000	\$0	\$19,200
Total		\$3,360,000	\$652,400	\$464,400	\$2,243,200

TABLE 13: FY2019 PROGRAM

Investment	Fund	Total Cost	Federal Cost	State Cost	Local Cost
Operations	5310/5311/STA	\$3,325,000	\$544,200	\$478,300	\$2,302,500
Planning	5311/5310	\$147,500	\$127,800	\$0	\$19,700
Total		\$3,472,500	\$672,000	\$478,300	\$2,322,200

TABLE 14: FY2020 PROGRAM

Investment	Fund	Total Cost	Federal Cost	State Cost	Local Cost
Operations	5310/5311/STA	\$3,436,200	\$560,300	\$492,000	\$2,383,900
Planning	5311/5310	\$152,000	\$131,700	\$0	\$20,300
Total		\$3,588,200	\$692,000	\$492,000	\$2,404,200

APPENDICES

PTAC AGENDAS/MINUTES

ECICOG PTP SURVEY RESULTS

CEDAR RAPIDS TAG FORUM RESULTS

CORRIDOR STUDY EXECUTIVE SUMMARY

ECICOG - Region 10
Passenger Transportation Advisory Committee
October 29th, 2014
10:00 a.m.
ECICOG Office
700 16th Street NE
Cedar Rapids, Iowa 52402

Agenda

- 1) Introductions; Purpose of Committee
- 2) Update from Recent Transportation Forum
- 3) Purpose, Timeframe and Outline of Passenger Transportation Plan
- 4) Current Shortfalls of Regional Transportation and Related Needs
 - a. Human Service Needs
 - b. Employment Needs
 - c. General Needs
- 5) Goals for Passenger Transportation
- 6) Update on DOT Planning efforts for I-380 Corridor Study & Park and Ride System Plan
- 7) Future Meeting Dates

The East Central Iowa Council of Government's meetings are open to all individuals regardless of disability. Any person with a disability requiring a reasonable accommodation to attend this meeting should contact the ECICOG office at (319) 365-9941 at least two business days prior to the meeting.

Meeting Notes
ECICOG Passenger Transportation Advisory Committee (PTAC)
October 29th, 2014 10:00: ECICOG Conference Room

Present at the meeting were:

Dana Burmeister	Benton County Transportation
Brandon Whyte	Corridor MPO
Brock Grenis	East Central Iowa Council of Governments
Nichole Van Nelson	East Central Iowa Council of Governments
Marilyn Austin	ECR MHDD Region
Aaron Sandersfeld	Iowa County Transportation
Kathy Koerperich	Jones County JETS
Tom Brase	Johnson County SEATS
Ann Hearn	Linn County Human Services
Tom Hardecopf	Linn County LIFTS
Terry Bergen	Neighborhood Transportation Services
Tracy Laws	Washington County Minibus
Bobbie Wulf	Washington County Human Services

After introductions, Grenis explained the purpose of this committee, and the need to update the Passenger Transportation Plan. Members of this committee represent transportation and human service experts from each of the seven counties served by ECICOG, and will guide the development of the PTP over the next several months.

Bergen gave an update from the recent Transportation Forum hosted by the Cedar Rapids TAG. The forum had presentations from national leaders in the public transit field, state legislators focused on increasing revenue for transportation, and local healthcare and transit officials. The forum had an excellent turnout and spurred valuable discussion on a wide variety of transit related topics. Bergen mentioned four topics that were emphasized by forum attendees during breakout sessions:

- Improving service to and from rural areas.
- Service to University of Iowa Hospitals for specialized medical needs.
- Increased service for employment related transportation.
- Better coordination and information for rural transit service, i.e. one website or phone number to provide all necessary and related information.

Information and input from this forum will be utilized for the creation of the Cedar Rapids Corridor MPO PTP, but is also valuable and relevant information that will be used for the creation of the ECICOG PTP.

Grenis then described the reasoning and process for updating the PTP in more detail. The recent MHDD redesign was discussed, in particular how new regions were created and that there are now three regions serving the seven ECICOG counties. The group also discussed what goals the PTP hopes to achieve, in particular a goal of developing justification for future transportation investments, and how this is frustrating given the reduction in Federal transit funding over the past several years.

The committee discussed how input would be solicited and collected for the update of the PTP. Grenis explained that online surveys would be the primary method to collect input from both transit providers and transit users. Austin emphasized that input should be solicited from as many sources as possible, including the public, health-care providers, vocational rehab centers, employers, and human service

providers. Several people mentioned that the survey should be distributed by committee members to their local groups in order to achieve a better response. The group also emphasized that responses should be tracked based on where the respondent lives/travels to better understand specific needs.

The group then began discussing goals and priorities for the updated PTP after reviewing previous goals from the 2011 PTP and annual updates from following years. Three primary areas were identified as core priorities, with a subset of goals associated with each priority. A summary of those priorities and goals are:

- Expansion of transportation service for a variety of populations and geographies
 - Support multi-modal transportation programs
 - Attract "choice" riders to regional transit
 - Expand service options between Cedar Rapids and Iowa City metropolitan areas
 - Expand employment related transportation
- Collaboration among transit providers, and among agencies utilizing transit services
 - Interagency collaboration and funding to replace reduced federal funding
 - Increase interaction between MHDD regions and transit providers
 - Increase communication and interaction between COG's and planning agencies that deal with transit spanning political boundaries
- Embrace innovation and new technology to increase transit use and realize efficiencies
 - Increase marketing and outreach of existing services
 - Explore mobility management for region
 - Utilize technology to increase efficiency and collaboration among transit providers
 - Monitor innovative platforms that could change the provision of transportation such as ridesharing software (i.e. Uber)

Bergen discussed recent efforts by the Iowa DOT in studying commuter traffic along the I-380 corridor, and various solutions that may be recommended. The DOT commissioned a consultant to study the corridor and seven counties in the region in order to understand travel behaviors and identify potential solutions to serve commuter needs. Options identified so far include carpool and ridesharing, public transportation (bus), park and ride lots, and vanpools. The consultant will present their findings during an open house in mid-November and conclude their study around Thanksgiving.

The committee agreed to meet again on Wednesday December 3rd at 10:00 at the ECICOG office. Grenis said by this meeting the surveys and data collection should be underway, and an outline of the PTP should be available for review.

ECICOG - Region 10
Passenger Transportation Advisory Committee
December 10th, 2014
10:00 a.m.
ECICOG Office
700 16th Street NE
Cedar Rapids, Iowa 52402

Agenda

- 1) Introductions; Purpose of Meeting
- 2) Review of October 29th Meeting notes
- 3) Update on Passenger Transportation Plan (PTP) Surveys
- 4) Review Outline of PTP
- 5) Review Previously Identified Goals/Priorities for Passenger Transportation
 - a. Human Service Needs
 - b. Employment Needs
 - c. General Needs
- 6) Coordination with Transit Providers and MHDD Regions on Transportation Issues & Funding
- 7) Update on DOT Planning efforts for I-380 Corridor Study
- 8) Future Meeting Dates

The East Central Iowa Council of Government's meetings are open to all individuals regardless of disability. Any person with a disability requiring a reasonable accommodation to attend this meeting should contact the ECICOG office at (319) 365-9941 at least two business days prior to the meeting.

Meeting Notes
ECICOG Passenger Transportation Advisory Committee (PTAC)
December 10th, 2014 10:00: ECICOG Conference Room

Present at the meeting were:

Brock Grenis	East Central Iowa Council of Governments
Marilyn Austin	ECR MHDD Region
Aaron Sandersfeld	Iowa County Transportation
Kathy Koerperich	Jones County JETS
Tom Brase	Johnson County SEATS
Tom Hardecopf	Linn County LIFTS
Terry Bergen	Neighborhood Transportation Services
Tracy Laws	Washington County Minibus

After introductions, Austin noted that her first name was spelled incorrectly in the previous meeting notes, and that this will be her last meeting as she will be retiring soon and Mechelle Dhondt would be replacing her position. Everyone wished her well.

Preliminary results from the two surveys on passenger transportation were discussed. Grenis stated 69 agency-related surveys have been completed, and 85 public surveys have been turned in. Data collected so far was reviewed and discussion ensued on the need for more service across county and COG borders since few transit providers get many calls for this type of service. Bergen said he would continue passing the surveys along to groups who deal with passenger transportation, including the Elderly Consortium in Linn County. The group also discussed statewide carpooling software, and how applicable it could be in Eastern Iowa. Sanderson emphasized that marketing of the public transit service continues to be a major need, but in the event that the need for service expands as a result, it will require greater capacity of transit providers.

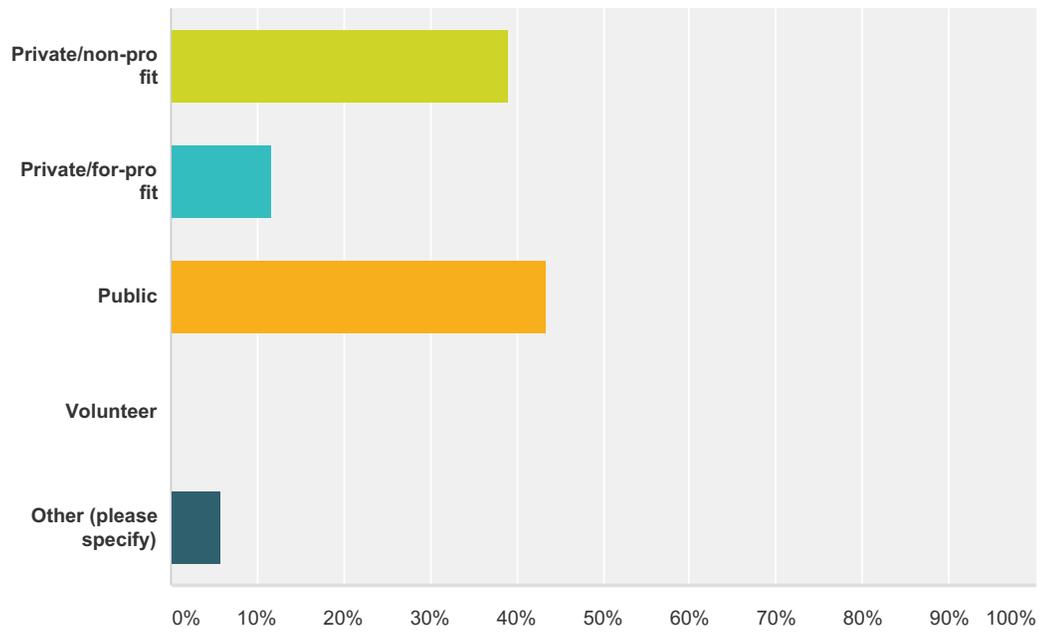
Priorities and Goals identified in the previous meeting were discussed, along with recommendations from the DOT's Commuter Transportation Study that is nearly complete. It was agreed that the recommended strategies from the Commuter Study should be incorporated into the Passenger Transportation Plan. Another priority identified includes creating transportation options that will foster independence for MHDD clients. Austin spoke about funding from the MHDD region that could be utilized for these types of services, and encouraged transit providers to come up with solutions.

Preliminary suggestions based on the DOT Commuter Transportation Study were reviewed, which include a fixed route bus service between Cedar Rapids and Iowa City, Subscriptive Bus Route Service, Employee Van Pools, and a Public Ridesharing Service. The group discussed the different services and how they could be applicable to certain population across the region, and who could potentially operate the recommended services.

Grenis explained that a draft of the Passenger Transportation Plan is due February 1st, so this committee should plan to meet again in mid-January. The next meeting will be held either on Wednesday January 14th, or the morning of Thursday January 15th. Meeting adjourned at 11:02.

Q1 Which of the following best describes your organization?

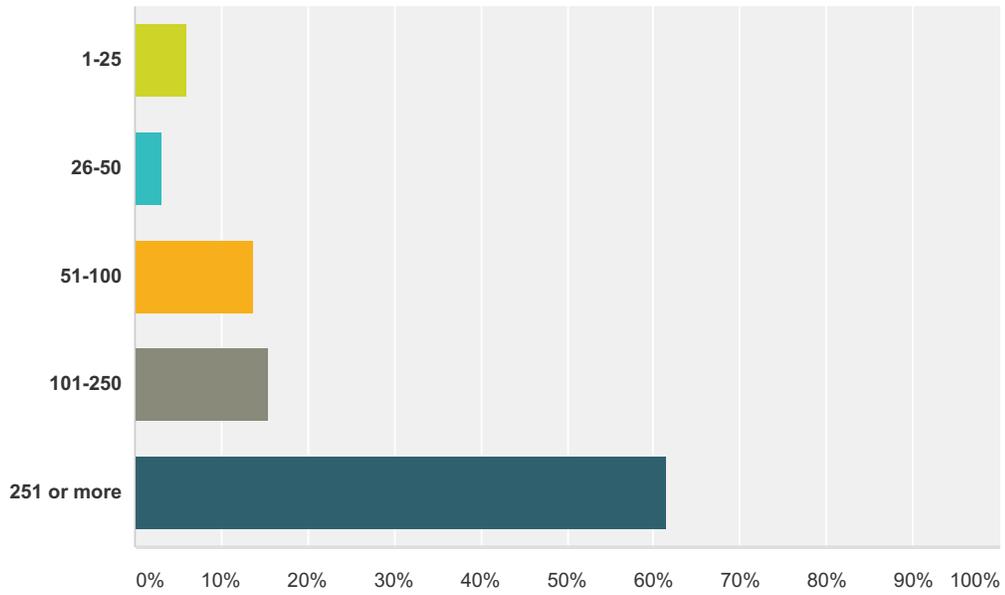
Answered: 69 Skipped: 1



Answer Choices	Responses
Private/non-profit	39.13% 27
Private/for-profit	11.59% 8
Public	43.48% 30
Volunteer	0.00% 0
Other (please specify)	5.80% 4
Total	69

Q2 How many clients does your organization serve?

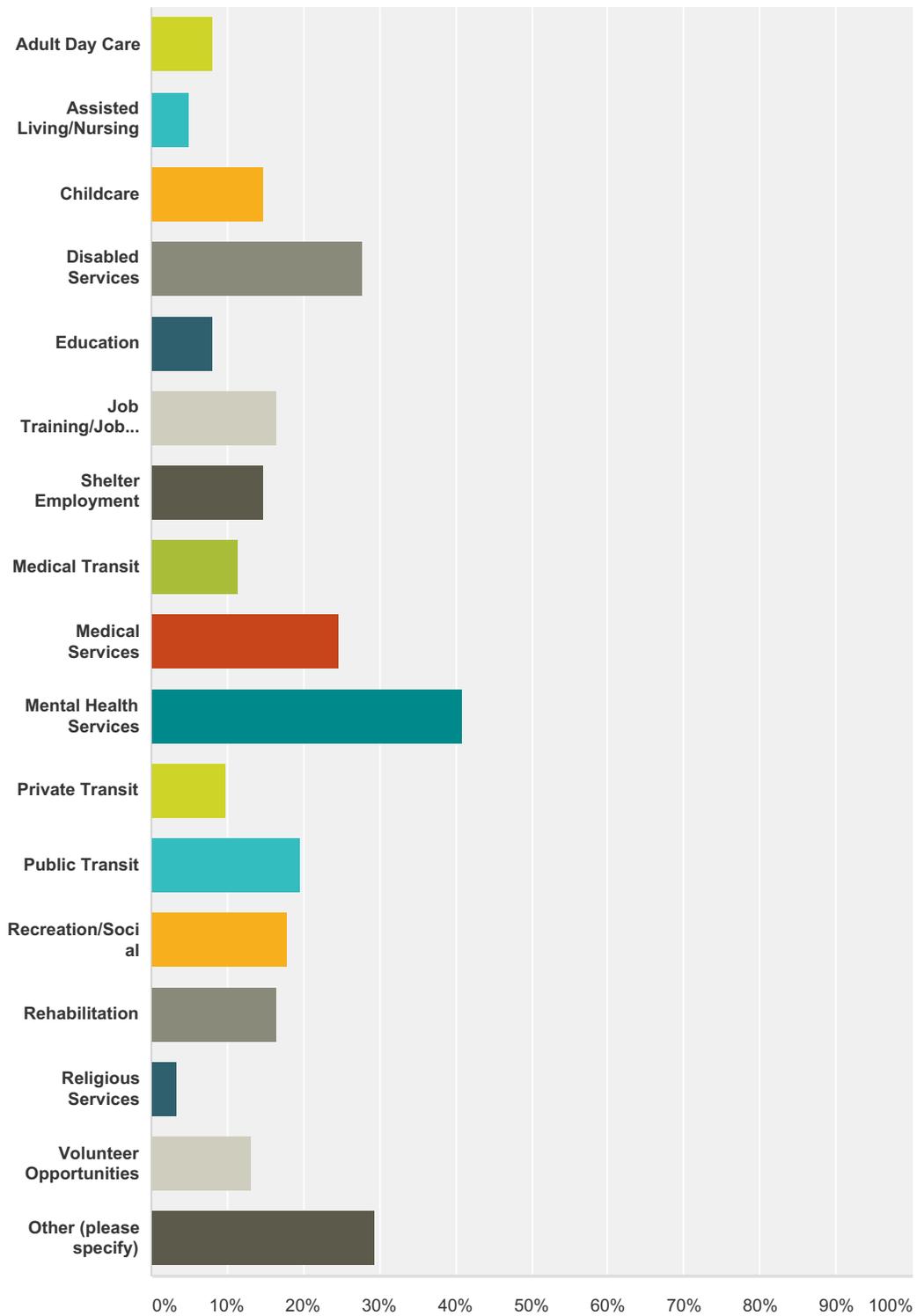
Answered: 65 Skipped: 5



Answer Choices	Responses
1-25	6.15% 4
26-50	3.08% 2
51-100	13.85% 9
101-250	15.38% 10
251 or more	61.54% 40
Total	65

Q3 Which of the following services does your agency provide? (select all that apply)

Answered: 61 Skipped: 9

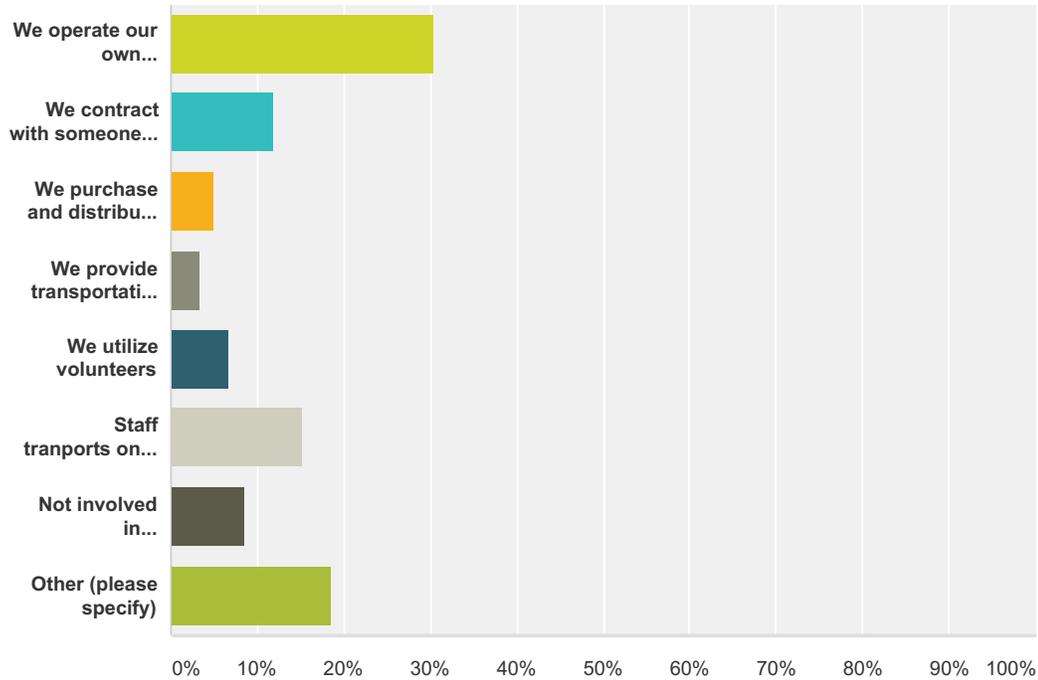


Answer Choices	Responses
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Adult Day Care	8.20%	5
Assisted Living/Nursing	4.92%	3
Childcare	14.75%	9
Disabled Services	27.87%	17
Education	8.20%	5
Job Training/Job Placement	16.39%	10
Shelter Employment	14.75%	9
Medical Transit	11.48%	7
Medical Services	24.59%	15
Mental Health Services	40.98%	25
Private Transit	9.84%	6
Public Transit	19.67%	12
Recreation/Social	18.03%	11
Rehabilitation	16.39%	10
Religious Services	3.28%	2
Volunteer Opportunities	13.11%	8
Other (please specify)	29.51%	18
Total Respondents: 61		

Q4 Which of the following best describes your agency regarding transportation services? (pick only one)

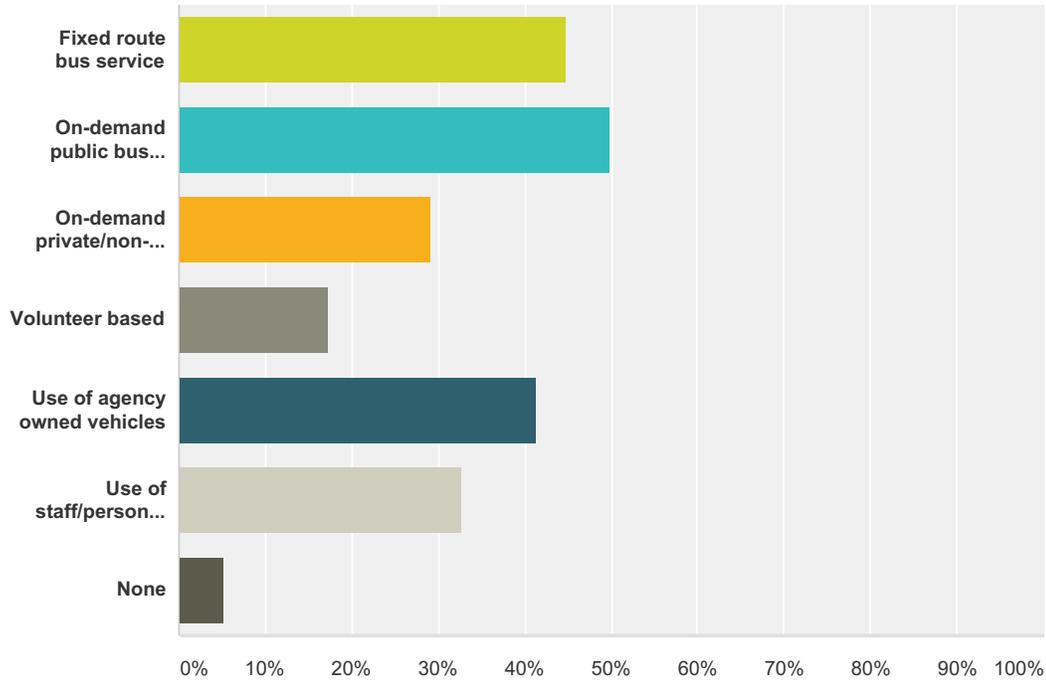
Answered: 59 Skipped: 11



Answer Choices	Responses
We operate our own transportation service	30.51% 18
We contract with someone else to provide transportation	11.86% 7
We purchase and distribute transit passes/fares for our clients	5.08% 3
We provide transportation vouchers for our clients	3.39% 2
We utilize volunteers	6.78% 4
Staff tranports on an "as needed" basis	15.25% 9
Not involved in transportation	8.47% 5
Other (please specify)	18.64% 11
Total	59

Q5 What types of transportation service does your agency provide or utilize? (select all that apply)

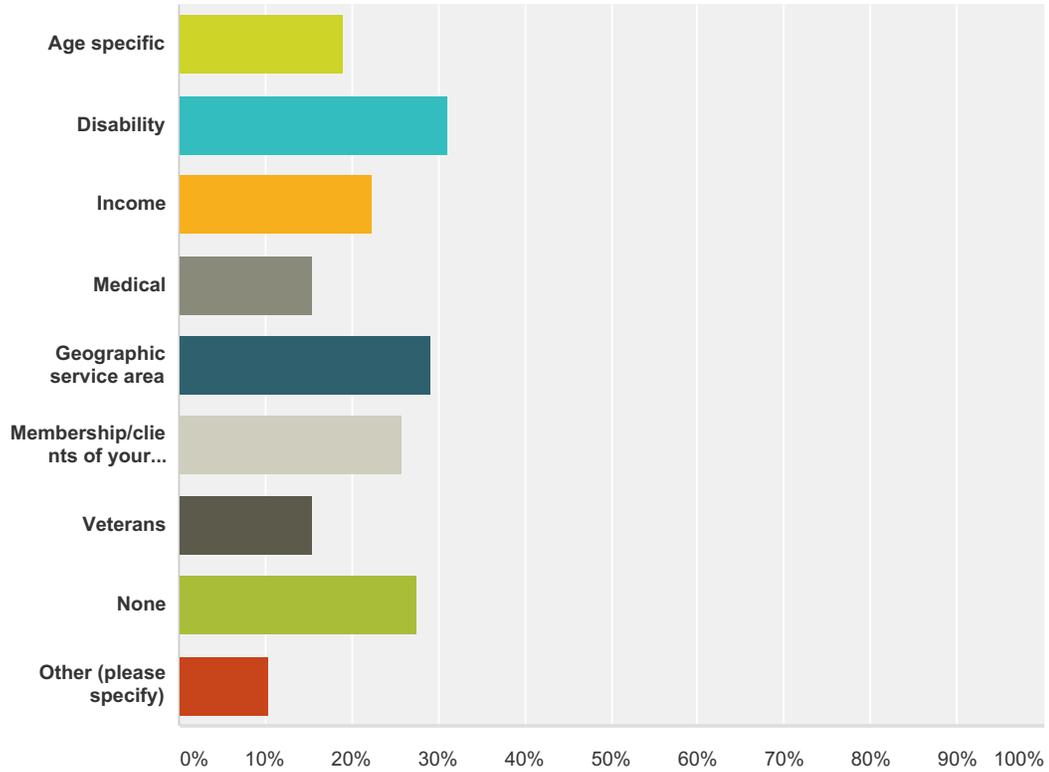
Answered: 58 Skipped: 12



Answer Choices	Responses
Fixed route bus service	44.83% 26
On-demand public bus service (scheduled pick up/drop off)	50.00% 29
On-demand private/non-profit service (scheduled pick up/drop off)	29.31% 17
Volunteer based	17.24% 10
Use of agency owned vehicles	41.38% 24
Use of staff/personal vehicles	32.76% 19
None	5.17% 3
Total Respondents: 58	

Q6 Does your agency have eligibility requirements to utilize transportation? (select all that apply)

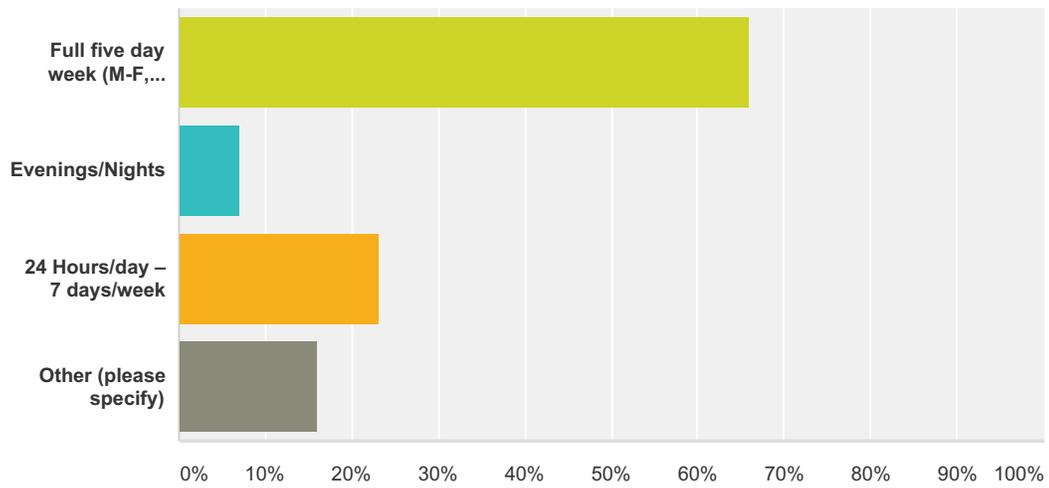
Answered: 58 Skipped: 12



Answer Choices	Responses
Age specific	18.97% 11
Disability	31.03% 18
Income	22.41% 13
Medical	15.52% 9
Geographic service area	29.31% 17
Membership/clients of your organization only	25.86% 15
Veterans	15.52% 9
None	27.59% 16
Other (please specify)	10.34% 6
Total Respondents: 58	

Q7 What are your agency's primary service hours?

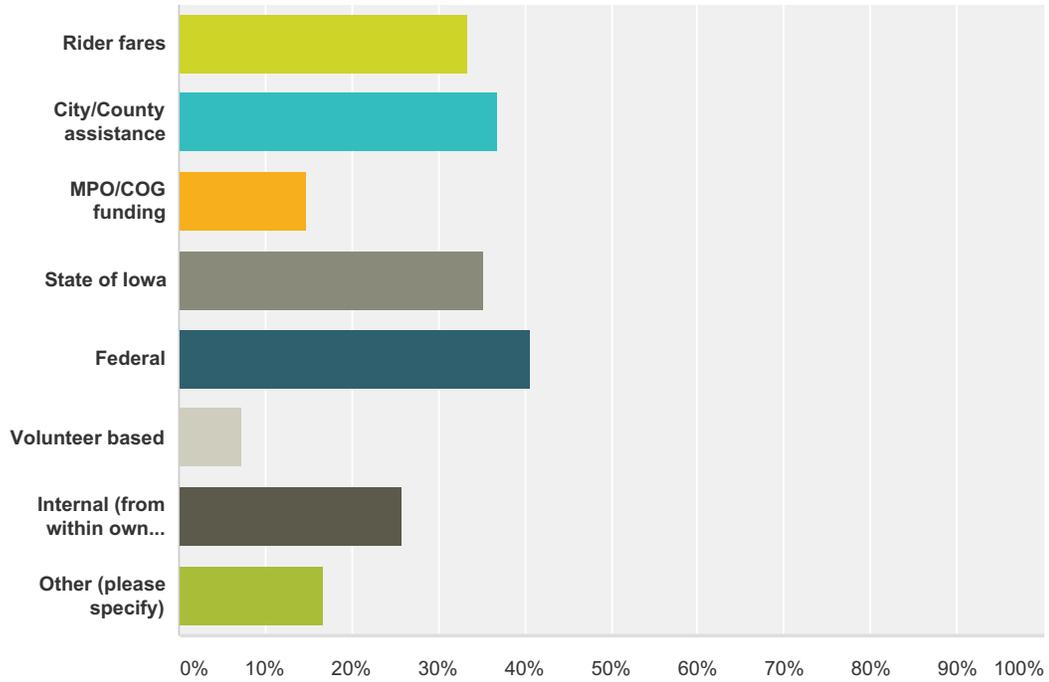
Answered: 56 Skipped: 14



Answer Choices	Responses
Full five day week (M-F, approximately 8 a.m. to 5 p.m.)	66.07% 37
Evenings/Nights	7.14% 4
24 Hours/day - 7 days/week	23.21% 13
Other (please specify)	16.07% 9
Total Respondents: 56	

Q8 What funding sources does your agency use to provide transportation? (select all that apply)

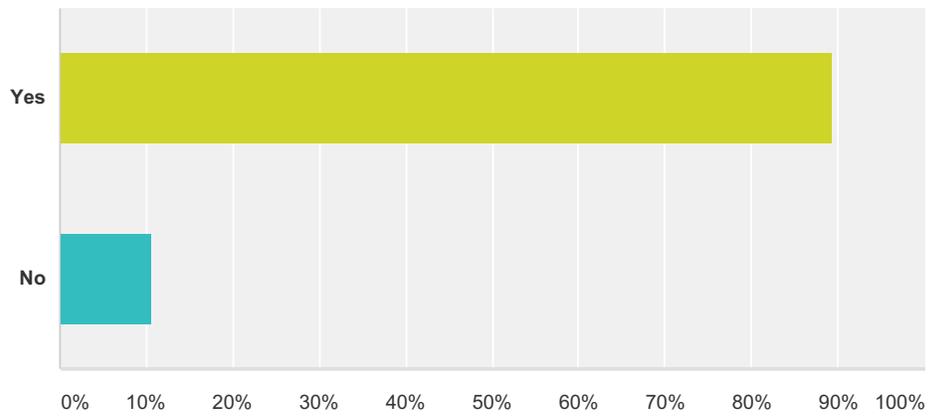
Answered: 54 Skipped: 16



Answer Choices	Responses
Rider fares	33.33% 18
City/County assistance	37.04% 20
MPO/COG funding	14.81% 8
State of Iowa	35.19% 19
Federal	40.74% 22
Volunteer based	7.41% 4
Internal (from within own agency)	25.93% 14
Other (please specify)	16.67% 9
Total Respondents: 54	

Q9 Do your clients experience any barriers or limitations to transportation?

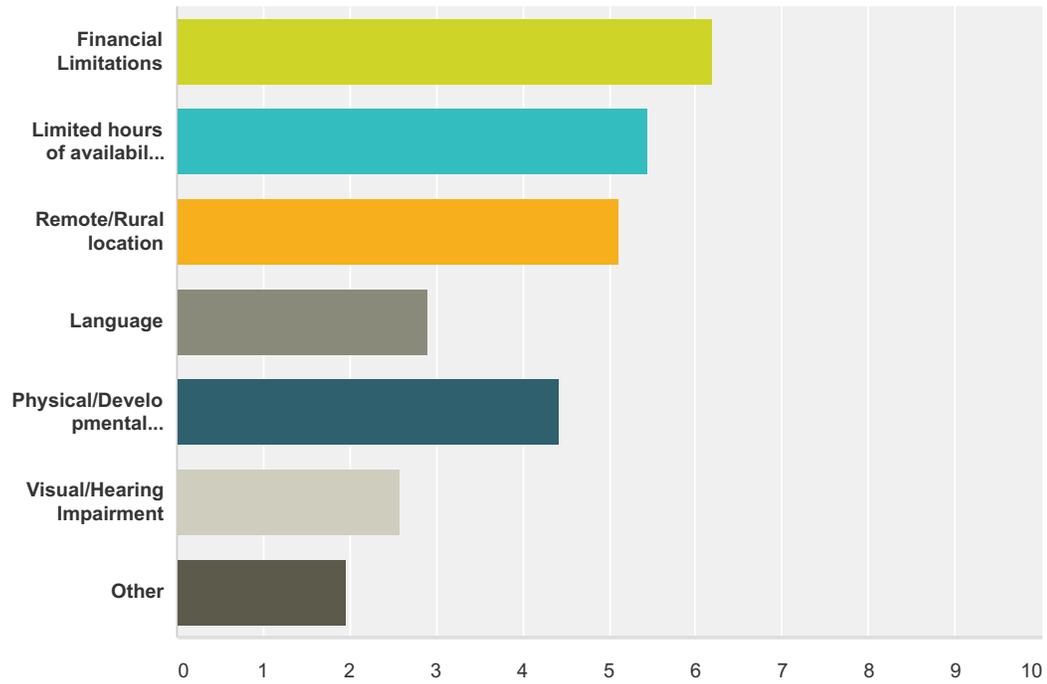
Answered: 56 Skipped: 14



Answer Choices	Responses
Yes	89.29% 50
No	10.71% 6
Total	56

Q10 If you answered yes, please rank the types of barriers or limitations your clients experience related to transportation? (1=greatest barrier/limitation, once ranked options will be automatically reordered based on your selection)

Answered: 50 Skipped: 20



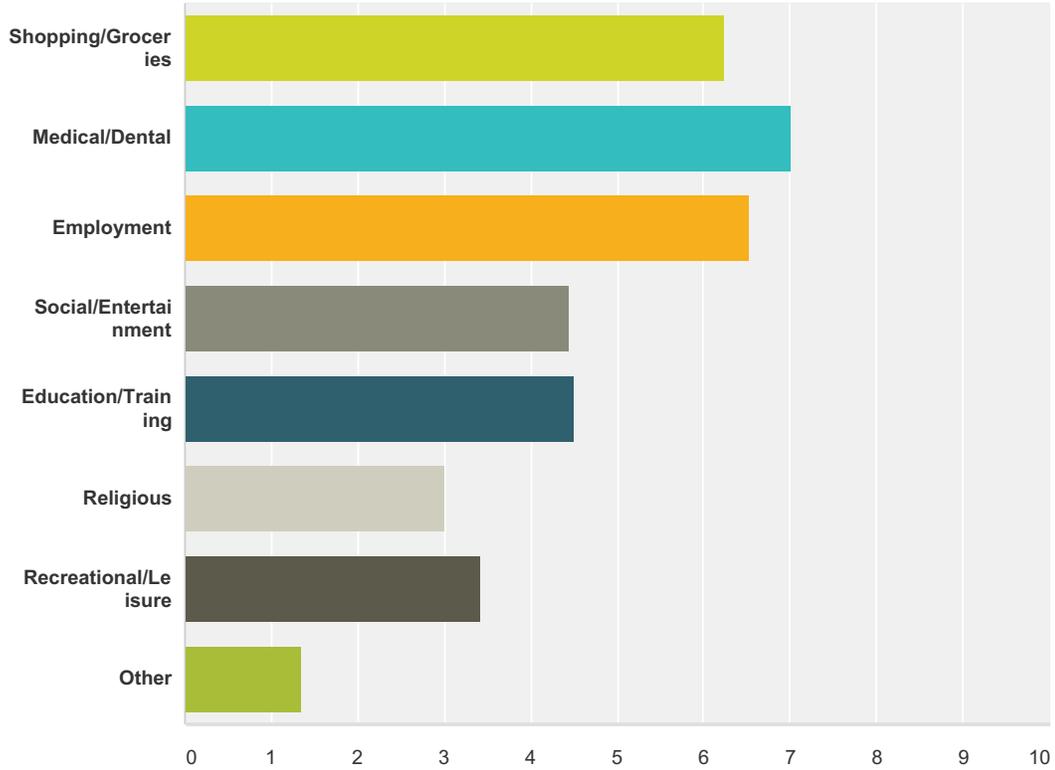
	1	2	3	4	5	6	7	N/A	Total	Score
Financial Limitations	52.00% 26	26.00% 13	16.00% 8	0.00% 0	2.00% 1	0.00% 0	2.00% 1	2.00% 1	50	6.20
Limited hours of availability of transportation	14.00% 7	44.00% 22	18.00% 9	14.00% 7	2.00% 1	4.00% 2	0.00% 0	4.00% 2	50	5.44
Remote/Rural location	24.00% 12	14.00% 7	24.00% 12	18.00% 9	8.00% 4	6.00% 3	0.00% 0	6.00% 3	50	5.11
Language	0.00% 0	0.00% 0	8.00% 4	20.00% 10	20.00% 10	24.00% 12	10.00% 5	18.00% 9	50	2.90
Physical/Developmental Disability	6.00% 3	12.00% 6	20.00% 10	36.00% 18	18.00% 9	2.00% 1	0.00% 0	6.00% 3	50	4.43
Visual/Hearing Impairment	0.00% 0	2.00% 1	2.00% 1	6.00% 3	30.00% 15	46.00% 23	4.00% 2	10.00% 5	50	2.58
Other	4.00% 2	0.00% 0	8.00% 4	0.00% 0	12.00% 6	6.00% 3	60.00% 30	10.00% 5	50	1.96

Q11 If other provided, please specify:

Answered: 7 Skipped: 63

**Q12 Please rank the types of transportation your organization sees as needed?
(1=greatest need, once ranked options will be automatically reordered based on your selection)**

Answered: 53 Skipped: 17



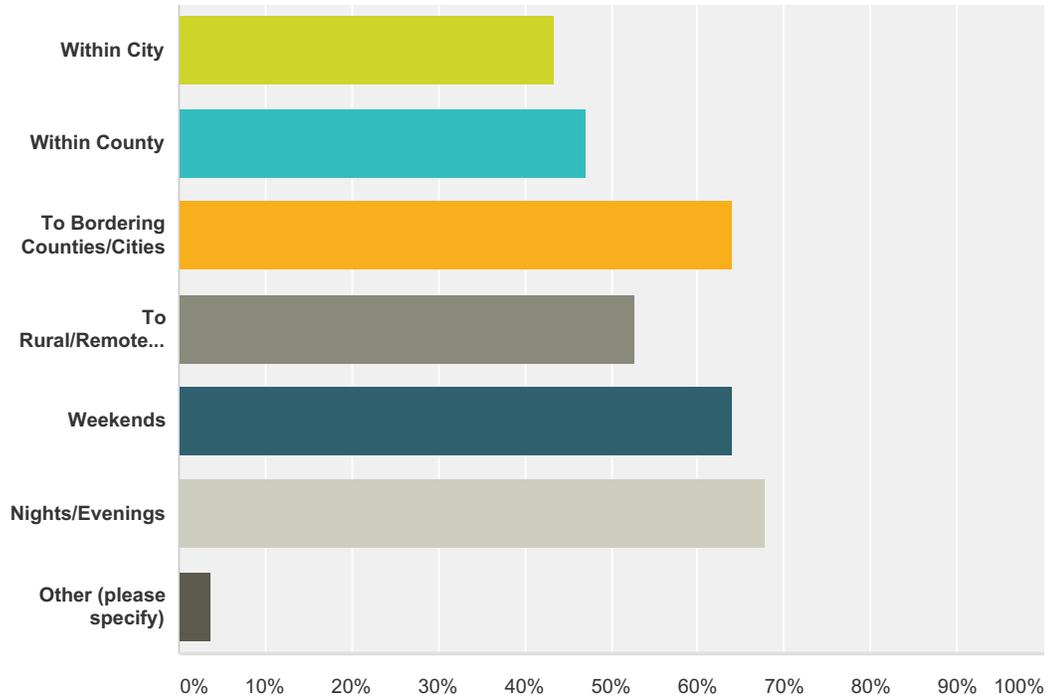
	1	2	3	4	5	6	7	8	N/A	Total	Score
Shopping/Groceries	7.55% 4	37.74% 20	26.42% 14	18.87% 10	1.89% 1	0.00% 0	1.89% 1	0.00% 0	5.66% 3	53	6.24
Medical/Dental	49.06% 26	24.53% 13	16.98% 9	0.00% 0	3.77% 2	1.89% 1	0.00% 0	1.89% 1	1.89% 1	53	7.02
Employment	35.85% 19	20.75% 11	22.64% 12	3.77% 2	9.43% 5	5.66% 3	0.00% 0	0.00% 0	1.89% 1	53	6.54
Social/Entertainment	0.00% 0	1.89% 1	3.77% 2	45.28% 24	24.53% 13	11.32% 6	3.77% 2	0.00% 0	9.43% 5	53	4.44
Education/Training	1.89% 1	9.43% 5	15.09% 8	15.09% 8	32.08% 17	16.98% 9	7.55% 4	0.00% 0	1.89% 1	53	4.50
Religious	0.00% 0	0.00% 0	5.66% 3	0.00% 0	16.98% 9	37.74% 20	30.19% 16	1.89% 1	7.55% 4	53	3.00
Recreational/Leisure	1.89% 1	5.66% 3	7.55% 4	11.32% 6	5.66% 3	16.98% 9	43.40% 23	0.00% 0	7.55% 4	53	3.43
Other	3.77% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	1.89% 1	75.47% 40	18.87% 10	53	1.35

Q13 If other provided, please specify:

Answered: 1 Skipped: 69

Q14 What areas need additional transportation service based on the clients you serve? (select all that apply)

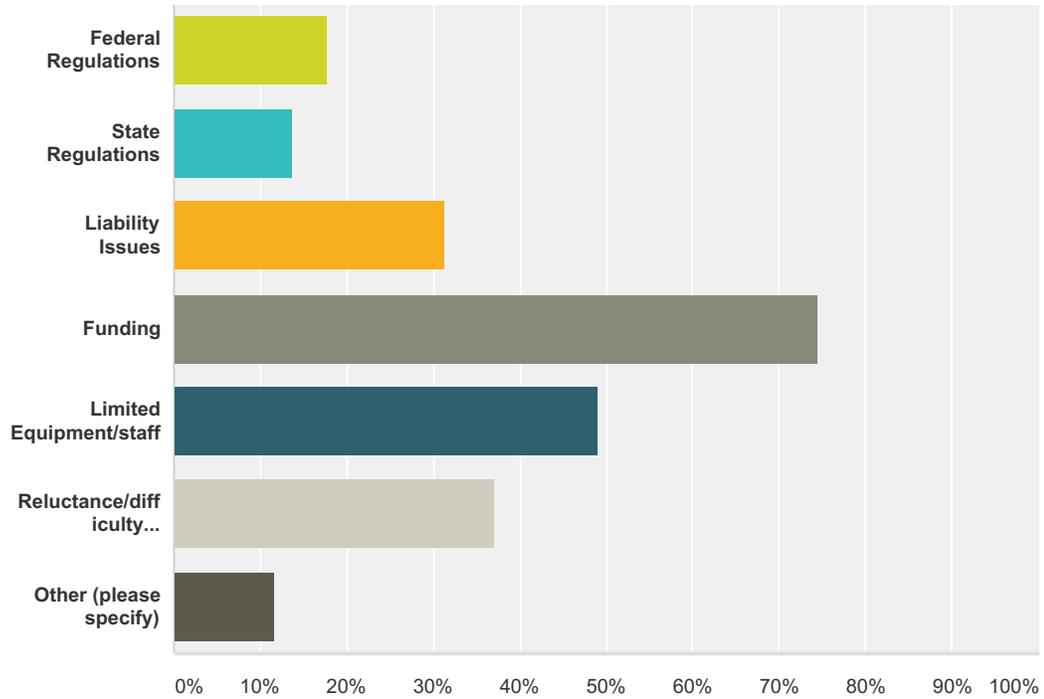
Answered: 53 Skipped: 17



Answer Choices	Responses
Within City	43.40% 23
Within County	47.17% 25
To Bordering Counties/Cities	64.15% 34
To Rural/Remote Areas	52.83% 28
Weekends	64.15% 34
Nights/Evenings	67.92% 36
Other (please specify)	3.77% 2
Total Respondents: 53	

Q15 What issues prevent coordinating transportation service with other agencies? (select all that apply)

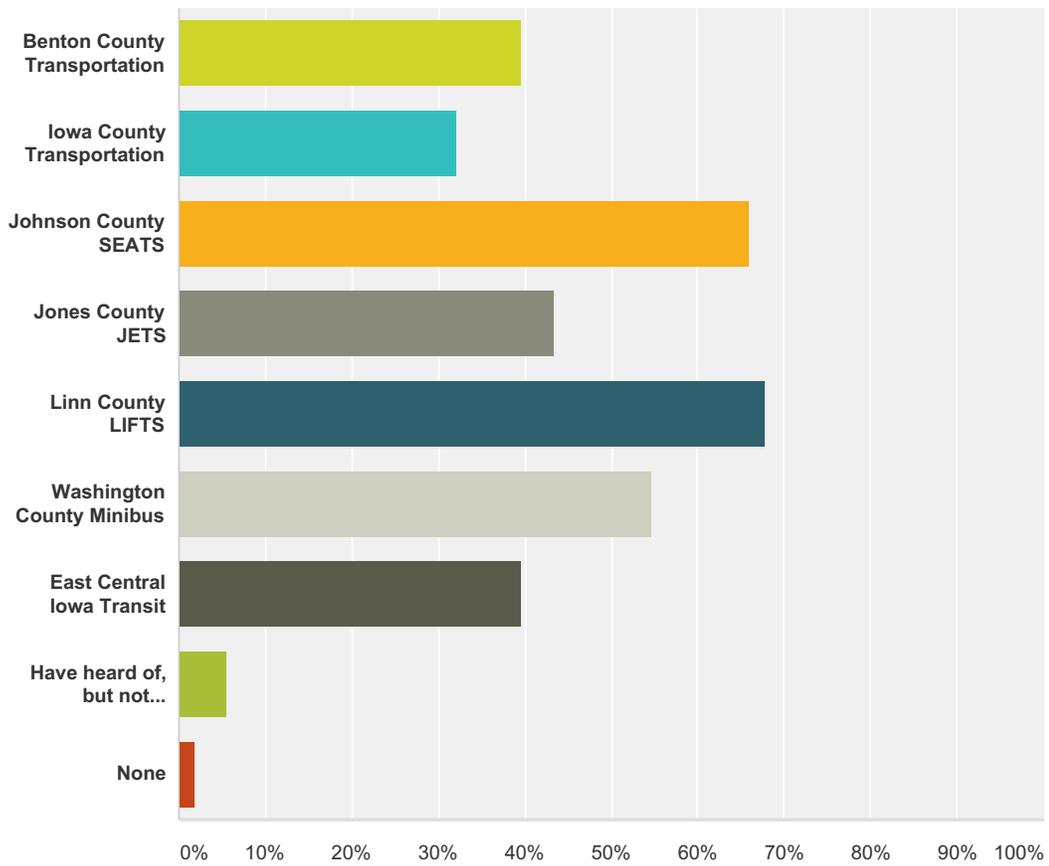
Answered: 51 Skipped: 19



Answer Choices	Responses
Federal Regulations	17.65% 9
State Regulations	13.73% 7
Liability Issues	31.37% 16
Funding	74.51% 38
Limited Equipment/staff	49.02% 25
Reluctance/difficulty associated with coordinating	37.25% 19
Other (please specify)	11.76% 6
Total Respondents: 51	

Q16 Which Public Transit providers are you familiar with? (select all that apply)

Answered: 53 Skipped: 17



Answer Choices	Responses
Benton County Transportation	39.62% 21
Iowa County Transportation	32.08% 17
Johnson County SEATS	66.04% 35
Jones County JETS	43.40% 23
Linn County LIFTS	67.92% 36
Washington County Minibus	54.72% 29
East Central Iowa Transit	39.62% 21
Have heard of, but not familiar with any	5.66% 3
None	1.89% 1
Total Respondents: 53	

Q17 How could public transit service better meet the needs of your agency?

Answered: 31 Skipped: 39

Q18 Do you have any other comments regarding passenger transportation service?

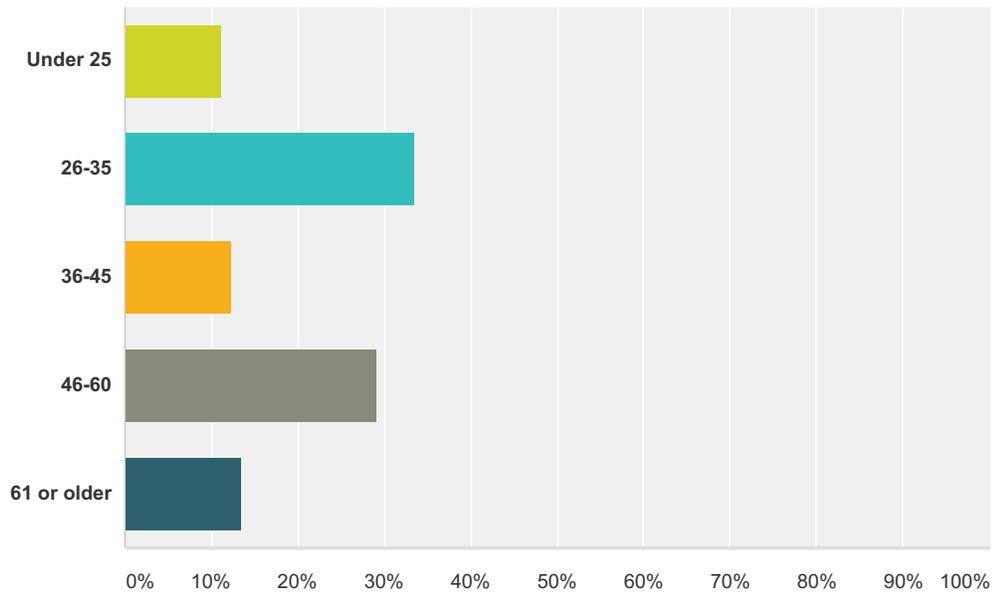
Answered: 13 Skipped: 57

**Q1 In what ZIP code is your home located?
(enter 5-digit ZIP code; for example, 00544
or 94305)**

Answered: 87 Skipped: 4

Q2 What is your age?

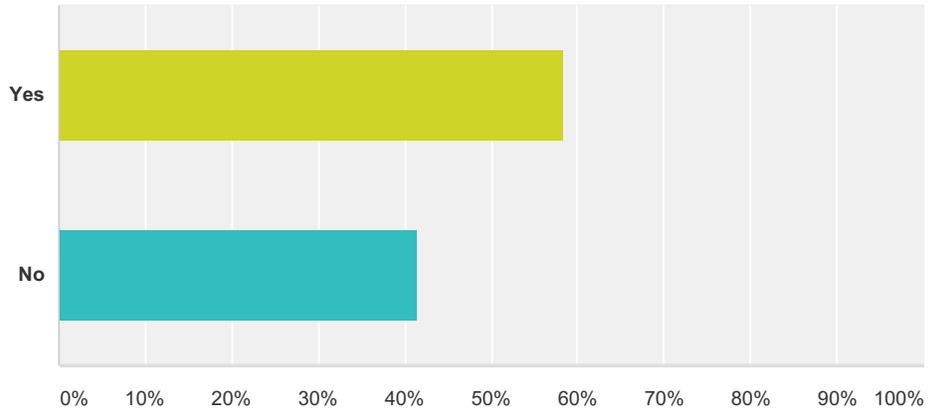
Answered: 89 Skipped: 2



Answer Choices	Responses
Under 25	11.24% 10
26-35	33.71% 30
36-45	12.36% 11
46-60	29.21% 26
61 or older	13.48% 12
Total	89

Q3 Do you use public transportation?

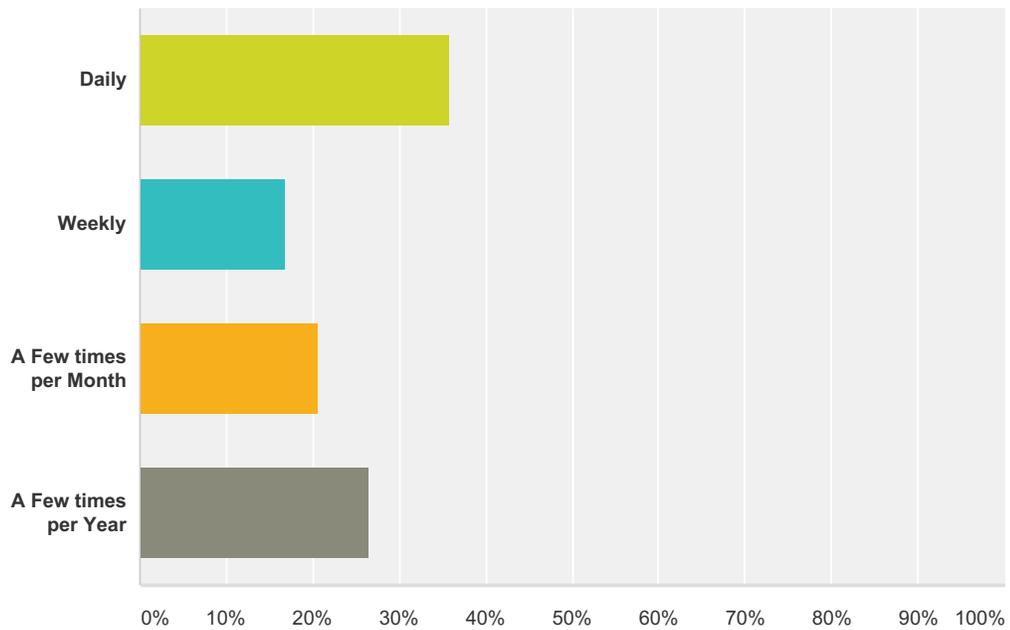
Answered: 89 Skipped: 2



Answer Choices	Responses	
Yes	58.43%	52
No	41.57%	37
Total		89

Q4 If Yes, how frequently do you use public transportation?

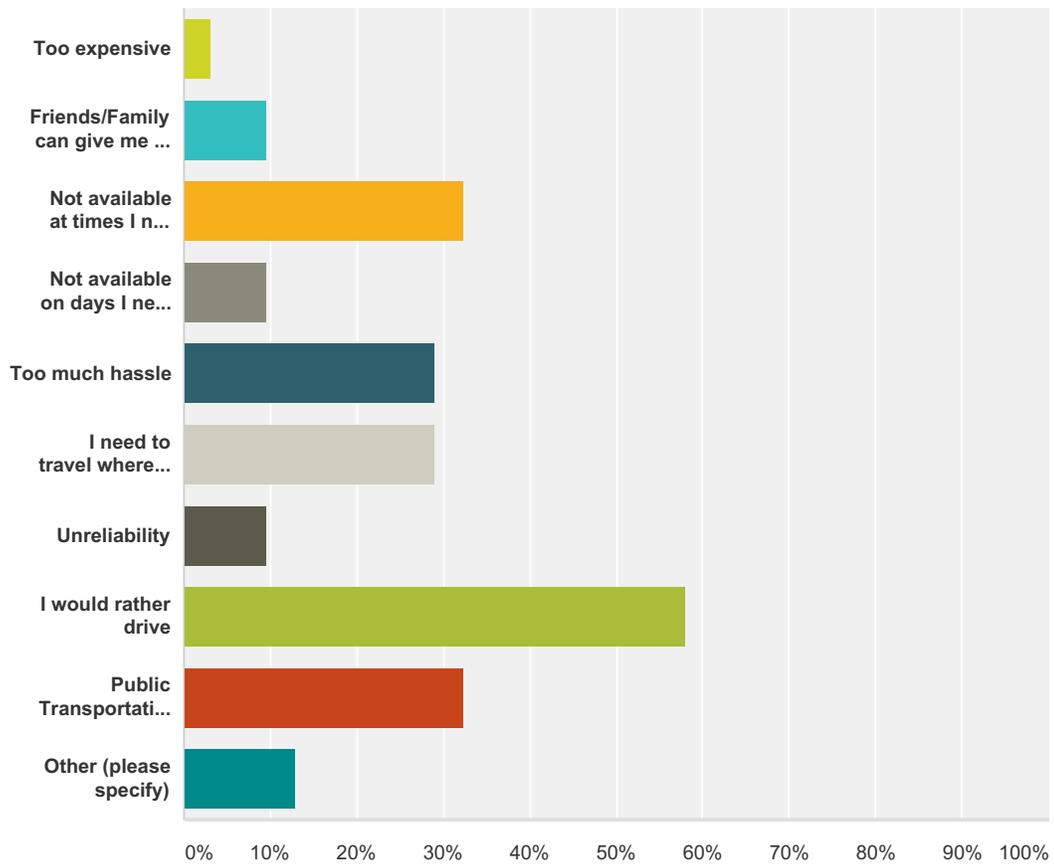
Answered: 53 Skipped: 38



Answer Choices	Responses
Daily	35.85% 19
Weekly	16.98% 9
A Few times per Month	20.75% 11
A Few times per Year	26.42% 14
Total	53

Q5 If No, what reasons do you not use public transportation? (check all that apply)

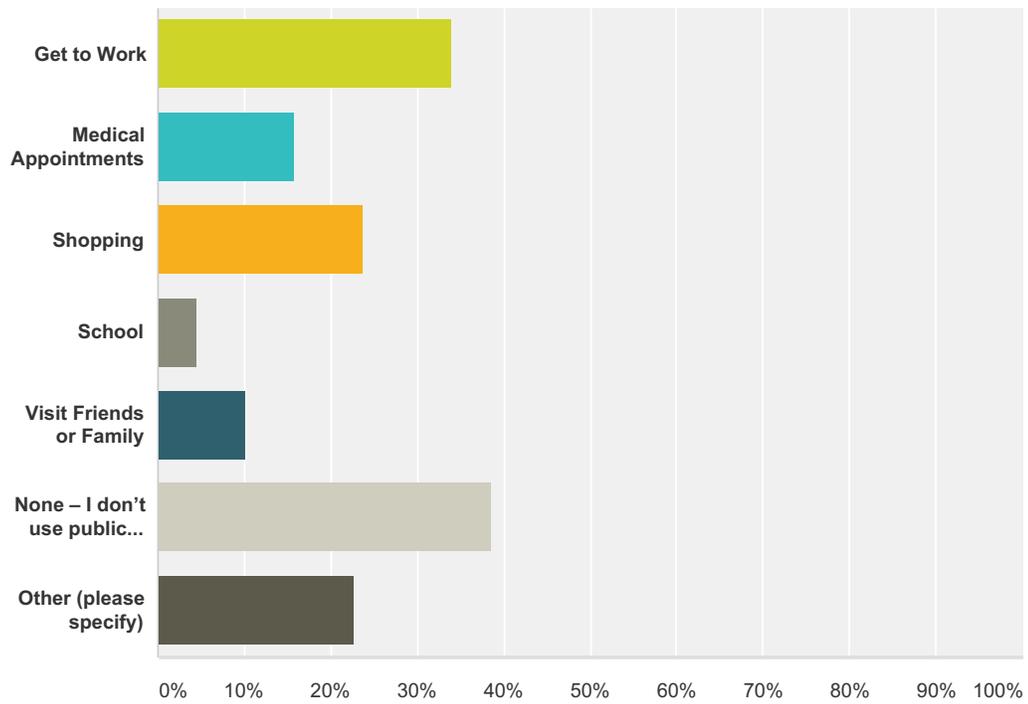
Answered: 31 Skipped: 60



Answer Choices	Responses
Too expensive	3.23% 1
Friends/Family can give me a ride	9.68% 3
Not available at times I need it	32.26% 10
Not available on days I need it	9.68% 3
Too much hassle	29.03% 9
I need to travel where service doesn't exist	29.03% 9
Unreliability	9.68% 3
I would rather drive	58.06% 18
Public Transportation does not exist where I live	32.26% 10
Other (please specify)	12.90% 4
Total Respondents: 31	

Q6 What do you use public transportation for? (check all that apply)

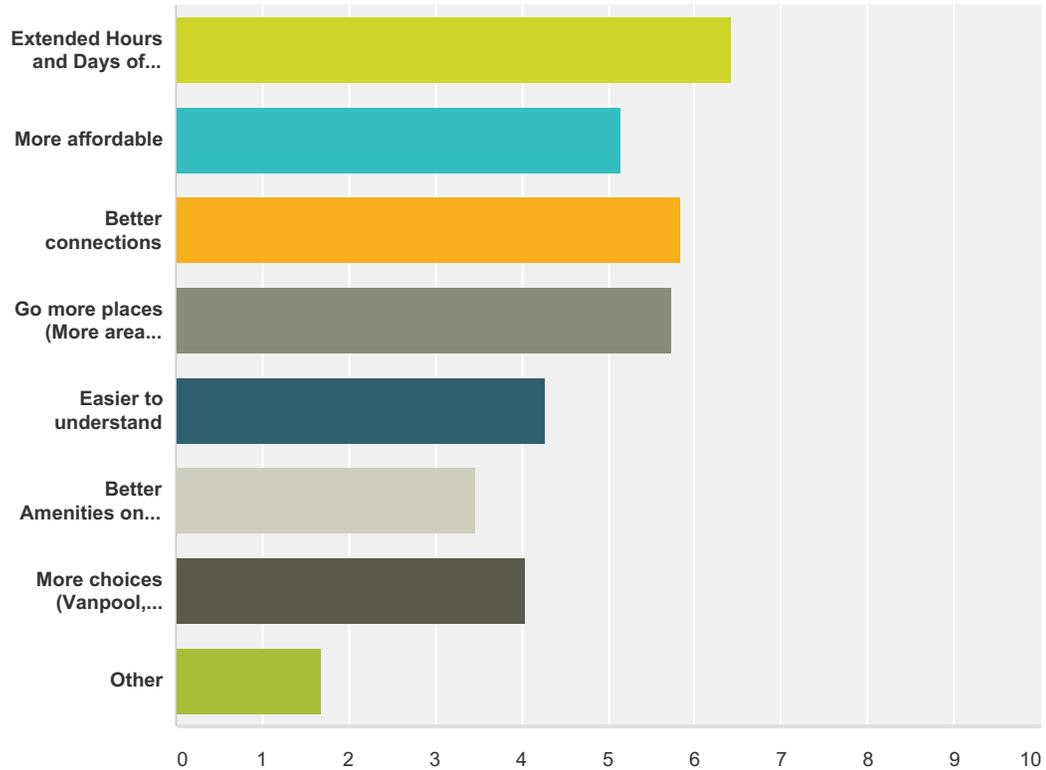
Answered: 88 Skipped: 3



Answer Choices	Responses
Get to Work	34.09% 30
Medical Appointments	15.91% 14
Shopping	23.86% 21
School	4.55% 4
Visit Friends or Family	10.23% 9
None - I don't use public transportation	38.64% 34
Other (please specify)	22.73% 20
Total Respondents: 88	

Q7 Please rank the improvements to public transportation that would make it more attractive to use. (1=greatest need, once ranked options will be automatically reordered based on your selection)

Answered: 77 Skipped: 14



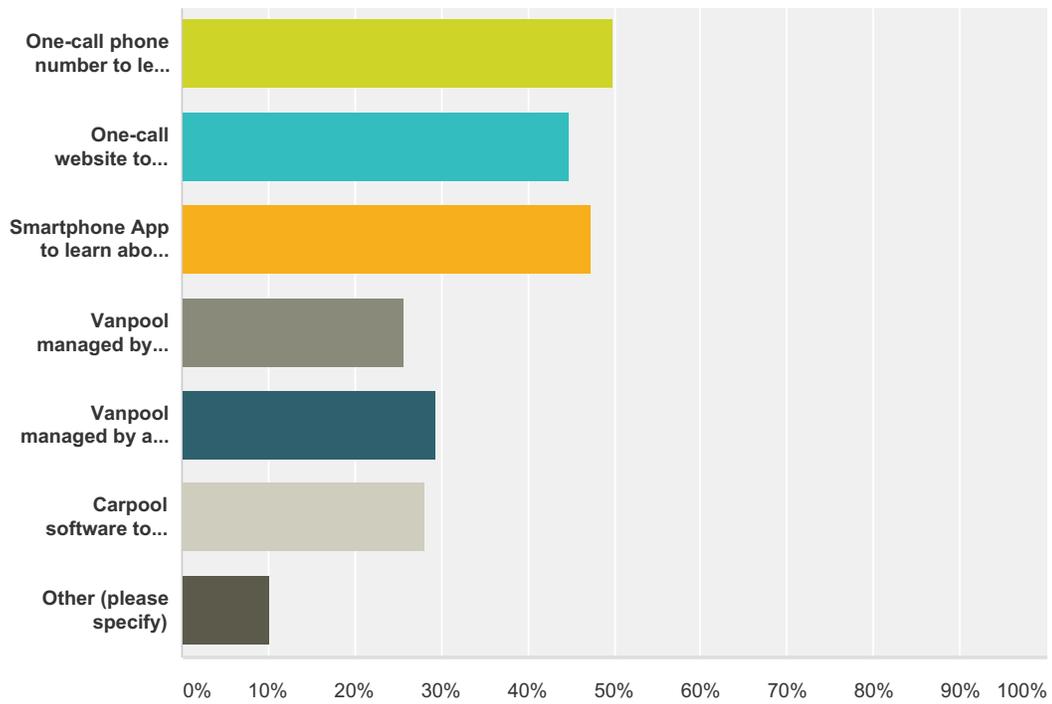
	1	2	3	4	5	6	7	8	N/A	Total	Score
Extended Hours and Days of service	36.36% 28	20.78% 16	12.99% 10	9.09% 7	7.79% 6	3.90% 3	2.60% 2	1.30% 1	5.19% 4	77	6.42
More affordable	14.29% 11	15.58% 12	16.88% 13	10.39% 8	15.58% 12	9.09% 7	9.09% 7	3.90% 3	5.19% 4	77	5.15
Better connections	10.39% 8	28.57% 22	20.78% 16	19.48% 15	3.90% 3	9.09% 7	2.60% 2	0.00% 0	5.19% 4	77	5.84
Go more places (More area coverage)	11.69% 9	19.48% 15	19.48% 15	27.27% 21	12.99% 10	2.60% 2	1.30% 1	0.00% 0	5.19% 4	77	5.75
Easier to understand	2.60% 2	5.19% 4	14.29% 11	11.69% 9	32.47% 25	23.38% 18	3.90% 3	2.60% 2	3.90% 3	77	4.28
Better Amenities on bus (Wi-Fi, softer seats etc.)	7.79% 6	0.00% 0	3.90% 3	2.60% 2	15.58% 12	31.17% 24	29.87% 23	0.00% 0	9.09% 7	77	3.46
More choices (Vanpool, Carpool, Rideshare)	9.09% 7	5.19% 4	6.49% 5	12.99% 10	6.49% 5	11.69% 9	27.27% 21	2.60% 2	18.18% 14	77	4.05
Other	5.19% 4	0.00% 0	0.00% 0	1.30% 1	0.00% 0	0.00% 0	6.49% 5	55.84% 43	31.17% 24	77	1.70

Q8 If other provided, please specify:

Answered: 14 Skipped: 77

Q9 Would you use any of the following if it were available? (select all that apply)

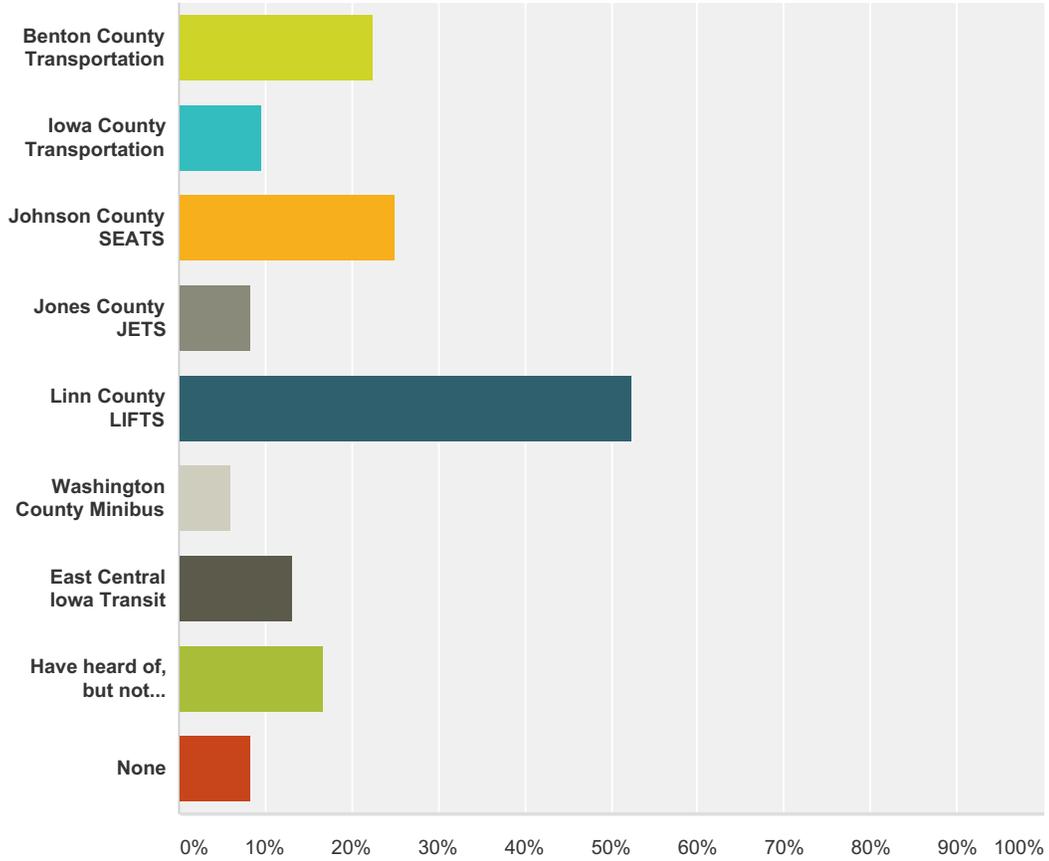
Answered: 78 Skipped: 13



Answer Choices	Responses
One-call phone number to learn about and schedule a ride on public transit service	50.00% 39
One-call website to learn about and schedule a ride on public transit service	44.87% 35
Smartphone App to learn about and schedule a ride on public transit service	47.44% 37
Vanpool managed by Employer	25.64% 20
Vanpool managed by a public transit system	29.49% 23
Carpool software to find others willing to carpool	28.21% 22
Other (please specify)	10.26% 8
Total Respondents: 78	

Q10 Are you familiar with the following Public Transit providers? (select all that apply)

Answered: 84 Skipped: 7



Answer Choices	Responses
Benton County Transportation	22.62% 19
Iowa County Transportation	9.52% 8
Johnson County SEATS	25.00% 21
Jones County JETS	8.33% 7
Linn County LIFTS	52.38% 44
Washington County Minibus	5.95% 5
East Central Iowa Transit	13.10% 11
Have heard of, but not familiar with any	16.67% 14
None	8.33% 7
Total Respondents: 84	

Q11 What do you think would help improve public transit service in Eastern Iowa and better meet your needs?

Answered: 59 Skipped: 32

Q12 Do you have any other comments regarding passenger transportation service?

Answered: 35 Skipped: 56

Q13 Gender

Answered: 0 Skipped: 91

! No matching responses.

Answer Choices	Responses
Male	0.00% 0
Female	0.00% 0
Total	0

Q14 Age

Answered: 0 Skipped: 91

! No matching responses.

Answer Choices	Responses
< 18	0.00% 0
18-29	0.00% 0
30-44	0.00% 0
45-60	0.00% 0
> 60	0.00% 0
Total	0

Q15 Household Income

Answered: 0 Skipped: 91

! No matching responses.

Answer Choices	Responses
\$0 - \$24,999	0.00% 0
\$25,000 - \$49,999	0.00% 0
\$50,000 - \$99,999	0.00% 0
\$100,000 - \$149,999	0.00% 0
\$150,000+	0.00% 0
Total	0

Q16 Education

Answered: 0 Skipped: 91

! No matching responses.

Answer Choices	Responses
Less than high school degree	0.00% 0
High school degree	0.00% 0
Some college or Associate degree	0.00% 0
Bachelor degree	0.00% 0
Graduate degree	0.00% 0
Total	0

Q17 Location (Census Region)

Answered: 0 Skipped: 91

! No matching responses.

Answer Choices	Responses
New England	0.00% 0
Middle Atlantic	0.00% 0
East North Central	0.00% 0
West North Central	0.00% 0
South Atlantic	0.00% 0
East South Central	0.00% 0
West South Central	0.00% 0
Mountain	0.00% 0
Pacific	0.00% 0
Total	0

Agency Question 17: How Could Public Transit Better Meet the Needs of Your Agency?

help us fund a wheelchair access vehicle for use at times when public options aren't running.

more federal funding

available to provide transport between CR and Iowa City; 24/7 availability; lower cost/ free

More rural routes

Expanded services to outlying areas and weekend services

longer service hours

Keokuk County Transit Service

Very pleased with SEATS, no complaints

Our clients need transportation from Cedar Rapids to the UofI medical clinic for their doctor appointments, and sometimes to local Cedar Rapids doctors. It was difficult for them to commit a full day if they rode the shuttle that used to be in place.

If we have available transportation, will provide the required medical appointments in time and other social services without waiting for clients and will help with time management for staff. It is hard to coordinate medical providers and schedule appointment if a client has no transportation.

City to City and county to county service

By better addressing the unmet needs of our clientele.

Longer hours more funding for those who need

better equipment. longer service hours

rural service

greater reach into rural areas and more accommodating hours to 2nd and 3rd shift workers

We have a great rapport with the Iowa County Transportation Director, and he is willing to be flexible and creative with transportation options. I don't have a suggestion at this time.

see barrier question

Building opportunities for cross collaboration

Keep a more timely schedule. When they are late clients become upset. Sometimes dispatchers are rude to clients when canceling pick up.

Provide low-to-no-cost transportation for individuals in a homeless shelters.

The clients need are not able to be met by the client routes and times

Provide a resource to assist with unique transit needs. A contact person to assist with these situations.

Awareness if there is such person.

hours of service

ideally being geared towards more individual needs vs. routes. I have patients that must wait over an hour for their ride home because that's when the route is slated to pick them up.

Lower fare rates. The recent increases have been difficult for a large portion of the chronically mentally ill population who live below the poverty level.

New vehicles

if we could work with them picking up our members and bring to our sites.

Be available on weekends and evenings.

Provide more funding to meet the needs of all of our customers.

Work with surrounding Regional Planning Agencies to improve access to public transportation between them.

Agency Question 18: Do you Have Any Other Comments?

costs prevent many from using our service, especially to/from work in order to maintain employment.
constant funding issues

Great drivers on SEATS!

Thank you for focusing on this much needed issue.

Public transportations or agency transportation should be available to anyone in needs, especially to provide to the agency and employee who works with these clients and their needs. IN MY CASE, IT WOULD BE BENEFICIAL TO GET THE CLIENT TO MEDICAL APPOINTMENTS AND ACCESS TO THEIR MEDICATION IN TIME. Thanks

Passenger transportation service is important to the community! We need to make sure that there is adequate funding available to address passenger transportation needs.

See previous comments. TMS is a great service but not working well for many, there are barriers based on their administration of services.

having assistance getting in and out of the vehicle is key

SEATS has done an excellent job, particularly in light of recent funding challenges. I am informed that IC Transit isn't always timely, although no first-hand knowledge of this.

We have vehicles that I would gladly let others use when not in use.

Comparatively, Washington County Minibus provides a great public transportation service. Statewide access improvements and expansions would better serve lowans with the ability to collaborate amongst each other to eliminate some of those funding barriers between them.

User Question 11: What Would Help Improve Public Transit Service in Eastern Iowa

The prof transportation in Benton Co is great for my father, would have a hard time getting to the lutheran home to see my mother without Benton County transport. Thank you all!

More information instead of just a booklet.

Better policing on the bus, people are rude and mean

Extended bus hours, because some of us still like to go out after 7pm and need a way there.

More hours at night so people can go out at night, run 24 hours if possible.

Be more on time. Less late. Less crowded. More patient with disabled/crippled people.

Trips to Anamosa, Kalona, Iowa

To have the buses run more than 6pm on week days. Run more on Sunday and Saturday for people who need it.

Easier to understand bus schedule, turn down the radio so that people can hear the driver when he speaks

Improved route times. More flexibility/choices of destination.

Have more than one transfer location (maybe three or four locations).

Bad weather and icy bus areas

Make sure the buses aren't late

Better safety and wider aisles

Frequency of SS, Cheaper after hour services

More shelters, longer Saturdays

Everyone would help others.

Longer hours to run

New buses, clean buses, and less dusty buses

Light rail or express bus. By car it takes me 35 minutes to get from Johnson County to Linn County. I hate the drive but if pubic transportation took more than 50 or 55 minutes, I'm not sure the tradeoff would be worth it.

To include light rail in the formula and regional highspeed rail to larger cities such as Chicago transportation available between cities and towns

People in poverty need options, I support transit development between CR and Iowa City,. i support the

NTS program to help people get to and from work in the evening, day and overnight as well. Transit needs to be fast and convenient for the public to use regional public transit between IC, CR and the airport

Employee van pools

Routes when and where I need them

High speed rail to get from CR to Iowa City.

Extend service to smaller towns (Ely, Swisher) connecting into Cedar Rapids

a route that is closer to my house!!!!The route changes that happened last year make it harder for me to use the bus because it is longer walk on street with no sidewalks. (route 1, use to be able to catch bus on Wiley, now must walk Cedar crest from Edgewood)WOULD LIKE TO SEE THIS ROUTE CHANGED BACK TO WILEY BLVD

Extended hours/days of service

If the service were more cab-like. I don't like having to ride around picking up other people. Also, the service should be free. This is tax payer funded transportation and is already paid for.

If agencies provided attendants who could assist me where I needed to go.

Needs to be easier for older people to schedule appointments.

the connections to get where needed. Living on NW side, having to go past Hy-vee Johnson Ave where I work and go down town, then getting back on a bus to go back my job I passed !

A train between Iowa City and Cedar Rapids.

Economical options for those whom the bus schedule doesn't provide effective means of transportation. (can't get to work on time with the start of bus running. Bus routes mean 1+ hours to get to work.)

Buses on Sundays

More frequent service

Transit connection between Cedar Rapids and Iowa City. Improve ease of understanding bus systems in Cedar Rapids and Iowa City. CR Transit routes should have names and descriptions of destination in addition to route #s. Iowa City routes should have numbers, and consolidate several short routes into fewer cross-town routes to make the system as a whole easier to understand. CR Transit needs extended hours of operation into the evenings. Iowa City could run later today as well as on Sundays.

Longer trips might be useful

There are LIFTS and To The Rescue routes that meet my needs but they are full. More buses/vans are needed.

More connections and out of town destinations

Increased frequency and evening hours.

in rural communities and more days and hours in larger communities

Expanded service area and better coordination between transit providers. Needs to be easier to get a ride that's affordable.

Make it more widespread throughout the county. I have also heard from some lower income families that would like to use it but it is too expensive to use on a regular basis.

More affordable and easier county funding for individuals on waivers

Options that can take people from rural areas to work in the metro areas.

The population we serve needs transportation that is affordable and available hours/days other than 8-5 M-Friday. And possibly on "odd" holidays and weather related closures for "in" town work. Currently we provide that transportation for individuals when JETS is not running.

Extended hours

More hours and flexibility in taking people with disabilities where they need to go - especially those who use wheelchairs.

More service from county to county; easy to use/understand resource center for all things transit; easy to use ridesharing service such as Uber

User Question 12: Do You Have Any Other Comments:

I don't know what I would do without them.

Thank you all, it is great, you are the best! Wilhow and Kyle

No. The bus and the bus driver have been very good to me and other people too.

SB has baby carriage fights when you pay for the bus ride

Having parents control their kids, have them sit down

When the weather is bad or icy, I need to use cabs

Kids crying and yelling

Seat belts

Cedar Rapids Transit needs to improve timing on the S buses. Also the low income system is great, but needs some work.

We need to do better by those who don't have cars and need transportation off hours and/or on the weekend.

I am a daily user of Iowa City Transit and find it economical, reliable, and convenient M-F. Would likely use it on Weekends, if hours were similar to weekday times.

Something needs to be done, traffix on I380 is horrible....

PLEASE CONSIDER CHANGING ROUTE 1 BACK TO PREVIOUS ROUTE.

I should be able to ride from one county to the next if I have appointments. I shouldn't have to change those appointments just because some agency doesn't go out of county when I need it. Those appointments can be hard to get. Again, this transportation is tax payer funded and should be free and available when people need it. And no, I do not qualify for Access to Care.

If you are going to ask passengers who have disabilities for and ID, you need to ask them all just not pick and choose, never not give a ride to a disabled person who has work clothes on !! That was TERRIBLE

It is a great service.

Land use development needs to incorporate/accommodate transit and prioritize it over cars to make transit more attractive and convenient to more of the public.

I should use it more.

I think it is very beneficial to someone that has the same schedule each day. I carpool with my spouse, and we have family obligations, dr. appointments and grocery store visits after work.

JETS is a great service for Jones County, however it is very rigid and not very compatable to life schedules when someone maintains a job or attends day programming.

There is a need in Benton County for transporting people to work outside of Benton County, mostly Linn
Better cooperation among different transit systems; i.e. Coralville and Cedar Rapids

Cedar Rapids TAG Transportation Forum – September 19th, 2014

Mercy Medical Center: Cedar Rapids, IA

Breakout Session Notes

Group 1 – Group Leader Ann Hearn

What's going well...

“Promise” of additional funding for employment rides
Resource Guide for transportation
365-RIDE
Mobility Managers
New CR Transit (City Bus) APP
How far transportation has come
Transportation included in MHDD redesign
Ground Transportation Center being reopened
Regional transit systems

Improvements needed/challenges...

Rural access
Extended bus/paratransit service hours (nights & weekends)
TMS system needs to be changed
More Mobility Managers needed
More participation in Transportation Advisory Groups (TAGs)
Move services to those in need

Solutions...

Increased funding (gas tax)
More advocacy
Expanding volunteer services
Positive marketing
Collaboration – Build Coalition
Explore where Lottery dollars go
Focus on community needs (i.e. behavioral health)
Hospital discharge transportation
Transportation needs to be inter-regional (Corridor shuttles between CR & IC)
Buses that run and are in good repair
More flexibility in providing regional transportation

Priorities...

Healthcare transportation
Home to work and back (all shifts)
Changing thinking about using public transit (Goodwill Model)
Benefits of public transit
Creating a paradigm shift – maintain independence and autonomy
Extended hours
Expand volunteer transportation services
Rural transportation access to healthcare
Empowering providers to deal with TMS scheduling issues
“One Call – One Click” Assistance (State is working on this; Vets Community Living Initiative)

Group 2 – Group Leader Mike Barnhart

What’s working well...

City bus is responsive
Low income discount on CR Transit
Ground Transportation Center
Linn County LIFTS
Neighborhood Transportation Service (NTS)
New buses

Improvements needed/challenges...

Coordination with Medicaid rules prevent solutions
Employment transportation
Education of drivers (compassionate)
Finding quality drivers
Self-advocacy for transportation
TMS – takes too much time!
Bus pass – no way to get to GTC (disabled pass)
Clearing of bus stops in winter weather
Rural appointments (geography/time)
Communication with non-verbal clients

Solutions...

Coordination between providers
Volunteers – coordination
Drivers
Peer support
Expanding fixed route service hours (later hours)
Get profit out of Medicaid transportation
Provider of medical transportation
New contracts (TMS)

Priorities...

Medical and psychological non-emergency transportation
Jobs
Replacing outdated equipment
Safety
Rides for substance abuse treatment

Group 3 – Group Leader Tom Hardecopf

What's working well...

Transportation Advisory Group
Iowa's public rural transportation providers
Dedicated stakeholders/advocates
We know we need to improve
Our existing system
Support from Linn County Supervisors
Mobility Managers
Using the resources we have
We actually have some providers willing to engage

Improvements needed/challenges...

Training drivers
Capacity
Funding
Private/corporate participation
Park & Ride – logistics/time
Capital costs
Hours of available services
Logistics of fleet
Non-emergency Medical Transportation (NEMT)
Privatization
Inter-county transportation
Rural needs
Independence
Education about mass transit services
APP wouldn't be available to low-income population

Solutions...

Additional funding
Time
Education

Mobility Manager

Collaboration

Planning

Make things transparent

Priorities...

Funding

Lobbying

Education

Providing service

Non-Emergency Medical Transportation

Capital improvements

More forums

Community education

Partnerships between providers

Re-start Corridor Medical Shuttle

Legislative campaign

Executive Summary

The Iowa legislature directed the Iowa Department of Transportation (Iowa DOT) "to conduct a study to identify administrative needs, projected demand, necessary capital and operating costs, and public transit service structures including park and ride lots, employer or public vanpool programs, and traditional fixed-route transit. The Iowa DOT shall submit a report with findings and recommendations to the general assembly on or before December 15, 2014." To meet this requirement, the Iowa DOT commissioned the Iowa Commuter Transportation Study (ICTS) to identify the existing and future commuter needs in the Interstate 380 (I-380) corridor and determine the viability of various commuter transportation improvements to address those needs.

The Office of Public Transit (OPT) was responsible for managing the study through a Project Management Team which included staff representatives of Iowa DOT's System Planning unit and the East Central Iowa Council of Governments (ECICOG). Iowa DOT retained HNTB, a transportation planning and engineering firm that has been assisting Iowa DOT with the assessment of I-380 improvements. A 15-person Advisory Group, comprised of transportation, planning and economic development stakeholders, was instrumental in providing valuable input throughout the study. The study relied heavily on input from major employers in the study area and the results of two public surveys that produced a combined total of nearly 1,000 responses from study area commuters.

Commuting between the Cedar Rapids and Iowa City metropolitan areas is significant. As shown in the table below, there are over 7,500 commuters travelling between the Cedar Rapids and Iowa City metropolitan areas and most of these commuters are traveling during the peak periods using I-380.

Table E-1: Cedar Rapids Metropolitan Area – Iowa City Metropolitan Area Commuter Patterns

Origin Area	Destination	Total Commuters
Cedar Rapids/Hiawatha/Marion	North Liberty/Coralville/Iowa City	4,159
North Liberty/Coralville/ Iowa City	Cedar Rapids/Hiawatha/Marion	3,371

Source: U.S. Census Bureau, American Community Survey 2006-2010 5-year samples

The public interest for improvements in the I-380 corridor is evident from the public surveys. Over 90 percent of respondents think transportation improvements are needed. Nearly 70 percent of respondents stated that they would use a public bus for their commute, indicating significant support for transit and other forms of ridesharing. For a detailed breakdown of survey results, see **Appendices A** and **B**.

I-380 Commuter Transportation Improvements

The study recommended a package of commuter improvements that could be implemented as a comprehensive program, or individually, reflecting the realities of funding and local priorities. This package of improvements includes:

- **Public Interregional Express Bus Service:** A new interregional fixed route bus service connecting Cedar Rapids, North Liberty, Coralville and Iowa City.
- **Subscription Bus Service:** This service can be tailored to the commuter needs of a specific locale or even a single employer and would be ideal to serve large employers.
- **Public Vanpool Program:** Open to the public, uses passenger vans supplied by a public agency or agencies driven by one of the vanpool participants. Vanpools typically have ten to sixteen participants with similar origins and destinations
- **Public Carpool Program:** A formal sharing of rides using one of the participant's private automobile. Carpooling typically has two to six participants with similar origins and destinations.

Commuter rail service in the corridor was previously studied in the Cedar-Iowa River Rail Transit Project Feasibility Study in 2006; this mode was considered in the evaluation. However, the capital and operating costs, and the cost effectiveness measured by cost per passenger was found to be significantly greater than comparable bus options. Therefore, at this time, the commuter rail service is not recommended to be pursued as part of the preferred package of service improvements in the short or mid-term. However, as pointed out in the previous study, the communities may reevaluate in the future.

This package of improvements also includes recommended infrastructure and technology improvements that will augment the service alternatives and make them more effective:

- **Park and ride facilities:** These are convenient locations along or near the primary commuting corridor to park private autos and connect to some form of public or private transportation which may include vanpools, carpools, and public bus service.
- **Regional Commuter Travel Information:** This is a readily accessible and comprehensive source of information on all commuter transportation options in a defined area. Information includes routing, pick-up points, schedules, fares and fees, and other information necessary for commuters to make decisions regarding mode of travel.
- **Transit Priority Measures:** These are transportation engineering tactics intended to make public transit and ridesharing more attractive to potential users by reducing travel time and improving reliability. Priority measures include strategies such as dedicated transit or high occupancy vehicle (HOV) lanes, bus-on-shoulder operation, traffic signal priority and queue jump lanes.
- **Guaranteed Ride Home:** This service is used in conjunction with public transportation and rideshare options to provide a ride home in case of an emergency (illness, personal crisis), usually a cab ride that is reimbursed up to a certain amount.

Public Interregional Express Bus Service

This 2-way premium express service would operate with a minimum number of stops to minimize travel time in order to make the service as competitive as possible with auto commuting. In concept, the service would operate between downtown Cedar Rapids and downtown Iowa City using I-380 and I-80, with potential stops at the Cedar Rapids Ground Transportation Center, Kirkwood Community College, park and ride near the Eastern Iowa Airport, park and ride near North Liberty, the Coralville Intermodal Facility, University of Iowa, University of Iowa Hospitals and Clinics, and the Iowa City Court Street Transportation Center.

The service would rely on park and ride lots as collection points for the dispersed commuter origins and the current transit networks for distribution to destinations not within walking distance of stops. The graphic to the right shows this concept.

Four operating plans with varying service frequency were evaluated for the express service. The option with 30 minute service during the peak periods, assumed to be 5 a.m. to 9 a.m. and 3 p.m. to 7 p.m., was judged to be the most effective in balancing costs and benefits such as ridership. Ridership was estimated at 563 daily trips for the 30 minute frequency option. For any of the alternatives, midday off peak service can be considered, however, this service may be eliminated if a guaranteed ride home program is in place.

The proposed service would use standard 40 passenger transit buses. Operating and capital costs were estimated for all of the bus options evaluated and are presented in the final report. For simplicity, only figures for the 30 minute frequency option are show in **Table E.2** below. The capital costs do not include the cost of vehicle storage and park and ride lots. Initial park and ride lots could include no cost lease options on shared use private lots. The table below shows the public transportation-related costs that require new funding.

Figure E-1: Conceptual Public Interregional Express Bus Alignment and Stops

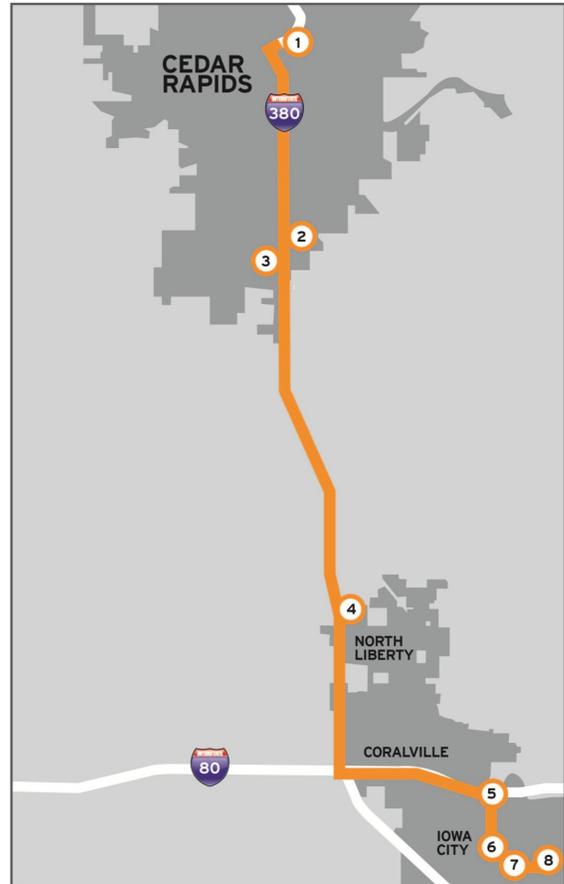


Table E-2: Public Transportation Option Costs and Revenues – 2014 dollars

Service Option	High Estimate	Low Estimate
*Transit Only Capital Cost	\$2,831,000	\$990,000
Annual Operating Cost	\$1,037,000	\$676,000
Passenger Revenue	\$502,000	\$502,000
Annual Operating Funding Needed	\$535,000	\$174,000

**Note: Capital costs only include vehicles costs.*

The figures in **Table E.2** are shown as a range reflecting the uncertainty of estimating costs for a service that is defined only conceptually, and the fact that there are many different ways to deliver the service, all of which have different cost implications.

Subscription Public Bus Service

A subscription bus is tailored to the commuter needs of a specific locale or even a single employer. Large employers sometimes have a need to move a relatively large number of employees, 20 to 30 or more, from an origin area to the workplace. In concept the service works similar to a vanpool except the vehicle is larger, usually a small to medium size bus, and the driver is a professional rather than one of the commuters.

The design and operation of a subscription bus is very flexible; often the service consists of one trip to the workplace and a return trip after the workday. The route can be designed to access the largest number of employees; a park and ride lot is typically used as a collection point. The service can be limited to employees of a single company, or can be open to the public, serving multiple employers.

The Whirlpool manufacturing plant near the Amana Colonies is an example of a location that may be effectively served by a subscription bus. With a current workforce of 2,200 and growing, and a location remote from large numbers of employees, the plant would benefit from a more structured approach to commuter options. However, the low density area of the plant cannot support regular fixed route transit service.

Public Vanpool Program

To meet the needs of dispersed origins, particularly in the rural areas not directly served by the I-380 corridor, a public regional vanpool program was recommended. This program would complement the proposed interregional express bus service and address service gaps of existing private vanpools by providing a service that is open to the public and is an efficient and cost-effective employment transportation option for commuters with dispersed origins.

Two vanpool programs are currently provided in the study area. The University of Iowa provides a program that is limited to university employees with 80 vanpools including 15 in the I-380 corridor from the Cedar Rapids area. A private firm, vRide provides private vanpool service, however, it is up to individuals who live and work in the same areas to collectively organize.

An expanded public vanpool program can take different forms. The vanpool program could be operated by an existing transit service operator or other agency eligible to receive federal and state funding. The benefit of this is that the operator could use federal and state transit funding for vehicle acquisition thereby lowering the cost to the commuter. The program requires administrative and management support to handle responsibilities such as vehicle acquisition, defining program policies and procedures, training drivers, assisting in ridematching and program accounting. Alternatively, an agency could contract with a private firm such as vRide to handle all operational aspects of the program.

It is possible for user fees to cover all program costs. In practice user fees would be set to achieve program policies regarding cost recovery. Typically, agency operated programs cover some costs through grants or local transit funding. Operating costs typically are in the range of \$10,000 to \$12,000 per vanpool, although program costs vary widely. The capital cost of the vans is either realized as an outright purchase cost, or a lease cost. Vans typically cost in the range of \$35,000 to \$40,000 per vehicle.

There is no reliable means to estimate the demand for vanpooling, however the public surveys revealed a high level of interest among survey respondents in vanpooling (and carpooling). Moreover, much of the study area outside of the I-380 corridor does not currently have commuter transit service and likely will not be able to support transit in the foreseeable future.

Public Carpool Program

A carpool program can be implemented less expensively than other programs and is recommended because of its ease of implementation and cost effectiveness. A formal carpool program is a natural element of a commuter transportation program. Employers and stakeholders have noted their desire for a centralized ridematching system. This would need to be integrated into existing programs and would need to be actively promoted by sponsoring agencies.

Statewide Applicability

Iowa's socioeconomic and passenger travel trends suggest there will be a need to identify travel demand management strategies for increasing the safety and efficiency of Iowa's transportation system. Increased population in and around metropolitan areas will create congestion and capacity issues as long as single-occupant vehicle travel remains the primary mode of travel. As Iowans drive longer distances to work, it will be increasingly important to identify and maintain commuter routes with facilities and services that provide alternatives to the single-occupant vehicle.

When examining the applicability of this effort to other areas of the state, the advisory group and project management team looked to identify other commuter corridors that were comparable to the Cedar Rapids-Iowa City corridor. The general consensus was that there was only one truly comparable corridor in the state of Iowa, that being the Ames-Des Moines corridor. Here you also have two metropolitan areas (population greater than 50,000), separated by roughly the same distance, and connected by a similar interstate highway facility that carries comparable levels of passenger traffic.

Having identified Ames-Des Moines as a comparable corridor where this effort may have some direct applicability, it was noted that a feasibility study was already underway for this corridor, led by the Des Moines Area Metropolitan Planning Organization. The final Ames-Des Moines I-35 Commuter Corridor Feasibility Study was published on August 19, 2014 and contained conclusions similar to those identified in the ICTS. The Ames-Des Moines study found that sufficient demand exists to warrant investment in a commuter express bus service operating along the I-35 corridor during the weekday peak periods.

While these two corridors are somewhat unique in a statewide context, the methodology applied in the development of the ICTS could certainly be applied to other commuter corridors, although the recommendations would likely differ. In addition to the ICTS, the Iowa DOT has also recently engaged in other commuter transportation planning efforts, including the recent completion of the Iowa Park and Ride System Plan and ongoing efforts related to the development of a statewide ride-matching system.

The *Iowa Park and Ride System Plan* will be used by the Iowa DOT to plan, evaluate, and develop a formal statewide system of park and ride facilities. For the purposes of this plan, park and ride facilities are places to park a vehicle when carpooling, vanpooling, or taking public transit. The plan provides the framework for determining the current need for commuter park and ride services, evaluating the existing system, identifying gaps in service, and guiding potential system expansion. The primary objective of the plan was to develop a location-specific, priority-based park and ride system that allows for coordinated planning and implementation of park and ride facilities that maintain highway safety, encourage ridesharing, support commuter transportation, and promote energy conservation.

Related to this effort is the development of a statewide rideshare program that can be used to match potential carpool and vanpool participants using a single ride-matching system. Historically, rideshare services across Iowa have been administered in a decentralized model where the Iowa DOT has not been involved in the procurement, administration, or marketing of local rideshare programs. This model requires rideshare organizations to provide separate startup funding and yearly support fees, reduces the overall number of matches available for potential rideshare participants, and is not consistently administered across the state.

The result of this has been an inefficient and costly system that does not serve all of Iowa's communities and results in fewer ride matches created. The statewide rideshare project will provide a more efficient, affordable, and user-friendly service by eliminating the need for multiple global administrators, reducing capital and operating expenses, and consolidating services into a single software system. The goal of this program is to increase the number of people who wish to take part in car pools, van pools, and public transit services.

Next Steps

The following ICTS next steps are necessary for the implementation of the ICTS recommended package of service improvements.

1. **Identify Lead Agency for Implementation:** The implementation of the ICTS recommendations will involve an active partnership between multiple jurisdictions and agencies within the region. However, one agency should be identified to lead the effort. ECICOG was suggested as the agency that could lead the initial effort of coordinating initial discussion between the study partners. Although not identified as a lead agency, Iowa DOT would continue to have an important role in the initiative.
2. **Form Study Implementation Committee:** The lead agency will organize a study implementation committee comprised of study area jurisdictions, public agencies and service providers. The function of the committee would coordinate implementation efforts.

3. **Identify and Pursue Preferred Funding and Financing Options for Implementation:** The implementation of the ICTS recommendations will likely require multiple funding sources, some existing such as state and federal funding programs, some new such as a regional transit district, a special assessment district or other sales or property tax.
4. **Create an Implementation Plan:** Given the recommendations and established priorities, and with more information on funding needs and availability, a detailed implementation plan should specifically list the steps to implement each of the projects and programs. There are multiple ways to operate and manage each of the service improvements. However, this will require more deliberation from the Study Implementation Committee, public agencies, transit service providers, local governments, and more detailed discussions with corridor stakeholders including major employers on how best to implement the improvements.
5. **Define Project Phasing Based on Available Funding and Priorities:** Initial funding through one-time state or federal grants or other mechanism may be able to fund initial improvements. Implementation can be phased based on available funding and financing, as well as the community's priorities. There are several initiatives already underway such as the Iowa DOT's park and ride program, the statewide ridematching system deployment and the statewide transportation website. Pilot programs can be an effective way to test the effectiveness of concepts and garner support for funding and broader implementation. For example, a pilot of the interregional bus transportation concept may be effective in helping to create the support for a long term investment in the corridor.