



FINAL FY 2015-2020 Passenger Transportation Plan



Prepared by
Southern Iowa Council of Governments
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Serving the Counties of...

ADAIR - TAYLOR - UNION - RINGGOLD - ADAMS

Chair: Rob Lundquist, Taylor County

Vice-Chair/Secretary: Ron Riley, Union County

RESOLUTION

Adoption of the Final FY 2015-2020 Passenger Transportation Plan

WHEREAS, The RPA 14 / ATURA Transportation Planning Affiliation is organized to provide transportation planning services for Region 14 (Adair, Taylor, Union, Ringgold and Adams Counties), and;

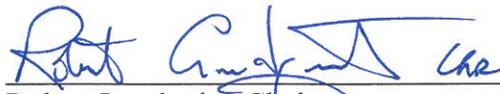
WHEREAS, the RPA 14 / ATURA Policy Board has reviewed and approved the FY 2015 – 2020 Passenger Transportation Plan;

THEREFORE, BE IT RESOLVED, that the RPA 14 / ATURA Transportation Planning Affiliation adopts the FY 2015-2020 RPA 14 / ATURA Passenger Transportation Development Plan.

Adopted by the RPA 14 / ATURA Policy Board on March 11, 2014

RPA 14 / ATURA POLICY BOARD

Signed:


Robert Lundquist, Chairman

Attest:

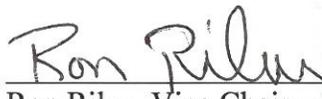

Ron Riley, Vice Chair – Secretary

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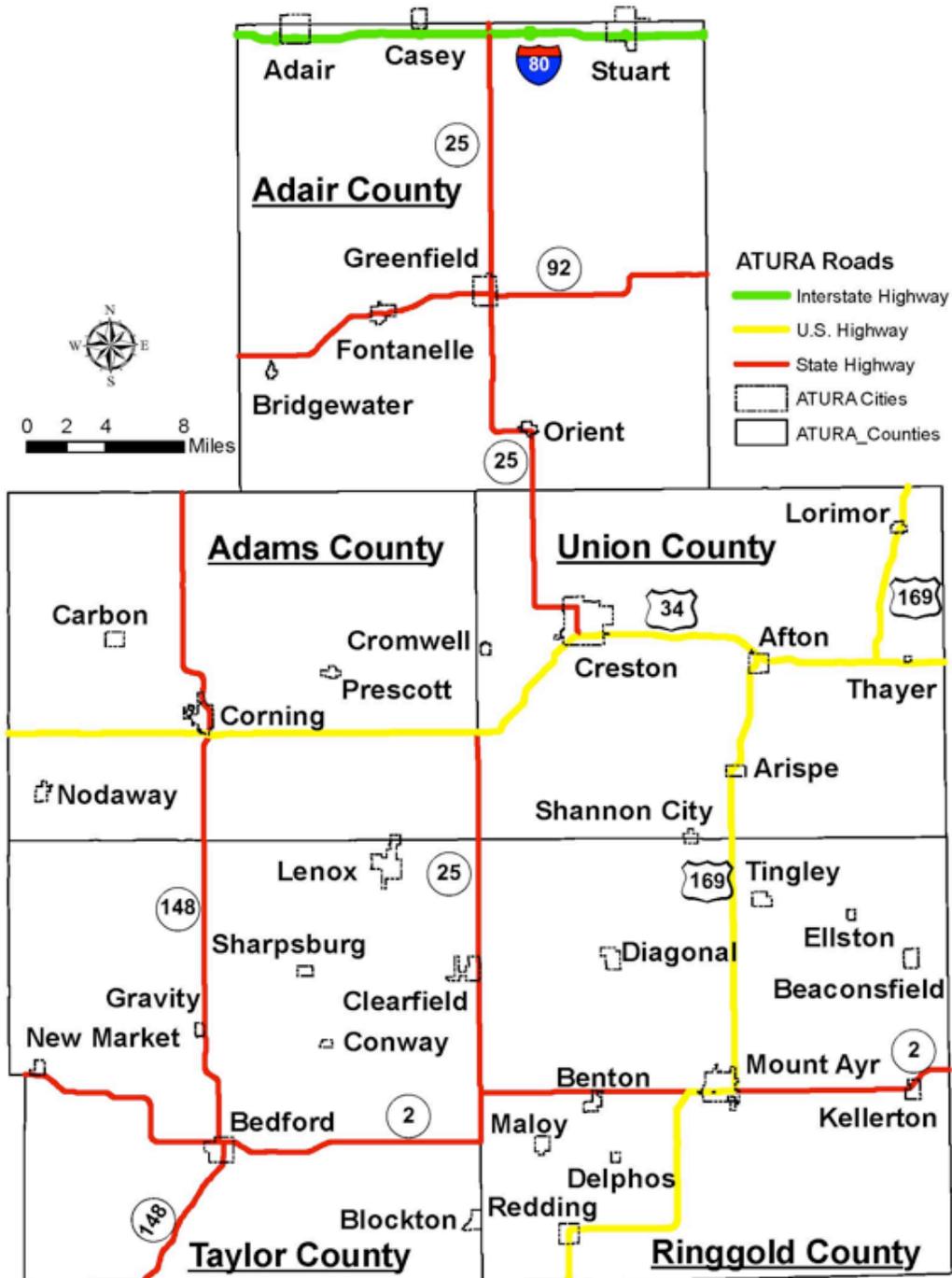
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INTRODUCTION AND PROCESS

Map of RPA 14/ATURA Region

Regional Planning Affiliation 14 / ATURA (Adams, Taylor, Union, Ringgold and Adair Counties) is located in southwestern Iowa.



The FY2015-2020 RPA 14/ATURA Passenger Transportation Plan (PTP) will detail the passenger transportation system within the State of Iowa's Regional Planning Affiliation 14/ATURA. This five-year plan is the result of a process to inventory the available transportation services, assess the transportation needs of the residents, explore the effectiveness and shortcomings of current services, and explore options to better meet the needs of the citizens of the Iowa Regional Planning Affiliation 14/ATURA region. The Passenger Transportation Plan (PTP) is designed to promote joint, coordinated passenger transportation planning programs that further the development of the local and regional public transportation systems.

The only local public transportation services available in the region are through the Southern Iowa Trolley (SIT), the regional transit agency. No taxi services operate in the region. Several private transportation providers provide charter services within the region.

The following agencies and groups have provided input and major contributions to the development of this plan:

- RPA 14/ATURA Transportation Planning Affiliation
- Family Ties (Union County/regional human service organizations)
- Ringgold County Interagency Group (Ringgold Co./regional human service organizations)
- Southern Iowa Trolley (SIT)
- Southern Iowa Council of Governments (SICOG)
- Iowa Department of Transportation (IDOT)

Goals of the Passenger Transportation Plan

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

This plan has been developed to serve as a mobility management tool to address the specific passenger transportation needs that the local constituency desires. A concerted effort was made to jointly involve human service agencies/organizations, private transportation providers, the local transit system, and elected officials and city representatives. This plan attempts to consider all passenger transportation needs and services.

Since 2006 a coordinated passenger transportation planning process has been underway within the RPA 14/ATURA region. The Transportation Advisory Group (TAG) has evolved over the years, but it has consistently included representatives from a variety of human service organizations.

The 2015-2020 Passenger Transportation Development Plan for RPA 14/ATURA uses the following format:

1. **Introduction and Process Discussion** – There is a brief discussion of the process that was undertaken to complete the PTP. It includes documentation from advisory group

meetings and related public input, including a summary of input received and a list of participants.

2. **Inventory and Area Profile** – An inventory section includes a discussion of the existing passenger transportation operations (human service providers, private providers, and public transit systems) within the planning area. It includes identification of service providers, types of service available, who is eligible for service, hours and days of service, and type, number and ADA status of vehicles in each fleet, if applicable. The area profile includes a discussion of demographic characteristics within the area and how they impact this passenger transportation needs assessment. Also included will be an analysis of the region’s limited English proficient (LEP) population and identification of the LEP population’s needs to ensure meaningful access to passenger transportation programs and activities. The area’s activity centers (employers, banks, health care facilities, grocery stores, etc.) are identified and mapped, along with a discussion of how this impacts transportation needs.
3. **Coordination Issues** – An assessment of service, management, fleet, and facility needs is made. Status of previously recommended priorities and strategies, recent developments affecting coordination of issues, and public input received concerning needs and/or coordination of issues is discussed.
4. **Priorities and Strategies** – A description of proposed passenger transportation investment strategies identified with the assistance of the Passenger Transportation Plan (PTP) Advisory Groups aka Transportation Advisory Group (TAG) for the next five years will be identified, with a goal of identifying meaningful priorities and strategies in order to meet needs and eventually lead to projects.
5. **Funding** – A brief overview of funding opportunities and expectations is presented. Available funding sources, both from DOT and other agencies, are identified that may reasonably be achieved within the life of the plan as well as funding sources that should be sought out to meet strategies.

History of the PTP Process

The Iowa DOT began public participation in 2006 with a series of Mobility Action Plan (MAP) workshops that were held around the state. A regional MAP workshop and follow-up meetings were also held in this region that year. These MAP workshops brought together participants involved in providing transportation and those associated with various human services organizations from throughout the region. Based on the information gathered from surveys and input obtained at these meetings, RPA 14/ATURA staff developed a list of individuals and organizations to be included in the PTP process. Identification of coordination areas of interest, barriers to accessing transportation services, identification of unmet needs and the reasons they remain unmet were established early in the process.

Since the last full Passenger Transportation Development Plan was adopted by RPA 14/ATURA in April of 2009, a variety of health, human service, and educational organizations, together with elected officials, have been involved in the PTP process through the region’s Transportation Advisory Group (TAG). Efforts to more fully engage these organizations in the

PTP process have continued since that time. Regular meetings have been held and input has been sought, along with concurrence on PTP Updates each year.

Transportation Advisory Groups

After more than 35 years of Southern Iowa Trolley operating as a department of Area XIV Agency on Aging, the Southern Iowa Trolley began operation under an intergovernmental agreement (28E) of the seven counties that it serves on July 1, 2012. This change in organization came about because of the impending merger of area agencies in Iowa. As a result of that organizational change, the Southern Iowa Trolley Transportation Advisory Council (SIT TAC), which had served as the Transit Advisory Group (TAG) over the previous years, ceased to exist.

Efforts to create a newly formed Transportation Advisory Group (TAG) in 2012 were not particularly successful at attracting representatives from human service organizations. Therefore, during 2013 two groups, Family Ties/Union County Family Support Council and the Ringgold County Interagency Group, have taken over the role of the Transportation Advisory Group (TAG). Although these groups are each county-based, participants include regional human service providers and representatives who serve a variety of counties within the RPA 14/ATURA region. It is felt that because of the large number of participants who regularly attend these meetings that these groups together provide a very broad and inclusive representation from within the region. Members of both of these groups were provided Draft PTP documents for review and comments and were asked for concurrence with the document.

In addition to these two groups, the Board of Trustees of the Southern Iowa Trolley (composed of Supervisors from each of the seven counties served by the transit agency) also participates in an advisory capacity throughout the year. The SIT Board is composed of elected representation from each county served by the agency and provides a forum to discuss transportation needs within the counties. They offer Becky Nardy, Transportation Planner for RPA 14/ATURA the opportunity to participate in discussions about service, unmet needs, and activities undertaken to increase ridership at their meetings. SIT and its board were also provided an opportunity for input into the Draft PTP document prior to submission to the Iowa DOT in final form.

Family Ties/Union County Family Support Council

Family Ties/Union County Family Support Council is a Union County based organization, composed of representatives of a number of health and human service agencies (many of them regional service providers), elected officials, educators, community volunteers, and transportation providers. Family Ties/Union County Family Support Council has become a valuable Transportation Advisory Group (TAG) for the region. It meets monthly and offers an opportunity to discuss issues of interest related to human service providers and the people they serve. At these meetings each participant gives an agency update. Becky Nardy, Transportation Planner for RPA 14/ATURA, spoke at these meetings about the Passenger Transportation Plan (PTP) process and her purpose in attending the meetings. She discussed her goal of learning more about the passenger transportation needs within the region, identification of gaps in services, using the group in an advisory role for the PTP process, discussions about services available from Southern Iowa Trolley, and her desire to identify possible new or expanded services to better meet the needs of all residents, but particularly of those who might be low-income, disabled, or elderly. The members of the group agreed to act in an advisory capacity

and to participate in the PTP online survey seeking inventory information and transportation data. This group provided valuable input into the preparation of this plan.

The Family Ties/Union County Family Support Council membership list is as follows:

Becky Nardy	Transportation Planner / RPA 14/ATURA
Vicki Sickels	Early Childhood Iowa
Kelsey Hollen	PACE Program, Southwestern Community College
Jocelyn Blazek	Decatorization Program/CPPC
Darla Helm	Southwestern Community College Adult Education
Billie Jo Greenwalt	Southern Iowa Regional Housing Association
Jenni Downing	MATURA Head Start
Janell Staats	MATURA Outreach Center
Marcy Lane	MATURA Outreach Center
Rev. Daniel Moore	Union County Ministerial Alliance
Chris Mansour	READS program/Union County Family Support Council
Kristin Millhollin	Crisis Intervention and Advocacy
Chelsea Jenkins	Crisis Intervention and Advocacy
Kavey Barrow	Crisis Intervention and Advocacy
Jackie Witson	Greater Regional Medical Center
O.J. Fargo	Union County Family Support Council
Linda Huffman	Union County Family Support Council
Victoria Brammer	Parents as Teachers
Jenny Rice	Childcare Resource and Referral
Karla Hynes	MATURA's WIC Program
Kelly Malone	YMCA
Terry Wangberg	Parents as Teachers/SWCC Early Childhood Education
Deborah Long	Girl Scouts of Greater Iowa
Tina Gordinier	United Health Care – Hawk-I Program
Shannon Harper	East Union's Partnering in Communities
Katie Christensen	MATURA FaDSS
Lois Monday	Union County Board of Supervisors
Aaron Chapman	Union County Family Support Council
Ellen Gerharz	Creston Chamber of Commerce
Ron Ludwig	MATURA
Tracey Mavis	MATURA
Sharman Lowenberg	Vocational Rehabilitation
Joanna Davis	God's Deliverance Church
Lisa Cook	Iowa Department of Human Services
Erica Frey	Southwestern Community College
Terry Wangberg	Southwestern Community College
Tammy Ross	East Union Schools ASPIRE
Jane Shantz	Creston Schools
April Loudon	I Think I Can Daycare
Bonnie Brown	Greater Regional Medical Center
Jackie Witson	Greater Regional Medical Center
LaRay Ripperger	Community Partnerships for Protecting Children (CPPC)
Steve Bolie	Southern Iowa Trolley

Appendix “A” attached to this document includes relevant excerpts from the Minutes of the Family Ties meetings, who was in attendance at each meeting, and outcomes/comments about the meetings.

Ringgold County Interagency Group

Ringgold County Interagency Group is a Ringgold County based organization, composed of representatives of a number of health and human service agencies (many of them regional service providers), elected officials, Iowa Department of Health employees, community representatives, and educators. Ringgold County Interagency Group has become a valuable Transportation Advisory Group (TAG) for the region. It meets monthly and offers an opportunity to discuss issues of interest related to human service providers and the people they serve. At these meetings each participant gives an agency update. Becky Nardy, Transportation Planner for RPA 14/ATURA, spoke at these meetings about the Passenger Transportation Plan (PTP) process and her purpose in attending the meetings. She discussed her goal of learning more about the passenger transportation needs within the region, identification of gaps in services, using the group in an advisory role for the PTP process, discussions about services available from Southern Iowa Trolley, and her desire to identify possible new or expanded services to better meet the needs of all residents, but particularly of those who might be low-income, disabled, or elderly. The members of the group agreed to act in an advisory capacity and to participate in the PTP online survey seeking inventory information and transportation data. This group provided valuable input into the preparation of this Passenger Transportation Plan.

The Ringgold County Interagency Group membership list is as follows:

Becky Nardy	Transportation Planner RPA 14/ATURA
Tammy James	Educational Talent Search – Graceland University, Upward Bound
Jocelyn Blazek	Decategorization Program/CPPC
Angela Reynolds	SFL Coalition
Robin McDonnell	Parents as Teachers
Brian Keath	Red Cross & 211 Information and Referral
Melissa McCoy	Red Cross & 211 Referral Center
Jodi Haley	SPF-SIG/SAFE/Teen Choices Coalition
Karen Bender	Ringgold Co. Development & Tourism/Mount Ayr Chamber of Commerce
Cathy McGahuey	Ringgold County Supportive Services
Kraig Pennington	Ringgold County Board of Supervisors
Karla Hines	MATURA’s WIC Program
Julie Neas	Prevent Child Abuse & Volunteer Center of Southern Iowa
Peggy Kost	Crisis Intervention and Advocacy Center
Blake Schnormeier	MATURA Outreach Center
Wendy Greenman	Iowa Works
Amy Richie	Life-Line Resources
Kate Zimmerman	Ringgold County Conservation
Rachel Griffith	CPPC
Marci Bjustrom	SLF Coalition
Becky Fletchall	Ringgold County Public Health
Teresa Jackson	Ringgold County Emergency Management

Wendi Boswell	Zion Recovery Services
Judy Hensley	ISU Extension
Vicki Sickels	Ringgold Co. Public Health, I-Walk Coalition, Community Transformation Grant Coalition & Quad Counties 4 Kids EC Area, Communities Putting Prevention to Work (CPPW) Coalition
Chris Doster	Ringgold Co. Public Health, Tobacco Coalition & Community Transportation Grant Coalition

Appendix “B” attached to this document includes relevant excerpts from the Minutes of the Ringgold County Interagency Group meetings, who was in attendance at each meeting, and outcomes/comments about the meetings.

The door remains open to including new agencies or organizations to take a more active roll within the PTP Advisory groups. These groups continue to move towards finding gaps in service, identifying unmet needs and workable solutions and options to address those needs. A variety of transportation issues have been discussed at advisory group meetings during recent years. SIT staff are often involved in follow-up in an effort to provide additional information, clarify services available, or work with organizations to provide additional services.

PTP Survey

In November of 2013 a survey entitled “Passenger Transportation Plan Survey 2014” was electronically distributed to members of the two TAG groups (Family Ties/ Union County Family Support Council and Ringgold County Interagency Group). It was also sent to the health and human service organizations, nursing homes, and preschools listed on the next page. All are located within the RPA 14/ATURA region. The surveys were distributed by e-mail and responses were collected electronically over a thirty-day period through Survey Monkey online survey software. The survey was conducted in an effort to obtain private transportation provider inventory information and to identify transportation needs and gaps in service. The information collected was used in the development of this document.

Appendix “C” to this document shows a printed version of the on-line survey and Appendix “D” provides a spreadsheet showing responses received during the survey. An analysis of the data collected through this survey was useful in the development of this PTP and portions of the data are displayed beginning on page 41 in the section entitled PTP Survey Data.

Final – March 11, 2014

The 2014 PTP Survey Distribution List

ORGANIZATION	Name	Street Address	City, State ZIP	E-mail
CARE	Jana Dailey	500 Opal	Afton, IA 50830	jana.dailey@innovative-industries.org
Country Haven	Libbie Wilkinson	US Hwy 34	Corning, IA 50841	libbiew@hotmail.com
Midwest Opportunities, Inc.	Tami Snider		Creston, IA 50801	tami.snider@midwestopportunities.org
Midwest Opportunities	Judy Erickson	724 Davis	Corning, IA 50841	judi.erickson@midwestopportunities.org
Innovative Industries	Lana Bearden	215 North Walnut	Creston, IA 50801	lane.bearden@innovative-industries.org
Union County MATURA Outreach Center	Marcy Lane	207B North Elm	Creston, IA 50801	unionoutreach@maturaact.org
Nurses on Call	Donna Cunningham	500 East Taylor Street	Creston, IA 50801	donnac@iowatelecom.net
Southern Iowa Resources for Families	April Hansen	109 N. Elm	Creston, IA 50801	ahansen@sirf.org
Pursuit of Independence	Darcy Johnson	124 Main St., Suite C	Lenox, IA 50851	djohnson@taylorridgestates.org
Family Resource Center	Brenda Adams	302 N. Lincoln Street	Mount Ayr, IA 50854	samresce@iowatelecom.net
Ringgold Co. Supportive Services	Cathy McGahuey	507 South Henderson	Mount Ayr, IA 50854	rcss@iowatelecom.net
Prairie View of Creston LLC	Amy Edmonson	1709 W. Prairie St.	Creston, IA 50801	aedmonson@prairieviewal.com
Vintage Park Apartments	Sandy Helm	810 East Van Buren	Lenox, IA 50851	manager@vintageparkapts.com
Adair County Home Care	Jane Ernst	117 NW Hayes	Greenfield, IA 50849	jernst@adaircountyhomecare.org
Adair County MATURA Outreach Center	Raedeon Bigelow	354 Public Square	Greenfield, IA 50849	adairoutreach@maturaact.org
Adams County MATURA Outreach Center	Diana Boyd	1609 Quincy, Suite 3	Corning, IA 50841	adamsoutreach@maturaact.org
Ringgold County MATURA Outreach	Blake Fry-Schnormeier	202 North Taylor Street	Mount Ayr, IA 50854	ringgoldoutreach@maturaact.org
Taylor County MATURA Outreach Center	Lydia Brumfield	607 Madison Street	Bedford, IA 50833	tayloroutreach@maturaact.org
Iowa Focus		105 W. Adams	Creston, IA 50801	Derek@lowafocus.com
Veterans Affairs	Kevin Scadden	300 N. Pine, Ste 180	Creston, IA 50801	uncova@yahoo.com
Veterans Affairs		Adams Co. Courthouse	Corning, Iowa 50841	veterans@adamscountyyia.com
Veterans Affairs	Everett Tribolet	Taylor Co. Courthouse	Bedford, IA 50833	taylorcova@mchsi.com
Veterans Affairs	Gary Smith	Ringgold Co. Courthouse	Mount Ayr, IA 50854	Mopargary1970@yahoo.com
Veterans Affairs	Rick Schaecher	Adair Co. Courthouse	Greenfield, IA 50849	adaircova@yahoo.com
Zion Recovery Services	Nina Utterback	132 SE Court Dr., PPO Box 255	Greenfield, IA 50849	nutterback@zionrecovery.org
Zion Recovery Services	Kim Blakeman	309 S. 7 th St., Ste. B	Adel, IA 50003	kblakeman@ziorecovery.org
Southern Prairie YMCA	Jacki Steffen	1201 W. Townline St.	Creston, IA 50801	jsteffen@southernprairieymca.com
Community Care Center	Kristen Canham	325 Southwest Seventh Street	Stuart, IA 50250	kscanham@hotmail.com
Good Samaritan Society	Kay Sickles	326 Summerset, Box 38	Fontanelle, IA 50846	ksickles@good-sam.com
Greenfield Manor	Suzie Morgan	615 SE Kent	Greenfield, IA 50849	greenman@iowatelecom.net
Corning Nursing & Rehab	J. Slotsky	1614 Northgate Drive	Corning, IA 50841	jslotsky@careinitiatives.org
Bedford Nursing & Rehab	Robin Wilmarth	1005 West Pearl	Bedford, IA 50833	rwilmarth@careinitiatives.org
Clearview Home	Joe Routh	406 W. Washington	Clearfield, IA 50840	clrview@iowatelecom.net
Lenox Care Center	Kim Bashor	111 East Van Buren	Lenox, IA 50851	kbashor.33@hcmnc.com
Afton Care Center	Brad Lorenzen	508 West Pearl	Afton, IA 50830	aftoncarecenter@iowatelecom.net
Crest Haven Care Centre	Kristin Merron	1000 East Howard	Creston, IA 50801	admin.chcc@trilliumhcg.com
Creston Nursing & Rehab	Lori Harvey	1001 Cottonwood Drive	Creston, IA 50801	lharvey@careinitiatives.org
Mount Ayr Health Care Center	Robert Hinz	1504 East South Street	Mount Ayr, IA 50854	rmhinc@iowatelecom.net
The Willows Assisted Living	Linda Williams	324 SW 6th	Stuart, IA 50250	rwangus@netins.net
Creative Beginnings	Melinda Weeda	305 West Howard Street	Creston, IA 50801	cbpreschool@iowatelecom.net
Discovery Kids Preschool		701 W. Townline Street, Ste. B	Creston, IA 50801	
Ringgold Co. Head Start		302 N. Lincoln Street	Mount Ayr, IA 50854	
MATURA Head Start	Julie Lang	203 W. Adams	Creston, IA 50801	jlange@maturaheadstart.org
Hearts & Hugs Preschool		2246 Loomis Ave	Corning, IA 50841	heartshugs@gmail.com
I-Think-I Can Childcare Center	LouAnn Merrill	705 S. Cherry	Creston, IA 50801	ithinkican@iowatelecom.net
Joyful Sparks Preschool	Reagan Fehrle	PO Box 153	Afton, IA 50830	rfehrle@iowatelecom.net
Nodaway Valley Pre-School	Connie Lundy	108 SW 5 th Street	Greenfield, IA 50849	clundy@nodawayvalley.org
St. Malachy Preschool	Rose Wignall	403 W. Clarke	Creston, IA 50801	rwignall@crestonstmalachy.org
Successful Beginnings Preschool	Hope Hall	211 S. Scott Street	Afton, IA 50830	hopehall@eastunionschools.org
Tinker Tots Preschool	Katie Purdy	1006 Illinois St.	Bedford, IA 50833	katiepurdy@frontier.com
Trinity Preschool	Joy Brown	800 N. Sumner Ave.	Creston, IA 50801	preschool@trinitycreston.org
Creative Discovery Preschool		606 E. Ohio St.	Lenox, IA 50851	my.boys.com@hotmail.com
Life's Beginnings Preschool	Jo Drake	901 Nodaway St.	Corning, IA 50841	laughternlove5@hotmail.com
Corning Head Start		2249 Loomis Ave. Ext.	Corning, IA 50841	
Bedford Head Start		906 Pennsylvania St.	Bedford, IA 50833	
Positive Approach Preschool	Judy Townsend	813 1st Street	Prescott, IA 50859	jtownsend@prescottschool.org
O-M Preschool	Shelley Bakerink	201 School Street, PO Box 129	Orient, IA 50858	shelley.bakerink@o-mschools.org
Corning School Preschool	Christy Cox	1012 10th Street	Corning, IA 50841	ccox@corningcsd.org
Little Dawgs Preschool	Amber Bucher	906 Penn St., PO Box 234	Bedford, IA 50833	abucher@bedford.k12.ia.us

Review of Draft Passenger Transportation Plan

The Draft PTP was distributed to members of the PTP Advisory groups for their review, comments and concurrence. The Draft PTP was also submitted to the Southern Iowa Trolley, the Iowa Department of Transportation, and to the Federal Transportation Administration for review and comments. The RPA 14/ATURA website allows members of the public to view and comment on the Draft PTP also. Copies of the draft document are made available at the office of the Southern Iowa Council of Governments. An announcement of the opportunity to review the Draft PTP and comment on it is placed in “The Windmill”, the monthly newsletter of the Southern Iowa Council of Governments. This newsletter is distributed to each county and city within the RPA 14/ATURA region as well as to many other organizations, businesses, banks, and elected officials in the area.

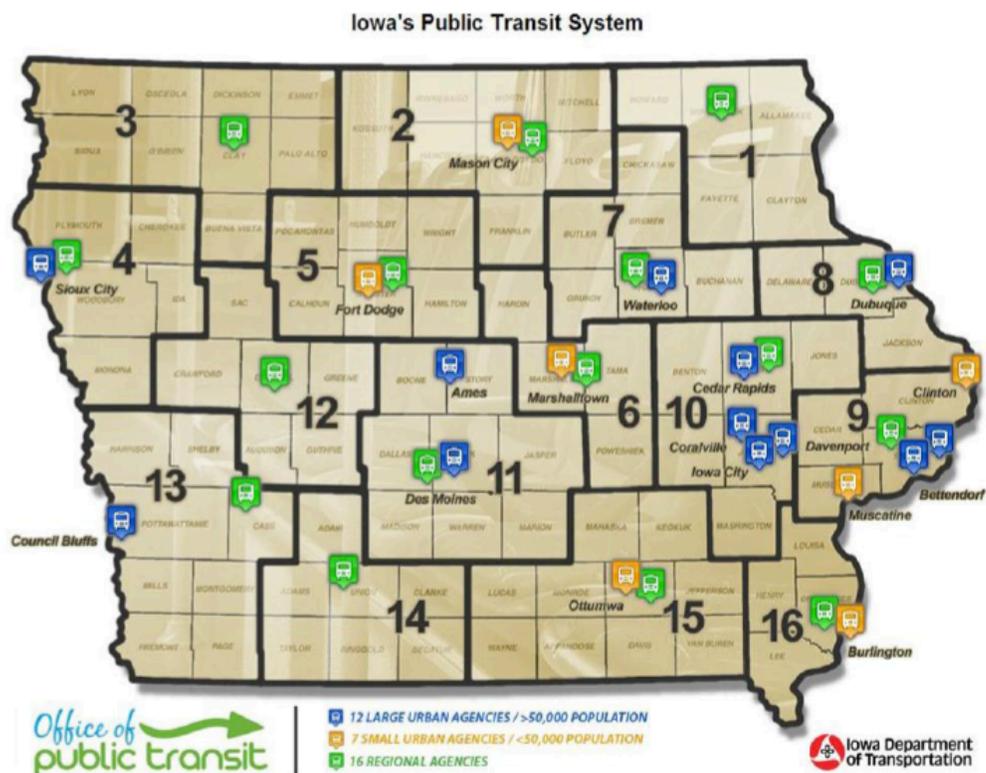
Once input and comments received were taken into consideration, the final version of the Passenger Transportation Plan was drafted and submitted to the RPA 14/ATURA Transportation Technical Committee for their recommendation to the RPA 14/ATURA Policy Board. Following a public hearing, the RPA 14/ATURA Policy Board was asked to adopt the Resolution shown on page one of this document approving the final version of the Passenger Transportation Plan.

INVENTORY AND AREA PROFILE

Transportation Providers - Inventory

Southern Iowa Trolley

Many transportation needs of the public are met by the Southern Iowa Trolley (SIT), the only transit agency operating in the region. SIT serves the counties of Adair, Adams, Clarke, Decatur, Ringgold, Taylor and Union Counties. (Clarke and Decatur Counties are located outside of the RPA 14/ATURA region.) SIT operates out of a facility located in Creston. SIT's service area is identified as Region 14 on the map shown below.



The SIT organization is governed by a seven-member board of directors. All board members are county supervisors appointed by their respective Boards of Supervisors of Adair, Adams, Clarke, Decatur, Ringgold, Taylor and Union Counties.

SIT has a history of collaboration with the Area Agency on Aging, as they were previously operated as one organization. SIT's operations have historically targeted services to the elderly, individuals with disabilities, and low-income riders; although the SIT does provide service to the general public too. Several years ago SIT began efforts to specifically market their services to the general public. SIT has thirty-seven (37) vehicles used in its operations. Vehicles are based in Corning, Creston, Greenfield, and Mt. Ayr within the RPA 14/ATURA region, as well as in Leon, and Osceola which are located

outside the region but within the service area of SIT. SIT operates demand-response, door-to-door services throughout the region. They also provide regularly scheduled pickups to accommodate the needs of riders, particularly for group home residents or consumers of job training or assisted employment programs and school children. In addition, twice monthly trips are scheduled to Des Moines from the region.

Southern Iowa Trolley is open to the general public. There are no age or income requirements. However, permission to ride must be given by a parent/guardian for anyone less than nine years of age. Office hours of SIT are 7:30 a.m. until 4:00 p.m., Monday through Friday. Same day, door-to-door service is available in Corning, Creston, Greenfield and Mount Ayr.

Rates:

General public rides	\$3.00
School children rides	\$1.65
Senior rides	\$1.50
Punch Tickets	12 rides for \$19.80
Monthly tickets	\$30.25

Evening, week-end and holiday service is available only upon special request. Only dialysis transportation is available on New Year’s Day, Memorial Day, 4th of July, Labor Day, Thanksgiving Day and the day after, or Christmas Day.

All but one SIT vehicle are accessible to the mobility impaired. That one non-ADA vehicle has only limited usage for transporting passengers. Same day service is available as SIT’s service allows, but twenty-four hour advance notice is requested for service outside of Creston, Corning, Greenfield, and Mount Ayr . Mobility impaired or frail riders may be accompanied by one passenger care attendant (PCA) who may ride free of charge, but must help in assisting the passenger. Seatbelts are required unless a medical release is presented, and wheelchairs must be secured.

Southern Iowa Trolley – Annual Ridership

Year	Total Rides	Elderly Rides	Disabled Rides	Vehicle Miles	Revenue Miles
2009	147788	23888	36152	473226	473226
2010	144230	24255	34945	388450	388450
2011	149590	28218	37082	431569	431569
2012	139591	30089	36015	463128	463128
2013	128150	27687	31529	409133	409133

Southern Iowa Trolley - Vehicle Inventory as of December 31, 2013

#	Make	Model	Mileage as of 12/31/13	Capacity			
				Seats	with w/c	w/c positions	ADA
75	Ford	Supreme	130,971	11	11	0	None
79	Champion	Challenger	104,311	16	12	2	Lift
80	Champion	Challenger	121,096	16	12	2	Lift
81	Champion	Challenger	120,884	16	12	2	Lift
82	Champion	Crusader	156,230	11	7	2	Lift
83	Champion	Challenger	98,668	10	4	2	Lift
84	Ford	Pacer 11	82,685	10	4	2	Lift
85	Ford	Pacer 11	98,461	10	4	2	Lift
86	Ford	G Coach 11	116,343	16	10	2	Lift
89	Ford	Supreme	97,273	16	4	4	Lift
90	Ford	Supreme	85,013	16	4	4	Lift
91	Ford	Eldorado	64,839	16	10	2	Lift
92	Ford	Eldorado	65,341	16	10	2	Lift
94	Ford	Eldorado	85,722	18	16	2	Lift
S-14	Ford	Eldorado	57,782	18	16	2	Lift
S-15	Ford	Eldorado	60,192	18	16	2	Lift
S-16	Ford	Eldorado	54,697	18	16	2	Lift
S-17	Ford	Eldorado	64,084	18	16	2	Lift
S-18	Ford	Eldorado	61,786	18	16	2	Lift
S-19	Ford	Eldorado	63,223	18	16	2	Lift
S-20	Ford	Eldorado	56,354	18	16	2	Lift
21	Ford	Eldorado	46,269	18	16	2	Lift
22	Ford	Eldorado	40,681	18	16	2	Lift
23	Ford	Eldorado	44,776	18	16	2	Lift
S-25	Ford	Eldorado	26,178	18	16	2	Lift
26	Ford	Eldorado	10,196	18	16	2	Lift
27	Ford	Eldorado	7,707	18	16	2	Lift
77	Chevy	Venture	162,936	6	3	2	Ramp
78	Chevy	Venture	159,315	6	3	2	Ramp
87	Champion	Minivan	174,927	5	5	1	Ramp
88	Champion	Minivan	164,633	5	5	1	Ramp
93	Chevy	Uplander LS	83,021	5	2	2	Ramp
S-10	Dodge	Minivan	97,916	6	3	2	Ramp
S-11	Dodge	Minivan	85,146	6	3	2	Ramp
S-12	Dodge	Minivan	90,342	6	3	2	Ramp
S-13	Dodge	Minivan	100,368	6	3	2	Ramp
24	Dodge	Minivan	60,462	5	2	2	Ramp

Southern Iowa Trolley Ridership Report –Fiscal Year Ended June 30, 2013

		July 1, 2012 to June 30, 2013	Previous Year	% of Previous YTD
ADAIR	Elderly Waiver	13	193	7%
	Elderly	2,266	2,568	88%
	Sheltered Workshop	5,785	6,568	88%
	Education/Summer Fun Bus	1,329	2,051	65%
	General Public	916	539	170%
	COUNTY TOTAL	10,309	11,919	86%
ADAMS	Elderly Waiver	206	170	121%
	Elderly	1,614	1,593	101%
	Sheltered Workshop	-	-	
	Education/Summer Fun Bus	5,111	5,470	93%
	General Public	1,080	1,108	97%
	COUNTY TOTAL	8,011	8,341	96%
CLARKE	Elderly Waiver	109	50	218%
	Elderly	5,852	5,318	110%
	Sheltered Workshop	11,546	12,683	91%
	Education/Summer Fun Bus	15,670	16,789	93%
	General Public	2,050	2,655	77%
	COUNTY TOTAL	35,227	37,495	94%
DECATUR	Elderly Waiver	441	670	66%
	Elderly	2,143	3,405	63%
	Sheltered Workshop	2,333	1,948	120%
	Education/Summer Fun Bus	958	2,205	43%
	General Public	909	1,614	56%
	COUNTY TOTAL	6,784	9,842	69%
RINGGOLD	Elderly Waiver	96	82	117%
	Elderly	2,001	2,463	81%
	Sheltered Workshop	4,626	5,060	91%
	Education/Summer Fun Bus	495	454	109%
	General Public	428	643	67%
	COUNTY TOTAL	7,646	8,702	88%
TAYLOR	Elderly Waiver	-	-	
	Elderly	216	1,012	21%
	Sheltered Workshop	-	-	
	Education/Summer Fun Bus	77	463	17%
	General Public	123	389	32%
	COUNTY TOTAL	416	1,864	22%
UNION	Elderly Waiver	629	608	103%
	Elderly	11,560	11,303	102%
	Sheltered Workshop	7,239	9,756	74%
	Education/Summer Fun Bus	28,459	29,481	97%
	YMCA Contracted Bus	2,359	414	
	General Public	7,816	8,326	94%
COUNTY TOTAL	58,062	59,888	97%	
T M S	Elderly	521	640	81%

		July 1, 2012 to June 30, 2013	Previous Year	% of Previous YTD
	General Public	1,061	864	123%
	TOTAL	1,582	1,504	105%
Iowa Cares	Elderly	20	14	143%
	General Public	93	22	423%
	TOTAL	113	36	314%
AGENCYWIDE TOTALS	Total Rides	128,150	139,591	91.8%
	Senior Rides incl. EW, TMS	27,687	30,089	92.0%
	Sheltered Workshop	31,529	36,015	87.5%
	Education/Summer Fun Bus/YMCA	54,458	57,327	95.0%
	General Public incl. TMS	14,476	16,160	89.6%
	Total Vehicle Miles	409,133	463,128	88.3%
	Total Days of Service	246	255	96.5%

Southern Iowa Trolley Ridership Report – Current Fiscal Year

July 1, 2013 through December 31, 2013

		Current Month	Year-to-date	Previous Year-to-date	Current % of Previous YTD
ADAIR	Elderly Waiver	7	31	11	282%
	Elderly	142	1,074	1,106	97%
	Sheltered Workshop	398	2,678	3,034	88%
	Education/Summer Fun Bus	142	853	765	112%
	General Public	120	546	331	165%
	COUNTY TOTAL	809	5,182	5,247	99%
ADAMS	Elderly Waiver	10	87	156	56%
	Elderly	75	537	871	62%
	Sheltered Workshop	-	-	-	-
	Education/Summer Fun Bus	623	3,539	2,427	146%
	General Public	90	537	586	92%
	COUNTY TOTAL	798	4,700	4,040	116%
CLARKE	Elderly Waiver	4	71	47	151%
	Elderly	480	3,029	2,806	108%
	Sheltered Workshop	768	5,015	6,168	81%
	Education/Summer Fun Bus	1,156	7,417	6,933	107%
	General Public	136	900	1,150	78%
	COUNTY TOTAL	2,544	16,432	17,104	96%
DECATUR	Elderly Waiver	32	238	258	92%
	Elderly	124	904	1,044	87%
	Sheltered Workshop	206	1,767	974	181%
	Education/Summer Fun Bus	44	156	623	25%
	General Public	30	273	471	58%
	COUNTY TOTAL	436	3,338	3,370	99%
RINGGOLD	Elderly Waiver	33	148	22	673%
	Elderly	76	809	936	86%
	Sheltered Workshop	468	2,957	2,323	127%
	Education/Summer Fun Bus	115	416	222	187%
	General Public	39	390	196	199%
	COUNTY TOTAL	731	4,720	3,699	128%
TAYLOR	Elderly Waiver	-	-	-	-
	Elderly	18	150	143	105%
	Sheltered Workshop	-	-	-	-
	Education/Summer Fun Bus	-	126	-	-
	General Public	16	105	50	210%
	COUNTY TOTAL	34	381	193	197%
UNION	Elderly Waiver	64	540	297	182%
	Elderly	882	6,620	5,145	129%
	Sheltered Workshop	689	3,738	3,405	110%
	Education/Summer Fun Bus	2,482	15,426	12,213	126%
	YMCA Contracted Bus	-	-	1,255	-
	General Public	583	3,831	3,602	106%
	COUNTY TOTAL	4,700	30,155	25,917	116%

		Current Month	Year-to-date	Previous Year-to-date	Current % of Previous YTD
TMS	Elderly	77	325	314	104%
	General Public	113	587	457	128%
	TOTAL	190	912	771	118%
Iowa Cares	Elderly		-	20	-
	General Public		-	93	-
	TOTAL	-	-	113	-
AGENCYWIDE TOTALS	Total Rides	10,242	65,820	60,454	108.9%
	Senior Rides incl. EW, TMS	2,024	14,563	13,176	110.5%
	Sheltered Workshop	2,529	16,155	15,904	101.6%
	Education/Summer Fun Bus/YMCA	4,562	27,933	24,438	114.3%
	General Public incl. TMS	1,127	7,169	6,936	103.4%
	Total Vehicle Miles	43,075	228,959	201,204	113.8%
	Total Days of Service	21	127	122	104.1%

Healthcare and Human Services & Educational Organizations

Healthcare organizations, pre-schools, colleges, and human service agencies completed an online PTP Survey distributed in November of 2013. Responses indicated that the organizations shown on the following chart owned or leased vehicles used to transport their consumers, residents, or those served by their organization. Rides on these vehicles were not available to the general public. An inventory of vehicles compiled from that survey data is shown on the following page.

Human Service Organizations Vehicle Inventory

Organization Name	Location	Does your organization Own/Lease Vehicles?	Is anyone outside your organization allowed to ride in your vehicles?	# of Passenger Cars	# of wheelchair accessible ADA Vans	# of wheelchair accessible (not wheelchair accessible)	Use Employee Vehicles	Use Volunteer Vehicles	Use Southern Iowa Trolley
Mount Ayr CSD	Mount Ayr	Yes	No	5	1	2	Yes	Yes	Yes, occasionally.
Southwestern Community College	Creston	Yes	No	6	1	1	No	No	No.
Ringgold County	Mount Ayr	Yes	No				No	No	Yes, but rarely.
Clearview Home	Clearfield	Yes	No	2	0	0	No	No	Yes, but rarely.
Innovative Industries	Creston	Yes	No	3	0	2	No	No	Yes, frequently.
Adair-Casey Community Preschool	Adair	Yes	No	4	0	1	No	No	No.
MATURA Head Start	Mount Ayr	Yes	No	3	0	1	No	No	Yes, always.
Iowa Department of Human Services	Regional	Yes	No	1	0	1	Yes	Yes	Yes, occasionally.
MATURA	Creston	Yes	No	2	0	5	No	No	Yes, occasionally.
East Union ASPIRE "More"	Afton	Yes	No	2	0	2	No	No	Yes, occasionally.
Corning CSD	Corning	Yes	No	2	1	5	No	No	Yes, frequently.
East Union Early Childhood Center	Afton	Yes	No	3	0	2	No	No	Yes, frequently.

Midwest Opportunities, Inc., provides residential services to children and adults with intellectual disabilities in Southwest Iowa. They operate a number of vehicles, some of which are ADA

accessible, out of their group homes in Creston and Corning. Midwest Opportunities staff transport only their own consumers in these vehicles. Southern Iowa Resources for Families (SIRF) also operates a number of vehicles out of their facility in Creston. SIRF staff transport only their own consumers in these vehicles. Inventory information was requested but no response received.

School Districts

The school districts within the RPA14/ATURA region provide transportation for their rural students. As the chart below shows, the costs per pupil can be quite steep, particularly for the small districts with schools located in very small towns, as they have a high percentage of students needing bus transportation to school daily.

Most school districts in the area do not routinely provide transportation for students who live in the same town their school is located in. This may create a transportation need to and from school for some students, especially those who live too far from the school to walk, ride a bike, or are unable to drive themselves. Their parents may lack transportation themselves or are not available to drive their children to school because of their work schedules.

Pre-school and very young elementary students often lack transportation to and from school because they are too young to walk by themselves or their parents or caregivers are unable to transport them. Some parents believe that it is not safe for their children to walk to school and chose riding public transportation as a safer alternative. However, the majority of towns where schools are located are quite small and in most instances the distances from home to school are only a matter of a few blocks.

Many of the citizens in these small school districts believe that keeping their schools open is a priority, and they attempt to fend off pressure to consolidate with larger nearby school districts. However, maintaining these small districts comes with a high price tag when it comes to transportation costs. There may be room for coordination between some of the districts and public transit services. In addition, it appears that most of the school buses in the region sit idle except during weekday mornings and late afternoons while on their daily routes to and from school. Unfortunately, these are the same times that the Southern Iowa Trolley usage is at it's highest as well. Use of school buses to provide services to the general public is a remote possibility that could be looked at, although at the present time it seems to involve some rather formidable "turf" issues as well as the need to address charter rules. Tight school budgets and aging school buses may bring some to the table for discussions.

Although no school districts have formal contracts with Southern Iowa Trolley, they do use SIT services regularly to provide transportation for some of their special education students or those with disabilities.

Tables showing 2011-2012 data provided by the Iowa Department of Education related to school district transportation services provided in the school districts that operate within the RPA14/ATURA region follow.

School District Transportation Data 2012-2013

District Name	Enrollment (cert less share time)	Route Miles	Non- Route Miles	Net Operating Cost	Ave # Students Transported	Ave Cost Per Pupil Transported	Ave Cost Per Pupil Enrolled	Ave Cost Per Mile (Route)	District Square Miles
Bedford	496.3	70325	18984	\$223,764.09	182.8	\$1,224.09	\$450.86	\$3.18	288
Clearfield	82.0	34964	1808	\$49,829.24	42.9	\$1,161.52	\$607.67	\$1.43	70
Corning	422.0	174287	23107	\$325,060.39	139	\$2,338.56	\$770.29	\$1.86	260
Creston	1,406.7	84510	51755	\$311,193.89	669.9	\$464.54	\$221.22	\$3.68	196
Diagonal	112.0	24410	3717	\$57,177.36	22.0	\$2,598.97	\$510.51	\$2.34	83
East Union	490.9	85796	16739	\$276,134.54	331.0	\$834.24	\$562.51	\$3.22	269
Lenox	403.5	42584	12387	\$108,800.50	217.9	\$499.31	\$269.64	\$2.55	137
Mount Ayr	617.0	118001	30725	\$313,615.68	332.1	\$944.34	\$508.29	\$2.66	402
Murray	281.5	48435	9288	\$115,022.51	165.4	\$695.42	\$408.61	\$2.37	134
Nodaway Valley	672.2	110655	22082	\$345,232.99	406.9	\$848.45	\$513.59	\$3.12	283
Orient-Macksburg	191.1	47674	6148	\$67,419.05	80.0	\$842.74	\$352.79	\$1.41	184
Prescott	89.6	33070	991	\$68,017.05	30.0	\$2,267.24	\$759.12	\$2.06	89
Totals & Averages	5,265	874,711	197,731	\$2,261,267.29	2,619.90	\$863.11	\$429.51	\$2.59	2,395

Source: Iowa Department of Education

School District Vehicle Inventory 2012-2013

The number of yellow buses and small vehicles owned by each school district in the region is shown below.

Yellow Buses	Small Vehicles	ADA Compliant Vehicles	School District
10	4	0	Bedford
2	4	0	Clearfield
9	0	1	Corning
19	11	2	Creston
4	3	0	Diagonal
11	7	0	East Union
6	8	0	Lenox
13	10	1	Mount Ayr
7	5	0	Murray
13	3	0	Nodaway Valley
4	2	0	Orient-Macksburg
3	2	0	Prescott

Source: Iowa Department of Education

Commercial Bus Carriers/Taxi Service

The RPA14/ATURA region is not served by public commercial bus carriers and there are no taxi services operated within the region. The nearest taxi service is operated out of Osceola in Clarke County. The lack of taxi service within the area is a hardship on those who must depend on public transportation, particularly during evening and week-end hours when transit services are not offered. The nearest bus stop for commercial bus carrier Jefferson Lines is in Osceola, located just east of the RPA14/ATURA region in Clarke County. Jefferson Lines operates along Interstate 35 and runs north to Minneapolis and south to Kansas City, with two daily stops in Osceola headed north and two headed south. Transportation to the bus station in Osceola may be arranged through the local transit system (Southern Iowa Trolley) from locations within the RPA 14/ATURA region to the bus terminal in Osceola, if a rider is willing to travel during daytime hours and the cost is not prohibitive. The closest location to access commercial bus service headed east or west (Burlington Trailways) is in Atlantic. Lack of direct access to both intercity bus and taxi service places citizens of the region at a disadvantage when it comes to accessing both intercity and national bus travel.

Central Iowa Rideshare

Des Moines Area Regional Transit Authority (DART) offers alternatives to driving alone for employees working in the Des Moines Metro area. Dart's Central Iowa Rideshare program helps commuters locate other people to share rides in carpools and vanpools. DART's Vanpool and Program utilizes a fleet of full-size passenger vans and minivans for groups of five to 15 commuters. Each weekday morning they depart from Greenfield (3 vans) and Adair (3 vans) to travel to their West Des Moines, Urbandale or Des Moines work locations. They return to Greenfield and Adair each evening. Vans also transport workers to the Des Moines metro area from Osceola (4 vans), which although located east of the RPA 14/ATURA region, is within a reasonable driving distance of Creston and other eastern parts of the region. With sufficient ridership this service could be offered from elsewhere within the RPA 14/ATURA region. The local transit agency currently provides no similar services to employees working outside of or within the RPA 14/ATURA region, although such service could be provided if sufficient need was demonstrated.

Passenger Rail Service – Amtrak

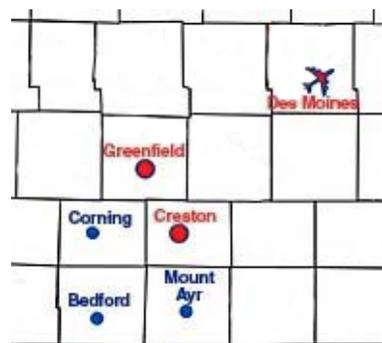
Passenger rail operator, Amtrak, maintains one scheduled stop in the region. Amtrak is a federally subsidized passenger rail provider serving the region. Amtrak's passenger rail network encompasses 24,000 miles stretched across 45 states, serving approximately 530 communities. Amtrak tends to concentrate on larger markets. Although predominately serving urban centers throughout the Northeast, Midwest and West Coast, Amtrak also serves about 180 destinations in non-metropolitan communities. Amtrak provides train service to approximately 10 percent of the communities that have intercity bus service.

An eastbound Amtrak passenger train, the California Zephyr, is scheduled to depart Creston daily at 7:04 a.m. and a westbound train is scheduled to depart daily at 8:41 p.m. The Amtrak depot in Creston is open only during the time immediately preceding each arrival and has no staff or ticket window available. Tickets may be purchased online or after boarding the train. Amtrak also has a stop in nearby Osceola located east of the RPA 14/ATURA region, but within the area served by Southern Iowa Trolley.



Airports

There are no commercial airports within the RPA14/ATURA region. However, airports located in Bedford, Corning, Creston, Greenfield and Mount Ayr provide an important means of accessing the communities and regions they serve and provide a link to the national transportation system. The Creston Municipal Airport has been designated as a general aviation airport by the National Plan of Integrated Airport Systems (NPIAS) and an enhanced service airport by the Iowa Aviation System Plan. It is utilized by single engine and multi-engine aircraft and offers two paved runways, fuel facilities including Jet A fuel, a full-time fixed-base operator, and aircraft storage hangars. The Greenfield Municipal Airport has been designated a general aviation airport by the NPIAS and a general service airport by the Iowa Aviation System Plan. It is utilized by both single engine and multi-engine aircraft, has two paved runways, has no fixed-base operator but offers 100LL fueling. The Bedford, Corning and Mount Ayr airports are not included in NPIAS and are considered basic service airports, although the Corning Municipal Airport does have a paved runway and offers fuel and storage services. Only the Creston and Greenfield airports are eligible to receive federal funding. Passenger air service available in Des Moines, Omaha, and Kansas City is as much as two to three-hours away by car from areas within the region.

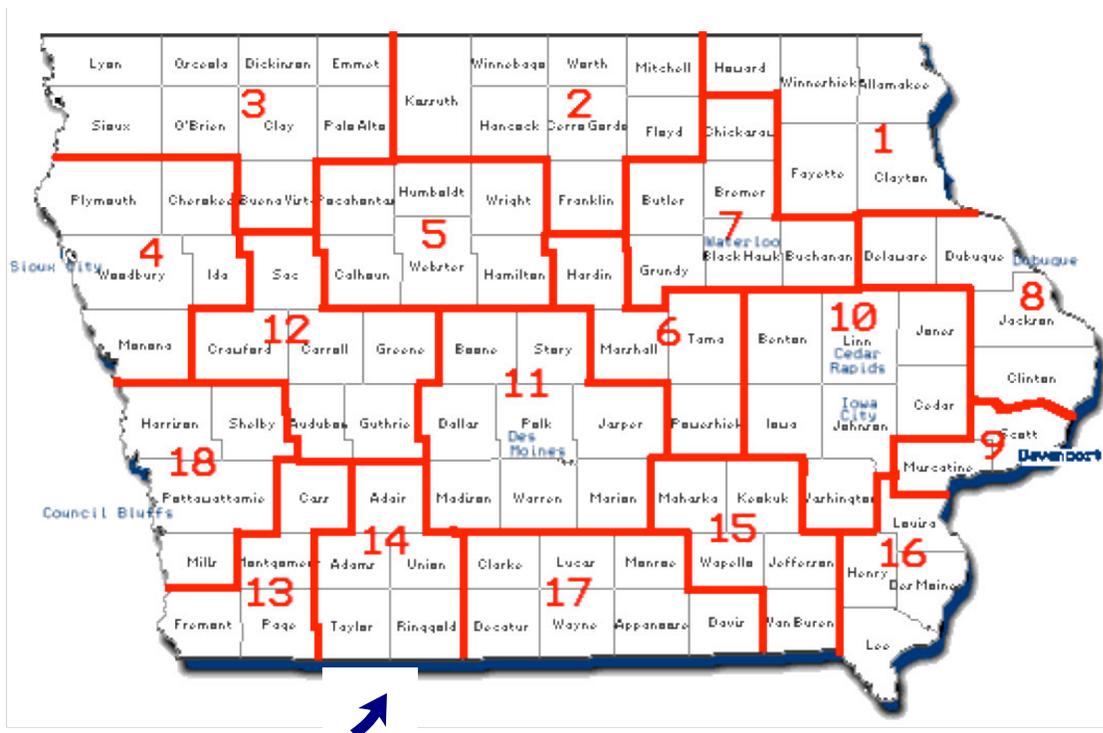


Airports in the RPA 14/ATURA Region

● (NPIAS) General Aviation Airports

● Basic Service Airports

Area Profile - RPA 14/ATURA



Location of RPA 14 – ATURA Transportation Planning Affiliation within the State of Iowa (Adair, Taylor, Union, Ringgold, and Adams Counties)

RPA 14/ATURA is one of eighteen non-metropolitan planning areas in the state of Iowa, and is composed of the following southwest Iowa counties: Adair, Adams, Ringgold, Taylor and Union and covers 2,489 square miles. Land use is predominantly comprised of corn and soybean fields, pasture land, and timbered areas. Agri-business is the primary industry in the region, with corn and soybeans as the primary cash crops. This area is also one of the top beef producers of Iowa. The topography is dominated by rolling hills.

The region is extremely rural with an average of 14.82 persons per square mile (state average of 54.5 persons per square mile). The 2010 Census for the five counties comprising the region showed a population of 50,271. As shown on the County Population Changes table on the next page, the region has consistently shown population declines over the last fifty years. Only Union County showed a small population increase during the period from 2000 to 2010.

According to the 2010 Census of Population Estimates, Creston (population 7,834) is the only city in the region with a population over 2,500. There are six other communities that have a population that exceeds 1,000 persons: Greenfield (1,982), Stuart (1,648), Corning (1,635), Mount Ayr (1,691), Bedford (1,440), and Lenox (1,407).

County Population Changes in RPA 14/ATURA Counties 1960-2010

County	1960	1970	1980	1990	2000	2010	Percent Change	Percent Change
							1960-2010	2000-2010
Adair	10,893	9,487	9,509	8,409	8,243	7,682	-29.48%	-6.80%
Adams	7,468	6,322	5,731	4,866	4,482	4,029	-46.05%	-10.10%
Ringgold	7,910	6,373	6,112	5,420	5,469	5,131	-35.13%	-6.20%
Taylor	10,288	8,790	8,353	7,114	6,958	6,317	-38.60%	-9.20%
Union	13,712	13,557	13,858	12,750	12,309	12,534	-8.59%	1.80%

Source: US Census Bureau: 2010 Census

RPA 14/ATURA Demographics and Socio-Economic Statistics

	State of Iowa	RPA 14 ATURA Region	Adair County	Adams County	Ringgold County	Taylor County	Union County
Persons 65 years old & over, percent - 2012	15.30%	21.40%	22.00%	21.80%	24.00%	20.90%	18.40%
White alone, percent 2012	92.80%	98.00%	98.60%	98.00%	98.00%	98.20%	97.30%
Hispanic or Latino Percent 2012	5.30%	2.70%	1.30%	1.00%	1.80%	7.10%	2.20%
Persons per Square Mile - 2010	54.5	14.82	13.5	9.5	9.6	11.9	29.6
Mean travel time to work in minutes 2007-2011	18.6	18.8	22.3	20	17.6	20.1	14.1
Median Household Income 2007-2011	\$50,451	\$43,512	\$47,623	\$44,389	\$42,213	\$41,554	\$41,782
Per Capita Personal Income 2011	\$41,156	\$38,809	\$40,325	\$43,553	\$32,397	\$42,430	\$35,339
Persons below poverty level, percent 2007-2011	11.90%	13.20%	11.50%	10.70%	12.70%	13.50%	17.40%

Source US Census Bureau: 2010 Census

In addition to the region's sparse and declining population, the residents in this region are older and whiter than that of the rest of the state and country. The 2012 figures of the U.S. Census Bureau indicate 21.4% of the residents of the RPA 14/ATURA region are over sixty-five years of age, compared to only 15.3% of the Iowa population and 13.7% of the U.S. population. Because of the aging population within the region, transit services continue to be very important. The number of elderly residents continues to increase within the region, just as they do across the nation.

There is little diversity within the population of the region when compared to the rest of the state or to the US. 98% of residents residing in the region are classified as "white alone" according to the 2010 Census. (92.8% of the state population and 77.9% of the US population is classified as "white alone".)

Statistics show a growing Hispanic or Latino population in Taylor County over the last two decades. This is believed to be because of employment at Michaels, Inc., an egg processing plant, located in Lenox (Taylor County). The Hispanic or Latino population in and around Lenox may present an increased need for transportation to Bedford or Creston, the nearest population centers that offer essential medical and community services. Language barriers may also need to be addressed when assisting this particular population. There have been some very small increases in diversity within the population in Union County, believed to be because of manufacturing jobs available in Creston.

The region continues to remain far below the state and nation in median household income and in per capita income according to the Bureau of Economic Analysis, U.S. Department of Commerce and the U.S. Census from recent years.

Prior to the economic downturn of 2009, the RPA 14/ATURA region had higher unemployment percentages than that of the state. However, since that time and during the early years of economic recovery, the region has maintained lower unemployment than the rest of the state. This is likely because the economy in the region is less dependent on manufacturing than the state as a whole and employment is more diversified. The following table shows how the economic downturn affected unemployment in the region. By the end of 2012 unemployment within the region had returned to pre-downturn percentages.

Unemployment in RPA 14/ATURA Counties—2005 - 2012

County	2005	2006	2007	2008	2009	2010	2011	2012
Adair	4.3%	3.2%	3.5%	3.9%	5.6%	6.0%	5.0%	4.3%
Adams	5.5%	4.7%	4.1%	4.1%	5.2%	5.6%	5.1%	4.3%
Ringgold	4.9%	4.0%	4.3%	4.2%	5.1%	5.7%	5.3%	4.7%
Taylor	4.1%	3.7%	4.0%	4.0%	6.2%	6.0%	4.8%	3.9%
Union	5.2%	4.0%	4.0%	4.4%	6.2%	6.5%	5.6%	5.0%
REGION	4.8%	3.9%	4.0%	4.1%	5.7%	6.0%	5.2%	4.4%
IOWA	4.6%	4.0%	3.7%	3.8%	6.6%	6.7%	6.0%	5.2%

*Source: Iowa Department of Workforce Development, www.iowaworkforce.org
Iowa Workforce Development had not yet released final 2013 unemployment figures at the time this document was prepared*

Over the eight years shown on the table above RPA 14/ATURA has had an average unemployment rate of 4.76%, as compared to the State of Iowa average during those years of 5.08%. Higher unemployment often leads to deficiencies in housing and a stagnant economy. It can also lead to loss of transportation options and increased dependence on transit services for transportation to work.

The region experienced much outmigration during recent years and as a consequence, the region has proportionately fewer men and women of prime working ages, 25 to 39 years, than the statewide average. This means it is less competitive from a labor market perspective.

Transportation is a concern to many segments of the population in Southern Iowa and may be expected to be one of the greatest concerns of the elderly population. It is also a major concern of those with disabilities. The region has only 1.21% of the state's population. However, 2000 US Census figures show it has 1.44% of the state's disabled persons. The growing elderly population, the proportionately large disabled population and the low-income segments of RPA 14/ATURA's population are more likely to have limited means of mobility, to have been affected by rising transportation costs, and to have incurred perhaps the greatest need for a public transportation system. Transportation has annually been identified as a priority for the Southern Iowa Council of Governments region in the Comprehensive Economic Development Strategy (CEDS) process.

Essential Services & Medical Care

The region contains numerous very small towns that have continued to lose vital services over the years. Over the past decades numerous long-term care facilities, restaurants, post offices, banks and retail stores have closed in the smaller towns. These facilities are now located mainly in the larger towns. Government and social services are rarely available outside of the county seat towns in the region (Greenfield, Corning, Creston, Bedford and Mount Ayr). Many visitors to these facilities are low-income residents who may lack the financial means necessary to transport themselves. Transit services for the residents of these smaller communities to travel to the locations of essential services and medical care are becoming increasingly important. Maps reflecting the locations of medical services and the locations of essential community services medical services within the region make it evident that these services are not available in most of the very small towns but are clustered in the larger, service-oriented population centers. *(See maps on Pages 28 and 29.)*

Services for the elderly, medical services, and those associated with health and human service organizations frequently create transit needs because consumers must be transported in order to participate in the programs offered or receive services. Many programs such as residential homes for individuals with disabilities and facilities for developmental work, Head Start programs, and senior citizen congregate meal sites are aimed at assisting the elderly, individuals with disabilities or disadvantaged, and these groups often are dependent upon public transit services. Residents at the long-term care facilities or residential homes for individuals with disabilities rarely own or are able to drive their own cars, indicating a need for transportation services at times. Some of these facilities provide transit services to their residents and others rely on public transit. In addition, family members or friends wishing to visit care facility residents may also need transportation services.

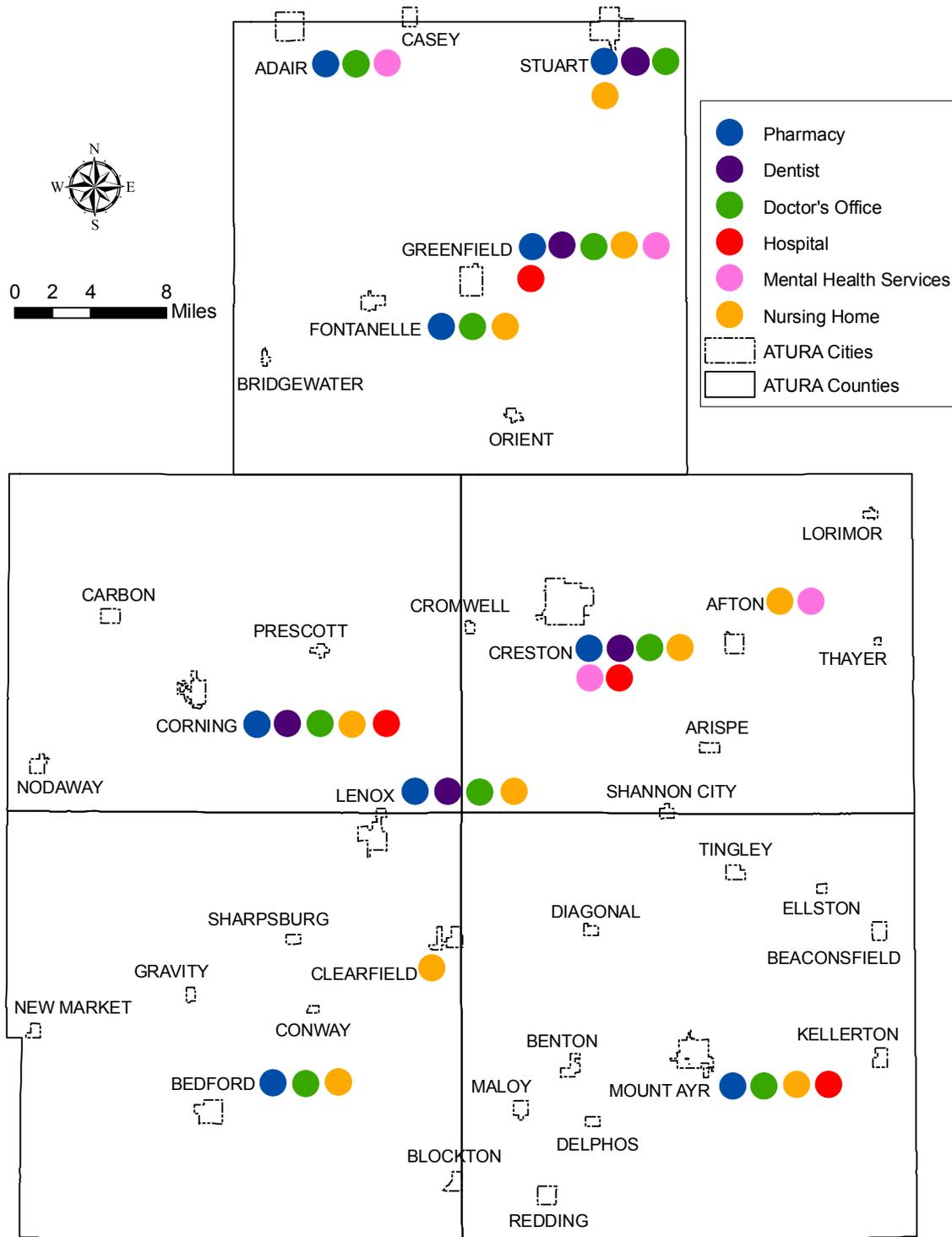
In spite of increasing expenses for operation, insurance, wages, and vehicle replacement costs, if public transit rates can stay affordable, they could be expected to play an increasingly important role as special services facilities attempt to meet the transit needs of their residents and consumers. Many of these agencies have been obtaining transit services through the area transit agency, Southern Iowa Trolley, but often must provide their own transportation after hours and on weekends, due to the limited hours of operation of the SIT. Increased funding would be required to expand service hours of the transit agency.

Information to create the maps on the following pages of this document was obtained through a Community Asset Survey sent to each town in the RPA14/ATURA region by the Southern Iowa Council of Governments in November of 2013. The maps on the following pages show the distribution of essential services and medical care throughout the region. The following examples demonstrate the distances that residents in this region may have to travel for essential services:

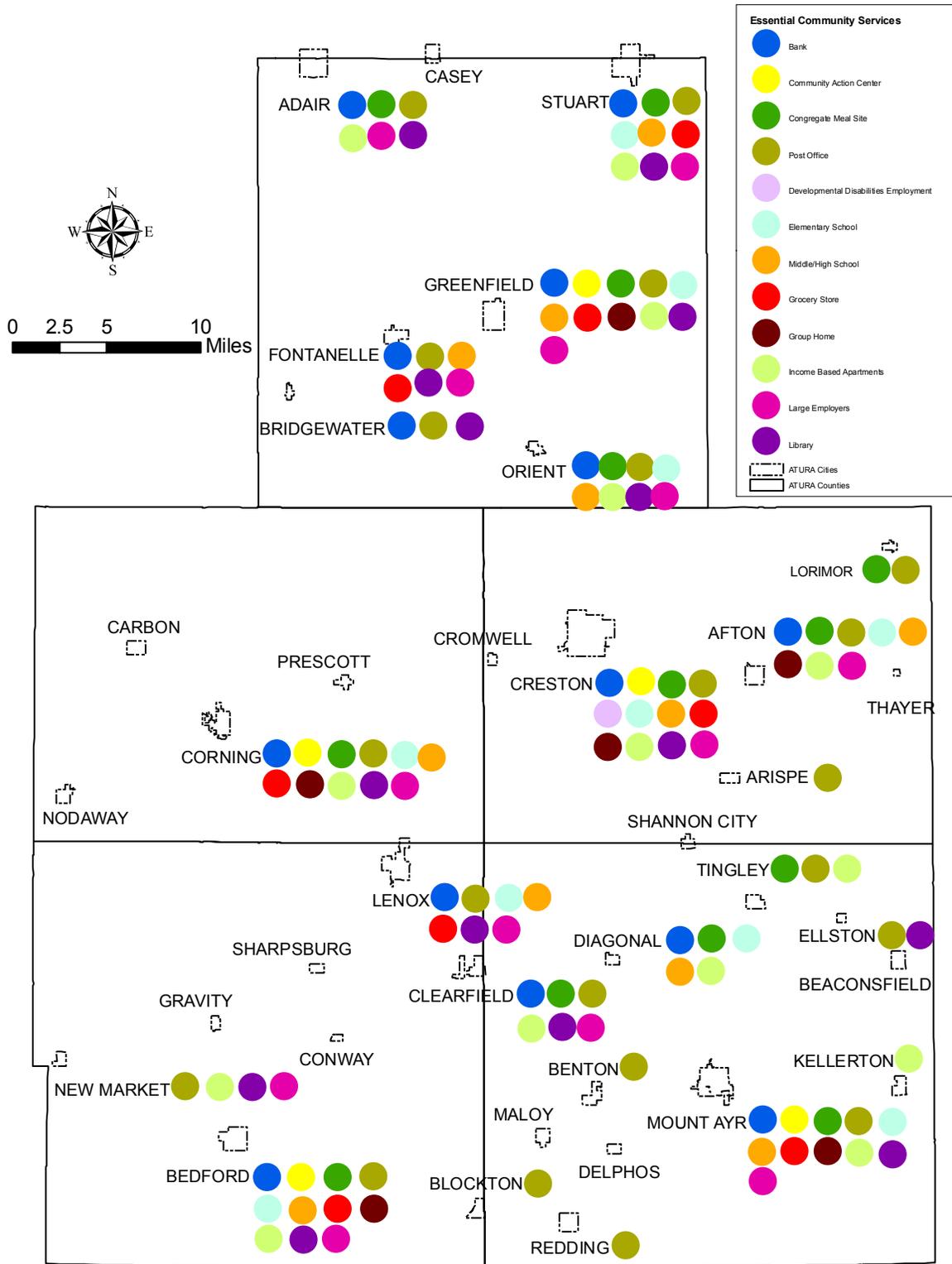
- There is no hospital located in Taylor County. Residents residing in Taylor County must travel to Corning, Creston, Mount Ayr or into Missouri for access to hospital services.
- There is only one town (Corning) in Adams County that has any medical or essential community services.
- Adams, Ringgold, and Union Counties only have one town each that have a grocery store.
- Adams, Ringgold and Taylor Counties have no mental health services.

These examples show just how vital it is to have transportation for the residents living in these small towns and rural regions. Many of these residents now depend on friends or family to transport them for medical and other essential services and activities.

Locations of Medical Services in the Region



Locations of Essential Community Services



Limited English Proficiency

Southern Iowa Trolley (SIT), as a partially federally funded agency, takes reasonable steps to ensure meaningful access to their programs and activities by Limited English Proficiency (LEP) persons. While designed to be a flexible and fact-dependent standard, the starting point is an individualized assessment that balances the following four factors:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by the program or grantee;
2. The frequency with which LEP individuals come in contact with the program;
3. The nature and importance of the program, activity, or service provided by the program to people's lives; and
4. The resources available to the grantee/recipient or agency, and costs. The goal of English Proficiency Accommodations by Southern Iowa Trolley is to find a balance that ensures meaningful access by LEP persons to critical services while not imposing undue burdens on the organization.

Planning already undertaken has been important in ensuring meaningful access to LEP individuals seeking SIT services and information. Guidelines suggest that vital written materials routinely provided in English also are provided in regularly encountered languages other than English. Vital documents need only be translated when a significant number or percentage of the population eligible to be served, or likely to be directly affected by the program/activity, needs services or information in a language other than English to communicate effectively.

Meaningful access to a program requires an awareness of the program's existence, particularly when considering outreach or other documents designed to raise awareness of rights or services. SIT recognizes that it would be impossible, from a practical and cost-based perspective, to translate every piece of outreach material into every language. Title VI does not require this of recipients of federal financial assistance, and EO 13166 does not require it of federal agencies. Nevertheless, because in some circumstances lack of awareness of the existence of a particular program may effectively deny LEP individuals meaningful access, it is important for Southern Iowa Trolley to continually survey/assess the needs of eligible service populations in order to determine whether certain critical outreach materials should be translated into other languages. There are few non-English speaking residents in the region as shown on the chart on the following page. However, Southern Iowa Trolley has taken action to address the needs of non-English speaking residents in the RPA 14/ATURA region.

SIT staff have worked with Father Glen Wilwerding of St. Bernard Catholic Church in Osceola (a community served by SIT that is just east the RPA 14/ATURA region). Father Wilwerding is bi-lingual (English/Spanish) and has a ministry with an outreach to the Hispanic community in Osceola. He has helped SIT by translating informational flyers into Spanish. Even though this outreach has been centered in Osceola (Clarke County), the benefits of these outreach efforts improve meaningful access of SIT services to LEP residents in the RPA 14/ATURA region as well. SIT maintains a list of bi-lingual (English/Spanish) individuals willing to translate (both written materials and verbally) should it be needed on a case-by-case basis. These efforts enable SIT to better serve LEP residents throughout the RPA 14/ATURA region, even though their numbers are extremely small.

Persons Who Speak English Less Than “Very Well”

County	Estimated # of persons 5 years & over who speak English less than “very well”	Percentage of Population
Adair County	22	0.3%
Adams County	10	0.3%
Ringgold County	172	3.6%
Taylor County	149	2.5%
Union County	35	0.3%
RPA 14/ATURA Region	388	1.1%
Iowa	84,289	3.0%

Source: 2012 American Community Survey, U.S. Census

As shown in the chart above, there are few persons over the age of 5 in the region that speak English less than “very well”. Census data reveals that the largest group of non-English speaking residents in the region speak Spanish.

Not only does access need to extend to non-English speaking residents, but it should also extend to those who speak English but who cannot read and understand what is read; thus, there may be a need to include outreach to low-literate populations as well.

Employment Transportation

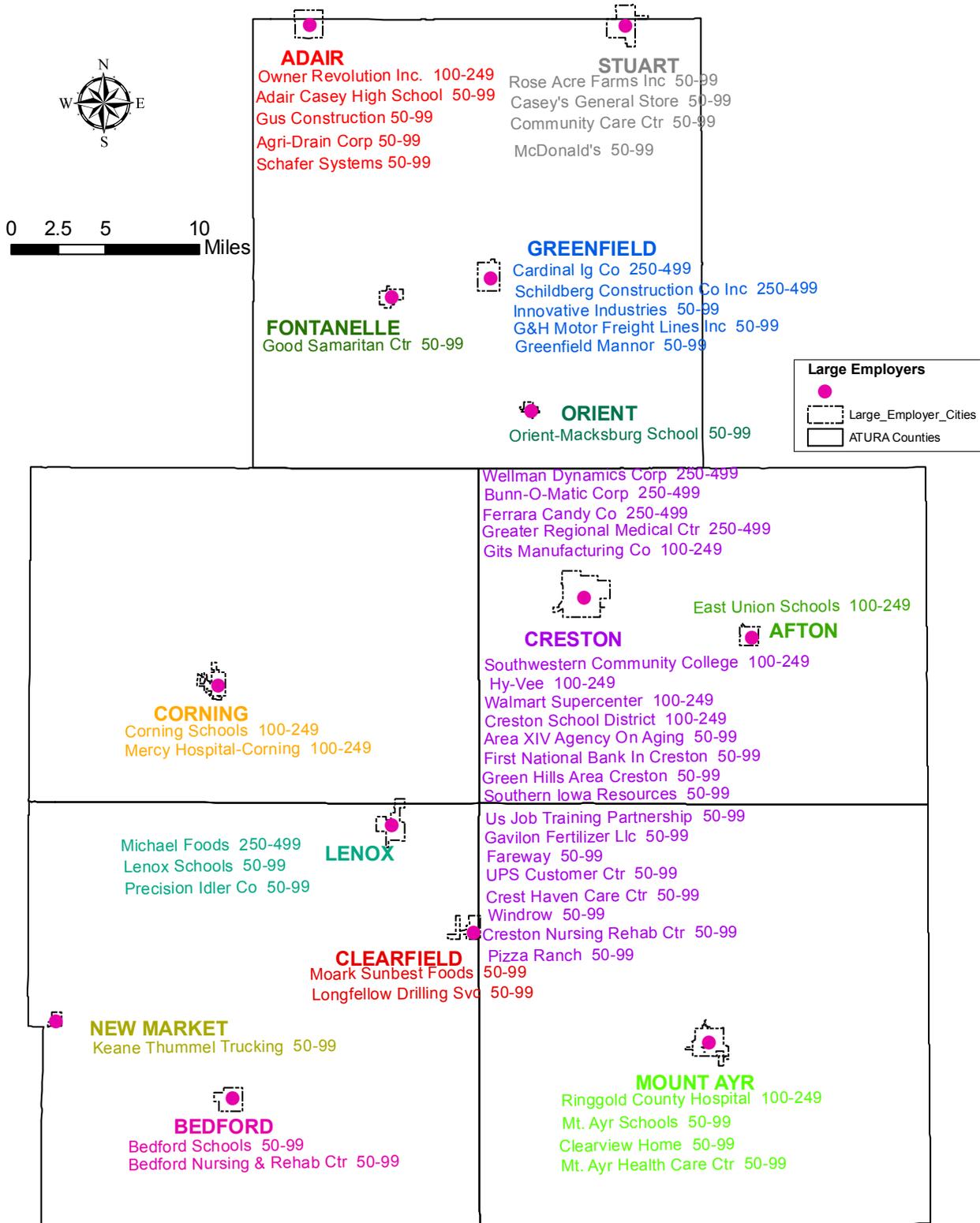
There appears to be little likelihood of obtaining or providing public transportation to meet the daily journey-to-work needs of most of the area’s residents. In many instances the economy of scale would make such rides cost prohibitive. For a number of years the Central Iowa Ride-Share program has operated vans for employees who commute into the Des Moines metropolitan area to work. Residents of Creston, Greenfield and Adair currently participate in this program. While some other informal ride-sharing activities exist within the region, they are maintained almost exclusively by small groups of employees that commute to different locations within or outside the region to their job sites.

Other than human service agencies that offer job training or assisted work for their consumers, public transit is utilized by a very small percentage of residents for transportation to and from work. The reasons given for this include limited hours of operation of the regional transit agency, affordability, “Midwestern independence”, the high cost of transportation for relatively low numbers of workers from diverse and remote locations, or a perceived lack of reliability of the transit service to get workers to and from work in a timely manner (i.e. they close during inclement weather, holidays, etc.). The hours of operation of Southern Iowa Trolley limit its capacity to provide transportation to and from work for most day shift employees anywhere in the region, as Southern Iowa Trolley does not offer service prior to 7:30 a.m. or after 4:00 p.m. when most workers would need the service. Second or third shift workers also lack public transit options to and from work.

As shown on the Demographics and Socio-Economic Statistics table listed previously, much of the region has a longer mean travel time to work than the state average and this translates to higher costs for transportation. Due to the region’s large population of low-income residents, these higher transportation costs place a higher burden on the residents.

The majority of employers in the region are small in size. Manufacturing jobs have not yet returned to their pre-economic-downturn numbers in the region, although they are steadily increasing. In the midst of cost-cutting measures undertaken by many companies, it appears an unlikely time for employers to be giving consideration to subsidizing their employees' transportation to work.

Locations of Major Employers in RPA14/ATURA (Number of Employees)



Source: Iowa Workforce Development, Employer Database <http://iwin.iwd.state.ia.us/iowa/employers>

Impact of Demographic Characteristics

The sparse, low-income population living within the region, combined with many services available only in the larger county seat towns, results in transportation needs that may be difficult to meet by the residents themselves. The expenses involved in transporting low numbers of residents over long distances by public transit results in higher costs for the transit agency and for riders. Public transit providers can generally accommodate requests for transportation from town to town with at least a one-day notice, but the costs to riders are often cost prohibitive. Transportation from rural areas or from the smaller communities to the larger activity centers is generally charged at \$14.50 per hour plus \$1.50 per mile, making a trip to a doctor located thirty miles away cost in excess of \$100. The time and mileage would include transporting the vehicle from the nearest community where one is stationed and then returning it after the trip. This makes the cost of this type of travel too expensive for many residents who do not receive waivers for medical travel. Southern Iowa Trolley offers several town-to-town routes that are available from once a week to twice a month with costs of only \$6.50 round-trip for those who can schedule their trips using one of these scheduled routes. These routes include: Mount Ayr to Creston, Greenfield to Creston, Afton to Creston and Orient to Creston. Southern Iowa Trolley also offers \$22.00 round trip rides to Des Moines on the first and third Thursdays of each month from Creston, Corning, Lenox, Prescott and Greenfield and on the first and third Tuesdays from Bedford, Clearfield, Mount Ayr. This enables residents with shopping needs or appointments whom are able to schedule on the days these routes are available, to ride more economically. Although this type of service is unable to meet all needs of the residents at an affordable price, it does provide for some needs to be met.

The lack of usage of Southern Iowa Trolley services within the smaller towns has resulted in the inability to maintain a vehicle and driver within those towns at all times. Trials were undertaken in recent years to provide a dedicated vehicle available during specific day-time hours for in-town service in the communities of Lenox and Bedford. Introductory free or very low-cost rides were offered in order to give residents the opportunity to try riding. However, insufficient ridership was established and the cost to provide a vehicle and driver in these two towns with few riders resulted in discontinuation of those services. Currently Bedford has regularly scheduled service by arrangement only on Wednesdays in order to accommodate those residents who have the flexibility of scheduling their rides on that day. The smaller towns in the region have next-day rides available, but they are charged at \$14.50 per hour plus \$1.50 per mile, including the time to get the vehicle to the town and back. Although Southern Iowa Trolley attempts to provide transportation to everyone needing it within the region, the costs to riders limit its usage in many of the smaller towns unless those rides are covered by funding through Access 2 Care, a waiver or a human service organization.

Usage in the larger towns of Creston, Corning, Mount Ayr and Greenfield is sufficient to sustain service week-days from 7:30 a.m. to 4:00 p.m. and Corning from 7:30 a.m. to 3:15 p.m. These hours provide service that could accommodate most medical and human service appointments but lack the ability to meet transportation to work needs in most cases.

The region's higher than average percentage of disabled, elderly and low-income persons have been identified, as have the issues related to the region's sparse, rural population and distant shopping, healthcare and employment centers. The high costs to provide transportation within the small, more remote cities of the region, as well as transportation between cities or between rural locations and those cities providing essential services has been presented.

COORDINATION ISSUES

This plan seeks to provide a general assessment of services, management, fleet and facility needs. It evaluates how well existing transit services meet the needs of the residents and the status of previously recommended priorities and strategies. It also analyzes recent developments affecting coordination and public input received concerning needs and/or coordination issues. This evaluation is derived by studying the characteristics of the region, soliciting public opinion concerning transit services, using information obtained from PTP advisory group meetings, and surveying area health and human service organizations, preschools, and cities. An analysis of past and present services and Passenger Transportation Plans also contributed to this process.

Many transportation coordination areas of interest were identified during the early years of the PTP process in RPA 14/ATURA. Most continue to be relevant, some have been addressed over the years through the PTP process, and all were considered in this document. Development of a network of transportation and human service providers to look at coordination has resulted in the following:

Identification of transportation barriers in accessing service:

- Affordability
- Hours of operation of transit agency
- Availability of services in all locations
- Existing private transportation providers that serve only their own clients
- Lack of wheelchair accessible transportation by human service organizations

Unmet transportation needs:

- Transportation to work (including job searches and jobs in metropolitan area)
- Access for clients to community events
- Assistance to elderly/wheelchair clients
- Night and weekend services
- County-to-county services
- Needs of those who are not elderly, low-income, or disabled

Reasons for unmet transportation needs:

- Affordability – high costs with lack of funding
- Hours of operation
- Marketing/education about services
- Lack of coordination/cooperation

Follow-up meetings further developed this process and efforts were made to identify top priorities, strategies for success, and steps toward coordination of services.

Recent Developments Affecting Coordination Issues

An ongoing evaluation of needs and input into the PTP process has continued to occur at the PTP advisory group meetings and at the Southern Iowa Trolley board meetings.

During the last year Family Ties/Union County Family Support Council and Ringgold County Interagency Group meetings provided a forum for discussion of concerns, unmet needs, and gaps in transportation services. The diversity of human service organizations represented and the participation of a number of regional organizations, together with a willingness to allow the groups to function as a PTP advisory group, created an opportunity for input from many different perspectives and helped fulfill the requirements for a coordinated plan. Members of these two advisory groups, as well as representatives of nursing homes, pre-schools, and other human service agencies participated in the 2014 PTP Survey. The data derived from these sources and the discussions held during their meetings was most helpful in the analysis needed for this document.

Some of the data identified from these meetings and from the online survey include the following areas of concern related to transportation in the region:

- Lack of affordability of transit services
- Lack of after hours/week-end transportation services
- Lack of a taxi service or other options
- Lack of or high cost of transportation from outlying or rural areas.
- Lack of available transit service in smaller towns except for when it scheduled ahead of time and at a high cost (hourly and mileage charges)
- Lack of preschool transportation options

Simply identifying that some people within the region wish to have evening and week-end public transit services available does not mean that it is financially feasible in this very large, sparsely-populated region. Although the needs for transportation are just as real for those living in rural or very small communities as they are for those in the larger towns, the funds to meet every need may never be available. However, it is hoped that those who are interested in such service will become involved and educated about the available options and work together with the local transit agency to find ways to meet some of these needs. It is hoped that the results of the PTP process will lead to more human service organizations collaborating about meeting these needs and encourage all parties to work together to meet the majority of their needs.

To economically respond to service demands placed upon Southern Iowa Trolley during its current operating hours or to extend those hours, it must strive for greater efficiency and effectiveness without sacrificing the quality of transit services and seek new sources of funding to maintain the current services, expand or bring new services to the region and continually update its aging fleet. Meeting this challenge will likely be accomplished through greater efficiencies and continued coordination.

Southern Iowa Trolley has made some changes during the last year related to its split from the Area XIV Agency on Aging to become a stand-alone 28E organization. These include changes in order to maintain SIT's facility and staff the agency. A full-time Transit Manager position was eliminated in mid 2013 as a result of the reorganization. The former Director of the Area Agency on Aging remains with SIT and fills a newly created Transit Director

position that now handles many of the duties of the former Transit Manager position. He also handles many fiscal management responsibilities and acts as the Director of SIT. Other duties were distributed among existing staff. SIT negotiated a new lease arrangement with their landlord that enables the transit agency to remain in their current facility but only use a portion of the building at a reduced lease cost. Many rural transit agencies within the State of Iowa join with another organization such as a council of governments in order to share administrative and overhead expenses rather than fund these expenses in their entirety. Exploring this option may be something for the agency to consider if the need to further reduce expenses and overhead and increase staffing arises.

The policy direction undertaken by SIT over the past few years has been to try to maintain the current level of service with its major ridership groups, to increase the use of the Southern Iowa Trolley by the general public, and to increase public exposure to SIT and its services. During this period SIT has also worked to improve service, better train drivers, and coordinate their services with long-term care facilities, pre-schools, and agencies involved with consumers with disabilities, all the while operating on a rather static budget.

A number of years ago SIT identified there was a perception that their services are not for the general public. The agency continues a concerted effort to “get the word out” that their services are not just for the elderly and disabled, but for anyone. They mounted a campaign to let the general public know that their services are for everyone. However, they have limited funds in their budget for marketing their services, and so very little advertising has taken place in the past few years. However, they have tried to “have a presence” during community parades and celebrations in recent years in order to help change this perception.

Many preschools in the region have used Iowa’s Decategorization Programs as a source of funding for tuition scholarships for low-income three year olds. The Decategorization Program also has funding that may be used for transportation for those low-income students receiving scholarships or attending Head Start and having no way to get to and from school. The creation of the new state-funded, free preschool for four year olds in recent years has resulted in a need for some low-income preschoolers attending the state-funded free preschools to obtain rides to pre-school while their parents work, if the parents have no available transportation, or if they have no other transportation options. This need for transportation services and lack of funding has been discussed during PTP Advisory group meetings in both Ringgold and Union Counties. Discussions have followed with representatives of the Decategorization Program about seeking ways to possibly fund transportation for low-income four year olds needing it.

SIT continues to offer its popular “Summer Fun Bus” on weekdays in Creston, Corning, Greenfield and Mount Ayr during the summer months. It is also available in Bedford on Wednesdays. This program allows students to ride to parent-approved destinations throughout their towns at a reduced rate (50 cents per ride using a punch ticket offering 12 rides for \$6.00) during the summer months. Student ridership has increased substantially as a result of this program since it was implemented approximately five years ago. Hundreds of Summer Fun Bus rides are provided each year through this promotion. This reduced-cost service enables students to become comfortable using the local transit service and increases ridership because of the low cost.

Free or fifty cent in-town senior rides are offered on Wednesdays by SIT. This special rate enables seniors one day on which to use the service for free or at a very low rate. On the other days senior

rides are offered at a suggested donation of \$1.50, with the cost of those rides supplemented with funds from the Area Agency on Aging.

In an effort to attract and retain drivers, SIT raised the wage for drivers by \$1.00 per hour during calendar year 2013. This was the most recent of several pay increases for drivers over the past few years. Low driver pay had been identified as far back as 2006 as an issue in keeping drivers. SIT reports that the increase in driver pay has successfully alleviated some of the problems related to driver turnover. SIT also reports that they work to fill any driver vacancies as quickly as possible in order to provide better service to customers.

An ongoing challenge for SIT is that many small communities have very few riders and it is cost prohibitive to have a vehicle and driver sit idle a vast majority of the time. Two Taylor County towns in particular have shown very little ridership during the past few years, in spite of SIT attempting to boost ridership. Two years ago SIT advertised reduced-rate or free rides in both Bedford and Lenox and had a trial where vehicles were stationed in those towns. The promotions in both communities failed to generate increased usage. Therefore, vehicles are no longer stationed full time in either of those communities. SIT currently serves Bedford on Wednesdays, as needed. Residents who desire to utilize the services of SIT on other weekdays must pay a higher rate that includes time and mileage charges, including getting the vehicles to and from their home base. In spite of extremely low ridership, Taylor County has continued to subsidize SIT, as do the other six counties that SIT serves. As reflected on the Ridership Report below reflects, Taylor County residents receive very few rides and the Taylor County Board of Supervisors and SIT staff have discussed various options related to transit service in Taylor County. Taylor County has indicated it is considering discontinuation of its funding of SIT unless a satisfactory resolution can be found. The City of Adair in Adair County is another small town where a trial of service in recent years was unsuccessful in increasing ridership to the point that it became financially infeasible to station a full-time vehicle and driver there also. The ability for SIT to meet the needs of the residents of this sparsely populated region remains a challenge because of the high cost of transporting few riders over long distances economically.

An issue that has continued to unfavorably impact the region are existing charter regulations, which are limiting service options for persons and organizations wishing to use public transit but are denied due to charter regulations. As an example, if an out-of-state company offers to run a charter, the local public transit provider cannot provide the service, even though it is not feasible for the consumer to pay the amount charged by the out-of-state provider. Situations like these have occurred locally, and the end result is that consumers are often unable to obtain the service they desire, or must pay much more for it. Also, conflicting and ambiguous interpretation of charter regulations has been an issue.

The Medicaid Brokerage, run by Access 2 Care, continues to affect transit within the RPA 14/ATURA region. Access 2 Care administers transportation coordination for individuals with Medicaid insurance, and SIT contracts with Access 2 Care for the rides they are able to provide. The system has been working fairly well within the region and has increased SIT ridership.

SIT Fleet & Equipment

The Southern Iowa Trolley fleet continues to operate many aging vehicles with high mileage in need of replacement. Purchasing new vehicles remains a high priority for Southern Iowa Trolley to address

this situation and improve the cost effectiveness of their operations, increase safety, and better meet their fleet replacement goals. Because of the large number of new vehicles received at one time using Stimulus/ARRA funding, SIT desires to gradually replace these vehicles over time.

Two 176” LD vehicles with surveillance were added to SIT’s fleet during calendar year 2013. Federal STP funds were awarded by RPA 14/ATURA that covered 80% of the vehicle costs. Two additional vehicles have received federal STP funding from RPA 14/ATURA and one from RPA 17/Chariton Valley Planning. These vehicles will be added to the fleet once the procurement process is completed, likely during calendar year 2014. Southern Iowa Trolley continues to depend solely on these and other federal funding programs in order to purchase new vehicles and maintain its fleet in good condition.

The future of federal funding for transit services is a major concern for SIT and other transit agencies around the state. While SIT’s bus fleet is in better shape than it was prior to the vehicle replacements funded by the American Recovery and Reinvestment Act of 2009 (ARRA) and the purchase of several vehicles utilizing STP funding received from the RPA’s, SIT continues to face uncertainty in its ability to fund future purchases as these vehicles age.

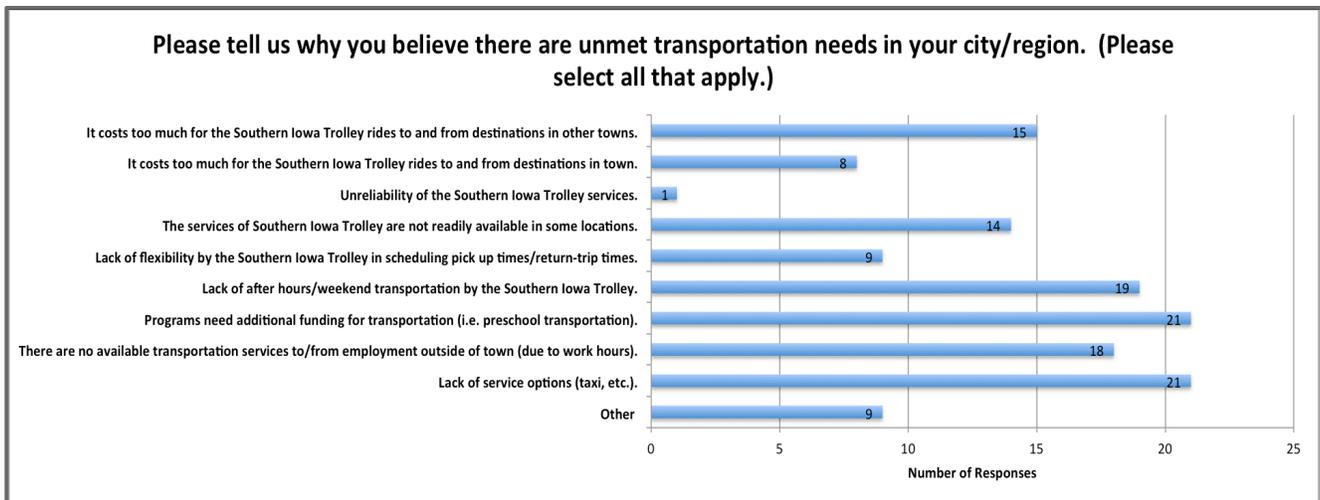
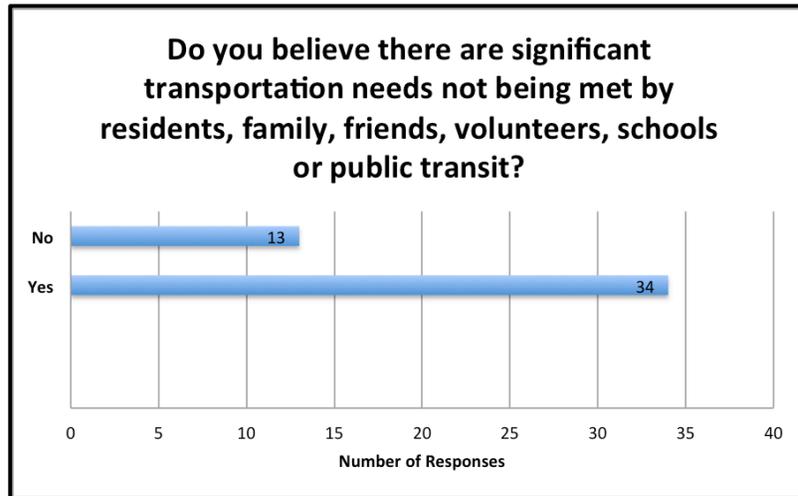
Radio equipment in the SIT vehicles is in compliance with low-band regulations and requirements. Radio coverage is available in most, but not all, of the area served by SIT. SIT was recently awarded ITS funding to purchase and install radio repeater/booster equipment to improve radio coverage in the current “dead” regions and enhance service so that it works more to effectively throughout the region. More than half of the vehicles in the SIT fleet are equipped with surveillance equipment. As vehicles are replaced, SIT will equip each with surveillance cameras. SIT’s goal is to eventually have all vehicles equipped with surveillance equipment. Surveillance cameras have proven very useful and can provide benefits to drivers, passengers and the agency.

SIT Transit Facility

Over the last few years Southern Iowa Trolley had been looking into the possibility of purchasing their existing leased building or purchasing a different facility in which to adequately house their offices, provide mechanical service to their vehicles, and securely park their vehicles. For years SIT was housed in the same building with Creston Area Agency on Aging and operated by that agency. Originally plans to continue to house both SIT and the Area Agency on Aging in a new facility were being considered. However, the proposed merger of several Area Agency on Aging offices changed those plans. On July 1, 2012 SIT became a stand-alone 28E agency operating separately from the Area Agency on Aging due to the impending merger of Area Agencies on Aging. The Area Agency on Aging operation was subsequently moved out of their existing building. Therefore, a facility to house only SIT is the option currently being addressed. Over the last three years SIT Staff and SICOG/ATURA staff met to discuss SIT’s anticipated needs should they pursue a new facility, including: office square footage requirements, parking lot (both staff and transit vehicles), mechanical shop space, etc. Several possible locations for new construction were discussed as well as consideration of some existing buildings. In 2013 SIT signed a new one-year lease for their present facility and has not committed to moving forward with a feasibility study for a new transit facility or seeking funding for construction of a new facility estimated to cost \$1.5 million. Both state and federal funds are options that may be pursued should SIT decide to pursue a new facility. This matter may be further investigated, a feasibility study completed if needed, and the facility planning and funding undertaken if desired by SIT.

PTP Survey Data

Healthcare organizations, pre-schools, colleges, and members of the two TAG groups, Family Ties and Ringgold County Interagency Group, completed the online 2014 PTP Survey distributed in November of 2013. The following data was derived from this survey and used in the analysis of the region.



Please describe the kind of service your organization obtains from the Southern Iowa Trolley. (Please check all that apply.)								
Regularly scheduled transportation	Regularly scheduled wheelchair accessible transportation	Transportation "as needed"	Wheelchair accessible transportation "as needed"	Special trips	Our organization does not provide transportation services.	We have vehicles that meet all of our transportation needs.	Type of Organization	Organization
X		X		X			YMCA	Southern Prairie YMCA
		X					Preschool/educational facility	Mount Ayr CSD
X							Preschool/educational facility	Joyful Sparks Preschool
X	X	X	X	X			Community action organization	Matura
		X	X	X			Nursing home/assisted living facility	Afton Care Center
					X		Human service organization	Parents as Teachers
		X					Human service organization	SWCC PAT
X	X	X	X				Nursing home/assisted living facility	Lenox Care Center
					X		Human service organization	Quad Counties 4 Kids EC Area
X	X	X	X	X			Nursing home/assisted living facility	Mount Ayr Health Care Center
		X			X		Preschool/educational facility	Southwestern Community College
		X	X				Medical office or hospital	Adair county hospital
X							Preschool/educational facility	BF Pre K / Immanuel Little Lambs Preschool
				X			Human service organization	Ringgold County
			X				Nursing home/assisted living facility	Clearview Home
X	X	X		X			Nursing home/assisted living facility	Creston Nursing & Rehab Center
		X					Preschool/educational facility	Parents as Teachers
X							Supported work facility for individuals with disabilities	Innovative Industries
						X	Preschool/educational facility	Adair-Casey Community Preschool
		X	X	X			Human service organization	*
		X	X	X			Medical office or hospital	Child Health Specialty Clinic

Please describe the kind of service your organization obtains from the Southern Iowa Trolley. (Please check all that apply.)								
Regularly scheduled transportation	Regularly scheduled wheelchair accessible transportation	Transportation "as needed"	Wheelchair accessible transportation "as needed"	Special trips	Our organization does not provide transportation services.	We have vehicles that meet all of our transportation needs.	Type of Organization	Organization
X		X		X			Preschool/educational facility	SWCC
				X			Preschool/educational facility	Adair County Extension
X		X		X			Childcare facility	home child care
		X					Community action organization	MATURA Adams County Outreach
							Veterans organization	Adams County Veterans Affairs
	X						Preschool/educational facility	MATURA Head Start
		X	X				Housing for elderly/disabled residents	SIRHA
		X					Human service organization	Iowa Department of Human Services
X				X			Preschool/educational facility	Creative Beginnings Preschool
		X					Community action organization	MATURA
X							Preschool/educational facility	East Union ASPIRE "More"
			X				Nursing home/assisted living facility	Afton Care Center
X		X					Preschool/educational facility	Corning CSD
X		X					Preschool/educational facility	East Union Early Childhood Center
X		X		X			Preschool/educational facility	Trinity Lutheran Preschool
					X		Community action organization	CPPC
X		X		X			Community action organization	MATURA
		X	X	X			Nursing home/assisted living facility	Corning and Bedford Nursing & Rehab Centers
		X	X				Nursing home/assisted living facility	Crest Haven Care Centre
X							Childcare facility	MATURA
		X	X				Community action organization	MATURA Adair County
X		X		X			Human service organization	Iowa Focus

Please respond regarding your organization's experiences with the Southern Iowa Trolley.								
Do the hours of operation meet your needs?	Are riders picked up on time?	Are drivers courteous and helpful?	Are dispatchers helpful and able to meet your needs?	Are office staff helpful and able to meet your needs?	Are special needs passengers (i.e. individuals with disabilities or very young riders) properly cared for?	Do your consumers, residents or those you serve feel safe when they ride on Southern Iowa Trolley?	Are in-town rides generally affordable?	Are out-of-town rides generally affordable?
Usually	Usually	Always	Always	Always	N/A	Usually	Always	Sometimes
Usually	Usually	Usually	Usually	N/A	Usually	Usually	N/A	N/A
Always	Always	Always	Always	Always	Always	Always	N/A	N/A
Always	Always	Always	Always	Always	Always	Always	Sometimes	Sometimes
Sometimes	Usually	Always	Usually	Usually	Always	Always	N/A	Rarely
Usually	Usually	Usually	Usually	Usually	Usually	Usually	Usually	Rarely
Usually	Usually	Usually	Usually	Usually	Usually	Usually	Never	Usually
Usually	Usually	Usually	Usually	Usually	Usually	Sometimes	Rarely	Never
Sometimes	Sometimes	Usually	Usually	Usually	Sometimes	Usually	Always	N/A
Sometimes	Usually	Usually	Usually	Usually	N/A	Always	Sometimes	Rarely
Usually	Usually	Usually	Usually	Usually	Usually	Usually	Usually	Usually
Sometimes	Usually	Always	Always	Always	Always	Always	N/A	Usually
Usually	Usually	Usually	Always	Always	Always	Always	Always	Sometimes
Sometimes		Usually	Usually	Usually	N/A	Usually	Usually	Usually
Always	Usually	Always	Usually	Usually	Usually	Always	Usually	Usually
Usually	Usually	Usually	Usually	Usually	Usually	Usually	Usually	Rarely
Usually	Usually	Usually	Usually	Usually	Usually	N/A	N/A	Usually
Usually	Usually	Usually	Usually	Usually	Usually	Usually	Usually	Usually
Usually	Usually	Always	N/A	N/A	N/A	Always	Usually	N/A
Sometimes	Sometimes	Sometimes	Sometimes	Sometimes	N/A	Sometimes	Sometimes	N/A
Usually	Usually	Always	Always	Always	Always	Always	Sometimes	Sometimes
Usually	Usually	Usually	Usually	Usually	Usually	Sometimes	Usually	Never
Usually	Usually	Always	Usually	Usually	Always	Always	Usually	Usually
Usually	Always	Always	Always	Always	Always	Always	Always	Always
Always	Always	Usually	Usually	Usually	Sometimes	Usually	Sometimes	N/A
Sometimes	Sometimes	Sometimes	Sometimes	Sometimes	Sometimes	Usually	Usually	Rarely
Always	Always	Always	Always	Always	N/A	Always	Always	Always
Usually	Usually	Usually	Usually	Usually	Usually	Usually	N/A	Never
Usually	Usually	Always	Always	Always	Always	Always	Always	N/A
Usually	Usually	Usually	Always	Always	Always	Always	Usually	Sometimes
Always	Usually	Usually	Usually	Usually	Usually	Usually	Usually	Usually
Sometimes	Usually	Usually	Usually	Usually	Usually	Usually	Rarely	Never
Usually	Usually	Always	Usually	Usually	Always	Always	Always	Sometimes
Usually	Usually	Usually	Usually	Usually	Always	Usually	Usually	Usually
Usually	Usually	Sometimes	Usually	Usually	Usually	Usually	Usually	Usually
Sometimes	Usually	Always	Always	Always	Always	Always	Sometimes	Rarely
Sometimes	Sometimes	Sometimes	Sometimes	Sometimes	Sometimes	Sometimes	Sometimes	Sometimes

PRIORITIES AND STRATEGIES

SIT Vision Statement

In January 2007 SIT adopted a vision statement to clarify their objectives. The organization continues to follow this vision today:

Southern Iowa Trolley will work to provide a strong professional image with safe vehicles meeting transportation needs in all service areas while striving to establish and maintain a financially sound organization which encourages and compensates its employees within a productive environment.

SIT staff developed the following plan to implement their vision statement:

Image and visibility

- Great service
- Reputation for being on time
- Professionalism of drivers
- Safety, maintenance and appearance of vehicles

Financial stability

- Operating in the black
- Adequate capital for replacements to maintain bus fleet
- Rates that reflect actual cost
- Aging dollars that reflect actual rides

Great place to work

- Adequate compensation
- Communication
- Training

During the time since SIT's Vision Statement was adopted, the SIT staff have worked to reflect this vision in their operation. They have made positive strides in the category of image and visibility. SIT is a regular participant in area parades and the new signage on more recently acquired vehicles reflect an attractive, well-maintained fleet. No longer are many of their vehicles plain, rusted and tattered, as they were a decade ago. The PTP Survey reveals that SIT has developed a reputation for being on time with their drivers and other staff displaying professionalism and care for their riders. Safety, as always remains a high priority.

The financial stability of SIT has improved over the years. SIT now operates in the black and in recent years has been able to provide adequate capital for the local match required when federal funding is available for vehicle replacements. They have adjusted rates to be more in line with costs and available funding from the Area Agency on Aging.

Driver pay has been increased several times in recent years, most recently nearly \$1.00 per hour. SIT continues to focus on good communication and adequate training.

Priorities

The Southern Iowa Trolley board adopted a list of priorities for their organization. The process used to identify the priorities included a list of possible priorities that were identified by SIT staff and taking into consideration input from previous PTP related meetings and documents. SIT Project board members were asked to rank the priorities presented on the list and were given the opportunity to add other items they felt needed to be included. The rankings were tabulated and the following list was initially compiled in January of 2007. However, these priorities continue to be appropriate for SIT and the RPA 14/ATURA region now and in the years to come.

1. Increase transit ridership
2. Achieve and improve profitability
3. Improve efficiency, effectiveness and quality of service
4. Increase driver compensation
5. Investigate funding from other transportation programs
6. Investigate potential new markets
7. Improve existing partnerships and relationships
8. Reach underserved areas/communities
9. Replace buses to keep fleet new and needing less maintenance
10. Establish guidelines and performance monitoring techniques to guide future services

Strategies

The PTP Advisory Group meetings, survey data collected, and the PTP process have helped to identify the needs and challenges related to transportation and mobility within the region. The needs of healthcare and human service organizations, elderly citizens, individuals with disabilities, and the general public throughout the region have been considered throughout this process. Identifying ways to overcome the high cost of transportation services in this sparsely populated, rural region and to make transit services more affordable and available must be addressed on more than just the local level. National and state actions to address the lack of funding in the region must be undertaken, together with local strategies.

The implementation of meaningful local strategies over the next five years may lead to the development of new projects within the region that can attempt to address strategies to enhance mobility and better coordinate transit services within the RPA 14/ATURA region.

Vehicles

It is recommended that SIT continue to program vehicles in the transit element of the annual TIP in order to keep up with the need for the replacement of aging, high mileage vehicles using the traditional or new funding sources available. It is recommended that purchasing new vehicles remains a high priority for Southern Iowa Trolley in order to maintain their fleet replacement goals, improve the cost effectiveness of their operations, and increase safety.

SIT currently depends almost solely on federal grant funds to cover the costs associated with updating their fleet. In recent years Regional STP funding has been

awarded to SIT for the purchase of new vehicles from both of the Regional Planning Affiliations served by SIT. SIT is encouraged to continue requesting this assistance from the RPAs. 5339 funding based on the Public Transit Management System (PTMS) points system also provide for need-based funding for replacement vehicles, as have State of Good Repair funds. It appears that the need to replace vehicles may exceed the funds actually available to do so in the coming years. SIT maintains a ten-year vehicle rotation plan to assist them in planning vehicle purchases and to assure that they are adequately prepared for future vehicle needs. Unfortunately the funding to follow that plan is uncertain. There appears to be little room in SIT's budget to purchase vehicles without federal assistance.

Equipment

The operations in the shop and maintenance area of the SIT facility should continue to be monitored and if cost-saving or replacement items are deemed necessary, it is also recommended that SIT seek funding for these items. The purchase of a lift for the mechanic to utilize while working on vehicles has specifically been mentioned as a potential new piece of equipment that may be sought. SIT is also encouraged to continue monitoring changes in safety regulations, particularly those regarding requirements for securing children in safety seats or other regulations that might require new or additional equipment. In an effort to reduce the costs of operations SIT hired an experienced, full-service mechanic in mid 2007 and has made this a permanent position since that time. It has benefitted SIT having an experienced mechanic working on vehicles who is capable of doing both routine maintenance and more complicated repairs in house. It is hoped that this will reduce the amount spent for maintenance done by outside vendors and will help reduce the need for increases in rates.

Should SIT determine that a GPS and vehicle monitoring system would enhance their operations and assist them in providing better service, SIT may wish to consider applying for State Transit Assistance (STA) funding to acquire GPS and vehicle monitoring systems, together with the equipment necessary to operate them. Such a project should be designed to allow greater efficiency and savings in scheduling trips, as well as better maintenance of vehicles.

Southern Iowa Trolley Facility

It is recommended that long-term planning by SIT be implemented to determine the most feasible place for the SIT operation to be housed into the future. This may mean constructing or purchasing a new transit facility, continuing to lease a facility, or purchasing their current facility. If a facility is to be purchased or constructed, it is desired that it meet SIT's needs for office space, a maintenance garage, staff and visitor parking, and a more secure, perhaps covered parking area for transit vehicles. If planning for a new facility is determined to be the desired course of action, SIT should develop an action plan to select a site, develop a feasibility study, estimate the costs of such a facility, and then seek capital funding for such a facility. If the SIT Board of Trustees seeks to move forward with a new facility, it is recommended that funding to assist with the cost be sought. Possible funding sources to be investigated include Bus and Bus Facilities (Section 5339) and Public Transit Infrastructure Grant (PTIG) funding.

Mobility Manager

It is recommended that Southern Iowa Trolley continue its search for funding to create and maintain a Mobility Manager position at the agency. Not only start-up funding, but ongoing funding will be needed by SIT in order to sustain such a position into future years. Better coordination of services within the region should be a primary goal of such a position. No feasible funding source has been identified within the MAP-21 framework. The work of the small staff at SIT would be greatly enhanced if a Mobility Manager was available to work with the PTP Advisory Groups and to individually reach out on their behalf to organizations, riders, and even major employers. Funding to employ a mobility manager at SIT would enable the organization to more actively participate in the PTP advisory groups and work with organizations and riders to better coordinate their needs. The need for a Mobility Manager has been repeatedly identified in past PTP Updates, but funding has not yet been obtained, nor does SIT have sufficient local funds to fully fund such a project at the present time. The Statewide Mobility Manager hired by the Iowa DOT and Iowa Association of Regional Councils (IARC) is a resource that may be utilized to make a positive impact for SIT. SIT is encouraged to utilize the services of the Statewide Mobility Manager when feasible to help better coordinate transit services in the region.

Fares

The area served by SIT has some of the lowest income populations in the state. It is recommended that SIT continue its efforts to keep fares as affordable as possible through cost-saving measures and coordination of services whenever possible. It is also recommended that SIT continue to seek innovative programs to assure that rides are affordable. SIT previously had a Mobility Fund to assist low-income riders. Unfortunately that fund has been depleted with no plans to sustain it. SIT continues to supplement senior fares with Older Americans Act funding whenever that funding is available. SIT also offers special programs such as reduced fare promotions such as its “Summer Fun Bus” program or fifty cent rides for seniors on Wednesdays whenever feasible to encourage ridership and better serve the needs of low-income riders.

Service Expansion

It is recommended that SIT and the PTP advisory group continue to monitor service gaps and the needs for expanded evening and/or week-end service within the region. The PTP Advisory Groups are encouraged to work with SIT in identifying areas within the region where service trials might be undertaken or where more coordination of services might be needed. The PTP Advisory Groups may be a good source of input related to ways to successfully increase ridership in the small communities where service trials have previously failed. Expansion of night and week-end service continues to be an option should there be a demonstrated need sufficient to justify the expense. Other needs and service trials have been identified and implemented, such as rides to the State or County Fairs, to Farmers Markets, or rides to community celebrations or events. This type of service may be duplicated when there is a need and meeting it is feasible.

Coordination of resources among the different healthcare and human service organizations and public transit in the region could result in cost savings and should continue to be explored. Several of these organizations provide their own

transportation services to residents or clients who otherwise would not be able to get to work, go shopping, receive medical care or participate in recreational activities. Some organizations have transportation needs that do not occur during the daytime hours of operation of SIT, and so they depend mostly on their own vehicles except in special circumstances. Other organizations regularly rely on the services of SIT to meet the needs of their residents or clients. The potential exists for further coordination of services. The 2009 Transportation Coordination Survey identified interest in evening and week-end service and those interested in working together to examine the issues involved in expanding the availability of transportation to evenings and/or week-ends. Very little came of that idea, as the costs to do so were very high and it was determined that usage of such a service would actually be quite low. The 2014 PTP Survey revealed little need among healthcare and human service agencies in this type of service expansion.

A number of human service organizations in the region (particularly nursing homes) have only one vehicle used for the transportation of their consumers. Often that same vehicle is used by the staff of the facility for their own transportation needs, shopping needs for the facility, and other activities related to management of their organizations. There is resistance on the part of such organizations to give up the one vehicle available to them in order to recognize modest reductions in their passenger transportation costs by pooling services with other organizations possibly located miles away. The convenience of having a vehicle at these facilities for unexpected or routine daytime needs and for after-hours needs when public transit is unavailable, generally outweigh the benefits realized through coordination for such organizations. However, it is apparent that there continues to be an occasional need for evening or week-end services, particularly for transportation of wheelchair bound individuals that many of these nursing homes are unable to meet on their own. SIT has worked with nursing homes in the region to try to meet this need when drivers are willing and able to accommodate such rides – such as the case of a non-medical emergency (not requiring an ambulance) where a resident needs to be transported to the local hospital.

Education

Education about the transportation needs of the public and the transit services available in the region is an ongoing process. This includes education of current and potential transit riders, education of health and human services organizations about services and funding available, and the education of public officials at the local, state and federal level about the need for funding for many forms of transportation. The PTP process has included an element of education to those involved. Over the years this process has also begun to open the doors for creative solutions to problems, cooperation among organizations and coordination of services.

Education of public officials making decisions about transit and the transportation needs of human services organizations is also vitally important. It is hoped that the results of the PTP process in the hands of public officials will enable them to make better and more informed decisions on the needs of their constituents. Those involved in transportation of the general public, individuals with lower incomes, disabled individuals or the elderly should be given a voice about unmet needs and the growing need for increased transportation funding. Additional studies or data

collection relative to this process may be beneficial in presenting the needs of the region to public officials in the future. Coordination among a variety of organizations may enable such work to be done more affordably.

The PTP process has involved the RPA 14/ATURA Policy Board and Transportation Technical Committee, thus keeping a county supervisor from each county, county engineers and larger city representatives informed and educated about this process, the needs that have been identified, and the need for coordination. It has also involved the PTP Advisory Groups and SIT staff and board members. The SIT board includes a county supervisor from each county as well. The PTP Advisory Groups include a diverse alliance of representatives from healthcare and human service representatives. Members of these boards, committees and groups should have a better understanding of the PTP process and its desired outcomes. It is anticipated that continuing to educate these individuals and involve them in this collaboration will result in a better plan for the future and more opportunities for coordination.

FUNDING

The costs of transportation services are expected to increase but the funding sources currently being used by the Southern Iowa Trolley and area health and human service agencies who must pay for these services are not expected to increase significantly. Some of the organizations involved in the PTP process have expressed concerns about their ability to continue to provide transportation services to their consumers and clients because of inadequate funding. Rising costs of public transportation may make it cost prohibitive for low-income residents. Therefore, transportation for many of these organizations' clients or residents depends on the ability of family, friends, or facility staff to volunteer their transportation services. New sources of funding and better coordination of services should continue to be explored in order to better meet the needs of residents of the region.

Finding new or additional resources has been an ongoing challenge for agencies involved in transportation, and it should continue to be encouraged. Seeking additional federal transit dollars from existing specialized programs should continue to be investigated, as should funding from health or human service organizations.

The affordability of transportation services relates not just to individual riders but to the health and human services organizations that use public transit services for their consumers. Costs of vehicles, maintenance, fuel and insurance continue to rise, as do wages for staff to drive vehicles. Funding for such services must keep pace with the costs to provide the service. Otherwise, a more economical method of providing transportation must be devised.

SIT, other transportation providers, and users of transit services are encouraged to research the feasibility of using sources of funding listed below and to strive to identify new funding sources as they become available.

Identification of Funding Sources

Financial support for the planning and delivery of public transit services comes from a variety of sources. The primary federal and state funding programs utilized or available within this region are listed below. A more detailed listing of transit funding information and options may be found in the Guide to Transportation Funding Program available on the Iowa Department of Transportation website: http://www.iowadot.gov/pol_leg_services/Funding-Guide.pdf

State Transit Assistance (STA) Fund

Iowa devotes four percent of the fees for new registration collected on sales of motor vehicle and accessory equipment to support public transportation. Most of this money is distributed by a formula that is based on each transit system's performance during the previous year in terms of rides, miles and local funding support. These formula funds are usable for support of any operating, capital or planning expenses related to the provision of public passenger transportation. STA funds are distributed by the State and are used to support and improve locally sponsored public transit programs such as SIT. SIT expects to receive \$240,872 in STA assistance in FY2015.

Formula information is shown below:

FY2013 Ridership	FY2013 Revenue Miles	FY2013 Operating Expense	FY2013 Locally Determined Income	FY2015 Formula%	FY2015 Formula Allocation
128,150	409,133	1,180,119	646,358	2.121446%	\$240,872

This is an annual allocation that is essential to the continued operations of SIT over the lifetime of this plan.

Formula Grants for Rural Areas (Section 5311)

This program provides federal funding for support of transit activities in rural areas and in urban areas of less than 50,000 in population. The funds may be used for operating, capital, planning, and job access and reverse commute assistance. The non-federal local match for projects varies from 50% of operating deficit for operating support to 20% for preventive maintenance or capital projects (not compliant with American with Disabilities Act of 1990 (ADA) and Clear Air Act Amendment (CAAA), to 15% for ADA compliant vehicles. Formula information is shown below:

FY2013 Ridership	FY2013 Revenue Miles	FY2015 Formula%	FY2015 Formula Allocation
128,150	409,133	2.768278%	\$304,299

Section 5311 formula funds are another essential source of funding for SIT to support their operations budget. 5311 formula funding for operations is essential during the next five years.

Bus and Bus Facilities Formula Grants (Section 5339)

SIT can use this newer formula program created under MAP-21 to finance the replacement of transit vehicles. In Iowa, approximately \$1,250,000 is received annually for small urban (under 50,000 population) and regional transit systems. All of these funds are distributed to the small urban and regional transit systems utilizing the vehicle rankings of the Public Transit Management System (PTMS) on an 80% federal / 20% local basis or 85% federal / 15% local basis for vehicles with ADA features and Clean Air adaptations.

SIT depends on Section 5339 funding to replace its older, high mileage vehicles, as it lacks the funding necessary to do so without these for other federal funds. Without funding through Section 5339, very few SIT vehicles will be replaced during the life of this plan. Even with this source of funding, it is uncertain how many vehicles will have PTMS scores sufficient to warrant funding of replacement vehicles.

Surface Transportation Program (STP) Funds

These federal funds come to the state on the basis of MAP-21 legislation, and can be used for roadway or transit capital projects on an 80 percent federal and 20 percent local basis. In Iowa a portion of these funds are programmed by local governments, acting through metropolitan or regional planning agencies. Two planning Agencies RPA 14/ATURA and RPA 17/Chariton Valley Planning operate in the region served by SIT. Both planning agencies have awarded funding for the purchase of equipment or vehicles to SIT in recent years. Both planning agencies have an annual, competitive application process.

Historically SIT has used STP funding from both RPA 14 and RPA 17 for equipment and vehicles. SIT plans to continue applying to the RPAs for funding during each of the coming years, as it has few other options for purchasing vehicles.

RPA 14/ATURA sets aside \$50,000 each year to be used in a fund that only transit and small cities may apply for funding from. This small city/transit fund has a \$150,000 cap. Historically the funding from RPA 14/ATURA has been as follows:

Fiscal Year	STP Funds Awarded from RPA 14/ATURA to Southern Iowa Trolley
FY2009	\$15,000
FY2010	\$0
FY2011	\$30,000
FY2012	\$52,800
FY2013	\$0
FY2014	\$107,600
FY2015	\$0

The FY2015 funds are depleted, but \$50,000 will again be available for this competitive grant process beginning in FY2016 and each year thereafter. Five of the counties served by SIT are located in RPA 14.

RPA 17/Chariton Valley Planning offers a competitive STP funding round annually. Historically RPA 17 has provided funding to SIT for a new vehicle approximately once every three years. They have also provided equipment funding in recent years. Two of the counties served by SIT are located in RPA 17.

SIT depends on regular STP funding for new replacement or expansion vehicles, as the agency lacks sufficient funding to purchase new vehicles without this or other federal funding assistance. SIT plans to pursue available STP funding through the RPAs.

Rural Transit Assistance Program (RTAP)

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). By law, the state is the direct recipient of the funding. In Iowa, the Department of Transportation’s Office of Public Transit serves as the recipient of these funds. Iowa’s RTAP funds are mainly used to provide local transit agencies with training fellowships. In most cases the fellowships pay 80 percent of the cost for Iowa’s regional transit systems and their planners to attend Iowa DOT sponsored seminars, as well as transit-related courses or conferences sponsored by other groups. Transit systems may also be reimbursed for training held in-house.

Older Americans Act – Congress passed the Older Americans Act (OAA) in 1965 in response to concern by policymakers about a lack of community social services for older persons. Funding to help pay for senior rides is available through this program from the Area Agency on Aging. During the fiscal year ended June 30, 2013. 30,089 senior rides were

provided by SIT in that fiscal year and \$1,000 in Area Agency on Aging support was received to assist seniors with transportation costs.

Preschool Transportation – The State of Iowa Decategorization Program and Community Partnerships for Protecting Children (CPPC) provides funding that may be used for transportation for some low-income students receiving Decategorization scholarships or attending Head Start and having no way to get to and from school – for example if a parent’s car breaks down. The individual preschools receive tickets from the Decategorization Program to use in these emergency situations. It is anticipated that this funding will continue over the lifetime of this plan.

Iowa Medicaid Enterprises – A variety of types of waivers are provided to Iowa Medicaid recipients to cover the costs of their transportation for medical services. SIT invoices Iowa Medicaid for the waiver rides provided. This source of funding is expected to continue during the lifetime of this plan.

TMS Medicaid Brokerage –The Medicare brokerage run by Access 2 Care provides transportation coordination for individuals covered by Medicaid insurance. SIT contracts with Access 2 Care for the rides they are able to provide for those covered under this program. SIT invoices Access 2 Care for the rides provided through this brokerage system. This source of funding is expected to continue during the lifetime of this plan.

Local Funding Sources

The bulk of funding generated at the local level by transit agencies in Iowa comes from the following sources and is generally used to fund operations or used for local match on federal or state grant projects. How different systems generate their local financial support varies, but the following sources are already utilized or may be considered for utilization by Southern Iowa Trolley.

Passenger Revenues – Fees paid by the passengers is one of the most common sources of local support. This can include monies collected on-board the transit vehicle (usually called “farebox receipts”), as well as prepaid fares from the sale of passes or tickets, or fares billed to the passenger after the fact. SIT generates revenues in this manner. Passenger revenues are expected to continue over the life of this plan.

Contract Revenue – Human service agencies, local communities, as well as private businesses are often willing to pay a part or all of the cost for certain types of rides provided as part of the open to the public transit operation. Such subsidies are classified as contract revenues and can count toward the required local match on federal projects.

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 don’t have the option of a transit levy, as well as for cities which chose not to use the transit levy. At present no government entities in this region have a transit levy.

County Allocations

Historically each of the seven counties that Southern Iowa Transit operates within contributes an annual allocation to support the transit operations of Southern Iowa Trolley. The amount of funding requested by SIT is determined by the SIT, with significant input from its directors who are county supervisors. The amount of funding requested from each county takes into consideration the population of that county and the number of transit rides provided.

County funding received by SIT during the current fiscal year:

County	2014 Allocation to SIT
Adair	\$7,588
Adams	\$4,150
Clarke	\$11,133
Decatur	\$8,039
Ringgold	\$5,135
Taylor	\$5,585
Union	\$15,762
TOTAL	\$57,931

The county allocation is requested annually from each county, but there is no guarantee that support in the amount requested will be provided.

Student Fees – Mandatory student fees established by a college or university are similar to a tax levy in that all members of the particular community contribute. Although a Southwestern Community College is located in the SIT service region, no mandatory student fees have been assessed to support transit operations.

Advertising Revenues – Sale of on-board advertising or advertising space in brochures, etc., can provide some additional revenues to the transit program. Advertising revenues have not been collected by Southern Iowa Trolley.

Transit Facility Funding

Southern Iowa Trolley has discussed construction of a new facility over the past few years. Funding resources that could be applied for in order to assist with these costs include the following:

Public Transit Infrastructure Grant (PTIG)

In 2006, the Iowa Legislature established a new program 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. Projects 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. No single system can receive more than 40% of the available infrastructure funding in a given year. \$1.5 million is currently available.

Capital Match Revolving Loan Fund (AMOCO Loan) – The capital match revolving loan fund was created by the Iowa Legislature in the early 1980's with funds from Iowa's share of the federal government's petroleum overcharge settlement against the American Oil Company (Amoco.) The loan program is subject to an intergovernmental agreement between the Iowa DOT and the Iowa Department of Natural Resources (DNR). All public transit systems are eligible for loans under this program. The intent of the program is to increase the inherent energy conservation benefits of public transit by expediting the implementation of transit capital projects.

The program allows “no interest” loans to transit systems, which the transit system uses towards the required local match on a federally-funded capital project, paying it back over a negotiated time period as local funds become available. The loan can be used to temporarily fund the entire local match on capital equipment projects or 50% of the required non-federal match on facility projects. Loan recipients may be required to report project energy savings annually to OPT until the loan is repaid.

A project is eligible if it is a transit capital project that is approved for federal funding. The project should be targeted at energy savings. SIT should consider this funding source if they need additional local match in order to obtain state or federal funds to construct or purchase a transit facility.

Although there are currently no concrete plans to proceed with funding for a new transit facility for SIT, doing so may be pursued during the lifetime of this plan. Therefore, it is very important to address the possible need for such a new facility, perhaps one with a covered and fenced parking area that will better address security needs than does the present facility.

Funding Recommendations

The major barriers to transportation within the region will require a three-fold approach to reducing or eliminating those barriers: education, coordination and funding. Education of those involved is an ongoing process, but the initial groundwork has been laid in this area. Coordination has begun within the region but effort will need to continue and be expanded to increase and improve upon it.

It is anticipated that existing funding programs will be more critical than ever for Southern Iowa Trolley and other transit providers to thoroughly examine new and existing areas of funding. The coordination process should strive to enable human service organizations, government agencies, and transportation providers within the region to collaborate to better meet the transportation needs of the citizens.

During the past few years much of the focus of the PTP process was directed towards identifying the needs of those within the communities served and focusing on meeting those

needs with transit services. During the coming years the PTP advisory group will continue this work and broaden their focus to address better ways for human service organizations to define their roles in transportation coordination. Future efforts and plans will focus on this wider group of transportation providers and efforts at coordination among them and identifying new sources of funding.

Recommendations remain much the same as described in the FY2010 PTDP (the last full PTP document) and the annual updates developed since that time. The new PTP advisory groups will work toward the goals described in this document and will continue to identify and develop new goals for the region.

The PTP advisory groups concur with this plan and with the following recommendations.

Vehicles

It is recommended that SIT continue to program vehicles in the transit element of the annual TIP in order to keep up with the need for the replacement of aging, high mileage vehicles using the traditional or new funding sources available. Purchasing new vehicles must remain a high priority for Southern Iowa Trolley in order to maintain its fleet, meet replacement goals, improve the cost effectiveness of their operations, and increase safety. Budgeting for replacement vehicle purchases and for the local match on vehicle purchases should remain a very high priority. Funds to implement their vehicle replacement plan appear to depend heavily on Section 5399 and STP funds that cannot be easily forecast or projected from year to year.

Should additional vehicles need to be purchased to meet the needs for new or expanded services, funding for those vehicles should definitely be pursued through programs designed for those services.

Equipment

The operations in the shop and maintenance area of the facility should continue to be monitored and if cost-saving or replacement items are deemed necessary, it is also recommended that SIT seek funding for these items. SIT should continue to monitor changes in safety regulations, particularly those regarding requirements for securing children in safety seats or other regulations that might require new or additional equipment.

Should SIT find new equipment or a GPS and vehicle monitoring system that it believes will work successfully and provide the services SIT requires at an affordable cost, is recommended that SIT consider applying for State Transit Assistance (STA) Special Project funding to acquire GPS and vehicle monitoring systems for their vehicles, along with related monitors and equipment necessary to operate them. The project should be pursued only if it can be determined that it will allow greater efficiency and savings in scheduling trips as well as better maintenance of vehicles.

Southern Iowa Trolley Facility

It is recommended that planning and development by SIT continue in order to determine the most feasible place for their operation to be housed. This may mean remaining in their current leased location or constructing or purchasing a new transit facility. The facility purchased or constructed should strive to meet SIT's needs for office space, a garage with maintenance area, staff and visitor parking, and a more secure, perhaps covered and fenced parking area for transit vehicles. SIT has already begun to identify its basic needs in such a facility. Should the SIT Board determine that moving forward with a new facility is desired, the agency is encouraged to review existing locations available within the community, select one or more potential sites, develop a feasibility study, estimate the costs of such a facility, and then seek capital funding for such a facility once its facility goals and

plans are clearly defined and agreed upon. It is recommended that the cost of such a facility be programmed using funding from the Public Transportation Infrastructure Grant (PTIG) Program, the AMOCO loan program, and any other possible sources of funding.

Mobility Manager

It is recommended that Southern Iowa Trolley (SIT) continue searching for funding to create and sustain a mobility manager position at the agency or work to utilize the services of the statewide mobility manager when appropriate. Better coordination of services within the region should be a primary goal of such a position. No feasible funding source has been identified to fund a mobility manager position at SIT at present. Therefore no recommendation for funding a mobility manager is made at this time.

Fares

The area served by SIT has some of the lowest income populations in the state residing in it. It is recommended that SIT continue its efforts to keep fares as affordable as possible through cost-saving measures and coordination of services whenever possible. It is also recommended that SIT continue to offer innovative programs to assure that rides are affordable. SIT is encouraged to continue to seek methods to sustain its now depleted mobility fund. It is also recommended that SIT continue to educate its senior riders about the availability of their “donation only” option for paying fares and continue to supplement senior fares with Older Americans Act funding whenever that funding is available. It is also recommended that SIT continue to offer special programs that encourage ridership, such as reduced fare promotions or its “Summer Fun Bus” that provides free in-town rides throughout the summer to students in the eight cities that they serve whenever feasible.

Evening / Week-end - Service Expansion

It is recommended that the PTP advisory group continue to discuss and monitor service gaps and the needs for expanded evening and/or week-end service within the region. It is also recommended that the PTP advisory groups work with SIT and with the health/human organizations in identifying areas within the region where service trials might be undertaken or more coordination of services might be needed. Coordination with area employers is encouraged in order to determine if the need for new transportation to work services are feasible. Strategies to address these needs include utilizing STA Special Project Funds to start a project and provide funding for a maximum of two years. If other funding designed for new service or reverse commute implementation is available, it may also be pursued for eligible projects.

APPENDICES

Appendix “A”	Excerpts from Minutes of the Family Ties/Union Co. Family Support Council Meetings
Appendix “B”	Excerpts from Minutes of the Ringgold County Interagency Meetings
Appendix “C”	Passenger Transportation Plan Survey – 2014
Appendix “D”	Passenger Transportation Plan Survey Data - 2014

APPENDIX “A” Excerpts from Minutes of the Family Ties / Union Co. Family Support Council Meetings

August 27, 2013 – Family Ties / Union Co. Family Support Council Meeting

12:00 p.m.

St. John’s Church Parish Hall – 601 S. Maple

Members present: Becky Nardy, Katie Christensen, Billie Jo Greenwalt, Rev. Dan Moore, Jenny Rice, Chelsea Jenkins, Kacey Barrow, and Darla Helm.

Becky Nardy with Southern Iowa Council of Governments shared information about a passenger transportation project. She oversees 5 counties and is looking at transportation needs in different communities. Questions arose about the cost of the local transit service rides. It was reported that Southern Iowa Trolley one-way tickets for in-town rides in Creston are currently \$1.65 for children, \$3.00 for adults, and currently free for elderly, but SIT will be changing to \$1.50 when that special ends. A monthly student pass runs \$30.25 a month one way, and \$54.45 round trip. Nardy explained she is trying to identify gaps in services and needs throughout the region.

OUTCOMES/COMMENTS: A follow-up was made to SIT regarding GED classes at SWCC that may have students needing transportation. The need for rides to and from school by preschoolers in Bedford was identified by Jenny Rice. There are some Empowerment funds for emergency rides that Tiny Tot’s Preschool in Bedford could apply for. However, currently Bedford only has SIT service on Wednesdays. Steve Bolie at SIT was contacted to follow-up with Jenny Rice about this. Crisis Intervention learned about SIT punch cards that they could purchase and given to clients needing transportation.

September 24, 2013 – Family Ties / Union Co. Family Support Council Meeting

12:00 p.m.

St. John’s Church Parish Hall – 601 S. Maple

Members present: Becky Nardy, Billie Jo Greenwalt, Rev. Dan Moore, Jenny Rice, Chelsea Jenkins, Bailey Poolman, Kelley Malone, Deb Long, Tina Gordinier, Chris Mansour, OJ Fargo, Aaron Chapman, Victoria Brammer, Jocelyn Blazek, Shannon Harper, Karla Hynes, Terry Wangberg, Linda Huffman, Larry Wagner, Rebecca Nichols, Karen Norton, Jody Nedley-Newcomb, and Janell Staats.

Becky Nardy with SICOG shared that she is currently working on transportation planning, specifically identifying gaps in service and unmet needs in the area. She asked if the group would act as her passenger transportation advisory group so that she could include the required consultation with human service representatives. The group agreed to be utilized in this way. Nardy will be surveying the group sometime in the next six weeks and would appreciate everyone’s input. They were also invited to contact her or Southern Iowa Trolley with any questions or concerns.

October 22, 2013 – Family Ties / Union Co. Family Support Council Meeting

12:00 p.m.

St. John’s Church Parish Hall – 601 S. Maple

Members present: Becky Nardy, Jocelyn Blazek, Billie Jo Greenwalt, Jenni Downing, Kelsey Hollen, Darla Helm, O.J. Fargo, Linda Huffman, Denise Moore, Rev. Dan Moore, Chris Mansour, Kristin Millhollin, Chelsea Jenkins, Jackie Whitson and Janell Staats.

Becky Nardy from SICOG shared that she is still working on a Passenger Transportation Plan that includes a needs assessment. She asked those present to share any unmet needs that they were aware of. She will be distributing surveys through the Family Ties list serve and gathering information concerning transportation needs within the region. She asked the members to please take the survey and to feel free to forward it to other agencies.

OUTCOMES/COMMENTS: Chris Mansour discussed the Cancer Society has a volunteer program for transportation to medical appoints. The PTP Surveys were distributed by e-mail to all members of the Family Ties group on November 26, 2013.

January 28, 2014 – Family Ties / Union Co. Family Support Council Meeting

12:00 p.m.

St. John's Church Parish Hall – 601 S. Maple

Members Present-Billie Jo Greenwalt, Brittany Shinn, Rev. Dan Moore, Linda Huffman, Becky Nardy, Jennifer Roberts, Linda Buxton, Darla Helm, Janell Staats, Terry Wangberg, Steve Bolie, Laray Ripperger, Aaron Chapman, and Katie Christensen

Becky Nardy from SICOG and Jennifer Roberts from the DOT shared the draft for the Passenger Transportation Plan. Nardy explained the difficulties related to economies of scale and how our large geographic region and small population often make it difficult to provide rides at an affordable cost. She indicated that the surveys completed by the group were very helpful in preparing the Draft PTP and were used in the analysis for the document. She encouraged those present to make comments, suggestions for improvements, or clarifications to the document between now and our next meeting. Jennifer works in the office of Systems Planning addressing public transit and the interstate corridor plans. She is currently working on assisting refugees in the Polk County area and getting a bicycle and pedestrian plan, along with setting policies for state lots. This is allowing for statewide park and share.

OUTCOMES/COMMENTS: Steve Bolie of SIT answered several questions and clarified the services provided by SIT, particularly between the small cities in the area to the activity centers in the counties. He also discussed the regularly scheduled trips from the region to Des Moines and encouraged anyone desiring trips between towns or to Des Moines to call the dispatcher and find out when trips are scheduled that might make the cost more affordable. A discussion was also held about the service SIT provides between Afton and Creston, as there are a number of trips currently made daily to accommodate employees from Afton who work at Innovative Industries. School children open-enrolled in Afton who live in Creston utilize this service also and their costs per ride are just over \$3.00. The Summer Fun Bus program was also commended as very useful.

February 25, 2014 – Family Ties / Union Co. Family Support Council Meeting

12:00 p.m.

St. John's Church Parish Hall – 601 S. Maple

Members Present-Billie Jo Greenwalt, Brittany Shinn, Sister Denise Moore, Becky Nardy, Darla Helm, Terry Wangberg, Jocelyn Blazek, Chris Mansour, and Marcy Lane.

Becky Nardy from SICOG thanked the members for reviewing the Draft Passenger Transportation Plan that was distributed at the January meeting. She asked for comments, suggestions or corrections related to the PTP document be submitted to her. Nardy also asked the group if they would be willing to concur with the information presented in the document. Terry Wangberg moved to concur with the Draft PTP document. Billie Jo Greenwalt seconded the motion. All were in favor. Motion carried.

OUTCOMES/COMMENTS: The concurrence with the Draft PTP document by this TAG group enabled the completion of the Final PTP and its submission to the RPA 14/ATURA Policy Board for their adoption and approval.

APPENDIX “B” Excerpts from Minutes of the Ringgold County Interagency Meetings

January 7, 2013 – Ringgold County Interagency Meeting

Noon

Ringgold County Courthouse

Present: Becky Nardy, Robin McDonnell, Julie Neas, Vicki Sickels, Judy Hensley, Tammy James, Marci Bjustrom, Carol Jensen, Becky Fletchall, Teresa Jackson, Rachel Griffith, Chris Doster, Jodi Haley, Jocelyn Blazek, Karen Bender and Wendi Boswell.

Transportation Planner for SICOG -- Becky Nardy:

Becky has been attending our meetings for several months now and noted that RPA 14/ATURA is interested in a group that includes human service organizations to assist with the passenger transportation planning process. The goal of the group will be to identify unmet transportation needs in the area. Since starting a new group that would likely include several of the members that are here today and would require them to attend more meetings, she inquired about using this existing group to assist her by identifying unmet needs and providing an opportunity for coordination.

March 4, 2013 – Ringgold County Interagency Meeting

Noon

Ringgold County Courthouse

Present: Becky Nardy, Robin McDonnell, Vicki Sickels, Judy Hensley, Tammy James, Marci Bjustrom, Becky Fletchall, Rachel Griffith, Chris Doster, Kraig Pennington, Karen Bender and Maggie O'Rourke (IDPH Division of Tobacco).

Transportation Planner for SICOG -- Becky Nardy:

Becky is a transportation resource for the area and is available for transportation-related projects. She is also here to assist if unmet passenger transportation needs are encountered or new needs identified. She does not work for Southern Iowa Trolley, but works closely with them, and assists with their transportation planning. She will gladly act as a liaison in case needs that might be met by or are related to their services are identified through this process. She hopes that by establishing a relationship with the human service organizations in the region that she will be better able to coordinate their needs in her Passenger Transportation Plan. She also discussed the upcoming TAP grant deadline.

Outcomes: Other Counties have similar groups and one of the members present is to provide contact information about those meetings to Nardy.

May 13, 2013 – Ringgold County Interagency Meeting

Noon

Mount Ayr Community High School Auditorium

Present: Becky Nardy, Jodie Geist, Vicki Sickels, Becky Fletchall, Chris Doster, Kraig Pennington, Karen Bender, Julie Neas, Brian Keath, Cathy McGahuey, and Kate Zimmerman

Transportation Planner for SICOG-- Becky Nardy:

No TAP grants were submitted for the first RPA 14/ATURA grant cycle in April. The next one will have an October deadline. Becky is a resource for the area and is available for transportation related projects and is looking to identify unmet passenger needs among the people served by our agencies.

July 1, 2013 – Ringgold County Interagency Meeting

Noon

Ringgold County Courthouse

Present: Becky Nardy, Vicki Sickels, Chris Doster, Kraig Pennington, Brian Keath, Cathy McGahuey, Amy Richie and Robin McDonnell

Transportation Planner for SICOG-- Becky Nardy:

Becky reported the new MAP-21 transportation bill completely changed how funding for Safe Routes to School (SRTS) projects is distributed. Rather than be distributed on the state level, those funds are now part of the Transportation Alternative Program (TAP) funds that are distributed through the transportation region. RPA 14/ATURA is working on its grant application process so that the SRTS activities that have taken place in a community would be included in the application and credit could be given for all of the things a community has done to move in that direction. This would benefit a community, such a Mt. Ayr that has done much of the background work needed to prepare a SRTS application. Becky also briefly discussed the type of data she plans to collect for the Passenger Transportation Plan. She invited those in the group to share any transportation needs with her.

September 9, 2013 – Ringgold County Interagency Meeting

Noon

Ringgold County Courthouse

Present: Becky Nardy, Karla Hynes, Julie Neas, Vicki Sickels, Chris Doster, Kraig Pennington, Brian Keath, Blake Schnormeier, Wendy Greenman, Peggy Kost, Tammy James, Norma Wolfe, Melissa McCoy, Karen Bender, Cathy McGahuey, and Robin McDonnell

Transportation Planner for SICOG-- Becky Nardy:

Work is being done on a Transportation Plan for ATURA, with coordination with human service organizations, as mandated by the federal government. The goal is to identify unmet needs in the counties served. Permission was granted by those present for participation in an online-survey which will aid in the planning process. This survey will be emailed out to the list of individuals who receive the information from the interagency meetings.

November 4, 2013 – Ringgold County Interagency Meeting

Noon

Ringgold County Courthouse

Present: Jenny Rice, Jodi Haley, Jocelyn Blazek, Becky Nardy, Vicki Sickels, Chris Doster, Kraig Pennington, Blake Schnormeier, Tammy James, Karen Bender, and Robin McDonnell

Transportation Planner for SICOG -- Becky Nardy:

Work is being done on a Transportation Plan for ATURA, as mandated by the federal government. The goal is to identify unmet needs in the counties served. Please watch your email for a survey that will aid in the planning process.

January 6, 2014 – Ringgold County Interagency Meeting

Noon

Ringgold County Courthouse

Present: Becky Nardy, Vicki Sickels, Chris Doster, Robin McDonnell, Norma Wolfe, Julie Neas, Peggy Kost and Karla Hynes

Transportation Planner for SICOG-- Becky Nardy:

Work continues on a Transportation Plan for ATURA. The goal is to identify unmet needs in the counties served and see if there are ways that these needs can be met. Everyone was thanked for participating in the online survey that was emailed out. There was a very good response. She is in the process of analyzing the data that will be shared in the next couple of months after which comments can be made before the final report is submitted. She explained that some of the needs that have been identified (such as providing night and week-end service) is difficult to meet, since it might be cost prohibitive to provide those types of services without increased funding. However, if service needs and new funding or ways to coordinate existing services are identified, then expansion of services may be possible.

March 3, 2014 – Ringgold County Interagency Meeting

Noon

Ringgold County Courthouse

Present: Becky Nardy, Vicki Sickles, Chris Doster, Robin McDonnell, Julie Neas, Peggy Kost, Angela Reynolds, Emily Eulenkamp, and Stacey Westphal.

Transportation Planner for SICOG-- Becky Nardy:

A link to a copy of the Draft PTP document was e-mailed to everyone on the membership list on February 20 for their review. In the e-mail they were asked to contact Nardy with any comments or questions no later than today's meeting. No concerns about the document were expressed at the meeting. Chris Doster moved to concur with the document. Peggy Kost seconded the motion. All in favor; motion carried.

APPENDIX "C" Passenger Transportation Plan Survey - 2014

Passenger Transportation Plan Survey 2014  

Transportation Methods

Do employees of your organization use their personal vehicles to transport your consumers, residents, or those served by your organization?

Yes

No

Does your organization arrange for volunteers to use their personal vehicles to transport your consumers, residents, or those served by your organization?

Yes

No

Does your organization utilize the services of the Southern Iowa Trolley to transport your consumers, residents, or those served by your organization?

Yes, always.

Yes, frequently.

Yes, occasionally.

Yes, but rarely.

No.

Southern Iowa Trolley

Please describe the kind of service your organization obtains from the Southern Iowa Trolley. (Please check all that apply.)

Regularly scheduled transportation

Regularly scheduled wheelchair accessible transportation

Transportation "as needed"

Wheelchair accessible transportation "as needed"

Special trips

Other (please specify)

Passenger Transportation Plan Survey 2014

Southern Iowa Trolley

Please respond regarding your organization's experiences with the Southern Iowa Trolley

	Always	Usually	Sometimes	Rarely	Never	Not Applicable
Do the hours of operation meet your needs?	<input type="radio"/>					
Are riders picked up on time?	<input type="radio"/>					
Are drivers courteous and helpful?	<input type="radio"/>					
Are dispatchers helpful and able to meet your needs?	<input type="radio"/>					
Are office staff helpful and able to meet your needs?	<input type="radio"/>					
Are special needs passengers (i.e. handicapped or very young riders) properly cared for?	<input type="radio"/>					
Do your consumers, residents or those you serve feel safe when they ride on Southern Iowa Trolley?	<input type="radio"/>					
Are in-town rides generally affordable?	<input type="radio"/>					
Are out-of-town rides generally affordable?	<input type="radio"/>					

Please describe any concerns or identify unmet needs related to the services provided by the Southern Iowa Trolley.

Southern Iowa Trolley

What are the reasons that your organization does not utilize the services of the Southern Iowa Trolley?

- Our organization does not provide transportation services.
- We have vehicles that meet all of our transportation needs.

Other (please specify)

Passenger Transportation Plan Survey 2014

Your Vehicles

Does your organization own or lease vehicles that are used to transport your consumers, residents, or those served by your organization?

- Yes
 No

Questions About Your Vehicles

Is anyone other than your staff, consumers, residents, or those served by your organization eligible to obtain rides in your vehicles?

- No
 Yes (If yes, please identify who else would be eligible to obtain rides)

How many passenger cars owned or operated by your organization are used to transport your consumers, residents, or those served by your organization?

How many wheelchair accessible (ADA compliant) vans owned or operated by your organization are used to transport your consumers, residents, or those served by your organization?

How many vans (not wheelchair accessible) owned and operated by your organization are used to transport consumers, residents, or those served by your organization?

Transportation Needs

Do you believe that there are significant transportation needs that are not being met, either by residents themselves, their family, friends, volunteers, or by schools or public transportation services such as the Southern Iowa Trolley?

- Yes
 No

Passenger Transportation Plan Survey 2014

Unmet Transportation Needs

**Please tell us why you believe there are unmet transportation needs in your city/region.
(Please select all that apply.)**

- Lack of service options (taxi, etc.).
- There are no available transportation services to/from employment outside of town (due to work hours).
- Programs need additional funding for transportation (i.e. preschool transportation).
- Lack of after hours/weekend transportation by the Southern Iowa Trolley.
- Lack of flexibility by the Southern Iowa Trolley in scheduling pick up times/return-trip times.
- The services of Southern Iowa Trolley are not readily available in some locations.
- Unreliability of the Southern Iowa Trolley services.
- It costs too much for the Southern Iowa Trolley rides to and from destinations in town.
- It costs too much for the Southern Iowa Trolley rides to and from destinations in other towns.
- Other (please specify)

Info About You

Passenger Transportation Plan Survey 2014

Select the option that best describes your organization.

- Childcare facility
- Community action organization
- Homecare nursing
- Housing for elderly/disabled residents
- Human service organization
- Medical office or hospital
- Nursing home/assisted living facility
- Preschool/educational facility
- Residential drug/alcohol treatment facility
- Residential facility for individuals with disabilities
- Supported work facility for individuals with disabilities
- Veterans organization

Other (please specify)

***Please provide the name of your organization. All other contact information is optional, but could be helpful to us should we desire to contact you regarding your unmet transportation needs.**

Organization:	<input type="text"/>
Your Name:	<input type="text"/>
Address:	<input type="text"/>
Address 2:	<input type="text"/>
City/State/Zip:	<input type="text"/>
Email Address:	<input type="text"/>
Phone Number:	<input type="text"/>

THANK YOU! Conclusion of Survey

Thank you for taking the time to complete this survey. Your participation will be very useful in long-range planning for the passenger transportation needs of those in our five-county region. If you have any questions, please contact:

Becky Nardy
Transportation / Planner
RPA 14/ATURA
Southern Iowa Council of Governments
101 E. Montgomery Street, Creston, IA 50801
641-782-8491
nardy@sicog.com

APPENDIX “D” Passenger Transportation Plan Survey Data - 2014

This page left purposely blank. Appendix “D” begins on the following page.

Do employees of your organization use their personal vehicles to transport your consumers, residents, or those served by your organization?	Does your organization arrange for volunteers to use their personal vehicles to transport your consumers, residents, or those served by your organization?	Does your organization utilize the services of the Southern Iowa Trolley to transport your consumers, residents, or those served by your organization?	Please describe the kind of service your organization obtains from the Southern Iowa Trolley. (Please check)						Please respond regarding your organization's experiences with the Southern Iowa Trolley										What are the reasons your organization does not provide transportation services?
			Regularly scheduled transportation	Regularly scheduled wheelchair accessible transportation	Transportation "as needed"	Wheelchair accessible transportation "as needed"	Special trips	Other (please specify)	Do the hours of operation meet your needs?	Are riders picked up on time?	Are drivers courteous and helpful?	Are dispatchers helpful and able to meet your needs?	Are office staff helpful and able to meet your needs?	Are special needs passengers (i.e. handicapped or very young riders) properly cared for?	Do your consumers, residents or those you serve feel safe when they ride on Southern Iowa Trolley?	Are in-town rides generally affordable?	Are out-of-town rides generally affordable?	Please describe any concerns or identify unmet needs related to the services provided by the Southern Iowa Trolley.	
No	No	Yes, frequently.	X		X			We use w/our AS students daily Summer Day Camp field trips Members use the Trolley to get to & from the Y	Usually	Usually	Always	Always	Always	N/A	Usually	Always	Sometimes		
Yes	Yes	Yes, occasionally.			X				Usually	Usually	Usually	Usually	N/A	Usually	Usually	N/A	N/A		
Yes	Yes	Yes, always.	X						Always	Always	Always	Always	Always	Always	Always	N/A	N/A		We think our monthly fee is pretty high since we have changed our times so our pick up drop off coincide with others in Afton!
Yes	Yes	Yes, always.	X	X	X	X	X		Always	Always	Always	Always	Always	Always	Always	Sometimes	Sometimes		
Yes	No	Yes, frequently.			X	X	X	Our residents need to go to the Docotor, Dentist, Vision, speciality clinics, and on occassional outings. It is so expensive the way it is now most can't afford it.	Sometimes	Usually		Usually	Usually	Always	Always	N/A	Rarely		Southern Iowa Trolley is the only transportation service available in this area for many especially if they are wheelchair bound. Unfortunately Southern Iowa Trolley is very expensive for most people. It costs at the minimum of \$90.00 for one of our residents to travel 20 to 22 miles for around trip unless the resident is lucky enough to get an appointment when the Trolley is in town to deliver kids to or from school. Why can't the Trolley provide services to the people of Afton and other small towns like they do to the people of Creston at a reasonable rate. There needs to be at least a day or two each week that the Trolley would provide reasonable prices for the people of these small towns to travel to Creston to get their groceries, do their shopping, go to the doctor, etc.
No	No	No.																	
No	No	Yes, but rarely.			X				Usually	Usually	Usually	Usually	Usually	Usually	Usually	Usually	Rarely		
No	No	Yes, frequently.	X	X	X	X			Usually	Usually	Usually	Usually	Usually	Usually	Usually	Never	Usually		
No	No	No.																	Our organization does not provide transportation services.
Yes	Yes	Yes, frequently.	X	X	X	X	X		Usually	Usually	Usually	Usually	Usually	Usually	Sometimes	Rarely	Never		Due to Title XIX funding, scheduling for out-of-town trips is a less than desirable phone call as we are talking to someone in Florida. Also, for those trips that are less than 30 miles away, our facility pays for the transportation for Title XIX individuals. The frustrating part is that these individuals can only be seen by this particular doctor, and services are not available in our town, so we have paid upwards of \$1500 to get someone to the dentist for dentures, because it takes so many trips to have this process
No	No	No.			X														Our organization does not provide transportation services.
No	Yes	Yes, frequently.			X	X			Sometimes	Sometimes	Usually	Usually	Usually	Sometimes	Usually	Always	N/A		
Yes	No	Yes, frequently.			X			needs when parents or guardians are not available Has been very good in the past.	Usually	Usually									the past has been very helpful and I hope it will continue with all the management changes that are occurring at present time.
Yes	No	Yes, frequently.	X						Sometimes	Usually	Usually	Usually	Usually	N/A	Always	Sometimes	Rarely		only serve greenfield have need in bridgewater but was told they do not serve that area? Cost for low income families who have transportation needs hard for them to come up with money
No	No	Yes, but rarely.					X		Usually	Usually	Usually	Usually	Usually	Usually	Usually	Usually	Usually		
No	Yes	No.																	
No	No	Yes, but rarely.				X			Sometimes	Usually	Always	Always	Always	Always	Always	N/A	Usually		
No	No	Yes, frequently.	X	X	X		X		Usually	Usually	Usually	Always	Always	Always	Always	Always	Sometimes		
No	No	Yes, occasionally.			X				Sometimes		Usually	Usually	Usually	N/A	Usually	Usually	Usually		
No	No	Yes, frequently.	X						Always	Usually	Always	Usually	Usually	Usually	Always	Usually	Usually		
No	No	No.																	
No	Yes	Yes, occasionally.			X	X	X		Usually	Usually	Usually	Usually	Usually	Usually	Usually	Usually	Rarely		
No	No	No.																	Our organization does not provide transportation services.
No	No	Yes, occasionally.			X	X	X		Usually	Usually	Usually	Usually	Usually	Usually	N/A	N/A	Usually		If we use them for patients it is through TMS and their costs are covered.

Does your organization does not utilize the services of		Does your organization own or lease vehicles that are used to transport your consumers, residents, or those served by your organization?	Is anyone other than your staff, consumers, residents, or those served by your organization eligible to obtain rides in your vehicles?	How many passenger cars owned or operated by your organization are used to transport your consumers, residents, or those served	How many wheelchair accessible (ADA compliant) vans owned or operated by your organization are used to transport your consumers, residents, or those served by	How many vans (not wheelchair accessible) owned and operated by your organization are used to transport consumers, residents, or those served by your	Do you believe that there are significant transportation needs that are not being met, either by residents themselves, their family, friends, volunteers, or by schools or public transportation services such as the Southern	Please tell us why you believe there are unmet transportation needs in your city/region. (Please select all that apply.)										Select the option that best describes your organization.	Other (please specify)	Please provide the name of your organization. All other contact information is optional, but could be helpful to us should we desire to contact you regarding your unmet transportation needs.
We have vehicles that meet all of our transportation needs.	Other (please specify)							Lack of service options (taxi, etc.)	There are no available transportation services to/from employment outside of town (due to work hours).	Programs need additional funding for transportation (i.e. preschool transportation).	Lack of after hours/weekend transportation by the Southern Iowa Trolley.	Lack of flexibility by the Southern Iowa Trolley in scheduling pick up times/return-trip times.	The services of Southern Iowa Trolley are not readily available in some locations.	Unreliability of the Southern Iowa Trolley services.	It costs too much for the Southern Iowa Trolley rides to and from destinations in town.	It costs too much for the Southern Iowa Trolley rides to and from destinations in other towns.	Other (please specify)			
		No					Yes	X	X	X	X		X			X	The service that SIT provides really helps my organization every day. Please let me know what I can do to help keep the Trolley in our community. Jacki		YMCA	Southern Prairie YMCA
		Yes	No	5	1	2	Yes										I only know what happens at the school. I do have a parent that can't afford the trolley (she says) and her personal transportation is off and on. I will occasionally transport a student home in my personal car, because it is easier than getting a school vehicle. The school used the trolley in the past, then purchased more vehicles for the district. I am unaware of the costs of the trolley and haven't had to set up rides personally.	Preschool/educational facility		Mount Ayr CSD
		No					Yes								X	X	We need field trip rides	Preschool/educational facility		Joyful Sparks Preschool
		Yes	Yes (If yes, please identify who else would be eligible to obtain rides)	Take kids to dentist appt.	?	0	?	No										Community action organization		Matura
		No					Yes	X	X	X	X	X	X			X	X	Nursing home/assisted living facility		Afton Care Center
	Not available in Adair County	No					Yes	X										Parents as Teachers	Parents as Teachers	SWCC PAT
		No					Yes		X	X						X		Human service organization		Lenox Care Center
		No					Yes		X	X	X					X			Early Childhood Program Funder	Quad Counties 4 Kids EC Area
		No					Yes	X	X	X	X	X				X		Nursing home/assisted living facility		Mount Ayr Health Care Center
		Yes	No	6	1	1	Yes	X	X	X	X	X	X		X	X		Preschool/educational facility		Southwestern Community College
		No					No											Medical office or hospital		adair county hospital
		No					Yes				X						holidays, week-ends and times when transportation is needed and nothing is available. cost is a big factor I understand and everyone needs days off so is an issue. For some individuals with emergency situations and or special times it can be an issue.		parent, guardian, payee, just know there are needs for some special needs people.	none
		No					Yes			X		X	X		X	X	weather related when Creston closes the trolley closes even if I have students who need ride, which leaves me in a tight spot to find a way to get students back to their destination	Preschool/educational facility		BF Prek / Immanuel Little Lambs Preschool
		Yes	No				Yes	X	X		X							Human service organization		Ringgold County
	Need more information as to availability, locations, costs, how it works, etc.	No					Yes		X	X	X						Lack of awareness of costs, locations, offerings available to various ages, etc.	Preschool/educational facility		ISU Extension
		Yes	No	2	0	0	No											Nursing home/assisted living facility		Clearview Home Creston Nursing & Rehab Center
		No					Yes	X		X	X	X				X		Nursing home/assisted living facility		Parents as Teachers
		No					Yes				X							Preschool/educational facility		Parents as Teachers
		Yes	No	3	0	2	No											Supported work facility for individuals with disabilities		Innovative Industries
We have vehicles that meet all of our transportation needs.		Yes	No	4	0	1	No											Preschool/educational facility		Adair-Casey Community Preschool
		No					No											Human service organization		*
		No					No													
		No					Yes	X		X	X	X	X		X	X	Some patients can't handle the scheduling process, the costs, etc. Some need to go to different cities for appointments. Some patients need to go from their hometown to Creston and the Trolley doesn't service their area so the families have to rely on the schools to offer help.	Medical office or hospital	See only children	Child Health Specialty Clinic

Do employees of your organization use their personal vehicles to transport your consumers, residents, or those served by your organization?	Does your organization arrange for volunteers to use their personal vehicles to transport your consumers, residents, or those served by your organization?	Does your organization utilize the services of the Southern Iowa Trolley to transport your consumers, residents, or those served by your organization?	Please describe the kind of service your organization obtains from the Southern Iowa Trolley. (Please check)							Please respond regarding your organization's experiences with the Southern Iowa Trolley								What are the reasons that your organi:			
			Regularly scheduled transportation	Regularly scheduled wheelchair accessible transportation	Transportation "as needed"	Wheelchair accessible transportation "as needed"	Special trips	Other (please specify)	Do the hours of operation meet your needs?	Are riders picked up on time?	Are drivers courteous and helpful?	Are dispatchers helpful and able to meet your needs?	Are office staff helpful and able to meet your needs?	Are special needs passengers (i.e. handicapped or very young riders) properly cared for?	Do your consumers, residents or those you serve feel safe when they ride on Southern Iowa Trolley?	Are in-town rides generally affordable?	Are out-of-town rides generally affordable?	Please describe any concerns or identify unmet needs related to the services provided by the Southern Iowa Trolley.	Our organization does not provide transportation services.	We have vehicles that meet all of our transportation needs.	
No	No	Yes, frequently.	X		X					Usually	Usually	Usually	Usually	Usually	Usually	Usually	Usually	Usually	Week end service is not available, especially if the client needs to go to another town.		
Yes	Yes	Yes, but rarely.						X		Usually	Usually	Always	N/A	N/A	N/A	Always	Usually	N/A			
Yes	No	Yes, frequently.	X		X			X		Sometimes		Sometimes	Sometimes	Sometimes	N/A	Sometimes	Sometimes	N/A	Child care providers are not just sitting around waiting for trolley's. Please be respectful to us. There are times you are running way late and we get no communication to why or that you are even late, and that makes parents and us worry when its been an hour and the child has still not arrived. Also you are late a lot and there are times when we might take a couple minutes, one time I heard the honk by the time we walked through the house you were driving away, REALLY!! Respect should go both ways.		
No	No	Yes, occasionally.			X					Usually	Usually	Always	Always	Always	Always	Always	Sometimes	Sometimes	There are children who need rides to school and cannot afford to pay the fee. At times the elderly cannot afford to pay the fee		
No	Yes	No.																			
No	No	Yes, always.							We refer families to the SIT when they are in need of transportation services to get their child to and from preschool.	Usually	Usually	Usually	Usually	Usually	Usually	Sometimes	Usually	Never	Out of town services are cost prohibitive for low income families. There has been concern of children being left on the trolley in the past.		
No	No	No.																			Our organization does not provide transportation services.
Yes	Yes	No.																			Our organization does not provide transportation services.
No	Yes	Yes, frequently.			X	X				Usually	Usually	Always	Usually	Usually	Always	Always	Usually	Usually	I would say hours. Extended hours would be great on various days.		
Yes	Yes	Yes, occasionally.			X					Usually	Always	Always	Always	Always	Always	Always	Always	Always			
No	No	Yes, frequently.			X																
No	No	Yes, frequently.	X					X		Always	Always	Usually	Usually	Usually	Sometimes	Usually	Sometimes	N/A			
No	No	Yes, occasionally.			X					Sometimes	Sometimes	Sometimes	Sometimes	Sometimes	Sometimes	Usually	Usually	Rarely			
No	No	Yes, occasionally.	X							Always	Always	Always	Always	Always	N/A	Always	Always	Always			
Yes	Yes	Yes, frequently.				X				Usually	Usually	Usually	Usually	Usually	Usually	Usually	N/A	Never	The nursing facilities in Creston Iowa pay less than \$5.00 for transportation. In Afton which is 10 miles from Creston the cost to transport a resident to Creston and back ranges from \$60-\$90 dollars		
No	No	Yes, frequently.	X		X					Usually	Usually	Always	Always	Always	Always	Always	Always	N/A			
No	No	Yes, frequently.	X		X					Usually	Usually	Usually	Always	Always	Always	Always	Usually	Sometimes			
No	No	No.																			We have vehicles that meet all of our transportation needs.
No	No	Yes, occasionally.	X		X			X		Always	Usually	Usually	Usually	Usually	Usually	Usually	Usually	Usually	We have discovered that the trolley office and drivers were willing to take care of problems or needs as they arise.		
No	No	No.																			
No	No	Yes, occasionally.	X		X			X		Sometimes	Usually	Usually	Usually	Usually	Usually	Usually	Rarely	Never			
No	Yes	Yes, frequently.			X	X		X		Usually	Usually	Always	Usually	Usually	Always	Always	Always	Sometimes	We are a nursing home. We would like to be able to charter a bus for an excursion once in a while -- to see the autumn colors, Christmas Lights, etc. In the past, our service has been cancelled when school was let out early (non-storm). I haven't noticed this happening recently. Service has greatly improved during the past year. Good job!!		
No	No	Yes, always.			X	X				Usually	Usually	Usually	Usually	Usually	Always	Usually	Usually	Usually			
No	No	Yes, frequently.	X			X				Usually	Usually	Sometimes	Usually	Usually	Usually	Usually	Usually	Usually			
No	No	Yes, occasionally.				X															
No	No	Yes, frequently.			X	X				Sometimes	Usually	Always	Always	Always	Always	Always	Sometimes	Rarely	Some people are not able to pay what the trolley charged to get to dm or creston. This is sad.		
Yes	No	Yes, occasionally.	X		X			X		Sometimes	Sometimes	Sometimes	Sometimes	Sometimes	Sometimes	Sometimes	Sometimes	Sometimes			

Organization does not utilize the services of	Does your organization own or lease vehicles that are used to transport your consumers, residents, or those served by your organization?	Is anyone other than your staff, consumers, residents, or those served by your organization eligible to obtain rides in your vehicles?	How many passenger cars owned or operated by your organization are used to transport your consumers, residents, or those served	How many wheelchair accessible (ADA compliant) vans owned or operated by your organization are used to transport your consumers, residents, or those served by	How many vans (not wheelchair accessible) owned and operated by your organization are used to transport consumers, residents, or those served by your	Do you believe that there are significant transportation needs that are not being met, either by residents themselves, their family, friends, volunteers, or by schools or public transportation services such as the Southern	Please tell us why you believe there are unmet transportation needs in your city/region. (Please select all that apply.)										Other (please specify)	Select the option that best describes your organization.	Other (please specify)	Please provide the name of your organization. All other contact information is optional, but could be helpful to us should we desire to contact you regarding your unmet transportation needs.
							Lack of service options (taxi, etc.).	There are no available transportation services to/from employment outside of town (due to work hours).	Programs need additional funding for transportation (i.e. preschool transportation).	Lack of after hours/weekend transportation by the Southern Iowa Trolley.	Lack of flexibility by the Southern Iowa Trolley in scheduling pick up times/return-trip times.	The services of Southern Iowa Trolley are not readily available in some locations.	Unreliability of the Southern Iowa Trolley services.	It costs too much for the Southern Iowa Trolley rides to and from destinations in town.	It costs too much for the Southern Iowa Trolley rides to and from destinations in other towns.					
Other (please specify)	No					Yes	X	X	X	X	X	X				Preschool/educational facility	Church	SWCC		
	No					No										Preschool/educational facility		Adair County Extension		
	No					Yes	X	X	X	X		X	X			Childcare facility		home child care		
	No					Yes			X					X	X	Community action organization		MATURA Adams County Outreach		
We only provide transport to the VA in Omaha or Des Moines. Not aware if Southern Iowa Trolley goes to these places.	No					Yes	X									Veterans organization		Adams County Veterans Affairs		
	Yes	No	0.3	0	1	Yes	X	X	X					X		Preschool/educational facility		MATURA Head Start		
	No					Yes	X		X											
	No					Yes														
	No					No										Housing for elderly/disabled residents		SIRHA		
	Yes	No	1	0	1	Yes	X	X	X	X		X				Human service organization		Iowa Department of Human Services		
	No					No										Preschool/educational facility		Creative Beginnings Preschool		
	Yes	No	2	0	5	Yes	X	X				X			X	Community action organization		MATURA		
	Yes	No	2	0	2	Yes	X	X	X	X					X	Preschool/educational facility		East Union ASPIRE "More"		
	No					Yes				X	X				X	Nursing home/assisted living facility		Afton Care Center		
	Yes	No	2	1	5	No										Preschool/educational facility		Corning csd		
	Yes	No	3	0	2	Yes	X	X	X			X			X	Preschool/educational facility		East Union Early Childhood Center		
	Yes																			
	No					Yes	X		X							Preschool/educational facility		Trinity Lutheran Preschool		
this organization CPPC, is not involved in the transportation of any other than ourselves and use my own transportation. but we do recommend the trolley and provide information for other providers	No					Yes	X	X		X		X			X	Community action organization		CPPC		
	No					Yes	X	X	X	X		X	X			Community action organization		MATURA		
	No					No										Nursing home/assisted living facility		Corning and Bedford Nursing and Rehab Centers		
	No					No										Nursing home/assisted living facility		Crest Haven Care Centre		
	No					Yes		X	X				X			Childcare facility		MATURA		
	No					Yes	X		X	X		X		X	X	Community action organization		MATURA Adair County		
	No					Yes			X		X			X	X	Human service organization		Iowa Focus		