

REGION 2 RPA

# Passenger Transportation Plan

*FY 2016-FY 2020*

*Final*

*May 1, 2015*



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**RESOLUTION ADOPTING THE  
NORTH IOWA AREA TRANSPORTATION POLICY BOARD  
FY 2016 – FY 2020 PASSENGER TRANSPORTATION PLAN**

WHEREAS, the eight counties of the North Iowa Area Council of Governments, in accordance with the boundaries of the Region 2 Transit Planning District, have been designated as the official region for purposes of planning and programming of federal transportation dollars as provided through MAP-21; and,

WHEREAS, the North Iowa Area Council of Governments has been designated as the regional planning agency for MAP-21 planning and programming purposes; and,

WHEREAS, the North Iowa Area Transportation Policy Board has been established by resolution and maintains voting power over the activities of MAP-21 program; and,

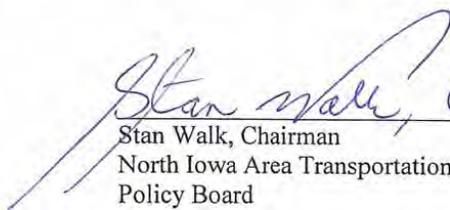
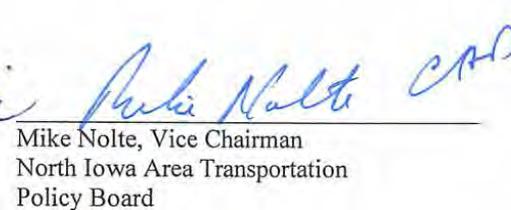
WHEREAS, the Iowa Department of Transportation requires a 5-year Passenger Transportation Plan (PTP) as part of the Transportation Activities of RPA 2; and,

WHEREAS, the North Iowa Area Council of Governments as the RPA 2 Administrator has written the FY 2016 - FY 2020 RPA 2 PTP with input from the Transportation Advisory Group (TAG) to identify needs and activities for passenger transportation at this time; and,

WHEREAS, The Policy Board is required to approve the FY 2016 - FY 2020 PTP that identifies planned projects for programming state and federal funding.

THEREFORE, BE IT RESOLVED that the FY 2016 – FY 2020 PTP as presented is hereby adopted by the North Iowa Area Transportation Policy Board.

Adopted this 8<sup>th</sup> day of April, 2015.

	
Stan Walk, Chairman North Iowa Area Transportation Policy Board	Mike Nolte, Vice Chairman North Iowa Area Transportation Policy Board

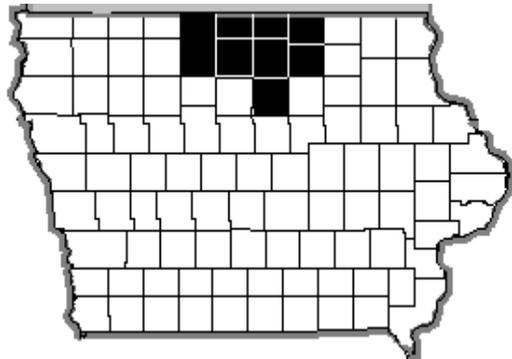
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## ***SECTION ONE: Introduction and Process Discussion***

The North Iowa Area Council of Governments (NIACOG) is Region 2 of the Iowa Association of Regional Councils. It is a voluntary association of local governments established for the purpose of promoting intergovernmental cooperation and strengthening local units of government. By working collectively through the Council of Governments, cities and counties can share professional and technical services they could otherwise not afford. Unlike municipalities and counties, NIACOG is not a unit of government, has no power to tax or to enact or enforce laws. NIACOG's basic financial support comes from participating units of local government.

The NIACOG Region 2 area consists of eight counties and 67 communities in north central Iowa. The counties are: Cerro Gordo, Floyd, Franklin, Hancock, Kossuth, Mitchell, Winnebago and Worth Counties. They cover a land area of 2,868,914 acres, or 4,482 square miles, with a current population of 127,258, according to the 2010 U.S. Census. Cities in the NIACOG region range in population size from 71 to 28,079 and counties range from 7598 to 44,151 in size of population.



The North Iowa Area Council of Governments is a service oriented agency geared to assist member units of government and their affiliated groups. NIACOG is organized to meet daily and long term operational and planning needs for efficiency and effectiveness of the counties and the local units of government it serves. NIACOG programs are a reflection of the needs of its members. Groups which have received assistance include city and county governments, school districts, local economic development corporations and community based groups and committees. Assistance is available in a variety of areas including: Community Development, Economic Development, Grant Writing and Administration, Housing, Personnel, Planning, Safety Training, Technical Assistance, Transit Administration, Transportation Planning, Recreation Planning and other community programs.

### **Process Discussion**

The creation of this document is the result of joint efforts from local transit providers, policy makers, units of government, human service organizations, and the general public. This document is meant to provide a better understanding of the passenger transportation services provided in past years and currently, as well as to serve as a guidance mechanism for future passenger transportation decisions. Background information on passenger transportation services, current operations, an evaluation of the needs of services, availability of financial resources, and a look at the future of passenger transportation for the planning region will all be illustrated in this document.

The Passenger Transportation Planning process is designed to coordinate health/human service transportation and public transit to promote and further develop the public transportation systems. Participating agencies include Mason City Transit, Region 2 Transit, North Iowa Area Council of Governments (NIACOG) Elderbridge Agency on Aging, United Way of North Central Iowa (UW-NCI), Mercy Medical Center - North Iowa (MMC-NI), North Iowa Community Action Organization (NIACO), Cerro Gordo County Department of Public Health and several human service agencies as providers of Region 2 Transit Services. In order to coordinate the Transportation Planning process, a

Transportation Advisory Group (TAG) was created, consisting of all interested parties concerned with providing passenger transportation services in the Region. RPA 2 staff acts as the lead entity for the development of the Region 2 PTP, relaying pertinent information regarding passenger information to the TAG committee members. Information may include relevant Region 2 transit information, Federal Legislation information, Mason City Transit information, NIACOG newsletter, IDOT information and any other pertinent information regarding transportation. The TAG has meetings scheduled every month. However, there have been times that a meeting was not warranted, so it was cancelled until the next month.

The Region 2 Passenger Transportation Plan (PTP) will cover a five (5) year period (FY2016 – FY2020) and provide passenger transportation projects for inclusion in the regional Transportation Improvement Program (TIP). The PTP will provide the basis for efficient and effective passenger transportation resource allocation for operations, maintenance, and service development; as well as determining/addressing service duplication and gaps in the provision of needed services. The PTP is a required element for the Region 2 RPA's annual Transportation Planning Work Program.

The 2016-2020 Passenger Transportation Plan for Region 2 RPA 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.

2. Inventory and Area Profile – An inventory section includes a discussion of existing passenger transportation operations (human service providers, private providers, and public transit systems) within the planning area. The area profile includes a discussion of the 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 program and activities.

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 Transportation Advisory Group (TAG) for the next five years will be identified, with the goal of identifying meaningful priorities and strategies in order to meet needs and eventually lead to projects.

5. Funding: A brief description and overview of funding opportunities and expectations to implement current and future projects identified.

Several Appendix sections will provide greater detail of the RPA 2 TAG and PTP development process, as well as information garnered from a transportation survey of the area.

## ***SECTION TWO: Inventory and Area Profile***

The Region 2 area is served by numerous public and private agencies that provide passenger transportation services. Transportation providers include the Region 2 Transit System, a primarily brokered regional transit system, Mason City Transit, a fixed route transit system, Mason City paratransit; private taxi services; intercity bus carriers; (i.e. Jefferson Lines), and other transportation providers such as nursing homes, schools and other human service organizations.

Mason City Transit is a fixed-route service running on half-hour headways within the City. In 2014, the City of Mason City Transit Service provided 171,082 rides on the fixed route service. The system also contracts with Cerro Gordo Public Transit service for eligible patrons who need the assistance of an ADA certified wheelchair lift that are not able to access the fixed route service.

The Region 2 Transit System is the second, and the largest, transit system in the Region. Region 2 Transit is a demand response system that provides approximately 395,350 rides in the eight county region. This particular system is brokered through 14 transit service providers which contract with NIACOG. NIACOG directly operates the Cerro Gordo Public Transit service. Participating local governments provide local support through taxes, general funds, levies as decided at the local governmental level, and fares.

The two public transportation systems described above receive both federal and state capital, operating, and planning funds based on rides provided and locally determined income. A description of each transit service and providers follows. The PTP forms are included as appendices to this document.

### ***MASON CITY TRANSIT SYSTEM***

Mason City Public Transit consists of two basic services. The first is a fixed route system with five routes that serve all quadrants of the city. The system is based on a hub and spoke design with all routes meeting at the Transit Transfer station on the half-hour. The Transfer Station is located in downtown Central Park. The West Central Route serves the rapidly developing area to the west along Highway 122 with two buses. Those buses alternate meeting at the Transfer Station on the hour and half-hour. Mason City Public Transit provided passenger transportation to a wide variety of activities including to major medical and health centers, human service providers, shopping, churches, nursing homes, North Iowa Community College and sheltered workshops to name just a few.

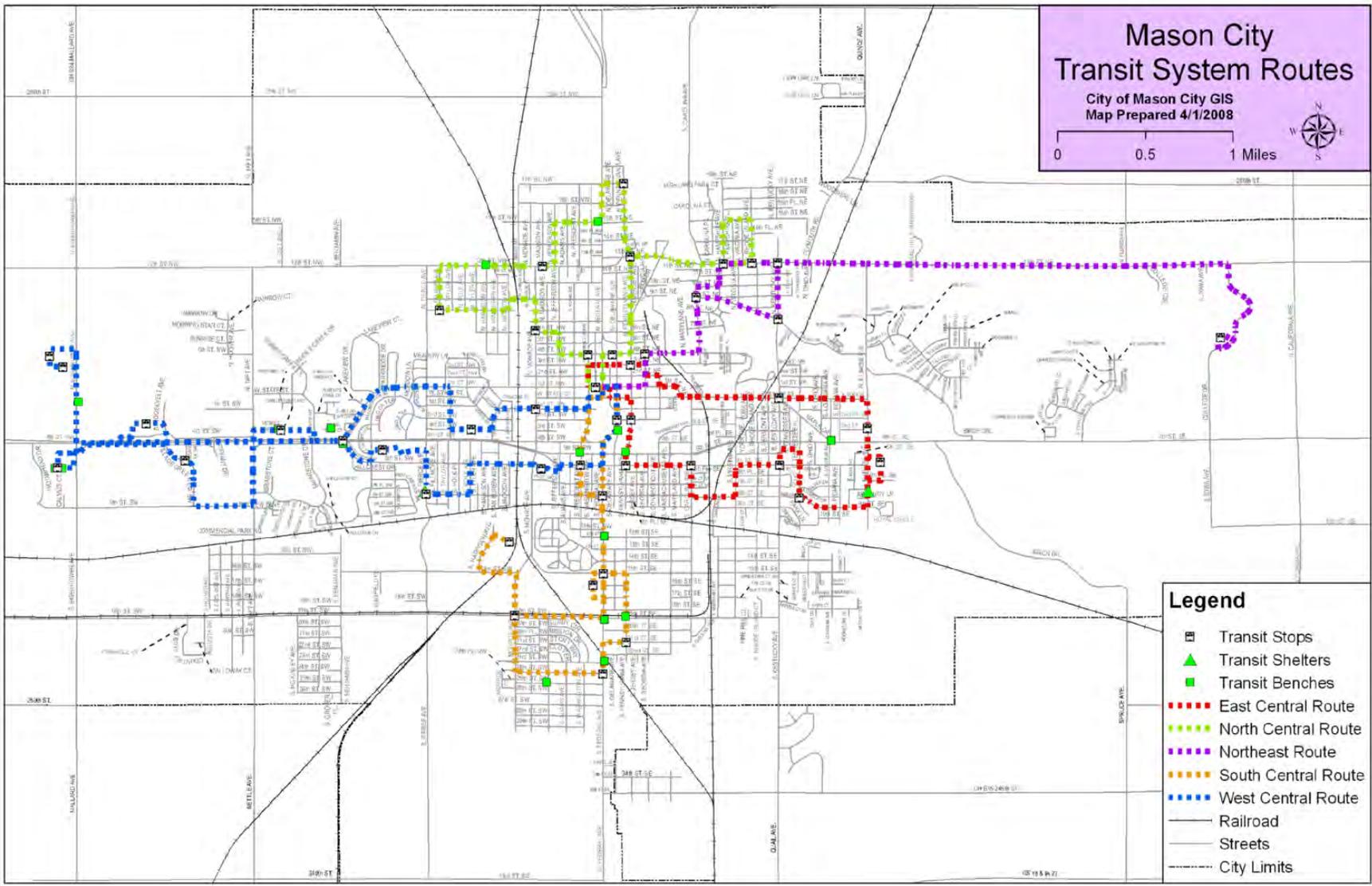
The second service offered by Mason City Public Transit is a paratransit service provided under contract to the City by Cerro Gordo Public Transit (CGPT). This ADA-required complementary paratransit service provides transportation to Mason City residents, city-wide, who are unable for various reasons to use the ADA accessible fixed route service. The paratransit service is considered a demand door-to-door service that operates during all of the hours and days of the week that the Mason City fixed route service operates. Both services operate daily, Monday - Friday from 6:30 am - 6:00 pm, with the exception of the major holidays. Persons interested in utilizing the paratransit service must complete an application and be determined to be eligible for the services. An eligibility panel comprised of human service providers, transit administrators and users evaluate the application to determine if a person meets the eligibility requirements.

The following illustrates the entire Mason City Public Transit fleet.

Transportation Provider: Mason City Transit Date Prepared: Nov. 2014

<b>Vehicle: Model Year/Body Manufacturer and Model</b>	<b>Fleet ID</b>	<b>No. of Seats/ Wheelchairs</b>	<b>Base Location</b>	<b>Assignments</b>	<b>No. of Hours Per Week Used</b>	<b>Used Evg/Wknd</b>	<b>Projected Annual Miles</b>
2000 Ford El Dorado	36	21 / 2	Mason City	Fixed Route	30	No	3,000
2003 Ford Champion	37	18 / 2	Mason City	Fixed Route	30	No	3,000
2004 Ford Champion	38	12 / 2	Mason City	Fixed Route	30	No	3,000
2005 Ford Supreme	39	18 / 2	Mason City	Fixed Route	30	No	3,000
2005 Ford Supreme	40	18 / 2	Mason City	Fixed Route	30	No	10,000
2005 Ford Supreme	41	18 / 2	Mason City	Fixed Route	30	No	10,000
2006 Ford Startrans	42	16 / 6	Mason City	Fixed Route	30	No	10,000
2006 Ford Startrans	43	18 / 2	Mason City	Fixed Route	30	No	10,000
2009 Ford El Dorado	44	18 2	Mason City	Fixed Route	30	No	10,000
2009 Ford El Dorado	45	18 2	Mason City	Fixed Route	30	No	10,000
2009 Ford El Dorado	46	18 2	Mason City	Fixed Route	30	No	10,000
2009 Ford El Dorado	47	18 2	Mason City	Fixed Route	30	No	10,000
2009 Ford El Dorado	48	18 2	Mason City	Fixed Route	30	No	10,000

The following page illustrates the various fixed routes provided by the Mason City Transit Service.



## **REGION 2 TRANSIT SYSTEM**

Passenger transportation in the eight county, Region 2 area, is purchased from local governments, private operators, human service agencies or municipal providers. The budget is made up of contracts with transit providers, State Transit Assistance, Federal 5339 Bus and Bus Facility Formula Grants, Federal 5311 Non-Urbanized Formula Operating funds, and fares. NIACOG contracts with 14 transit providers to operate a demand-response and/or subscription transit service. Transit providers are located in nine (9) cities and all eight (8) counties in the Region 2 area. Each contracted transit provider, many of them being a human service provider, has their own facilities and employees on site. NIACOG leases the transit vehicles to the providers.

Contracts with transit providers and agencies are continually adjusted to better meet the demands on the services, as well as, the expense. Each of the county-wide transit providers provide service outside of their own county, establishing a region-wide system.

Region 2 Transit requires local participation from counties toward the operating cost of the transit system. Due to the need for additional transit service, particularly, region-wide service, a \$1.52 per capita fee is assessed, with agreement from the local entities, for the operation of transit services.

The State's transit systems compete for federal capital funding. The Federal Transit Administration, FTA, requires a threshold of 100,000 miles/4 years be reached before a vehicle can be replaced or rehabilitated, although a 120,000 miles/5 year replacement is the schedule that Region 2 uses for light duty vehicles. The system requires 15 replacement vehicles per year to maintain a five-year fleet replacement schedule. The typical vehicle bought by Region 2 is the Light Duty Diesel Bus with ADA equipment programmed to cost approximately \$88,262, according to the IDOT's programming guidance.

The RPA 2 STP funds are a resource that the Region 2 Transit system has utilized to fund expansion vehicles in the fleet. Mason City Transit can also access this funding, but has yet to do so. Part of this may be that the Region 2 System is utilizing this funding for expansion vehicles whereas the Mason City Transit System would be replacing vehicles, which is not seen as palatable to the existing RPA committees.

### ***Region 2 Transit - Current Vehicle Characteristics***

	<b>Vehicles</b>	<b>With Lift or Ramp</b>	<b>With ADA Standards</b>
Revenue Vehicles:	91	91	91
Large Buses:	0	0	0
Small Buses:	84	84	84
Vans:	5	0	0
Minivans:	2	2	2

Some service providers for Region 2 are "client-based". They consist of human service agencies, providing rides for clients in addition to the City/County service they provide. These services are also open to the public. Client-based services are operated using Region 2 Transit vehicles. However, they do not receive any operating money from Region 2 Transit. The client-based agency pays an annual replacement fee for the use of the vehicles. This fee is calculated based on the IDOT's Programming Guidance and the useful life of the vehicle.

The Region 2 Transit System provides transit service to the public throughout the eight county region of Cerro Gordo, Floyd, Franklin, Hancock, Kossuth, Mitchell, Winnebago, and Worth Counties.

Transit services are provided by contractors within this region. Contact information for each is as follows:

**CERRO GORDO COUNTY**

**Region 2 Transit System**

Theresa Collins, Operations Mgr.  
525 6<sup>th</sup> Street S.W.  
Mason City, IA 50401-5058  
PHONE: (641) 423-0491 ext. 22  
FAX: (641)-423-1637  
EMAIL: [tcolins@niacog.org](mailto:tcolins@niacog.org)

**Opportunity Village/C.A.R.T.**

Jeff Schultz  
P.O. Box 622  
Clear Lake, IA 50401-5058  
PHONE: (641) 355-1214  
FAX: (641) 357-6471  
EMAIL: [jschultz@oppvill.org](mailto:jschultz@oppvill.org)

**City of Mason City**

Pat Otto, Transit Director  
10 1<sup>st</sup> Street NW  
Mason City, IA 50401  
PHONE: (641) 421-3616  
FAX: (641) 421-3629  
EMAIL: [potto@masoncity.net](mailto:potto@masoncity.net)

**FLOYD COUNTY**

**Charles City Transit**

Jolene Hagarty, Manager  
1000 Court Street  
Charles City, IA 50616  
PHONE: (641) 228-6846  
FAX: (641) 228-6259  
EMAIL: [charlescacitytaxi@gmail.com](mailto:charlescacitytaxi@gmail.com)

**Comprehensive Systems**

Butch Johnson, Director  
PO BOX 457  
Charles City, IA 50616  
PHONE: (641) 228-3679  
FAX: (641) 228-6259  
EMAIL: [butchvsi@yahoo.com](mailto:butchvsi@yahoo.com)

**FLOYD COUNTY**

**Foster Grandparents**

Mary Litterer, Director  
624 North Main Street  
Charles City, IA 50616  
PHONE: (641) 228-3679  
FAX: (641) 257-1125  
EMAIL: [f.grandparents@mchsi.com](mailto:f.grandparents@mchsi.com)

**FRANKLIN COUNTY**

**Access, INC.**

Harry Jacoby, Executive Director  
P.O. BOX 268  
Hampton, IA 50441  
PHONE: (641) 456-2532  
FAX: (641) 456-4682  
EMAIL: [harryjacoby@accessincorporated.org](mailto:harryjacoby@accessincorporated.org)

**HANCOCK COUNTY**

**Opportunity Village / Garner Work Center**

Jeff Schultz  
P.O. BOX 622  
Clear lake, IA 50428  
PHONE: (641) 355-1214  
FAX: (641) 357-6471  
EMAIL: [jschultz@oppvill.org](mailto:jschultz@oppvill.org)

**KOSSUTH COUNTY**

**City of Algona**

Rexann Mcenroe, City Clerk  
P.O. BOX 452  
Algona, IA 50511  
PHONE: (515) 295-2411  
FAX: (515) 295-4897  
EMAIL: [rexann.mcenroe@ci.algona.ia.us](mailto:rexann.mcenroe@ci.algona.ia.us)

MITCHELL COUNTY

**Osage Senior Citizens**

Roy Leggett  
615 State Street  
Osage, IA 50461  
PHONE: (641) 732-4260  
EMAIL: [chevyhater@osage.net](mailto:chevyhater@osage.net)

WINNEBAGO COUNTY

**City of Lake Mills**

Sheryl Bell, City Clerk  
Lake Mills, IA 50450  
PHONE: (641) 592-3251  
FAX: (641) 592-3252  
EMAIL: [lmclerk@wctatel.net](mailto:lmclerk@wctatel.net)

**Mosaic of North Central Iowa**

Tracey Armstrong, Maintenance Manager  
905 HWY 69 S  
Forest City, IA 50436  
PHONE: (641) 585-5364  
FAX: (641) 585-3939  
EMAIL: [tracy.armstrong@mosaicinfo.org](mailto:tracy.armstrong@mosaicinfo.org)

WORTH COUNTY

**City of Northwood**

Amber Julseth, City Clerk  
627 Central Avenue  
Northwood, IA 50459  
PHONE: (641) 324-1075  
Fax: (641) 324-1190  
Email: [citynwd@mchsi.com](mailto:citynwd@mchsi.com)

**Worth County Public Health**

Sarah Bruce, Transit Director  
95 9<sup>th</sup> Street N  
Northwood, IA 50459-1436  
PHONE: (641) 324-1741  
FAX: (641) 324-2195  
EMAIL: [worthph@mchsi.com](mailto:worthph@mchsi.com)

Following is a listing of the entire Region 2 Fleet.

<b>REGION 2 TRANSIT SYSTEM</b>						
<b>VEHICLE INVENTORY</b>						
<b>ID</b>	<b>Description</b>	<b>Equipment Type</b>	<b>Vehicle Class Size</b>	<b>ADA Compliant</b>	<b>Odometer Read Date</b>	<b>Odometer Reading</b>
38	2004 Ford/Champion 138wb ADA Light Duty Bus	LDB	138	Y	7/1/2014	146,865
42	2006 FORD SUPREME	LDB	158	Y	7/1/2014	176,140
1001	2014 Cheverolet Eldorado	LDB	158	Y	7/1/2014	7,437
1002	2014 Cheverolet Eldorado	LDB	158	y	7/1/2014	6,754
2004	2005 Ford/Supreme	LDB	176	Y	7/1/2014	173,981
2007	2005 Dodge	MV		N	7/1/2014	199,902
2008	2005 Dodge	MV		N	7/1/2014	198,472
5002	2012 Freightliner Midway Special	LDB	170	Y	7/1/2014	48,241
6005	2010 Ford Eldorado	LDB	158	Y	7/1/2014	160,143
6006	2012 Freightliner Midway Special	LDB	170	Y	7/1/2014	21,475
8006	2007 Sprinter Paratransit	LDB	158	Y	7/1/2014	189,811
8007	2007 Sprinter Paratransit	LDB	158	Y	7/1/2014	197,375
8008	2012 Freightliner Midway Special	LDB	170	Y	7/1/2014	65,477
8009	2012 Freightliner Midway Special	LDB	170	Y	7/1/2014	48,625
9006	2006 Ford F-250 Pick-up truck 4x4	MPT		N	7/1/2014	31,239
9008	2006 Ford/Supreme	LDB	138	Y	7/1/2014	144,055
9009	2005 John Deere 4 Wheel Drive Utility Tractor	T		N	7/1/2014	382
9010	2008 Ford/Eldorado	LDB	158	Y	7/1/2014	20,580
9011	2008 Ford/Eldorado	LDB	158	Y	7/1/2014	46,223
9012	2008 Ford/Eldorado Aerotech	LDB	176	Y	7/1/2014	92,049
9013	1999 DODGE	MPT		N	7/1/2014	59,669
9014	2009 Ford / Eldorado	LDB	176	Y	7/1/2014	86,034
9015	2008 Ford/Supreme	LDB	176	Y	7/1/2014	66,247
9016	2011 Ford Eldorado	LDB	176	Y	7/1/2014	62,772
9017	2011 Ford Eldorado	LDB	176	Y	7/1/2014	65,783
9018	2011 Ford Eldorado	LDB	176	Y	7/1/2014	77,581
9019	2012 Ford Eldorado	LDB	176	Y	7/1/2014	24,303
A003	2009 Ford/Eldorado	LDB	158	Y	7/1/2014	117,101
A004	2009 Ford Eldorado	LDB	176	Y	7/1/2014	67,197
B010	2007 Ford/Eldorado	LDB	176	Y	7/1/2014	146,810
B011	2009 Ford / Eldorado	LDB	176	Y	7/1/2014	116,203

B012	2009 Ford Eldorado	LDB	176	Y	7/1/2014	98,472
B013	2010 Ford Eldorado	LDB	176	Y	7/1/2014	97,848
B014	2010 Ford Eldorado	LDB	176	Y	7/1/2014	84,879
B015	2008 Freightliner Midway Special	LDB	170	Y	7/1/2014	71,656
B016	2012 Freightliner Midway Special	LDB	170	Y	7/1/2014	65,146
B017	2012 Freightliner Midway Special	LDB	170	Y	7/1/2014	28,382
C001	2009 Ford Eldorado	LDB	176	Y	7/1/2014	130,358
C002	2009 Ford Eldorado	LDB	176	Y	7/1/2014	101,865
D053	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	65,904
D054	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2014	114,376
D057	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2014	114,642
D059	2004 Ford Eldorado Aerotech	LDB	176	Y	7/1/2014	218,315
D060	2004 Ford Eldorado Aerotech	LDB	176	Y	7/2/2014	84,907
D061	2004 Ford Eldorado Aerotech	LDB	176	Y	7/1/2014	129,414
D062	2004 Ford Eldorado Aerotech	LDB	176	Y	7/1/2014	147,860
D063	2005 Ford/Supreme	LDB	176	Y	7/1/2014	97,951
D064	2005 Ford/Supreme	LDB	158	Y	7/1/2014	85,742
D065	2005 Ford/Supreme	LDB	158	Y	7/1/2014	139,179
D066	2006 Ford / Supreme Light Duty Bus - Diesel	LDB	158	Y	7/1/2014	83,104
D067	2007 Ford/Eldorado	LDB	176	Y	7/1/2014	18,123
D068	2007 Ford/Eldorado	LDB	176	Y	7/1/2014	29,864
D069	2007 Ford/Eldorado	LDB	158	Y	7/1/2014	43,511
D070	2007 Ford/Eldorado	LDB	158	Y	7/1/2014	21,639
D071	2007 Ford/Eldorado	LDB	158	Y	7/1/2014	17,980
D072	2007 Ford/Eldorado	LDB	158	Y	7/1/2014	21,414
D073	2009 Ford E450 / Eldorado Aerolite	LDB	176	Y	7/1/2014	15,743
D074	2009 Ford E450 / Eldorado Aerolite	LDB	176	Y	7/1/2014	18,153
D075	2009 Ford E450 / Eldorado Aerolite	LDB	176	Y	7/1/2014	15,147
D076	2009 Ford E450 / Eldorado Aerolite	LDB	176	Y	7/1/2014	14,560
D077	2009 Ford E450 / Eldorado Aerolite	LDB	176	Y	7/1/2014	15,520
D078	2009 Ford E450 / Eldorado Aerolite	LDB	176	Y	7/1/2014	16,635
D079	2009 Ford / Eldorado	LDB	176	Y	7/1/2014	18,389

D080	2009 Ford / Eldorado	LDB	176	Y	10/12/2009	62,811
F006	2009 Ford / Eldorado 158" LD ADA bus	LDB	158	Y	7/1/2014	64,154
F007	2009 Ford/Eldorado	LDB	176	Y	7/1/2014	143,514
G013	2004 Ford Eldorado Aerotech	LDB	176	Y	7/1/2014	232,113
G015	2005 Ford/Supreme	LDB	158	Y	7/1/2014	144,308
G016	2005 Ford / Supreme Light Duty Bus - Diesel	LDB	138	Y	7/1/2014	121,655
G017	2009 Ford Eldorado	LDB	158	Y	7/1/2014	163,961
G018	2009 Ford E450 / Eldorado Aerolite	LDB	176	Y	7/1/2014	108,670
G019	2012 Freightliner Midway Special	LDB	176	Y	7/1/2014	41,827
J004	2005 Ford/Supreme	LDB	176	Y	7/1/2014	242,997
J005	2009 Ford / Eldorado 176" LD ADA bus	LDB	176	Y	7/1/2014	179,854
M006	2012 Ford Eldorado	LDB	176	Y	7/1/2014	26,436
N012	2005 Ford / Supreme Light Duty Bus - Diesel	LDB	138	Y	7/1/2014	133,438
N013	2005 Ford / Supreme Light Duty Bus - Diesel	LDB	138	Y	7/1/2014	139,960
N014	2006 Ford/Supreme	LDB	138	Y	7/1/2014	148,510
N015	2009 Ford E450 / Eldorado Aerolite	LDB	176	Y	7/1/2014	85,965
N016	2009 Ford / Eldorado	LDB	176	Y	7/1/2014	99,505
P001	2005 Ford / Supreme 138" LD Bus - Diesel	LDB	138	Y	7/1/2014	66,521
S020	2005 Ford / Supreme Light Duty Bus - Diesel	LDB	138	Y	7/1/2014	91,143
S021	2005 Ford / Supreme Light Duty Bus - Diesel	LDB	138	Y	7/1/2014	110,860
S022	2006 Ford/Supreme	LDB	138	Y	7/1/2014	89,408
S023	2009 Ford E450 / Eldorado Aerolite	LDB	176	Y	7/1/2014	110,778
S024	2009 Ford / Eldorado	LDB	176	Y	7/1/2013	86,882
S025	2012 Freightliner Midway Special	LDB	170	Y	7/1/2014	18,329
T001	2012 Ford Eldorado	LDB	176	Y	7/1/2014	18,328
U003	2011 Ford Eldorado	LDB	158	Y	7/1/2014	22,175
W005	2011 Ford Eldorado	LDB	158	Y	7/1/2014	31,661

## School Districts

School districts are a major provider of passenger transportation services to their students. Generally, school bus fleets are only utilized by students and not the traveling public. Region 2 Transit does provide some passenger transportation to students in Northwood and Charles City due to ADA needs of students there. Other districts have their own ADA vehicles as needed to transport students. In order to assess the ADA status of the school district transportation vehicles, all school districts were contacted for information regarding transportation within their district. The following table illustrates the number of students transported, vehicles operated and the number of ADA vehicles operated by the districts that provided Region 2 with information.

Region 2 School District Transportation			
School District	# of Students Transported	Total Number of Vehicles	Number of ADA Vehicles
Charles City Community School District	747	10	1
Clear Lake Community School District	850	25	3
Central Springs Community School District			
Mason City Community School District	2421	45	3
St. Ansgar Community School District	444	19	1
Northwood-Kensett Community School District	235	14	1
Osage Community School District	369	29	1

The following table illustrates the costs of student transportation in the RPA 2 area.

2013-2014 Annual Transportation Data for Iowa Public Schools- Region 2										
Revised 1/5/15	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 Enroled	Ave Cost per Mile (Route)	Approx. Dist. Sq. Miles	
Dist. #	District Name									
9	AGWSR	596	119,506	59,210	\$359,401.00	195	\$1,843.08	\$603.02	\$3.01	266
126	Algona	1175	203,359	45,950	\$417,406.41	956.8	\$436.25	\$355.12	\$2.05	284
819	West Hancock	592	94,962	19,050	\$233,422.67	192.4	\$1,213.22	\$394.36	\$2.46	212
873	North Iowa	463	79,242	15,984	\$183,297.10	343.4	\$533.77	\$396.23	\$2.31	312
916	CAL	264	29,907	14,464	\$130,474.94	241.6	\$540.05	\$493.66	\$4.36	117
1116	Charles City	1588	111,687	47,556	\$365,279.07	505.3	\$722.90	\$229.97	\$3.27	224
1449	Corwith-Wesley	109	15,990	8,926	\$42,466.42	13	\$3,266.65	\$389.24	\$2.65	102
2295	Forest City	1105	137,033	38,421	\$433,340.69	976	\$444.00	\$392.02	\$3.16	269
2403	Garner-Hayfield	801	57,569	23,175	\$213,389.60	239.2	\$892.10	\$266.50	\$3.71	106
2781	Hampton-Dumont	1217	93,053	44,100	\$313,227.86	164.3	\$1,906.44	\$257.31	\$3.37	239
3420	Lake Mills	610	91,744	13,474	\$325,198.49	351.1	\$926.23	\$533.29	\$3.54	184
3897	LuVerne	76	34,563	2,758	\$78,787.69	52	\$1,515.15	\$1,036.68	\$2.28	79
4131	Mason City	3719	135,958	86,700	\$1,001,792.37	2269.9	\$441.34	\$269.36	\$7.37	95
4772	Central Springs	844	149,566	18,154	\$500,542.70	374.7	\$1,335.85	\$593.34	\$3.35	213
4778	North Kossuth	288	39,213	11,796	\$189,930.51	146	\$1,300.89	\$659.94	\$4.85	225
4788	Northwood-Kensett	519	73,545	16,381	\$229,612.78	168.9	\$1,359.46	\$442.16	\$3.12	166
4995	Osage	938	95,620	23,917	\$350,833.49	556	\$631.00	\$373.98	\$3.67	227
5508	Riceville	302	49,954	21,574	\$134,696.60	245	\$549.78	\$446.46	\$2.70	224
5697	Rudd-Rockford-Marble Rk	453	54,434	47,966	\$177,082.13	272.4	\$650.08	\$390.56	\$3.26	205
5751	St Ansgar	631	122,648	20,079	\$344,868.16	423.2	\$814.91	\$546.98	\$2.81	244
5922	West Fork CSD	680	127,178	13,894	\$414,752.59	424	\$978.19	\$609.84	\$3.26	236
6417	Titonka Consolidated	142	24,300	0	\$88,388.15	52	\$1,699.77	\$622.45	\$3.64	81
6633	Ventura	214	42,709	4,252	\$167,940.13	110	\$1,526.73	\$786.60	\$3.93	92
	<b>Totals &amp; Averages</b>	17326	1,983,740	597,781	\$6,696,131.55	9,272.20	\$722.17	\$386.48	\$3.38	4,402

Source: Iowa Department of Education

The above chart illustrates the difficulties faced by school districts. Enrollment has declined in many districts, while the cost of transporting students has risen. Note that many of the smallest districts in terms of enrollment have the highest average cost per pupil transported. Cooperation between passenger transportation providers and school districts, as well as legislation to make cooperating easier, could be of benefit to all.

While many school busses would not be compatible with other transportation needs, there can be efforts at identifying which routes or busses are not at capacity, or are costly to operate. School districts could utilize the public transportation services for routes that don't need a full size school bus, or a smaller vehicle is not available to the district.

An opportunity for coordination or sharing of resources between school systems and passenger transportation providers does exist and has been demonstrated in several urban and rural transit systems. A study completed in 2003 by the Center for Transportation Research and Education (CTRE) for the IDOT demonstrated savings of over \$1,000,000 was realized throughout the State through coordination efforts. The study also indicated there were many obstacles to coordination, but that if both parties were willing to work together, some of those differences could be resolved.

Many times school districts or the private contractors that provide school transportation are not able to efficiently transport students with disabilities. This is where the transit systems have stepped in to provide this service as many of the transit vehicles in the existing fleet are equipped with lifts and are ADA compliant. Note in the first line of the excerpt below.

*In rural areas, nearly every regional transit system carries students with disabilities for at least one school district using lift-equipped small buses that they already operate for transit service. This relieves the school districts of buying special-purpose vehicles for a small number of students. Another form of coordination in rural areas is the use of small transit buses to carry school children that live in locations hard to serve efficiently with larger school buses. The regions' transit buses provide a subscription service for these students, typically saving the school district the cost of another bus and driver. Eleven transit agencies engage in this type of coordination. Two transit agencies have a contractual relationship with school districts to carry Head Start students.*

*The clear message is that coordination occurs when circumstances offer a win-win opportunity and managers are willing to work together. Typically this occurs when a public transit agency has capacity or a small, lift-equipped vehicle fleet that meets a school transportation need, saving the school district at least one vehicle and driver.*

*The Mid-Iowa Development Association (MIDAS) regional transit authority out of Fort Dodge operates and manages the Manson-Northwest Webster school bus system under contract. MIDAS also contracts with the Webster City and Pocahontas School Systems to transport students with disabilities using MIDAS vehicles. Coordination with Manson-Northwest Webster began when the director of school bus transportation retired, and the school district was unable to find a replacement. MIDAS already possessed the needed expertise. The contracts with Webster City and Pocahontas save the school districts the cost of a school bus manager. (Coordination of Transit and School Busing In Iowa, CTRE 2003)*

In the City of Mason City, students as well as the schools utilize the Mason City Transit service. The service provides rides to 991 students at a fare of \$0.50. Some of these rides are students at a

bus stop while others are ones in which the Mason City schools provided transportation services to students through the purchase of tickets that are given to the students. The students that receive the tickets from the school are students that generally require transportation for a variety of reasons, including family need and behavioral issues such as being barred from school buses. Region 2 Transit provided 59,897 student rides in FY2014 through the regional system as well.

### **Human Services Transportation**

The following entities also provide some degree of transportation service in the Region. The transportation they provide though is mainly for their clients or they are a user of the Mason City Para Transit Service or the Region 2 Transit System.

American Cancer Society Volunteer drivers for cancer center patients only. The service is available Monday through Friday and is free to the patients. Provided through Mercy Medical Center Health-North Iowa, serving 22 counties and utilizing Region 2 Transit vehicles through special ticket sales.

Comprehensive Systems Free van service in Mason City area only for patients. Also a Region 2 Transit provider.

Department of Human Services Free car and/or van service for DHS clients. Serves entire state.

Francis Lauer Youth Services Two cars and two vans provide free service for residents of Francis Lauer. Serves the Midwest. Service provided for clients.

Four Oaks Car and van service provided free to residents of Four Oaks. Serves the Midwest.

Huffman Transportation Provides service to Mason City Schools, and a van service for North Iowa. Huffman just began a charter service to the Region 2 counties plus Wright, Butler, Chickasaw, and Bremer Counties to connect to all of Iowa.

Area Education Agency 267 Car, van and school bus service free to students involved in an instructional program with AEA.

North Iowa Area Community College Car and van service for sponsored school athletics and activities. No geographical limits. Some trips charged to the department.

MMC-NI ADA van service free to patients of a regional hospital association serving Algona, Belmond, Britt, Cresco, Hampton, Iowa Falls, New Hampton and Eldora.

North Iowa Transition Center Car service free to clients.

North Iowa Vocational Center Free van service to employees of NIVC.

Salvation Army Provides free van service to members of their services. Serve Rockwell, Ventura, Clear Lake, and Mason City.

Veteran's Affairs Volunteer drivers provide free van service for Veterans only to the VA Medical Center in Des Moines.

YMCA Van service for kindergarten through fifth grade students in the Mason City schools. Free service for low-income children.

### Private Passenger Transportation

Private passenger transportation service providers include four taxis, KC Cab, Call-a-Cab, A-1 Taxi, and Forest City Taxi Service, and two limousine services, Orion Limousine and Fitness Services and Odyssey Limousine, licensed in Mason City. Jefferson Lines is an intercity bus service that operates throughout the Midwest. The Region 2 Transit system and Jefferson Lines have coordinated marketing in the past to highlight that you can travel nearly anywhere utilizing public transit and Jefferson Lines. Jefferson has many stops throughout the Midwest and Iowa. Jefferson lines has stops in Clear Lake, Mason City, Waverly, Cedar Falls, Waterloo, Cedar Rapids, Ames, Des Moines, Iowa City and many others throughout Iowa

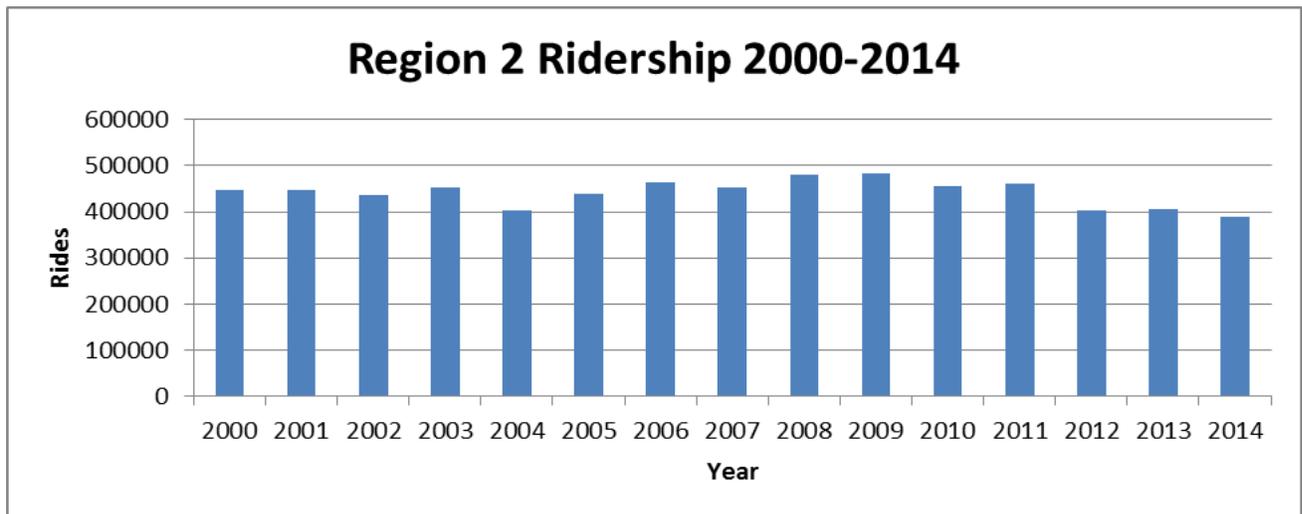
### Trips, Mileage and Rides

The following is a report of activity of the Region 2 Transit System for 2014:

<b>FY2014 Report on Transit Operations</b>							
<b>Region 2 Transit System</b>							
<b>Contract/Service</b>	<b>Total Rides</b>	<b>Elderly Rides</b>	<b>Disabled Rides</b>	<b>Vehicle Miles</b>	<b>Revenue Miles</b>	<b>Revenue Hours</b>	<b>Operating Costs</b>
<b>Access Incorporated</b>							
Franklin County Transit	26532	4882	15034	199380	173459	9309	\$439,036
<b>City of Algona</b>							
Algona Transit	10075	1875	4627	19567	18315	1689	\$39,335
<b>Comprehensive Systems, Inc.</b>							
Comprehensive Systems	78420	0	65343	50705	49827	2701	\$75,881
<b>City of Charles City Foster Grand.</b>							
Foster Grandparents	9896	9896	0	7973	7973	1316	\$24,192
<b>City of Lake Mills</b>							
Lake Mills Transit	5393	3587	1031	7344	7023	1790	\$26,939
<b>City of Northwood</b>							
Northwood Transit	13152	4486	343	9288	9007	1950	\$53,913
<b>Opportunity Village, Inc.</b>							
C.A.R.T.	21930	2103	18850	44229	43786	5009	\$186,447
Hancock County Transit	18228	1961	15901	140415	139004	8559	\$171,363
<b>Osage Senior Citizens Center</b>							
Mitchell County Transit	5080	2510	234	85251	83551	5143	\$117,597
<b>NIACOG</b>							
Kossuth County Transit	1257	66	1163	43193	43193	1723	\$55,827
N.I.C.E.	5870	0	0	26770	26354	1007	\$33,731
Mason City ADA Paratransit	40804	16766	17795	97026	97026	9564	\$341,413
Cerro Gordo JA/RC	2580	54	2069	13046	1304	1291	\$38,461
Marshalltown Shuttle	294	0	0	4685	4685	172	\$8,340
Administration	0	0	0	0	0	0	\$168,985
Cerro Gordo Public Transit	39811	3253	11405	103339	103339	7972	\$332,507

Mobility Manager	0	0	0	0	0	0	\$38,818
Iowa City Shuttle	914	0	0	33690	33690	1088	\$41,051
<b>Worth County Public Health Nursing</b>							
Worth County Transit	9935	2624	3002	124335	123348	4966	\$151,426
<b>Charles City Transit</b>							
Charles City Transit	61840	13182	8996	74501	70501	4154	\$222,880
Floyd County Transit	7071	1086	4490	104692	83329	2911	\$88,464
<b>Mosaic - North Central Iowa</b>							
Forest City Transit	11459	2069	7160	15278	14546	1862	\$45,763
Winnebago County Transit	7527	728	5799	91529	91529	2304	\$149,932
Mosaic - North Central Iowa	17282	0	11867	33314	29266	3497	\$69,832
<b>Grand Total</b>	<b>395350</b>	<b>71128</b>	<b>195109</b>	<b>1329550</b>	<b>1254055</b>	<b>79977</b>	<b>\$2,922,133</b>

The following chart illustrates the dramatic increase in Region 2 Transit System ridership over the past 14 years. The drop in ridership from 2003 to 2005 is the result of reductions in services as a result of financial cuts. 2007 showed a slight decrease in ridership of 451,681, down from 463,758 in 2006. However, ridership increased again in 2008, then dipped again slightly in 2009. This could be the result of high gas prices throughout late 2007 and most of 2008, as well as a function of the economy. It could also be assumed that as gas prices decreased in 2009, and the economy began to recover, many people went back to driving instead of using public transit, resulting in the decline of ridership in the past few years.



**Mason City Transit**

The following is a report of activity of the Mason City Transit System for 2014:

Passengers	211,886
Wheelchair Lift Operations Performed	unknown
Revenue Miles	335,606
Revenue Hours	26,328
Passenger/Revenue/Mile	.63
Passenger/Revenue/Hour	8.05
Average Daily Passenger Carried	828

The above table shows a slight increase in ridership from the previous years in both the *Passengers* and *Average Daily Passenger* carried. Revenue miles also increased from 2013..

**Passenger Transportation Rates for Region 2 Transit and Mason City Transit**

<b>Region 2 Transit</b>	<u>Elderly/Disabled/Student</u>	<u>General Public</u>
CITY SERVICE (White ticket) <i>Includes only: Clear Lake, Charles City, Rockford, Algona, Forest City, Lake Mills and Northwood</i>	\$1.00	\$3.00
COUNTY SERVICE (Pink ticket) <i>Travel within any county in Region 2</i>	\$2.00	\$4.00
REGIONAL SERVICE (Yellow ticket) <i>Travel from one county within Region 2 to another county within Region 2</i>	\$3.00	\$5.00
EVENING/WEEKEND SERVICE (Orange ticket) <i>Cerro Gordo County ONLY. 6:00 - 10:00 p.m. Monday - Friday; 8:00 a.m. - Noon, Saturday and Sunday</i>	\$2.00	\$4.00

Tickets available at Mason City City Hall, Clear Lake City Hall, Forest City City Hall, Charles City City Hall, Northwood City Hall, Osage Senior Center, Hampton Senior Center, Garner Work Center, Opportunity Village and NIACOG

**Mason City Transit**

Fixed Route	\$0.50 one-way trip
Children 5 and under	Free
Elderly/Low Income	Discounted fares
Paratransit	\$1.00 one-way trip
Monthly Pass	\$17.00

Tickets available at Mason City City Hall

### **Changes / New Services**

In October 2006, the Region 2 Transit System went from being an entirely brokered system to hiring drivers, a transit operations manager and dispatchers to provide service for the Mason City Para-Transit service and county-wide service in Cerro Gordo County. Region 2 Transit assumed the responsibilities for Cerro Gordo Public Transit, which was previously provided by Opportunity Village in Clear Lake. There have been no major changes since that time.

The City of Mason City Transit Service has not undergone any significant changes in recent years with the management and organization remaining stable. This has not changed since the initial Plan was developed.

### **Joint Use of Facilities**

In October 2005, the North Iowa Area Council of Governments, Region 2 Transit and Mason City Transit moved to a newly constructed facility that houses NIACOG staff, Region 2 administrative staff, dispatching for Cerro Gordo County Transit, bus storage for Cerro Gordo County Transit and the City of Mason City Transit. In this facility is a maintenance/shop area to maintain all vehicles in the Region 2 fleet as well as the Mason City Transit fleet. The addition of this facility provides a significant cost savings and creates much greater efficiencies for the transit systems as well as NIACOG. Funding of the facility was from all three entities based on a prorated share of space.

In 2009, the Region 2 Transit System was awarded funds from the Public Transit Infrastructure Grant (PTIG) program to expand the NIACOG/Region 2 Transit/Mason City Transit facility to add additional office space to the transit area of the facility. This has enabled the coordination/communication/dispatch functions to operate more efficiently and cost effectively. Other than this development there have been no changes in the storage facility needs of the two transit systems.

## AREA PROFILE

### *Demographic Characteristics*

The current population of Region 2 is 127,258 according to the 2010 U.S. Census. The 2010 U.S. Census was used as that is the accepted standard for most government programs. While the Census Bureau does issue estimates on a yearly basis, they are still only estimates. All Region 2 counties have lost population over the past 20 years.

<b>POPULATION CHANGE IN COUNTIES: 1990 - 2010</b>							
<b>COUNTY</b>	<b>1990 CENSUS</b>	<b>2000 CENSUS</b>	<b>2010 CENSUS</b>	<b>'90 - '00 CHANGE</b>	<b>90 - '00 % CHG.</b>	<b>00-'10 CHANGE</b>	<b>00-10 %CHG.</b>
CERRO GORDO	46,733	46,447	44,151	-286	-0.6%	-2,296	-4.9%
FLOYD	17,058	16,900	16,303	-158	-0.9%	-597	-3.5%
FRANKLIN	11,364	10,704	10,680	-660	-5.8%	-24	-0.2%
HANCOCK	12,638	12,100	11,341	-538	-4.3%	-759	-6.3%
KOSSUTH	18,591	17,163	15,543	-1,428	-7.7%	-1,620	-9.4%
MITCHELL	10,928	10,874	10,776	-54	-0.5%	-98	-0.9%
WINNEBAGO	12,122	11,723	10,866	-399	-3.3%	-857	-7.3%
WORTH	7,991	7,909	7,598	-82	-1.0%	-311	-3.9%
<b>REGION TOTAL</b>	<b>137,425</b>	<b>133,820</b>	<b>127,258</b>	<b>-3,605</b>	<b>-2.62</b>	<b>-6,562</b>	<b>-4.90%</b>

*Source: 2010 Census*

Iowa's population increased by nearly 120,031 (4.1 %) between 2000 and 2010. Iowa's recent population gains have accrued to less than one third of its cities. Only 275 of the state's 956 incorporated cities added population during the decade. Of the remaining cities, 68 saw no change in their population, and 603 have lost population. Region 2 population as illustrated in the above table declined in every county. Kossuth County saw the largest change in population, losing approximately 9.4% of its population from 2000 to 2010. Franklin County and Mitchell County had the lowest rates of population loss, with Franklin losing only 0.2% from 2000 to 2010 and Mitchell losing 0.9%. It is expected that this population decline will stabilize in the near future.

Each of the eight Region 2 counties has a "growth center", which is typically the county seat city. The growth center communities are also the central location for the economic development activities that are carried on in each of the county areas, and are home to most of the retail activity as well as medical services. These areas also see the majority of transit services.

Note that three of the nine Region 2 Growth Centers increased slightly in population and the other four decreased slightly in population.

<b>POPULATION CHANGE IN COUNTY GROWTH CENTERS 2000- 2010</b>					
<b>COUNTY</b>	<b>GROWTH CENTERS</b>	<b>2000</b>	<b>2010</b>	<b>CHANGE</b>	<b>% CHG.</b>
CERRO GORDO	CLEAR LAKE	8,161	7,777	-384	-4.7%
	MASON CITY	29,172	28,079	-1,093	-3.7%
FLOYD	CHARLES CITY	7,812	7,652	-160	-2.0%
FRANKLIN	HAMPTON	4,218	4,461	243	5.8%
HANCOCK	GARNER	2,922	3,129	207	7.1%
KOSSUTH	ALGONA	5,741	5,560	-181	-3.2%
MITCHELL	OSAGE	3,451	3,619	168	4.9%
WINNEBAGO	FOREST CITY	4,362	4,151	-211	-4.8%
WORTH	NORTHWOOD	2,050	1,989	-61	-3.0%
<b>REGION TOTAL:</b>		<b>67,889</b>	<b>66,417</b>	<b>-1,472</b>	<b>-2.2%</b>

*Source: 2010 Census*

The death and birth statistics from 2000 through 2009, show the region's natural change in population, which is the difference between the number of births and deaths in a given time period is negative. This indicates that the death rate for the region is slightly higher than the birth rate. This trend is related to the continuing departure of Iowa's well educated youth to better paying positions in other states, and to the continuing increase in the elderly population in Iowa. The table below illustrates the increasing elderly population in the State and Region 2. This will most likely increase the need for expanded transit services as many senior citizens are dependent on transit service for their daily needs such as trips to the grocery store or medical appointments.

<b>PERCENTAGE POPULATION OVER AGE OF 65 1930 – 2010</b>									
<b>COUNTY</b>	<b>1930</b>	<b>1940</b>	<b>1950</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>	<b>2010</b>
CERRO GORDO	5.1	6.3	8.5	10.8	11.8	13.4	15.9	16.7	17.9
FLOYD	6.8	8.2	9.9	12.2	12.7	14.4	18.6	18.2	20
FRANKLIN	4.9	6.8	8.2	11.4	14.8	16.2	19	19.5	19.1
HANCOCK	4.8	6.4	8	10.4	13.6	14.4	17.1	16.9	19.1
KOSSUTH	4.8	5.9	7.4	9.1	11.9	14.1	18	19.1	21.9
MITCHELL	7.6	9.1	11	12.2	15.1	17.7	20.8	20.6	21.7
WINNEBAGO	5.9	7.3	9.2	11.5	14.1	16.7	18.1	17.9	19.3
WORTH	5.4	7.2	9.3	11.2	15.3	17.7	19.9	18.4	18.3
<b>REGION 2</b>	<b>5.7</b>	<b>6.3</b>	<b>7.8</b>	<b>9.7</b>	<b>11.8</b>	<b>13.4</b>	<b>15.9</b>	<b>16.1</b>	<b>19.1</b>
<b>IOWA</b>	<b>6.5</b>	<b>8</b>	<b>9.4</b>	<b>10.9</b>	<b>11.4</b>	<b>12.3</b>	<b>14.3</b>	<b>13.9</b>	<b>14.9</b>

*Source: 2010 Census*

According to the 2010 U.S. Census, the total population of the eight county NIACOG Region is 127,258. The Region 2 population is primarily white in nature; however, the minority population in the area is growing. All counties in the region saw growth in their minority population from 2000 to 2010; however, as part of the total population, the amount of minority population remains relatively low. The table below illustrates the rate of growth and total minority population compared to total population by county.

<b>TOTAL AND MINORITY POPULATION 2000 - 2010</b>							
<b>County</b>	<b>2000</b>			<b>2010</b>			<b>% Chg.</b>
	<b>Population</b>	<b>Minority Population</b>	<b>Minority Percent</b>	<b>Population</b>	<b>Minority Population</b>	<b>Minority Percent</b>	
CERRO GORDO	46,447	2,470	5.3%	44,151	3,275	7.4%	32.6%
FLOYD	16,900	434	2.6%	16,303	860	5.3%	98.2%
FRANKLIN	10,704	704	6.4%	10,680	1209	11.3%	71.7%
HANCOCK	12,100	404	3.3%	11,341	597	5.3%	47.8%
KOSSUTH	17,163	296	1.7%	15,543	422	2.7%	42.6%
MITCHELL	10,874	122	1.1%	10,776	212	2.0%	73.8%
WINNEBAGO	11,723	426	3.6%	10,866	619	5.7%	45.3%
WORTH	7,909	216	2.7%	7,598	263	3.5%	21.8%
<b>REGION 2</b>	<b>133,820</b>	<b>5,072</b>	<b>3.8%</b>	<b>127,258</b>	<b>7,457</b>	<b>5.9%</b>	<b>47.0%</b>

*Source: 2010 Census*

The NIACOG region experienced a 47% increase in its minority population from 2000 to 2010, rising from 5,072 in 2000 to 7,457 in 2010. When compared to the overall population of the region, the minority population only increased from 3.8% in 2000 to 5.9% 2010, indicating that throughout

the region, minority populations remain relatively small. However, minority population growth has not been uniform across the region and many individual communities have been significantly impacted by changing population demographics. Floyd County's minority population nearly doubled, with the minority population rising from 434 in 2000 to 860 in 2010. While the growth rate of the minority population in Floyd was relatively high, the proportion of minorities to the general population is low, comprising only 5.3% of the total population. Franklin County has the highest proportion of minorities when compared to total population. The minority population in Franklin County grew from 704 in 2000 to 1209 in 2010, a growth rate of 71.7%. The minority population in Franklin County comprises 11.3% of the total county population.

### ***Limited English Proficiency***

#### English Proficiency Accommodations

Region 2 Transit and Mason City Transit, are in part, federally funded agencies, that take 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 life; and
4. The resources available to the grantee/recipient or agency, and costs.

The goal of English Proficiency Accommodations by Region 2 Transit and Mason City Transit is to find a balance that ensures meaningful access by LEP persons to critical services while not imposing undue burdens on the organization.

The fastest growing segment of the minority population in the region is the Hispanic and Latino population. As the following table illustrates, all counties in the Region 2 area have experienced increased Hispanic populations to varying degrees.

<b>Region 2 Hispanic or Latino Population, 2000-2010</b>							
<b>County</b>	<b>Total Population, 2000</b>	<b>Hispanic or Latino, 2000</b>	<b>% of Population</b>	<b>Total Population, 2010</b>	<b>Hispanic or Latino, 2010</b>	<b>% of Population</b>	<b>% Change in Hispanic or Latino Population</b>
Cerro Gordo	46,447	1291	2.8%	44151	1694	3.8%	31.2%
Floyd	16,900	222	1.3%	16303	331	2.0%	49.1%
Franklin	10,704	642	6.0%	10680	1209	11.3%	88.3%
Hancock	12,100	301	2.5%	11341	398	3.5%	32.2%
Kossuth	17,163	139	0.8%	15543	215	1.4%	54.7%
Mitchell	10,874	63	0.6%	10776	110	1.0%	74.6%
Winnebago	11,723	237	2.0%	10866	360	3.3%	51.9%
Worth	7,909	124	1.6%	7598	147	1.9%	18.5%
<b>Region Total</b>	<b>133,820</b>	<b>3019</b>	<b>2.3%</b>	<b>127258</b>	<b>4464</b>	<b>3.5%</b>	<b>47.9%</b>

*Source: 2010 Census*

As the above table shows, Franklin County saw the largest growth, as well as the largest proportion to total population, in minority population. Of Franklin County's 10,680 residents, 1,209 reported as being Hispanic or Latino. The Hispanic or Latino population accounts for 11.3% of the total population of Franklin County. Hampton, the Franklin County Seat, has seen its Hispanic or Latino population more than double from 463 in 2000 to 958 in 2010. This is an increase of 107%, or 21.5% of its total population. The Hispanic population in Hampton is attracted to the City by employment at various agricultural production facilities of hogs, chickens, and eggs. According to the Hampton-Dumont School District Profile prepared by the ISU Office of Social and Economic Trend Analysis in June 2013, 197 students, 15.5% of PK-12 students, were classified as possessing limited English proficiency.

The expanding Hispanic and Latino population in the region may increase the need for Spanish speaking drivers and transit marketing materials. However, analysis of the Region's language spoken at home by those over the age of 5, shows that despite the increase in Hispanic and Latino populations in the area, only 1.62% - 1,935 people, of the Region's population over the age of 25 reported as speaking English less than "very well". The table below illustrates the population in Region 2 that report speaking only English, those that speak an 'other' language, and English proficiency of those who speak an 'other' language. This information is useful in determining the need for hiring translators or bilingual staff and printing materials in other languages. The most current information regarding language is available from the 2005-2009 American Community Survey (ACS) 5-Year Estimates.

Language Spoken by Population over age of five by County								
English Only Language Population Estimate				Other Language Speakers, Proficiency in English				
County	Pop. Over Age of 5 Estimate	Pop. speaking English only	% of Pop. Speaking Only English	Pop. Speaking other Language	% Of Pop. speaking other language	Speak English Very Well	Speak English Less than "Very Well"	% of Pop. that speaks English less than very well
Cerro Gordo	41,627	39,546	95.0%	2,026	4.9%	1,408	618	1.5%
Floyd	15,208	14,417	94.8%	790	5.2%	575	251	1.7%
Franklin	10,002	8,952	89.5%	1,051	10.5%	655	396	4.0%
Hancock	10,642	10,472	98.4%	315	3.0%	141	174	1.6%
Kossuth	14,636	14,299	97.7%	340	2.3%	257	83	0.6%
Mitchell	10,147	9,711	95.7%	439	4.3%	215	224	2.2%
Winnebago	10,234	9,743	95.2%	488	4.8%	355	133	1.3%
Worth	7,176	7,126	97.4%	186	2.6%	139	55	0.8%
<b>Region Total</b>	<b>119,672</b>	<b>114,265</b>	<b>95.5%</b>	<b>5,635</b>	<b>4.7%</b>	<b>3,745</b>	<b>1,935</b>	<b>1.62%</b>

Source: 2012 American Community Survey (ACS)

Region 2 Transit and Mason City Transit have assessed the frequency with which staff and drivers have, or could have, contact with LEP persons. Both systems have had very little, if any, contact with LEP persons. LEP persons are likely to have English speaking persons schedule rides through the Region 2 demand response and Mason City Para-transit system. The fixed route system in the City of Mason City has had very little, if any, contact with LEP persons. Neither service has had requests for interpreters or translation services.

Planning already undertaken has been important in ensuring meaningful access to LEP individuals seeking passenger transportation 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.

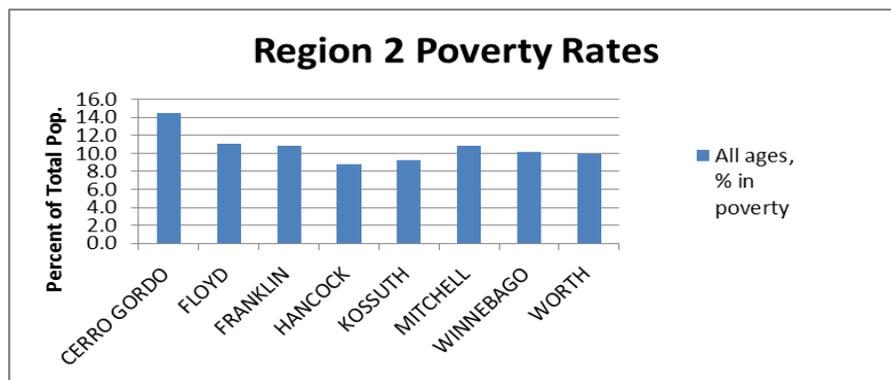
Meaningful access to a program requires an awareness of the program's existence, particularly when considering outreach or other documents designed to raise awareness of rights or services. Region 2 Transit and Mason City Transit recognize that it would be impossible, from a practical and cost-based 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 Region 2 Transit and Mason City to continually survey and assess the needs of eligible service populations in order to determine whether certain critical outreach materials should be translated into other languages. This monitoring has been identified as an on-going need in the

RPA 2 PTP, particularly in Franklin County. It may be an identified project in the near future if area providers indicate requests.

The Region 2 Transit System, through its many service providers, will continue to monitor the needs of current and future riders. If it is determined that the need has increased to the point of necessity, a plan will be implemented to produce marketing materials in the necessary language. The largest non-white population in the area is Hispanic or Latino, indicating that Spanish would be the target language of marketing materials for LEP populations.

**Poverty**

Poverty in the region is illustrated by the graph below. Whether or not existing or expanded transit services would help decrease the number of people in poverty is difficult to determine with certainty. One could possibly assume that persons and families in poverty depend on the public transportation services as it is unlikely they could afford a reliable vehicle.



**Population Projections**

Recent trends in population illustrate that the region has been losing population for the past few decades. Population decline peaked in the 1980's with a population loss of 9% and has been slowing since. The average rate of population decline for the region from is fairly steady at about 0.5% per year. However, population projections provided by Woods & Poole Economics, Inc., project slow, steady population growth from 2010 through 2040. The increase is approximately 6,094 people over the course of 30 years, or roughly 2% per decade. During this same period, Woods & Poole predicts growth for the state of about 4% per decade and 10% growth per decade at the national level.

The table below shows the *Population Projections 2010 – 2040 for NIACOG Region 2* by Woods & Poole Economics, Inc.

<b>Population Forecast 2010 – 2040 for NIACOG Region 2</b>							
<b>County</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>
Cerro Gordo	44,104	44,778	45,559	46,376	47,182	47,968	48,771
Floyd	16,310	16,314	16,357	16,411	16,460	16,501	16,546
Franklin	10,683	10,536	10,413	10,298	10,179	10,055	9,933
Hancock	11,321	11,413	11,532	11,660	11,784	11,903	12,026
Kossuth	15,500	15,550	15,637	15,735	15,829	15,914	16,005
Mitchell	10,781	10,824	10,893	10,970	11,043	11,111	11,183
Winnebago	10,841	10,829	10,842	10,864	10,881	10,893	10,908
Worth	7,594	7,621	7,666	7,717	7,765	7,809	7,856
<b>NIACOG Region</b>	<b>127,134</b>	<b>127,865</b>	<b>128,899</b>	<b>130,031</b>	<b>131,123</b>	<b>132,154</b>	<b>133,228</b>
<b>IOWA</b>	<b>3,049,883</b>	<b>3,097,674</b>	<b>3,152,734</b>	<b>3,210,201</b>	<b>3,266,749</b>	<b>3,321,744</b>	<b>3,377,782</b>

*Source: Woods & Poole Economics, Inc.*

### ***Employment and Education***

In analyzing employment characteristics, transportation may be a factor for persons unemployed or under-employed. If a person cannot get to a place of employment or better employment, that person is severely limited in employment options. Transit service can greatly aid in a person's choice of employment. However, transit services are generally run during daytime hours and may not be compatible for employees on second or third shifts. Coordinating with major employers in the area will aid in determining the need for expanded services or coordination opportunities.

<b>LABOR FORCE AND EMPLOYMENT RATE</b>								
<b>COUNTY</b>	<b>LABOR FORCE</b>		<b>NUMBER EMPLOYED</b>		<b>% COUNTY</b>		<b>% STATE</b>	
	<b>2000</b>	<b>2012</b>	<b>2000</b>	<b>2012</b>	<b>2000</b>	<b>2012</b>	<b>2000</b>	<b>2012</b>
CERRO GORDO	24,751	24,589	23,581	23,114	95.3	94.0	94.4	94.3
FLOYD	8,226	8,407	7,849	7,871	95.4	93.6	94.4	94.3
FRANKLIN	5,551	5,640	5,324	5,398	95.9	95.7	94.4	94.3
HANCOCK	6,207	5,952	6,036	5,651	97.2	94.9	94.4	94.3
KOSSUTH	8,565	8,126	8,240	7,893	96.2	97.1	94.4	94.3
MITCHELL	5,271	5,463	5,104	5,268	96.8	96.4	94.4	94.3
WINNEBAGO	6,232	5,892	6,045	5,661	97.0	96.1	94.4	94.3
WORTH	4,225	4,223	4,065	4,003	96.2	94.8	94.4	94.3
<b>REGIONAL TOTAL</b>	<b>69,028</b>	<b>68,292</b>	<b>66,244</b>	<b>64,859</b>	<b>96.0</b>	<b>95.0</b>	<b>94.4</b>	<b>94.3</b>

*Source: 2010 Census*

Many measures of education are used to describe an area's educational system and workforce. To describe the general adult population however, it is relevant to inventory the educational attainment of residents after their education is largely complete. Iowa has long been known as a state that 'exports' one of its major products - the very well educated young people from the high schools, community colleges, and universities. Graduates from the Iowa schools systems rank among the highest in S.A.T. (Scholastic Achievement Testing) scores nationally. In 2012, the Region 2 counties had a lower proportion of college graduates than the state overall. Recently, there have been several mergers of the smaller school districts in several of the Region 2 counties resulting in increased transportation costs to transport students much farther to schools. This trend is seen to continue.

<b>EDUCATIONAL LEVEL COMPLETED</b>					
<b>Adults 25 or Older -- 2012</b>					
<b>COUNTY</b>	<b>Pop. over 25.</b>	<b>% of Pop. With Less Than 9th Grade</b>	<b>% of Pop. High School Graduate</b>	<b>% Pop. with Bachelor's Degree</b>	<b>% Pop. With Grad / Prof. Degree</b>
CERRO GORDO	31,064	2.6	31.5	15.3	5.7
FLOYD	11,227	2.8	41.9	11.1	5.2
FRANKLIN	7,434	4.7	35.6	11.2	4.0
HANCOCK	8,032	4.4	38.6	12.1	3.9
KOSSUTH	11,088	3.6	38.8	13.4	4.6
MITCHELL	7,435	4.8	42.4	11.4	3.3
WINNEBAGO	7,488	3.4	34.3	14.9	4.8
WORTH	5,357	2.6	34.3	12.3	4.2
<b>Region 2</b>	<b>89,125</b>	<b>3.6</b>	<b>37.2</b>	<b>12.7</b>	<b>4.5</b>
<b>Iowa</b>	<b>2,013,629</b>	<b>3.7</b>	<b>33.1</b>	<b>17.5</b>	<b>7.8</b>

*Source: U.S. Census / ISU Extension*

### ***Disability***

Having a disability can greatly impact an individual's mobility. Individuals with disabilities are often dependent on public transportation for activities such as shopping, going to medical appointments, and visiting friends and family. When determining the demand for public transportation in an area, one important aspect to consider is population of those living with a disability. The following tables illustrate the population in the Region 2 area that live with disabilities.

**PERCENTAGE OF POPULATION WITH DISABILITY/DIFFICULTY IN REGION 2**

	<b>Cerro Gordo County</b>	<b>Floyd County</b>	<b>Franklin County</b>	<b>Hancock County</b>	<b>Kossuth County</b>	<b>Mitchell County</b>	<b>Winnebago County</b>	<b>Worth County</b>
	<b>Total Est.</b>	<b>Total Est.</b>	<b>Total Est.</b>	<b>Total Est.</b>	<b>Total Est.</b>	<b>Total Est.</b>	<b>Total Est.</b>	<b>Total Estimate</b>
Population	43,267	15,939	10,477	11,057	15,161	10,504	10,535	7,458
<b>PERCENT IMPUTED</b>								
Disability status	4.00%	4.50%	4.20%	4.60%	4.10%	5.30%	5.00%	2.60%
Hearing difficulty	1.90%	2.10%	2.30%	2.50%	2.60%	3.20%	2.80%	1.70%
Vision difficulty	2.30%	2.50%	2.60%	3.10%	2.80%	3.70%	2.90%	1.90%
Cognitive difficulty	2.70%	2.60%	2.80%	2.80%	2.80%	3.60%	3.30%	1.80%
Ambulatory difficulty	2.60%	3.30%	3.00%	3.00%	2.60%	3.70%	3.40%	1.70%
Self-care difficulty	2.60%	3.30%	2.80%	3.20%	2.80%	3.90%	3.30%	1.80%
Independent living difficulty	2.70%	3.20%	3.10%	3.10%	3.10%	2.50%	3.70%	1.90%

*Source: 2013 American Community Survey*

The following tables show the population by age in each county who live with hearing, vision, cognitive, ambulatory, or independent living difficulties.

<b>Cerro Gordo County</b>			
	<b>Total</b>	<b>With a disability</b>	<b>Percent with a disability</b>
	<b>Estimate</b>	<b>Estimate</b>	<b>Estimate</b>
Total civilian noninstitutionalized population	43,267	5,342	12.30%
Population under 5 years	2,455	12	0.50%
With a hearing difficulty	(X)	12	0.50%
With a vision difficulty	(X)	0	0.00%
Population 5 to 17 years	6,847	409	6.00%
With a hearing difficulty	(X)	92	1.30%
With a vision difficulty	(X)	18	0.30%
With a cognitive difficulty	(X)	323	4.70%
With an ambulatory difficulty	(X)	18	0.30%
With a self-care difficulty	(X)	60	0.90%
Population 18 to 64 years	26,254	2,545	9.70%
With a hearing difficulty	(X)	594	2.30%
With a vision difficulty	(X)	221	0.80%
With a cognitive difficulty	(X)	1,160	4.40%
With an ambulatory difficulty	(X)	1,101	4.20%
With a self-care difficulty	(X)	381	1.50%
With an independent living difficulty	(X)	720	2.70%
Population 65 years and over	7,711	2,376	30.80%
With a hearing difficulty	(X)	1,178	15.30%
With a vision difficulty	(X)	397	5.10%
With a cognitive difficulty	(X)	491	6.40%
With an ambulatory difficulty	(X)	1,205	15.60%
With a self-care difficulty	(X)	366	4.70%
With an independent living difficulty	(X)	754	9.80%

*Source: 2013 American Community Survey*

<b>Floyd County</b>			
	<b>Total</b>	<b>With a disability</b>	<b>Percent with a disability</b>
	<b>Estimate</b>	<b>Estimate</b>	<b>Estimate</b>
Total civilian noninstitutionalized population	15,939	2,132	13.40%
Population under 5 years	1,041	0	0.00%
With a hearing difficulty	(X)	0	0.00%
With a vision difficulty	(X)	0	0.00%
Population 5 to 17 years	2,793	157	5.60%
With a hearing difficulty	(X)	37	1.30%
With a vision difficulty	(X)	36	1.30%
With a cognitive difficulty	(X)	83	3.00%
With an ambulatory difficulty	(X)	4	0.10%
With a self-care difficulty	(X)	4	0.10%
Population 18 to 64 years	9,038	1,057	11.70%
With a hearing difficulty	(X)	316	3.50%
With a vision difficulty	(X)	143	1.60%
With a cognitive difficulty	(X)	463	5.10%
With an ambulatory difficulty	(X)	411	4.50%
With a self-care difficulty	(X)	129	1.40%
With an independent living difficulty	(X)	332	3.70%
Population 65 years and over	3,067	918	29.90%
With a hearing difficulty	(X)	442	14.40%
With a vision difficulty	(X)	194	6.30%
With a cognitive difficulty	(X)	140	4.60%
With an ambulatory difficulty	(X)	495	16.10%
With a self-care difficulty	(X)	137	4.50%
With an independent living difficulty	(X)	362	11.80%

Source: 2013 American Community Survey

<b>Franklin County</b>			
	<b>Total</b>	<b>With a disability</b>	<b>Percent with a disability</b>
	<b>Estimate</b>	<b>Estimate</b>	<b>Estimate</b>
Total civilian noninstitutionalized population	10,477	1,132	10.80%
Population under 5 years	625	0	0.00%
With a hearing difficulty	(X)	0	0.00%
With a vision difficulty	(X)	0	0.00%
Population 5 to 17 years	1,860	100	5.40%
With a hearing difficulty	(X)	34	1.80%
With a vision difficulty	(X)	7	0.40%
With a cognitive difficulty	(X)	94	5.10%
With an ambulatory difficulty	(X)	4	0.20%
With a self-care difficulty	(X)	45	2.40%
Population 18 to 64 years	6,076	438	7.20%
With a hearing difficulty	(X)	56	0.90%
With a vision difficulty	(X)	90	1.50%
With a cognitive difficulty	(X)	211	3.50%
With an ambulatory difficulty	(X)	208	3.40%
With a self-care difficulty	(X)	76	1.30%
With an independent living difficulty	(X)	158	2.60%
Population 65 years and over	1,916	594	31.00%
With a hearing difficulty	(X)	298	15.60%
With a vision difficulty	(X)	85	4.40%
With a cognitive difficulty	(X)	92	4.80%
With an ambulatory difficulty	(X)	331	17.30%
With a self-care difficulty	(X)	138	7.20%
With an independent living difficulty	(X)	207	10.80%

Source: 2013 American Community Survey

<b>Hancock County, Iowa</b>			
	<b>Total</b>	<b>With a disability</b>	<b>Percent with a disability</b>
	<b>Estimate</b>	<b>Estimate</b>	<b>Estimate</b>
Total civilian noninstitutionalized population	11,057	1,335	12.10%
Population under 5 years	682	0	0.00%
With a hearing difficulty	(X)	0	0.00%
With a vision difficulty	(X)	0	0.00%
Population 5 to 17 years	1,924	135	7.00%
With a hearing difficulty	(X)	5	0.30%
With a vision difficulty	(X)	14	0.70%
With a cognitive difficulty	(X)	116	6.00%
With an ambulatory difficulty	(X)	2	0.10%
With a self-care difficulty	(X)	2	0.10%
Population 18 to 64 years	6,438	608	9.40%
With a hearing difficulty	(X)	165	2.60%
With a vision difficulty	(X)	80	1.20%
With a cognitive difficulty	(X)	199	3.10%
With an ambulatory difficulty	(X)	310	4.80%
With a self-care difficulty	(X)	122	1.90%
With an independent living difficulty	(X)	156	2.40%
Population 65 years and over	2,013	592	29.40%
With a hearing difficulty	(X)	326	16.20%
With a vision difficulty	(X)	76	3.80%
With a cognitive difficulty	(X)	111	5.50%
With an ambulatory difficulty	(X)	308	15.30%
With a self-care difficulty	(X)	104	5.20%
With an independent living difficulty	(X)	214	10.60%

*Source: 2013 American Community Survey*

<b>Kossuth County, Iowa</b>			
	<b>Total</b>	<b>With a disability</b>	<b>Percent with a disability</b>
	<b>Estimate</b>	<b>Estimate</b>	<b>Estimate</b>
Total civilian noninstitutionalized population	15,161	1,938	12.80%
Population under 5 years	879	0	0.00%
With a hearing difficulty	(X)	0	0.00%
With a vision difficulty	(X)	0	0.00%
Population 5 to 17 years	2,551	69	2.70%
With a hearing difficulty	(X)	7	0.30%
With a vision difficulty	(X)	12	0.50%
With a cognitive difficulty	(X)	62	2.40%
With an ambulatory difficulty	(X)	9	0.40%
With a self-care difficulty	(X)	9	0.40%
Population 18 to 64 years	8,567	878	10.20%
With a hearing difficulty	(X)	238	2.80%
With a vision difficulty	(X)	111	1.30%
With a cognitive difficulty	(X)	338	3.90%
With an ambulatory difficulty	(X)	383	4.50%
With a self-care difficulty	(X)	187	2.20%
With an independent living difficulty	(X)	295	3.40%
Population 65 years and over	3,164	991	31.30%
With a hearing difficulty	(X)	448	14.20%
With a vision difficulty	(X)	190	6.00%
With a cognitive difficulty	(X)	191	6.00%
With an ambulatory difficulty	(X)	540	17.10%
With a self-care difficulty	(X)	176	5.60%
With an independent living difficulty	(X)	329	10.40%

*Source: 2013 American Community Survey*

<b>Mitchell County, Iowa</b>			
	<b>Total</b>	<b>With a disability</b>	<b>Percent with a disability</b>
	<b>Estimate</b>	<b>Estimate</b>	<b>Estimate</b>
Total civilian noninstitutionalized population	10,504	1,043	9.90%
Population under 5 years	619	2	0.30%
With a hearing difficulty	(X)	0	0.00%
With a vision difficulty	(X)	2	0.30%
Population 5 to 17 years	1,944	106	5.50%
With a hearing difficulty	(X)	0	0.00%
With a vision difficulty	(X)	0	0.00%
With a cognitive difficulty	(X)	106	5.50%
With an ambulatory difficulty	(X)	0	0.00%
With a self-care difficulty	(X)	26	1.30%
Population 18 to 64 years	5,801	393	6.80%
With a hearing difficulty	(X)	109	1.90%
With a vision difficulty	(X)	24	0.40%
With a cognitive difficulty	(X)	159	2.70%
With an ambulatory difficulty	(X)	154	2.70%
With a self-care difficulty	(X)	75	1.30%
With an independent living difficulty	(X)	156	2.70%
Population 65 years and over	2,140	542	25.30%
With a hearing difficulty	(X)	251	11.70%
With a vision difficulty	(X)	96	4.50%
With a cognitive difficulty	(X)	125	5.80%
With an ambulatory difficulty	(X)	267	12.50%
With a self-care difficulty	(X)	95	4.40%
With an independent living difficulty	(X)	197	9.20%

Source: 2013 American Community Survey

<b>Winnebago County, Iowa</b>			
	<b>Total</b>	<b>With a disability</b>	<b>Percent with a disability</b>
	<b>Estimate</b>	<b>Estimate</b>	<b>Estimate</b>
Total civilian noninstitutionalized population	10,535	1,380	13.10%
Population under 5 years	552	23	4.20%
With a hearing difficulty	(X)	23	4.20%
With a vision difficulty	(X)	23	4.20%
Population 5 to 17 years	1,728	75	4.30%
With a hearing difficulty	(X)	8	0.50%
With a vision difficulty	(X)	8	0.50%
With a cognitive difficulty	(X)	67	3.90%
With an ambulatory difficulty	(X)	0	0.00%
With a self-care difficulty	(X)	2	0.10%
Population 18 to 64 years	6,292	611	9.70%
With a hearing difficulty	(X)	267	4.20%
With a vision difficulty	(X)	120	1.90%
With a cognitive difficulty	(X)	205	3.30%
With an ambulatory difficulty	(X)	226	3.60%
With a self-care difficulty	(X)	84	1.30%
With an independent living difficulty	(X)	192	3.10%
Population 65 years and over	1,963	671	34.20%
With a hearing difficulty	(X)	229	11.70%
With a vision difficulty	(X)	163	8.30%
With a cognitive difficulty	(X)	169	8.60%
With an ambulatory difficulty	(X)	397	20.20%
With a self-care difficulty	(X)	94	4.80%
With an independent living difficulty	(X)	245	12.50%

Source: 2013 American Community Survey

<b>Worth County, Iowa</b>			
	<b>Total</b>	<b>With a disability</b>	<b>Percent with a disability</b>
	<b>Estimate</b>	<b>Estimate</b>	<b>Estimate</b>
Total civilian noninstitutionalized population	7,458	1,029	13.80%
Population under 5 years	415	0	0.00%
With a hearing difficulty	(X)	0	0.00%
With a vision difficulty	(X)	0	0.00%
Population 5 to 17 years	1,292	80	6.20%
With a hearing difficulty	(X)	1	0.10%
With a vision difficulty	(X)	1	0.10%
With a cognitive difficulty	(X)	79	6.10%
With an ambulatory difficulty	(X)	0	0.00%
With a self-care difficulty	(X)	0	0.00%
Population 18 to 64 years	4,410	508	11.50%
With a hearing difficulty	(X)	161	3.70%
With a vision difficulty	(X)	70	1.60%
With a cognitive difficulty	(X)	106	2.40%
With an ambulatory difficulty	(X)	208	4.70%
With a self-care difficulty	(X)	57	1.30%
With an independent living difficulty	(X)	126	2.90%
Population 65 years and over	1,341	441	32.90%
With a hearing difficulty	(X)	241	18.00%
With a vision difficulty	(X)	48	3.60%
With a cognitive difficulty	(X)	75	5.60%
With an ambulatory difficulty	(X)	231	17.20%
With a self-care difficulty	(X)	46	3.40%
With an independent living difficulty	(X)	127	9.50%

*Source: 2013 American Community Survey*

The above information is provided to better illustrate the characteristics of the RPA 2 Region and the passenger transportation needs in the Region. As the Region is steadily declining in population, it is more difficult to continue to support a public transportation system. The passenger transportation providers generally serve elderly, disabled and student needs.

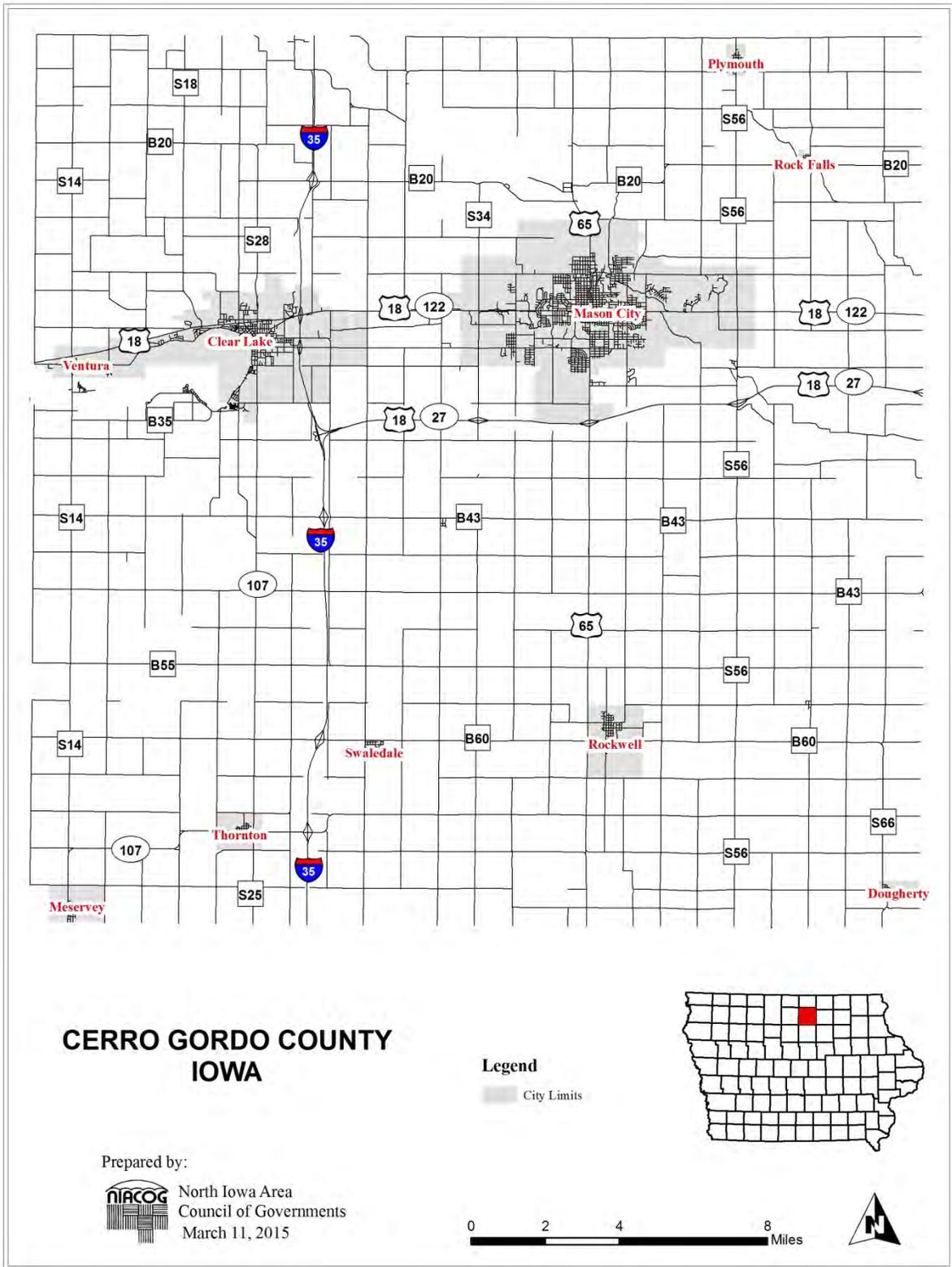
## **Activity Centers**

Region 2 is home to several small communities that over the years have lost population and vital services. Medical services, banks, retail stores, pharmacies and educational services are often no longer available in smaller communities. The lack of available services in several of the region's communities has made public transportation an essential service to those who live in the region. The following tables detail each community in the eight county region, the services available in each community, and if the services that are available are served by transit.

As the Region 2 Transit System is a demand response system, by the very nature of the service, a user can attend any community and any service within that community. Essentially, the service is door-to-door regardless of the facility or service desired.

While the start of the discussion on Activity Centers above indicates that many of the small towns have lost population and services or retail opportunities, etc., there are still many options available in many of the communities in the sixty-seven cities of the RPA 2 Region. As such, a general county map illustrating the location of cities within the county is provided as well as tables for each and every city highlighting several services or facilities important to many transit users.

# Cerro Gordo County



<b>Clear Lake Activity Centers</b>			
<b>Activity Center</b>	<b>Served by Transit</b>	<b>Activity Center</b>	<b>Served by Transit</b>
<b>Hospitals</b>		<b>Schools</b>	
None	NA	Ralph Schroeder Group Home	Yes
<b>Clinics</b>		Dancin' with Roxie	
Mercy Medical Clinic	Yes	Lake Town Charlie Brown	Yes
The Gabrielson Clinic	Yes	Clear Lake Head Start	Yes
Mercy Pediatric and Adolescent Clinic	Yes	Clear Lake Middle School	Yes
Clear Lake Chiropractic	Yes	Clear Lake High School	Yes
Abbas Acupuncture and Chiropractic Clinic	Yes	Clear Creek Elementary	Yes
Integrative Medicine Consultants	Yes	<b>Colleges</b>	
Accelerated Physical Therapy	Yes	None	NA
Martinek Physical Therapy	Yes	<b>Extension Offices</b>	
Estetico Medical Spa	Yes	None	NA
Voortmann Chiropractic	Yes	<b>Grocery Stores</b>	
<b>Dentists</b>		Grocery Stores	
Demro Orthodontics	Yes	Oakwood Market	Yes
Lake Dental Associates	Yes	Fareway Grocery	Yes
Patrick Carney DDS	Yes	Payless Foods	Yes
Scribbins Family Dentistry	Yes	<b>Pharmacy</b>	
<b>Banks</b>		Thrifty White Pharmacy	
Farmers State Bank	Yes	Clear Lake Pharmacy	Yes
Clear Lake Bank and Trust	Yes	Payless Foods	Yes
MBT	Yes	<b>Nursing Homes/Retirement Homes</b>	
		Oakwood Care Center	Yes
		The Courtyard	Yes

<b>Mason City Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Banks Continued</b>	
Mercy Medical Center - North Iowa	Yes	U.S. Bank	Yes
North Iowa Mercy Health Center- West Campus	Yes	U.S. Bank	Yes
<b>Clinics</b>		Bank of America	Yes
Mercy Family Clinic-Regency	Yes	Security First Bank	Yes
Child Health Specialty Clinic	Yes	<b>Schools</b>	
Mercy Pediatric and Adolescent Clinic	Yes	Newman Catholic High school	Yes
Mason City VA Outpatient Clinic	Yes	Newman Catholic Elementary High school	Yes
Haas Chiropractic Clinic	Yes	Mason City Community School	Yes
Mason City Clinic PC	Yes	Hoover School	Yes
Mason City Clinic: Congello	Yes	Harding Elementary School	Yes
Accelerated Rehabilitation Centers	Yes	North Iowa Christian School	Yes
Mercy Health Works	Yes	Roosevelt Elementary School	Yes
Mercy Women's Health Center	Yes	Jefferson School	Yes
Mercy Dermatology Center	Yes	Mason City High School	Yes
Mercy Internal Medicine Clinic	Yes	John Adams Middle School	Yes
North Iowa Family Health Care	Yes	Alternative School	Yes
Mercy Family Clinic-Forest Park	Yes	<b>Colleges</b>	
Mercy Sleep Clinic	Yes	North Iowa Area Community College	Yes
Mental Health Center of North Iowa	Yes	Kaplan University	Yes
Mercy Bariatric Center	Yes	La James College	Yes
North Iowa Anesthesia Associates	Yes	<b>Extension Offices</b>	
Dornbier Chiropractic Clinic	Yes	ISU Extension	Yes
<b>Mason City Activity Centers (Continued)</b>			
Mason City Surgery Center	Yes	<b>Grocery Stores</b>	
Mason City Sleep Center	Yes	Walmart Supercenter	Yes
Lindstrom Family Practice	Yes	Aldi	Yes
Cerro Gordo County Department of Public Health	Yes	Target Supercenter	Yes
<b>Dentists</b>		Hy-Vee	Yes
Aspen Dental	Yes	Hy-Vee	Yes
Family Dentistry: Otto, Michael DDS	Yes	Hy-Vee	Yes
Dental Center of North Iowa	Yes	Martin Brothers Food Market	Yes
Burgmeier Dentistry	Yes	Fareway Grocery	Yes
Polking & Polking	Yes	<b>Pharmacy</b>	
Jon Hardinger, DDS	Yes	Mercy Family Pharmacy- Westside	Yes

North Iowa Periodontics	Yes	Walmart Pharmacy	Yes
North Iowa Oral Surgery Associates	Yes	Target Pharmacy	Yes
Central Park Dentistry	Yes	Hy-Vee Pharmacy	Yes
Nettleton Dental Group	Yes	Hy-Vee Pharmacy	Yes
Alpha Orthodontics	Yes	Hy-Vee Pharmacy	Yes
Todd Hoeppner DDS	Yes	Walgreens	Yes
Demro Orthodontics	Yes	Mercy Family Pharmacy-Forest Park	Yes
<b>Banks</b>		Houck Pharmacy	Yes
Northwoods State Bank	Yes	Shopko Pharmacy	Yes
Northwoods State Bank	Yes	Mercy Family Pharmacy-Regency	Yes
Clear Lake Bank & Trust Co.	Yes	<b>Nursing Homes/Retirement Homes</b>	
Clear Lake Bank & Trust Co.	Yes	Heritage Care and Rehabilitation Center	Yes
First Citizens Bank	Yes	Good Shepherd Geriatric Center	Yes
First Citizens Bank	Yes	IIOF Home and Community Therapy Center	Yes
Wells Fargo Bank	Yes	Kentucky Ridge	Yes
Wells Fargo Bank	Yes	Cornerstone Assisted Living	Yes
Wells Fargo Bank	Yes	Village Cooperative of Mason City	Yes
CENT Credit Union	Yes	The Willows	Yes
Northwestern States	Yes	Three Links Apartments	Yes
Iowa Heartland Credit Union	Yes	Homestead Mason	Yes
North Iowa Community Credit Union	Yes	Willow Pointe Assisted Living	Yes
North Iowa Community Credit Union	Yes		
Farmers State Bancshares Inc.	Yes		

<b>Rockwell Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospital</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinic</b>		<b>Extension Offices</b>	
Westfork Family Medicine	Yes	None	NA
<b>Dentist</b>		<b>Grocery Stores</b>	
None	NA	Dugan's Super Market	Yes
<b>Banks</b>		<b>Pharmacy</b>	
First Security Bank & Trust	Yes	None	NA
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
West Fork Middle School	Yes	Rockwell Community Nursing Home	Yes

<b>Thornton Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospital</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinic</b>		<b>Extension Offices</b>	
None	NA	None	NA
<b>Dentist</b>		<b>Grocery Stores</b>	
None	NA	None	NA
<b>Banks</b>		<b>Pharmacy</b>	
First Security Bank & Trust	Yes	None	NA
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
None	NA	None	NA

<b>Ventura Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospital</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinic</b>		<b>Extension Offices</b>	
None	NA	None	NA
<b>Dentist</b>		<b>Grocery Stores</b>	
None	NA	None	NA
<b>Banks</b>		<b>Pharmacy</b>	
Farmers State Bank	Yes	None	NA
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
Ventura Community Schools	Yes	None	NA



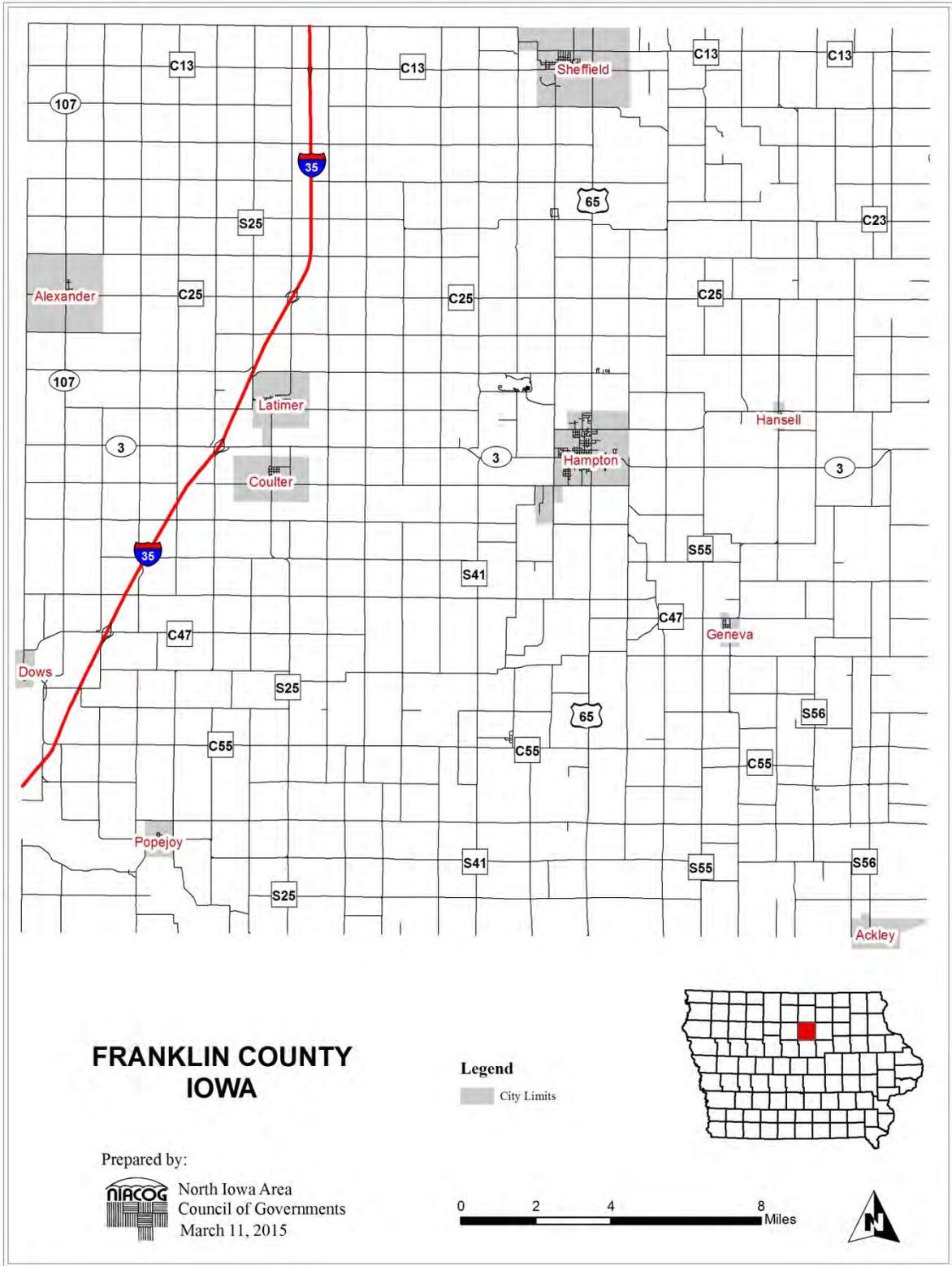
<b>Charles City Activity Centers</b>			
<b>Activity Center</b>	<b>Served by Transit</b>	<b>Activity Center</b>	<b>Served by Transit</b>
<b>Hospitals</b>		<b>Schools Cont...</b>	
Floyd County Memorial Hospital	Yes	Washington Elementary School	Yes
<b>Clinics</b>		Central Preschool	Yes
Optometric Center	Yes	Carrie Lane High School	Yes
Mercy Dialysis Center	Yes	<b>Colleges</b>	
Slinger Chiropractic	Yes	North Iowa Area Community College	Yes
Charles City Family Health Center	Yes	<b>Extension Offices</b>	
Mercy Family Clinic-Charles City	Yes	ISU Extension	Yes
Joanne Robinson, ARNP	Yes	<b>Grocery Stores</b>	
<b>Dentists</b>		Hy-Vee	Yes
Central Park Dentistry	Yes	Fareway Grocery	Yes
Dr. Jodie Buehler, DDS	Yes	<b>Pharmacies</b>	
Grimm, Greig DDS PC	Yes	Hy-Vee Pharmacy	Yes
Cedar Valley Orthodontics	Yes	Connors' Clinic Pharmacy	Yes
<b>Banks</b>		Kmart Pharmacy	Yes
First Security Bank & Trust	Yes	Charles City LTC Pharmacy	Yes
First Citizens National Bank	Yes	<b>Nursing Homes/Retirement Homes</b>	
C US Bank	Yes	Chautauqua Guest Homes, Inc.	Yes
Security State Bank	Yes	Cedar Health	Yes
Family Community Credit Union	Yes	Riverside Senior Living	Yes
<b>Schools</b>		Starr Home	Yes
Charles City Middle School	Yes	Port Charles Assisted Living	Yes
Lincoln Grade School	Yes	Apple Valley	Yes
Charles City Highschool	Yes		Yes

<b>Marble Rock Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinics</b>		<b>Extension Offices</b>	
None	NA	None	NA
<b>Dentists</b>		<b>Grocery Stores</b>	
None	NA	None	NA
<b>Banks</b>		<b>Pharmacies</b>	
First Security Bank & Trust	Yes	None	NA
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
None	NA	None	NA

<b>Nora Springs Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinics</b>		<b>Extension Offices</b>	
Eagle Family Health	Yes	None	NA
<b>Dentists</b>		<b>Grocery Stores</b>	
Family Dentistry	Yes	None	NA
<b>Banks</b>		<b>Pharmacies</b>	
First Security Bank & Trust	Yes	None	NA
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
Central Springs Middle School	Yes	Nora Springs Care Center	NA
Winnie the Pooh Preschool	Yes		

<b>Rockford Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinics</b>		<b>Extension Offices</b>	
None	NA	None	NA
<b>Dentists</b>		<b>Grocery Stores</b>	
None	NA	None	NA
<b>Banks</b>		<b>Pharmacies</b>	
First Security Bank & Trust	Yes	None	NA
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
RRMR Community School	Yes	None	NA

# Franklin County

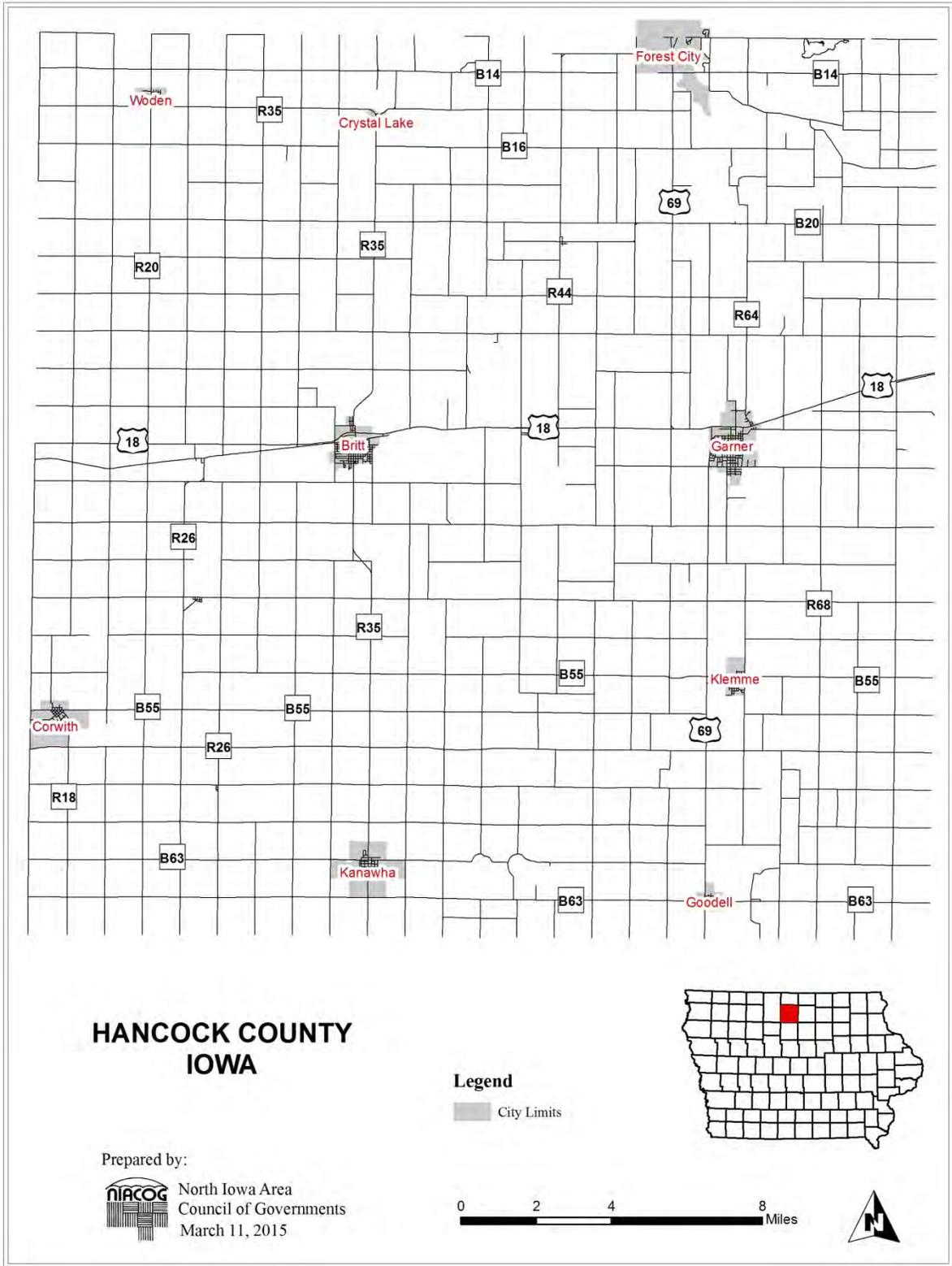


<b>Hampton Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospital</b>		<b>Schools</b>	
Franklin General Hospital	Yes	Hampton-Dumont High School	Yes
<b>Clinic</b>			
	Yes	Hampton-Dumont Middle School	Yes
Franklin Medical Center	Yes	South Side Elementary School	Yes
Franklin Medical Clinic - Dumont	Yes	North Side Elementary	Yes
21st Century Rehab, PC	Yes	<b>Colleges</b>	
<b>Dentist</b>		None	
Paul Sensor DDS	Yes	<b>Extension Offices</b>	
Larry Alquist DDS	Yes	ISU Extension Office	Yes
Sensor & Wagner	Yes	<b>Grocery Stores</b>	
William Moore DDS	Yes	Fareway Grocery	Yes
Jane Alquist	Yes	Tienda Y Carniceria	Yes
<b>Banks</b>		<b>Pharmacy</b>	
Hampton State Bank	Yes	Koerner-Whipple Pharmacies	Yes
First National Bank of Hampton	Yes	Rick's Pharmacy	Yes
United Bank & Trust	Yes	Shopko Hometown	Yes
U.S. Bank	Yes	<b>Nursing Homes/Retirement Homes</b>	
		Rehab Center of Hampton	Yes
		ABCM Corporation	Yes
		Franklin Prairie Apartments	Yes

<b>Latimer Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinics</b>		<b>Extension Offices</b>	
Franklin Medical Center-Latimer	Yes	None	NA
<b>Dentists</b>		<b>Grocery Stores</b>	
None	NA	Corner Market	Yes
<b>Banks</b>		<b>Pharmacies</b>	
First Citizens National Bank	Yes	None	NA
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
CAL Community School	NA	None	NA

<b>Sheffield Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinics</b>		<b>Extension Offices</b>	
None	NA	None	NA
<b>Dentists</b>		<b>Grocery Stores</b>	
None	NA	Dugan's	YES
<b>Banks</b>		<b>Pharmacies</b>	
United Bank and Trust	NA	None	NA
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
West Fork High School	YES	Sheffield Care Center	Yes

# Hancock County



<b>Britt Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Colleges</b>	
Hancock County Memorial Hospital	Yes	None	NA
<b>Clinics</b>		<b>Extension Offices</b>	
Britt Medical Clinic	Yes	None	NA
<b>Dentists</b>		<b>Grocery Stores</b>	
Dental Center of North Iowa	Yes	Primera Foods	Yes
<b>Banks</b>		Britt Food Center	
First State Bank	Yes	<b>Pharmacies</b>	
Farmers Trust & Savings Bank	Yes	Fedders Health Mart Pharmacy	Yes
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
West Hancock Grade School	Yes	Westview Care Center	Yes
		Summit House	Yes

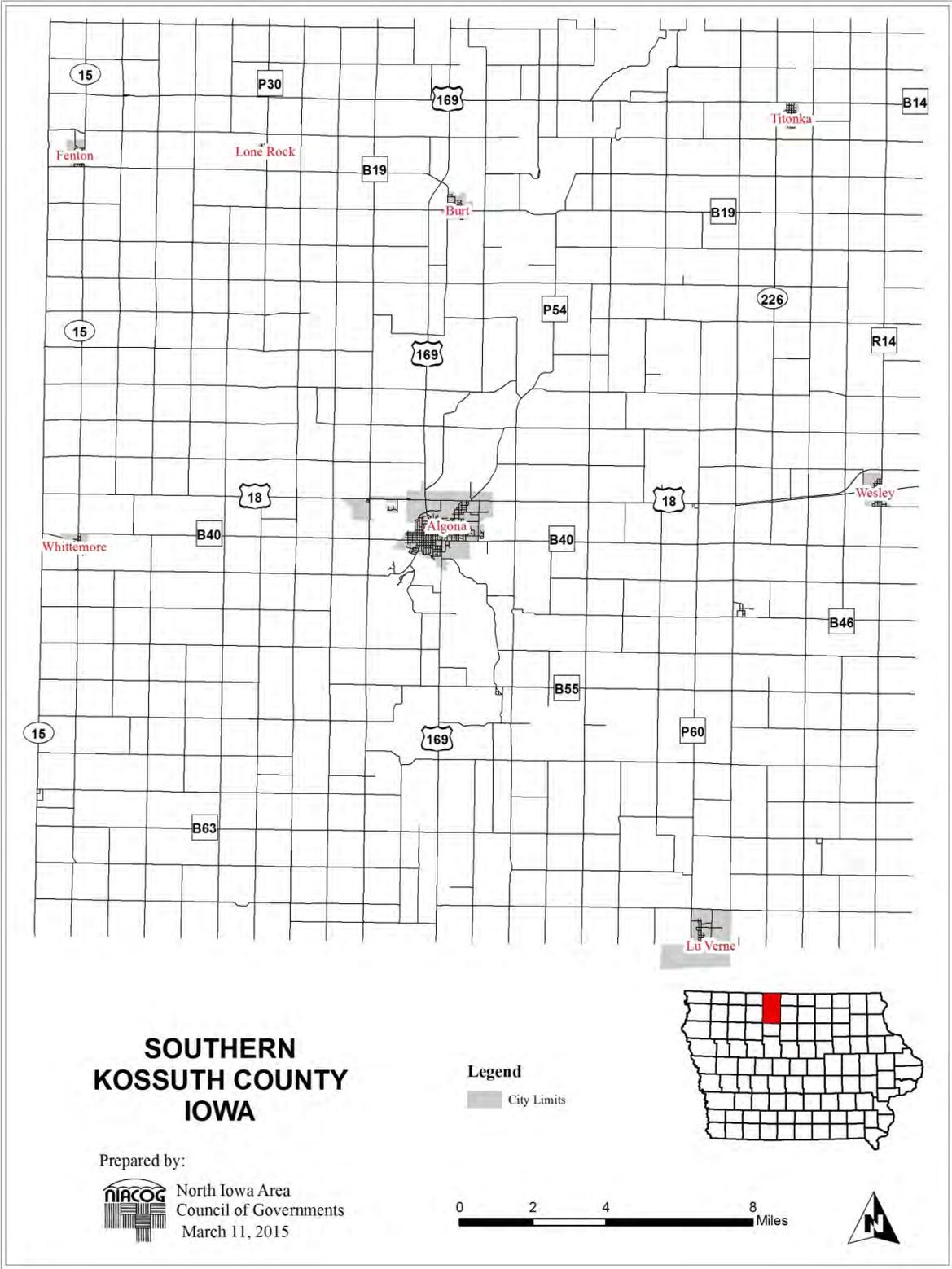
<b>Corwith Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinics</b>		<b>Extension Offices</b>	
None	NA	None	NA
<b>Dentists</b>		<b>Grocery Stores</b>	
None	NA	None	NA
<b>Banks</b>		<b>Pharmacies</b>	
Iowa State Bank	Yes	None	NA
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
Corwith-Wesley High School	Yes	None	NA

<b>Crystal Lake Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinics</b>		<b>Extension Offices</b>	
None	NA	None	NA
<b>Dentists</b>		<b>Grocery Stores</b>	
None	NA	None	NA
<b>Banks</b>		<b>Pharmacies</b>	
Iowa State Bank	Yes	None	NA
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
Woden Elementary	Yes	None	NA

<b>Garner Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Schools</b>	
None	NA	Garner-Hayfield High School	Yes
<b>Clinics</b>		Garner-Hayfield Middle School	Yes
Garner Medical Clinic	Yes	Little Lambs Preschool	Yes
Hancock County Health System	Yes	<b>Colleges</b>	
Garner Family Practice Clinic	Yes	None	Yes
Wood Chiropractic Clinic	Yes	<b>Extension Offices</b>	
Garner Rehabilitation Clinic	Yes	Hancock County Extension Office	Yes
Family Eye Care Center	Yes	<b>Grocery Stores</b>	
<b>Dentists</b>		Bill's Family Foods	Yes
Tesene Maurer & Maurer PC	Yes	<b>Pharmacies</b>	
Peter Vidal, DDS	Yes	Tammy's Pharmacy	Yes
<b>Banks</b>		<b>Nursing Homes/Retirement Homes</b>	
Clear Lake Bank & Trust	Yes	Concord Care Center	Yes
Reliance State Bank	Yes	Prairie View Apartments	Yes
		Duncan Heights	Yes

<b>Kanawha Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinics</b>		<b>Extension Offices</b>	
Kanawha Medical Clinic	Yes	None	NA
<b>Dentists</b>		<b>Grocery Stores</b>	
None	NA	Big Brad's BBQ and Grocery	Yes
<b>Banks</b>		<b>Pharmacies</b>	
None	NA	None	NA
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
West Hancock Junior High School	Yes	None	NA

# Southern Kossuth County



## SOUTHERN KOSSUTH COUNTY IOWA

Prepared by:  
 North Iowa Area  
 Council of Governments  
 March 11, 2015

Legend  
 City Limits

0 2 4 8 Miles

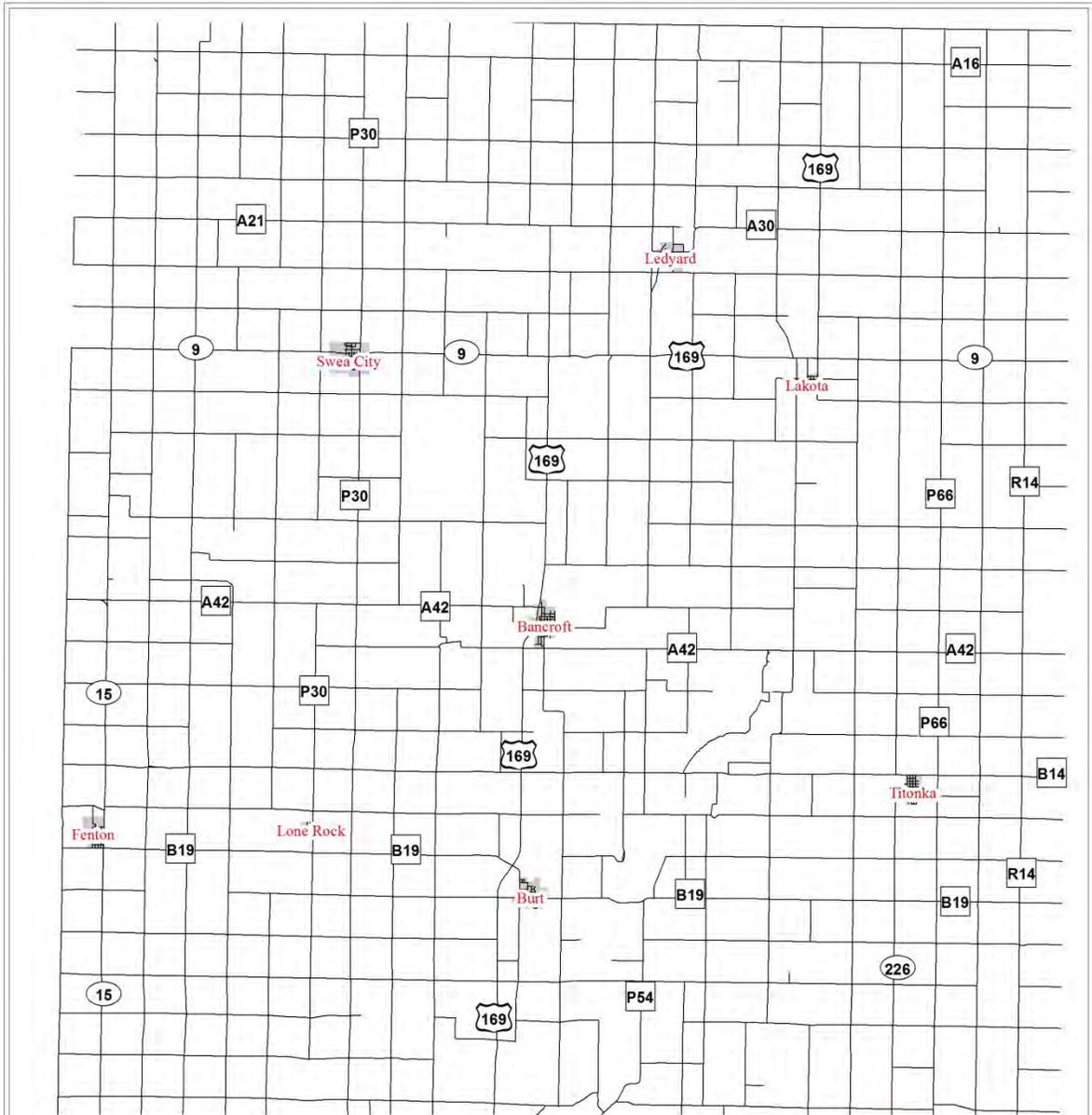


<b>Algona Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Schools Cont...</b>	
Kossuth Regional Health Center	Yes	Algona Middle School	Yes
<b>Clinics</b>		Bryant Elementary	Yes
Kossuth Regional Health Center	Yes	Bertha Godfrey Elementary	Yes
<b>Dentists</b>		<b>Colleges</b>	
Louscher Family Dentistry	Yes	Iowa Lakes Community College	Yes
Family Dental Care	Yes	<b>Extension Offices</b>	
Shelly & Shelly Doctors Pc	Yes	Kossuth County Extension Services	Yes
Mark Jensen	Yes	<b>Grocery Stores</b>	
<b>Banks</b>		Fareway Grocery	Yes
Iowa State Bank	Yes	Hy-Vee	Yes
Security State Bank	Yes	Fresh Connections Co-op	Yes
Farmers State Bank	Yes	<b>Pharmacies</b>	
Northwest Bank	Yes	KRHC Family Pharmacy	Yes
West Iowa Bank	Yes	Kmart	Yes
Bank of America	Yes	Hy-Vee Pharmacy	Yes
Citizens Community CU	Yes	<b>Nursing Homes/Retirement Homes</b>	
Iowa State Bank	Yes	Algona Manor Care Center INC	Yes
<b>Schools</b>		Algona Good Samaritan Center	Yes
Bishop Garrigan High School	Yes	Van Buren Terrace	Yes
Seton Grade School	Yes	Huskamp Haven	Yes
Algona High School	Yes	Windsor Manor	Yes
Lucia Wallace Elementary School	Yes		Yes

<b>Lu Verne Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinics</b>		<b>Extension Offices</b>	
None	NA	None	NA
<b>Dentists</b>		<b>Grocery Stores</b>	
None	NA	None	NA
<b>Banks</b>		<b>Pharmacies</b>	
Security State Bank	Yes	None	NA
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
Lu Verne Community School District	Yes	None	NA

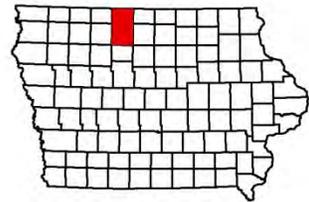
<b>Whittemore Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinics</b>		<b>Extension Offices</b>	
None	NA	None	NA
<b>Dentists</b>		<b>Grocery Stores</b>	
None	NA	None	NA
<b>Banks</b>		<b>Pharmacies</b>	
Farmers State Bank	Yes	None	NA
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
None	NA	None	NA

# Northern Kossuth County



## NORTHERN KOSSUTH COUNTY IOWA

Legend  
 City Limits



Prepared by:



North Iowa Area  
 Council of Governments  
 March 11, 2015



<b>Bancroft Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinics</b>		<b>Extension Offices</b>	
Kossuth Regional Health Center	Yes	None	NA
Tigges Chiropractic Clinic	Yes	<b>Grocery Stores</b>	
<b>Dentists</b>		None	NA
Bancroft Dental Clinic	Yes	<b>Pharmacies</b>	
<b>Banks</b>		None	NA
Farmers & Traders Savings Bank	Yes	<b>Nursing Homes/Retirement Homes</b>	
<b>Schools</b>		Heritage Homes	Yes
None	NA		

<b>Burt Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinics</b>		<b>Extension Offices</b>	
None	NA	None	NA
<b>Dentists</b>		<b>Grocery Stores</b>	
None	NA	None	NA
<b>Banks</b>		<b>Pharmacies</b>	
Security State Bank	Yes	None	NA
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
None	NA	None	NA

<b>Fenton Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinics</b>		<b>Extension Offices</b>	
None	NA	None	NA
<b>Dentists</b>		<b>Grocery Stores</b>	
None	NA	None	NA
<b>Banks</b>		<b>Pharmacies</b>	
West Iowa Bank	Yes	None	NA
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
None	NA	None	NA

<b>Lakota Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinics</b>		<b>Extension Offices</b>	
None	NA	None	NA
<b>Dentists</b>		<b>Grocery Stores</b>	
None	NA	None	NA
<b>Banks</b>		<b>Pharmacies</b>	
Farmers Trust & Savings Bank	Yes	None	NA
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
None	NA	None	NA

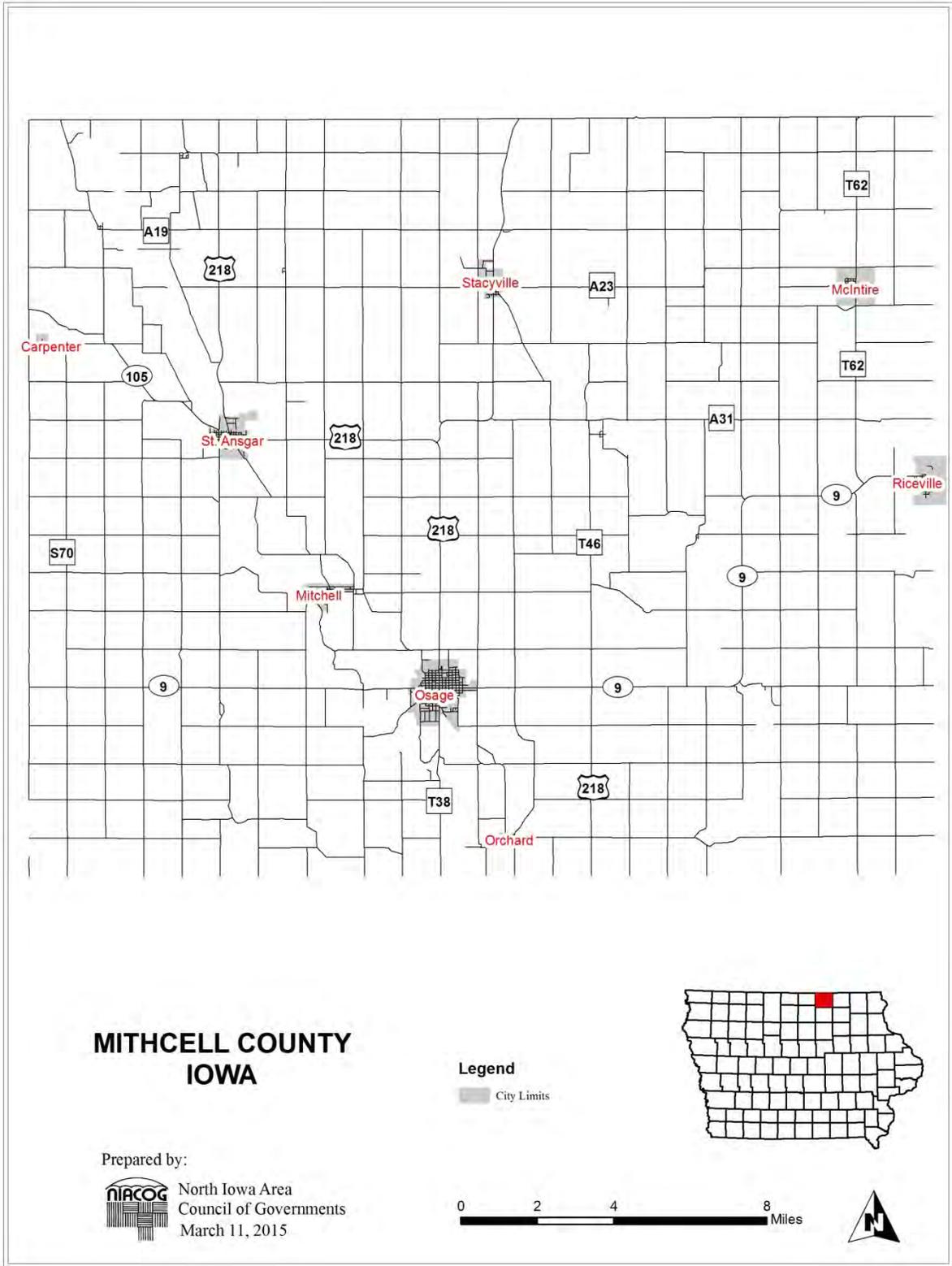
<b>Ledyard Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinics</b>		<b>Extension Offices</b>	
None	NA	None	NA
<b>Dentists</b>		<b>Grocery Stores</b>	
None	NA	None	NA
<b>Banks</b>		<b>Pharmacies</b>	
State Bank of Ledyard	Yes	None	NA
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
None	NA	None	NA

<b>Swea City Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinics</b>		<b>Extension Offices</b>	
Swea City Clinic-Mayo Health	Yes	None	NA
<b>Dentists</b>		<b>Grocery Stores</b>	
None	NA	None	NA
<b>Banks</b>		<b>Pharmacies</b>	
Security State Bank	Yes	None	NA
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
North Kossuth High School	Yes	Main Street Manor	Yes

### Titonka Activity Centers

Activity Center	Served By Transit	Activity Center	Served By Transit
<b>Hospitals</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinics</b>		<b>Extension Offices</b>	
None	NA	None	NA
<b>Dentists</b>		<b>Grocery Stores</b>	
None	NA	Titonka Food Store	Yes
<b>Banks</b>		<b>Pharmacies</b>	
Titonka Savings Bank	Yes	None	NA
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
Titonka Middle School	Yes	Titonka Care Center	Yes

# Mitchell County



## MITHCELL COUNTY IOWA

Prepared by:



North Iowa Area  
Council of Governments  
March 11, 2015

### Legend

City Limits

0 2 4 8 Miles

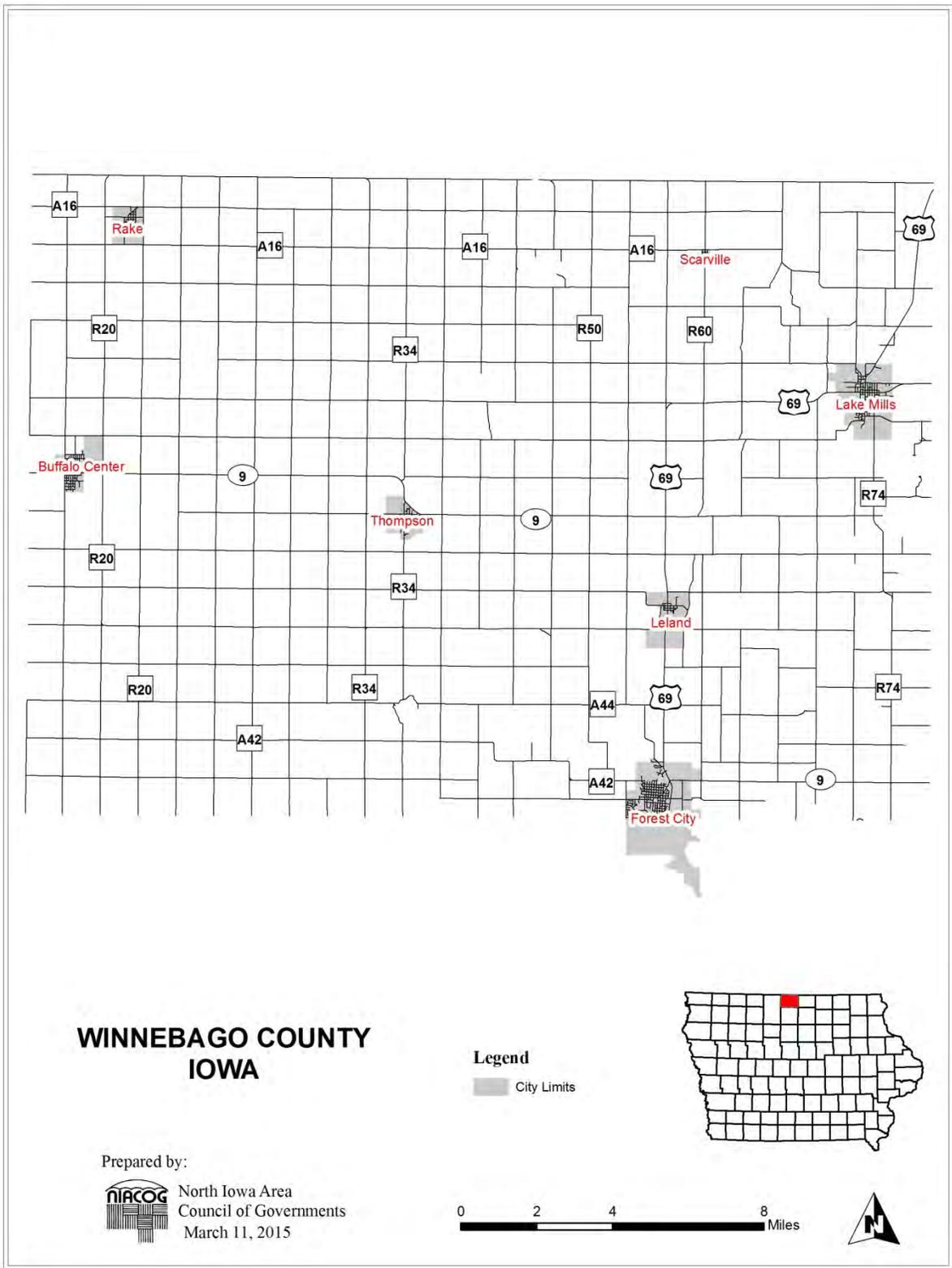


<b>Osage Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospital</b>		<b>Schools Cont..</b>	
Mitchell County Regional Health Center	Yes	Osage Alternative School	Yes
<b>Clinic</b>		Sacred Heart Catholic School	
Osage Rehabilitation Health Center	Yes	<b>Colleges</b>	
Street Chiropractic, PC	Yes	None	NA
<b>Dentist</b>		<b>Extension Offices</b>	
Osage Dental Arts	Yes	ISU Extension Mitchell County	Yes
James Janka, DDS	Yes	<b>Grocery Stores</b>	
<b>Banks</b>		Payless Foods	
Home Trust & Savings Bank	Yes	Kountry Kupboard	Yes
C US Bank	Yes	<b>Nursing Homes/Retirement Homes</b>	
First Citizens National Bank	Yes	Osage Rehabilitation & Health	Yes
<b>Pharmacy</b>		Evergreen Senior Living	
Smart Pharmacy	Yes	Faith Lutheran Home	Yes
<b>Schools</b>		Faith Home Assisted Living	
Osage High School	Yes	Apple Valley Osage	Yes
Osage Middle School	Yes	Mitchell County Care Facility	Yes
Lincoln Elementary	Yes		

<b>St. Ansgar Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospital</b>		<b>Schools</b>	
None	NA	St. Ansgar High School	Yes
<b>Clinic</b>		St. Ansgar Elementary School	
Mitchel County Regional Health Clinic	Yes	<b>Colleges</b>	
Accelerated Physical Therapy	Yes	None	NA
<b>Dentist</b>		<b>Extension Offices</b>	
Cedar Dental PC: John Lafferty DDS	Yes	ISU Extension Mitchell County	Yes
<b>Banks</b>		<b>Grocery Stores</b>	
St. Ansgar State Bank	Yes	None	NA
Farmers State Bank	Yes	<b>Pharmacy</b>	
<b>Nursing Homes/Retirement Homes</b>		Brower Pharmacy	
Good Samaritan Society	Yes		Yes

<b>Stacyville Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinics</b>		<b>Extension Offices</b>	
None	NA	None	NA
<b>Dentists</b>		<b>Grocery Stores</b>	
None	NA	Thome's Grocery	Yes
<b>Banks</b>		<b>Pharmacies</b>	
St. Ansgar State Bank	Yes	None	NA
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
None	NA	None	NA

# Winnebago County



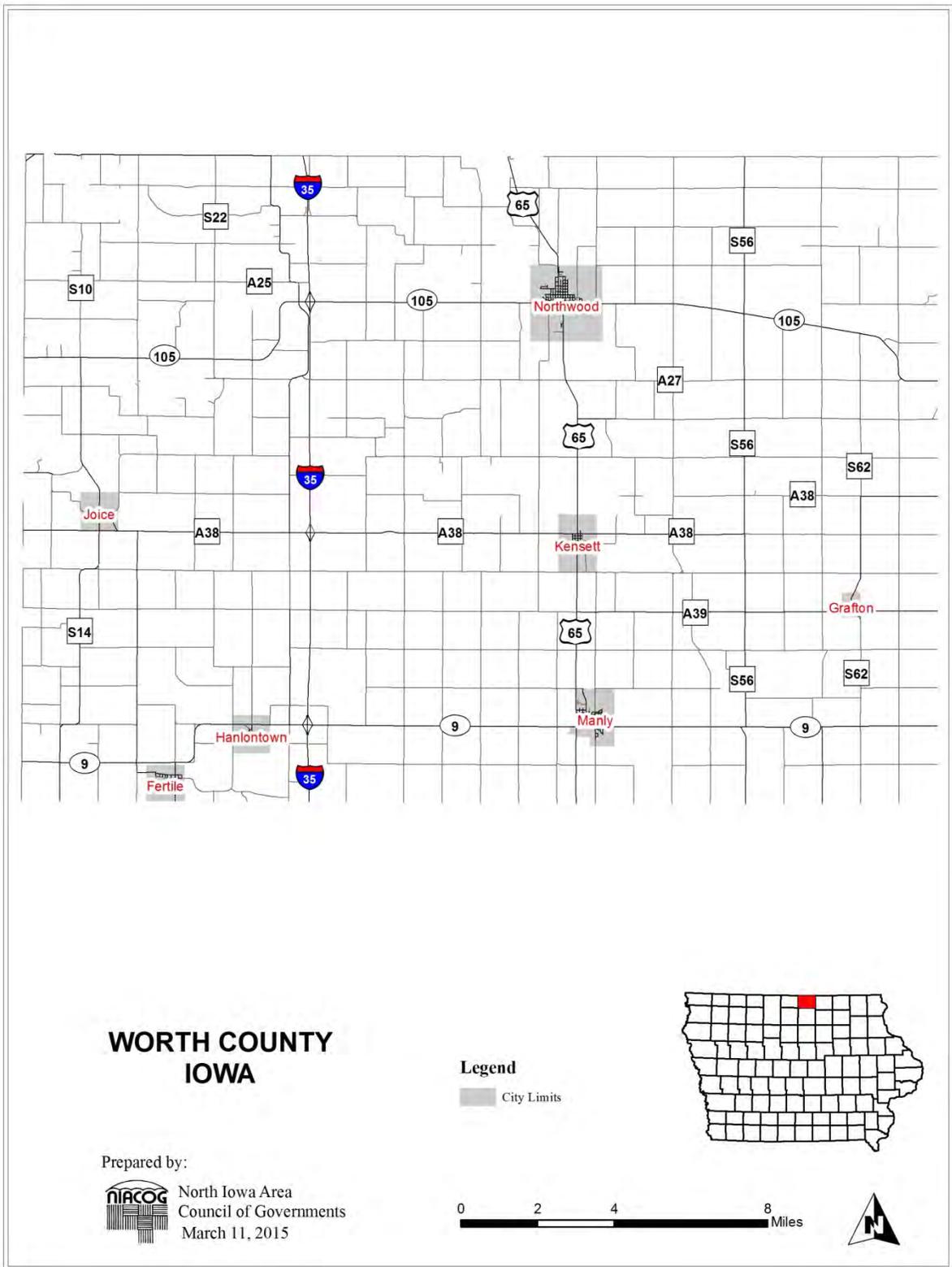
<b>Buffalo Center Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinics</b>		<b>Extension Offices</b>	
Mercy Family Clinic-Buffalo Center	Yes	None	NA
<b>Dentists</b>		<b>Grocery Stores</b>	
Johnson Dental Office	Yes	None	NA
<b>Banks</b>		<b>Pharmacies</b>	
Farmers Trust & Savings Bank	Yes	None	NA
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
North Iowa Community School District	Yes	Timely Mission Nursing Home	Yes

<b>Forest City Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospital</b>		<b>Schools</b>	
None	NA	Forest City High School	Yes
<b>Clinic</b>		Forest City Alternative School	
Dentist	Yes	Forest City Middle School	Yes
Koenen Chiropractic Clinic	Yes	Forest City Christian High School	Yes
Family Eye Care Center	Yes	Forest City Elementary School	Yes
Accelerated Physical Therapy	Yes	<b>Colleges</b>	
<b>Dentist</b>		Waldorf College	
Wilson Dental	Yes	<b>Extension Offices</b>	
Forest City Family Dentistry	Yes	None	NA
<b>Banks</b>		<b>Grocery Stores</b>	
Titonka Savings Bank	Yes	Bills Family Foods	Yes
MBT Bank	Yes	Forest City Foods	Yes
Reliance State Bank	Yes	<b>Pharmacy</b>	
<b>Nursing Homes/Retirement Homes</b>		Miller Pharmacy	
Good Samaritan Center	Yes		Yes
Forest Plaza Assisted Living	Yes		

<b>Lake Mills Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospital</b>		<b>Schools</b>	
None	Yes	Lake Mills Community School	Yes
<b>Clinic</b>		Lake Mills Community Preschool	
Lake Mills Clinic	Yes	Son Shine Preschool	Yes
Lake Mills Family Chiropractic	Yes	Faith First Preschool	Yes
Mercy Family Clinic-Lake Mills	Yes	<b>Colleges</b>	
<b>Dentist</b>		None	
Scott Bosacker	Yes	<b>Extension Offices</b>	
Dr. Keith A. Johnson, DDS	Yes	None	
<b>Banks</b>		<b>Grocery Stores</b>	
Farmers Trust & Savings Bank	Yes	David's Super Foods	Yes
MBT Bank	Yes	<b>Pharmacy</b>	
Reliance State Bank	Yes	Miller Pharmacy	Yes
<b>Nursing Homes/Retirement Homes</b>			
Lake Mills Care Center	Yes		
Mills Harbor Assisted Living	Yes		

<b>Thompson Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinics</b>		<b>Extension Offices</b>	
None	NA	None	NA
<b>Dentists</b>		<b>Grocery Stores</b>	
None	NA	None	NA
<b>Banks</b>		<b>Pharmacies</b>	
Titonka Savings Bank	Yes	None	NA
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
None	NA	None	NA

# Worth County



<b>Grafton Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinics</b>		<b>Extension Offices</b>	
None	NA	None	NA
<b>Dentists</b>		<b>Grocery Stores</b>	
None	NA	None	NA
<b>Banks</b>		<b>Pharmacies</b>	
Farmers State Bank	Yes	None	NA
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
None	NA	None	NA

<b>Hanlontown Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinics</b>		<b>Extension Offices</b>	
None	NA	None	NA
<b>Dentists</b>		<b>Grocery Stores</b>	
Stephen Welsh DDS	Yes	None	NA
<b>Banks</b>		<b>Pharmacies</b>	
Noneq	NA	None	NA
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
None	NA	None	NA

<b>Manly Activity Centers</b>			
<b>Activity Center</b>	<b>Served By Transit</b>	<b>Activity Center</b>	<b>Served By Transit</b>
<b>Hospitals</b>		<b>Colleges</b>	
None	NA	None	NA
<b>Clinics</b>		<b>Extension Offices</b>	
None	NA	None	NA
<b>Dentists</b>		<b>Grocery Stores</b>	
Stephen Welsh DDS	Yes	None	NA
<b>Banks</b>		<b>Pharmacies</b>	
Noneq	NA	None	NA
<b>Schools</b>		<b>Nursing Homes/Retirement Homes</b>	
None	NA	Manly Nursing and Rehab Center	Yes

### Northwood Activity Centers

Activity Center	Served By Transit	Activity Center	Served By Transit
<b>Hospital</b>		<b>Schools</b>	
None	NA	Northwood-Kensett Elementary School	Yes
<b>Clinic</b>		Northwood-Kensett Junior-Senior High School	Yes
None	NA	<b>Colleges</b>	
<b>Dentists</b>		None	NA
Northwood Dental	Yes	<b>Extension Offices</b>	
<b>Banks</b>		None	NA
Northwoods State Bank	Yes	<b>Grocery Stores</b>	
Farmers State Bank	Yes	Fallgatters Market	Yes
<b>Pharmacy</b>		<b>Nursing Homes/Retirement Homes</b>	
Ver Helst	Yes	Lutheran Retirement Home, Inc.	Yes
		Northwoods Pines Assistant	Yes
		Maple Court Apartments	Yes

**SECTION THREE: Coordination Issues**

**Evaluation of Passenger Transportation Services (Public Input Concerning Needs)**

In April of 2006, RPA 2, in coordination with Region 2 Transit, Mason City Transit and Iowa DOT, held a Mobility Action Planning (MAP) Workshop to discuss regional barriers, needs, and coordination efforts. Numerous representatives from public/semi-public agencies and a few concerned citizens from across the region were in attendance at the initial MAP meeting. As part of the workshop, attendees worked in groups to identify possible solutions to shortfalls in the current transit systems or unmet needs that should be addressed by transit providers. The groups brainstormed action plan ideas including challenges and solutions. The groups then identified who would be in charge of implementing solutions, when the problem solving would start, and how success would be measured. Listed below are major issues that were identified in the meeting. These were presented and discussed following the MAP workshop by the Transportation Advisory Group.

<b>Unmet needs by category</b>	<b>Challenges</b>	<b>Solutions</b>
<b>Inadequate rural transportation</b>	Lack of centralized coordination  Liability to assist others	24/7 centralized dispatch center master inventory educate and communicate Individual contractors Work with state and private insurance companies on liability Incentive to get involved
<b>Inadequate urban transportation</b>	Availability of drivers 24/7  Expanding routes further out  Express routes  Coordinate schedules	Private contractor Increased staff Increased dollars Schedule by demand on off hours Private contractor Review what works Centralized routes establish routes market change Central dispatch

<p><b>Service within Region 2</b></p>	<p>Capacity: Number of buses Number of drivers</p> <p>Funding and Scheduling</p> <p>Communications</p> <p>Geographic size of the region</p> <p>Prioritization</p> <p>Contractual obligations</p>	<p>Use more smaller buses Volunteer drivers Flexibility Use other county's buses while they are in Mason City Contract with other volunteer groups (such as those at Mercy Medical Ctr) Pursue legislation to ease liability insurance concerns (Maryland's proposed legislation) Networking between counties; so they can call-up and access each other's schedules. Lobby city councils and the state Legislature Allow other county's residents flexible options Communications between agencies Collaboration between service providers Education of Service providers Agencies Clients/families</p> <p>Incorporation of ITS technology Share county drivers while in Mason City Have all counties take the same days off (holidays) Delays Weather Mechanical Medical Communications</p>
<p><b>Service Between Regions</b></p>	<p>No coordination with other regions</p> <p>Cost effectiveness Volume of rides Funding</p> <p>Transportation services to: Iowa City Mayo Clinic Waterloo</p> <p>Volunteer drivers— liability concerns</p>	<p>Increase communications and coordination with other transit service providers</p> <p>Service providers call into regional dispatch when a transportation need arises.</p> <p>Set up a shuttle to coordinate all human service agencies' demand for medical trips outside of Region 2; for example, the first Monday of each month-a van will transport all patients desiring to go to Mayo</p> <p>Research and data collection</p>

As can be seen above, the major issues included coordination, communication, funding, scheduling, and cooperation. To clarify coordination, in the context of the transit discussion, some participants felt that if they had known a bus was making a trip to a certain place, they would have utilized it at

that time instead of waiting or not utilizing it at all (see comment below). Some issues can be addressed simply, while others are very complicated. They also vary depending on whether the service is an urban fixed route system or a rural demand response system. The issue of schedule sharing can be utilized on some levels in a rural setting if a provider is making the same trip on the same schedule. One comment was, "...had I known the bus would be in town, I would have utilized the service." The problem in this specific instance is that the provider of a demand response system doesn't know when they will be in that particular town making it nearly impossible to coordinate so that the passenger could have utilized the service that day. However, better communication between the general public, institutional users and the provider as to how and when the service operates could alleviate some of these challenges. The largest issues differed among the providers and the users with the passenger transportation providers noting challenges with rising costs, driver/bus availability, administrative requirements, good driver qualifications, and accurate route timing. User challenges included limited hours/days of service, and a lack of knowledge of services provided.

In addition to the information provided by the workshop attendees, a Passenger Transportation Services Survey was given to transportation providers as well as health and human service organizations from the NIACOG region and across the state to complete prior to the MAP Workshop. This survey was to gather information on the various services throughout the Region and the State to determine services provided, opportunities for coordination and any gaps in services. Common regional challenges illustrated in the 2006 survey include lack of funding, affordability of services, lack of coordination incentives, and Federal or State regulations

NIACOG representatives were also in attendance at the Statewide MAP Workshop, in which numerous human service and transit organizations shared their success stories or their struggles. Statewide findings are similar to those in NIACOG's regional efforts. A joint consensus was reached that providing safe, efficient, and affordable transportation to those that need it the most should be the main goal in future planning efforts.

The Transportation Advisory Group began meeting more regularly following the initial MAP meeting, but attendance waned. In approximately 2011, there were fewer members meeting, but the meetings became more focused on projects instead of just discussing issues. Since the initial development of the PTP and the MAP Workshop many of issues have not changed. Issues may have morphed somewhat, but the basic issue is still the same. For example, medical needs of passengers were not being met in the area. A shuttle to Iowa City was developed and funded by New Freedoms and United Way. Some patients were required to go to Fort Dodge. A shuttle was developed for that service in much the same way. Then, that service changed to Waterloo and the service evolved with it. The point is that medical needs were being met with a shuttle, but the location where that need would be met kept changing. The TAG responded to the needs.

The TAG meets regularly every month to discuss progress on existing projects or initiative or to respond to new issues. Several projects have been implemented and others are being developed in an on-going manner. The following paragraphs provide a summary of previously recommended projects as well as needs in the Region 2.

### **Status of Previously Recommended Projects**

Several previously recommended projects have been completed in the past years. The projects identified have primarily focused on improved efficiency, fleet replacement, fleet expansion, operations and maintenance. Stimulus funding was instrumental in the replacement of much of Region 2 and Mason City Transit fleets, but those vehicles are now hitting their replacement thresholds. There is not sufficient funding to keep the fleet updated and maintained, much less allow for other service and facility needs.

Specific projects that have used funding outside of the traditional 5311, 5310, STA. etc., have included projects funded with New Freedoms, Jobs Access Reverse Commute (JARC) and STA-Special projects funding and required local match funds.

### ***Saints Shuttle***

One of the first recommended projects was the Saints Shuttle. A medical shuttle service from Mason City to the University of Iowa Hospitals and Clinics. This service was funded with fares, New Freedoms funding and United Way of North Central Iowa as the local match. The service departed Mason City at approximately 6:00 AM on Wednesdays and Thursdays for Iowa City and left Iowa City for Mason City at approximately 4:00 PM. These hours were somewhat flexible depending on the riders and appointment times. This service was also open to the public for the same fare as those using the service for medical appointments. As the service went on, stops were made in communities along the way including in other transit Regions service area. Transit Regions besides Region 2 did not contribute anything financially to the operation of the Saints Shuttle. As this was seen as a benefit to the public, nobody that could be accommodated and paid the fare was turned away regardless of the Transit region they came from. Also, during this time period, TMS, the Medicaid transportation provider was providing service to Iowa City as well as was needed by Medicaid patients. There was very little cooperation or coordination from TMS with Region 2 Transit that would benefit both entities. TMS was not made to “come to the table” by the State of Iowa for the betterment of both services and seemed to “call the shots” so to speak. As the New Freedoms funding ended and the United Way of North Central Iowa was used up, that service was ended.

### ***Fort Dodge Dash***

The Fort Dodge Dash was created in response to the Iowa Cares provision of medical services and home hospitals. The home hospital for a majority of this Region was Fort Dodge. The TAG responded to the need by creating the Fort Dodge Dash shuttle service funded by fares, STA Special Projects funding and United Way of North Central Iowa as the local match. Shortly after the

approval of this project, the Office of Public Transit (OPT) came out with a special Iowa Cares Transportation program for the State of Iowa. This program was very quickly depleted of funds. Shortly thereafter, the hospital areas changed so that the majority of Region was to receive Medicaid services in Marshalltown.

### ***Marshalltown Missile***

The TAG responded again and submitted yet another STA Special Projects application matched with United Way of North Central Iowa funds to create the Marshalltown Missile. This was very short lived and once the two year timeframe of the STA Special Projects funding was over, the project were not continued or were not necessary.

### ***Mobility Manager***

Beyond the actual services provided, another previously recommended project was that of a Mobility Manager. The Mobility Manager position was originally designed to act as a one stop shop for passenger transportation and was actually called a Travel Navigator. This position was different from a Mobility Manager as most people think of Mobility Management and as such the reporting requirements and documentation to the OPT had to be changed to accommodate the Region 2 Travel Navigator. According to the New Freedoms application and previous PTPs, the description of duties was as follows:

The Region 2 mobility manager's activities that are eligible for SAFETEA-LU funding include:

- Operating transportation brokerages to coordinate service providers, funding resources, and customer needs;
- Coordinating transportation services for older adults, individuals with disabilities, and individuals with low incomes;
- Supporting local partnerships that coordinate transportation services;
- Providing travel training and trip planning activities for customers;
- Developing and operating traveler call center to coordinate travel information, manage eligibility requirements, and arrange customer travel.

After several years of providing the local match to the New Freedoms funds and subsequent Federal funding that was allocated, the specific position in Region 2 Transit Was not seen as accomplishing enough to warrant the additional staff person. Existing staff has assumed those responsibilities and the position has been eliminated.

### ***Cerro Gordo County JARC Service***

The Cerro Gordo County JARC service as the name implies provided employment transit service from 6 PM to 10 PM Monday through Saturday in Cerro Gordo County. Ridership was relatively stable and for employment purposes only. With the passage of MAP-21, and JARC funding being eliminated as a program, the Region 2 Transit Service has continued to provide the service albeit open to the public. As there is no dedicated funding, the service must be self-sustaining to continue. As there have been times of low revenue, Region 2 is looking at way to support the service or even expand the service. As there is no JARC funding, the service is open to the public, however it is

still seen as an employment service only. Mason City, Region 2 Transit and United Way of North Central Iowa are developing a service that will provide expanded hours of service and be open to the general public.

### ***North Iowa Commuter Express (NICE) Shuttle***

The NICE shuttle started out as a means to develop a van pool for employers in the Region 2 Transit area. As a vanpool, a group of employees from the same or very close in proximity employer would essentially utilize a Region 2 Transit vehicle to provide transportation for that group of employees. A regional survey was conducted to gauge the interest in a van pool as there needed to be at least four riders in the vanpool. The results indicated that at least 8 employees in Winnebago Industries were interested in a vanpool arrangement. There need to be a designated driver and backup driver to ensure the vanpool would operate. As the project moved forward, there were no designated drivers that would step forward due to the various schedules and shift requirement of Winnebago Industries. As this project was funded with STA Special Projects funding which has a time limit, something needed to happen to kick start the service. It was proposed that the vanpool be changed to a shuttle service in an effort to get people familiar with the bus operations and to test the service to see if there was demand. The NICE Shuttle, as it is now referred to, was a temporary response to a failed attempt at a van pool. As a shuttle, the service has been very successful in that the vehicle is generally at capacity most days, at least on one of the trips. Because the shuttle service has been successful, the Office of Public Transit was able to award additional funds to the Region 2 Transit Service to purchase a thirty (30) passenger vehicle. With the additional capacity, the service should be able to operate on fares alone and not need outside funds.

### **Other Recent Developments**

A team from RPA 2 attended the Iowa Institute for Transportation Coordination in Des Moines in June 2011. The team consisted of staff from United Way of North Central Iowa, Elderbridge Agency on Aging, two Region 2 Transit staff and NIACOG staff. At the Institute, staff participated in various workshop presentations to learn best practices and get information from other transit professionals across the state and around the country. The team then cooperatively developed 90 and 180 day action plans identifying projects and actions to implement projects. Most of these projects were already identified in the Region 2 PTP. All of the projects identified during the workshop have been implemented or further discussed. Region 2 TAG continues to build on successes such as this in developing new or expanded services.

### **Service Needs**

Service needs in the Region have not changed much over the last several years. The addition of a maintenance facility for the Region 2 and Mason City Transit was intended to produce a cost savings on maintenance and repairs as well as being able to extend the life of the fleets. One service need in the Region is to add additional mechanical staff to keep up with the service and repair of the vehicles. The average mileage on the Region 2 Transit fleet is 88,453 miles. The

acquisition of 25 vehicles and Mason City Transit replacing five vehicles (Stimulus funding) had improved the average age fleet considerably. However, the fleet's age and mileage continue to increase due to not having funding to keep up with the replacement needs. Reducing the mileage and age of the respective fleets generally reduces repair and replacement expenses.

### **Management Needs**

Management needs include readily available, skilled drivers. While the driver pool for both Mason City Transit and Region 2 Transit has been relatively stable, there seems to always be a need for drivers at the regional and municipal level. Region 2 Transit providers, Cerro Gordo Transit and Mason City Transit continue to seek the best drivers for the Region needs.

### **Fleet Needs**

Fleet needs include replacement and additional vehicles for the Region 2 Transit System as well as Mason City Transit. Fleet needs are also discussed in the previous *Service Needs* section. The Regional Technical Committee and Policy Board of RPA 2 have supported approximately a vehicle per year for the expansion of the Region 2 fleet. In many instances, these vehicles are ultimately used to replace aged and failing vehicles in the fleet as a result of a lack of funds. These expansion vehicles end up going into service for failing vehicles that do not qualify for replacement funds because they do not meet mileage thresholds. Some vehicles cannot meet mileage thresholds due to restrictions placed on the vehicles due to their age or mechanical condition. It is not feasible to invest more funds into these vehicles, yet they also can't be replaced. Many of the providers for Region 2 Transit are impacted by the lack of funds and replacement thresholds. This requires the provider to repair vehicles or reduce service due to breakdowns or safety concerns.

### **Facility Needs**

The current Joint Region 2/Mason City Transit/NIACOG Facility is serving the services well. However, in an effort to more efficiently utilize the current fleet of vehicles, a regular rotation takes place by moving vehicle from the outdoor fenced in storage area. This storage area was never meant to hold in-service vehicles. As such, the storage area doesn't allow for plug-in of vehicles and washed vehicles cannot be stored outside during winter months.

Due to the increased need for enclosed vehicle storage space, the respective agencies are investigating and planning for a facility expansion of the south end of the bus storage portion of the existing facility.

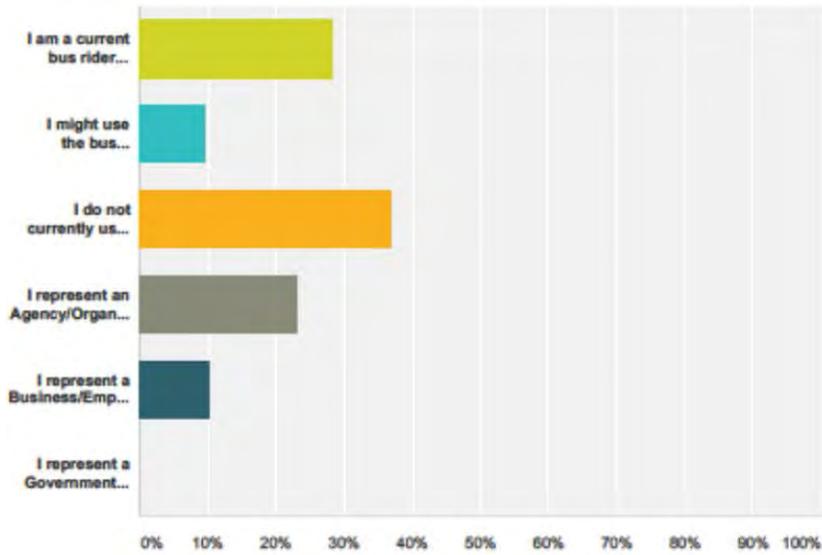
As can be seen from the above, many things have not changed in the RPA 2 Region concerning passenger transportation service delivery. The Stimulus funding was critical to replacing an aging fleet and freeing up maintenance dollars. The main issue of "not enough funding" still exists. The Region 2 Transit System, Mason City Transit, Health and Human Service providers, city and county governments are providing the best and most efficient service possible in the area with available funds.

As the TAG is continuing to meet monthly, new projects and initiatives will be developed. In an effort to get input from outside the TAG an online survey was developed to solicit information from Businesses/Employers, Transit Users, General Public and Agencies that use or provide passenger transportation. United Way of North Central Iowa funded advertising of the survey and spearheaded the marketing. As of January 29, 2015, there were a total of 805 survey takers among the four surveys.

Some highlights of the surveys are as follows:

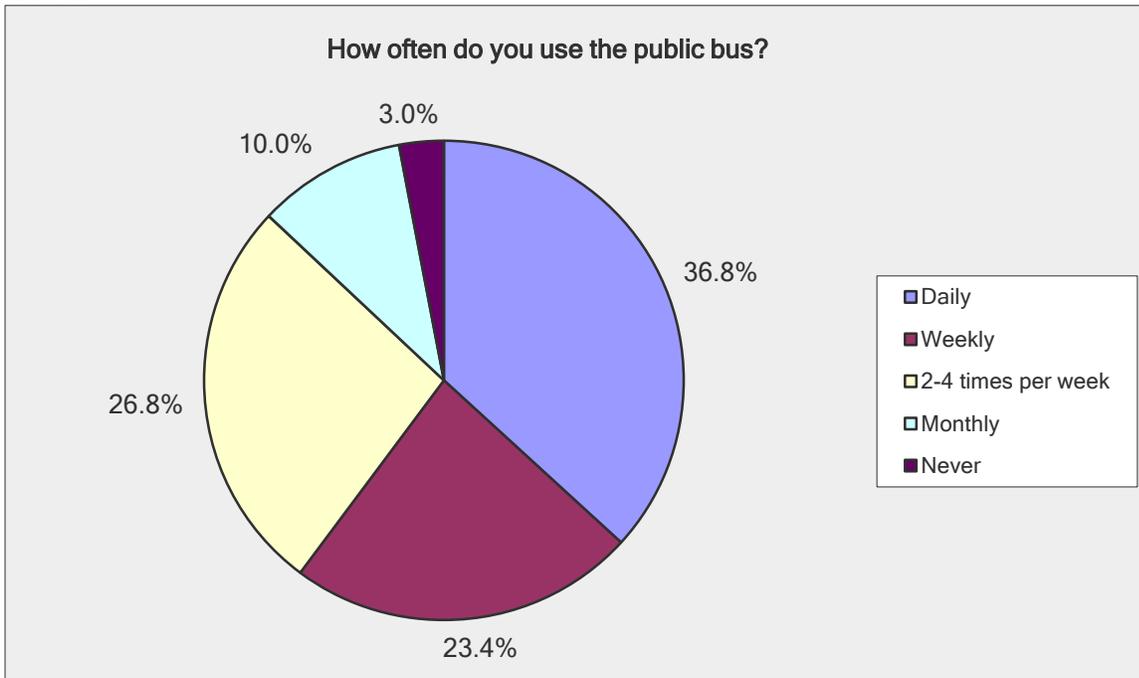
**Q1 Please briefly describe your transportation experience:**

Answered: 805 Skipped: 1

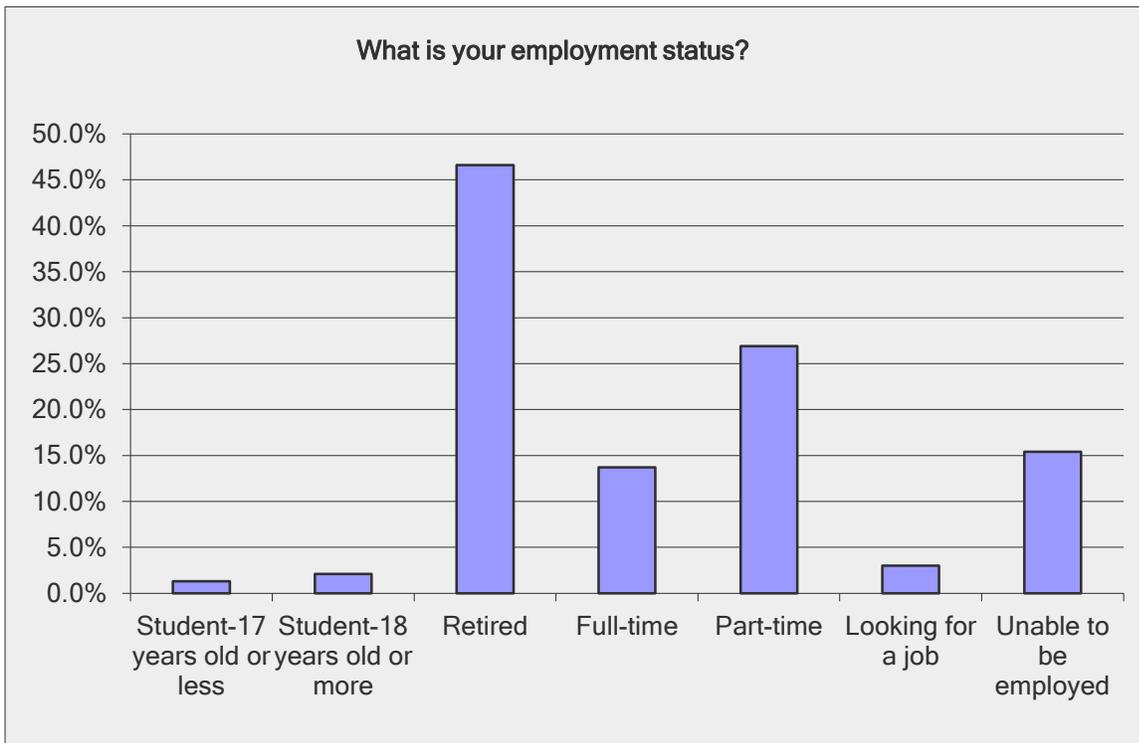


Answer Choices	Responses
I am a current bus rider (Transit User)	28.32% 228
I might use the bus (Public)	9.69% 78
I do not currently use the bus	36.89% 297
I represent an Agency/Organization	23.23% 187
I represent a Business/Employer	10.31% 83
I represent a Government Agency	0.00% 0
<b>Total Respondents: 805</b>	

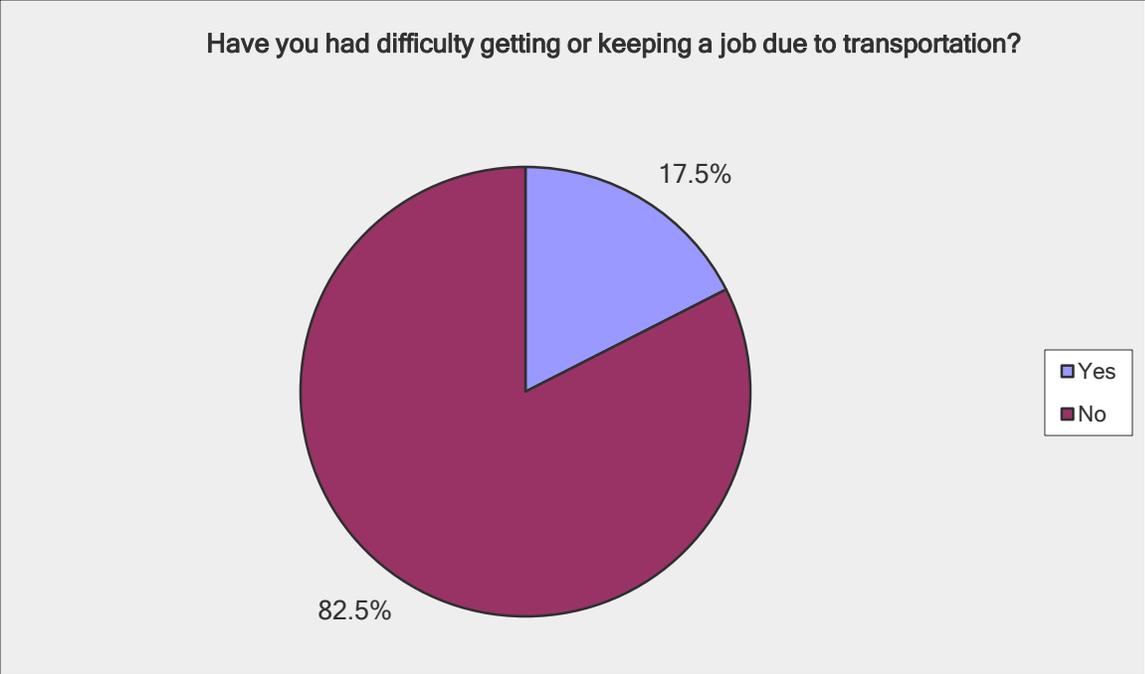
**Users:**



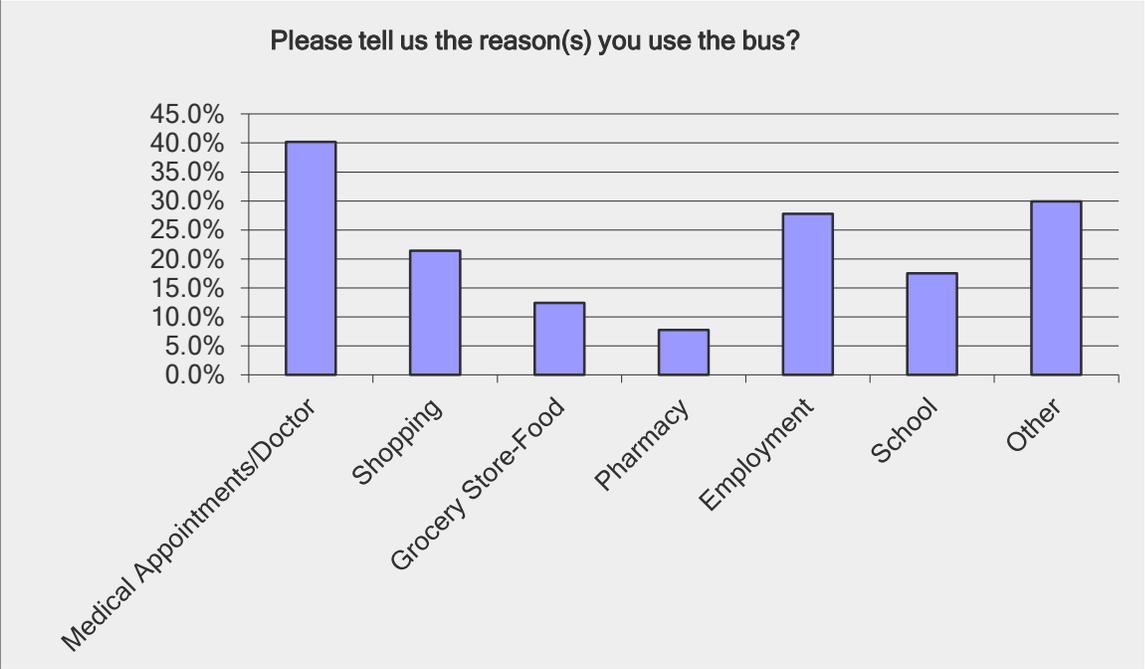
Of those that use the Public transit systems, 87% use it at least 2-4 times per week.



The majority, 46.6% of transit riders are retired, while 26.9% are employed part-time and 13.7% are employed full-time.



The chart below show the wide range of reasons people use the transit services.

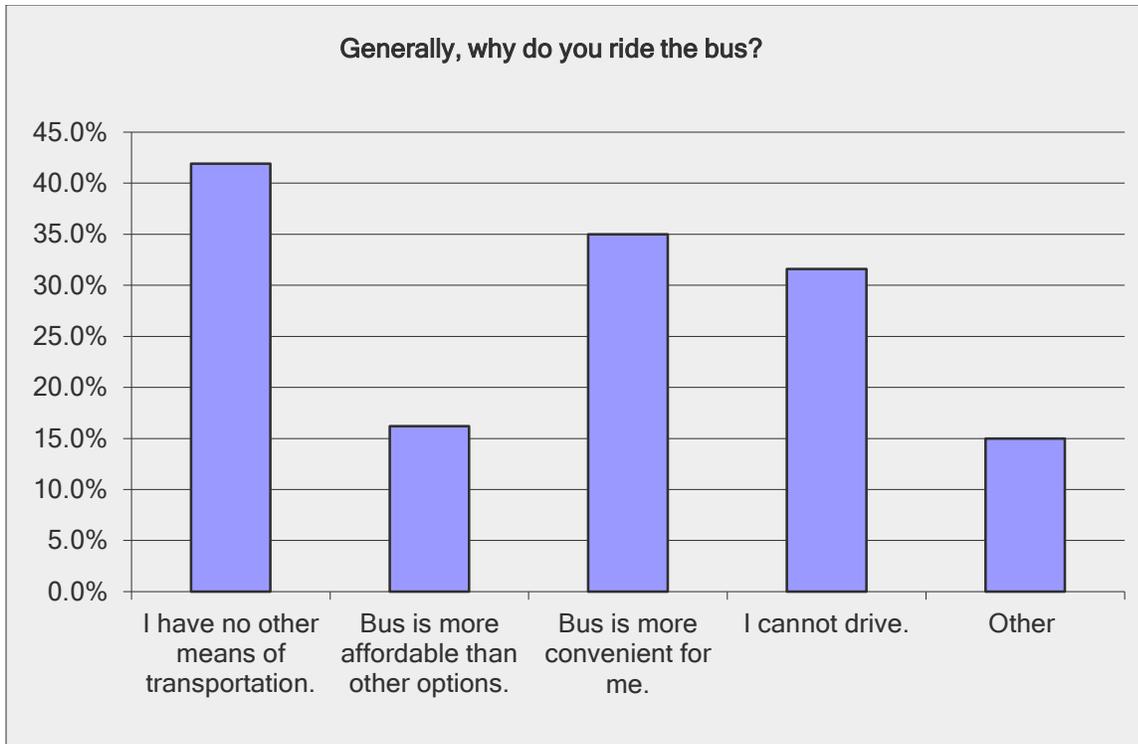


In addition to the reasons listed above, the responses to “Other” are listed below.

- |              |                    |
|--------------|--------------------|
| Volunteering | Volunteer          |
| Volunteer    | Volunteer          |
| Hair         | Volunteer          |
| Volunteer    | Foster Grandparent |

Foster Grandparents  
FGP  
Foster Grandparents  
FGP  
I volunteer at school through the FGP program  
Volunteer through the FGP  
I volunteer at school through the FGP program  
day hab program at mosaic  
St. Johns Pre-school Afternoons 5x week  
Volunteer Work-FGP  
Volunteer Work-FGP  
Volunteer work  
Volunteer FGP  
Volunteer Foster Grandparent Program  
Volunteer-FGP  
Volunteering at Washington School  
Volunteering  
Day Hab  
Health/Beauty  
Banking  
Buy something  
Breakfast  
Day Hab  
Day Hab  
Day HAB  
Social Meeting  
Escort Resident  
Activity Work/day  
PO Meeting  
Picking car up from the shop  
Bible study

Congregate meals for lunch  
Congregate meals  
Congregate meals noon lunch  
Pick up congregare meals  
Congregate meal for lunch  
Congregate meals  
congregare meal for lunch  
congregare meal for lunch  
Congregate meals  
Congregate meals  
Daycare  
One way rides to get vehicle at maintenance  
shop etc.  
Opportunity Village  
VOC services  
services at opp. village  
visit a Friend  
I accompany my mother who is in a wheelchair  
to doctor appointments.  
I have several friends who would like to go to  
casino's in Waterloo/Northwood...could this be  
scheduled once in a while?  
But I work as early as 5 am an as late as 1 am so  
sometimes i walk I would definitely pay as  
much as five bucks a ride for afterhours rides  
I currently don't drive due to being scared to. I  
have Asperger's Syndrome.  
Visit family and friends  
Human services apt.  
Do Not Use the bus  
CAR TROUBLE



With my medical issues I know it's unsafe for me to drive with my medical issues.

Legally Blind

Bus driver offer help when needed

I need to ride to the school

I rely on the bus

Go to School

Go to school

to go to school

wheel chair bound

I would not go as often to my volunteer site.

Go to school

I live in Britt

Legally blind

Car needs tire

To get to destination

Had to wear a cast on leg. Unable to drive

Escort for Good Shepherd

To escort resident from manly care center

Medically unable much of the time

Bad Weather

Convenience

If I need to

Only if I need to  
only if I need it

Did not have the ability to drive one vehicle and bring back another vehicle. Worked great.

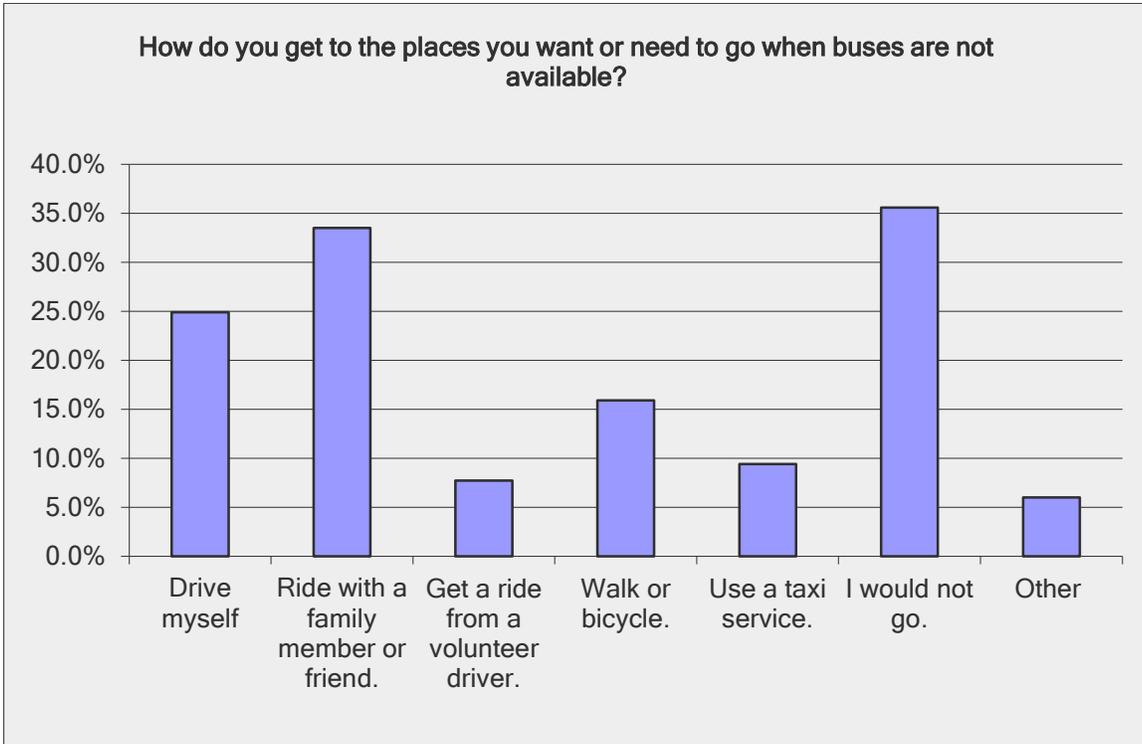
I ride the bus occasionally when I do not have a personal vehicle available. In the past I rode the bus 2-4 times per week to go to work.

don't have a car

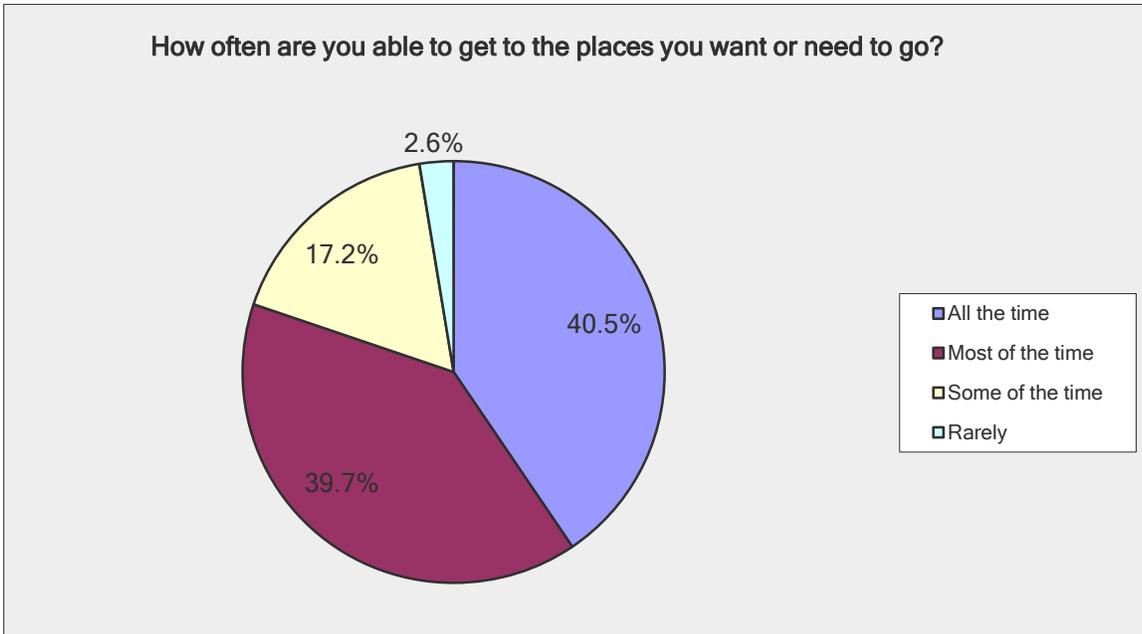
Disabled

Handicap

Do Not Use the Bus



The table above illustrates that over 35% of respondents cannot go where they want when the public transit service is not running.



For the most part people that utilize the transit systems for their transportation are able to get where they need to go.

As with all of the surveys, the question, "Please provide any suggestions for the public bus system to better serve you:" provides a wide array of responses that can be seen in the Appendix under User Survey.

**Employers:**

When asked "In what ways, if any, would a small transit system affect your place of business? Responses were as follows:

Help provide transporting employees

You deliver many of our clients

We have many passengers traveling to rural communities near Mason City

Assist many clients come for their tax appointments.

It would be helpful for patients, families etc. to get to appts, pick up meds etc.

We could appeal to employees in other towns who do don't have transportation

We offer transit services for our residents - not employees - M-F 8-4. employees may use, also residents may utilize on weekends. Weekends for residents from 8am-12pm would be good as might be used on Sat for shopping, and can see a strong potential on Sunday to attend local church services

Help crowded parking lots & cost for driving own cars

It would be hoped that student ridership would increase rather than employees.

Night classes could be more accessible to our students.

It could increase the number of students that attend NIACC and help retain students. I'm not sure about the answer to #10. (below)

People going into town

None, Curves members have cars or live close enough to walk.

More transportation options for students

Assist our customers to get to us

Potentially give employees more options to get to work.

It would cut down on the costs of our workers spend on commuting. A lot of them ride together.

More possible customers

Assist with interviewees that don't have licenses yet.

Allow employees that have no license an opportunity to work

Our customers also use transit. Our current transit is very busy transporting school children so that creates a longer wait for employees and customers.

Very little. Nearly all of our employees currently have personal transportation.

Offer employees a different mode of transportation

It would help immensely with our tourism season, as there currently is very limited transportation for visitors.

Possibly allow us to draw employment from a larger base.

We use it all the time!!

**Agency:**

When asked “What are your organization and/or clients unmet transportation needs? (Check all that apply)”



Getting to work, etc. in evenings if not in our residential services

Getting to larger tertiary Medical Centers like Iowa City or Des Moines for specialty cares

Getting to work

Dialysis 3 times a week.

Additional drivers

Although our main goal would be to ensure our patients can access transportation to medical appointments, we realize that their ability to obtain transportation for non-medical related needs directly impacts their health outcomes.

We have many youth interested in attending Youth For Christ programming but extremely limited resources when it comes to transportation

Returning to facilities from hospital stay or ED evaluation

Going home.

Getting clients to out of town medical, dental and human services appointments. Without having to be gone the entire day.

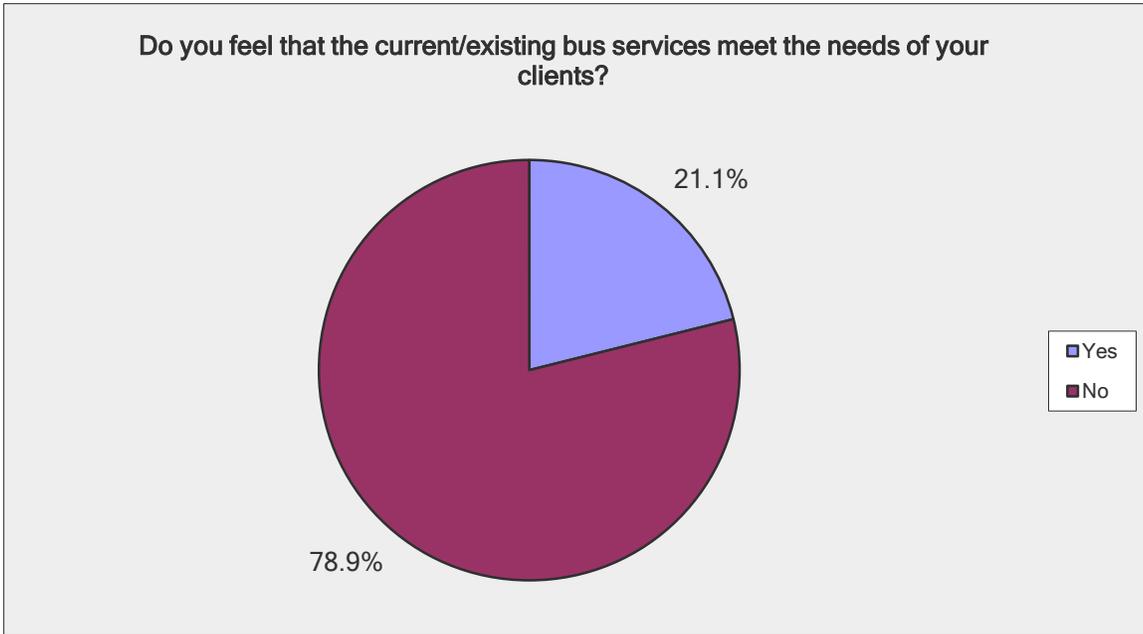
Have not heard complaints

Weekend service

They are dependent on the time the transit runs

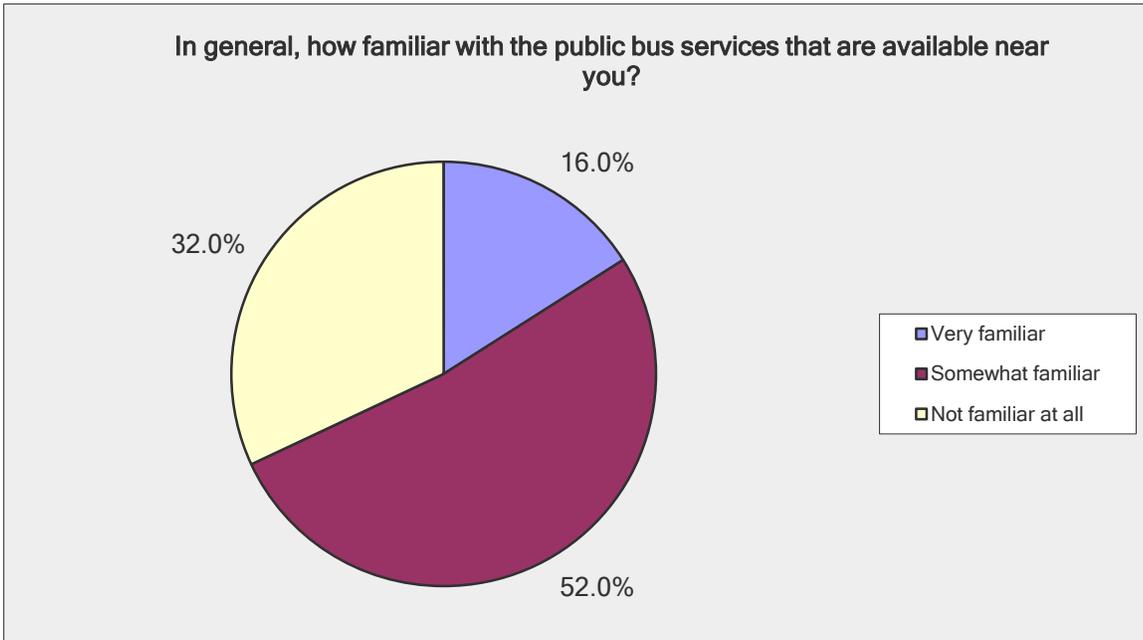
Unknown

All needs are met

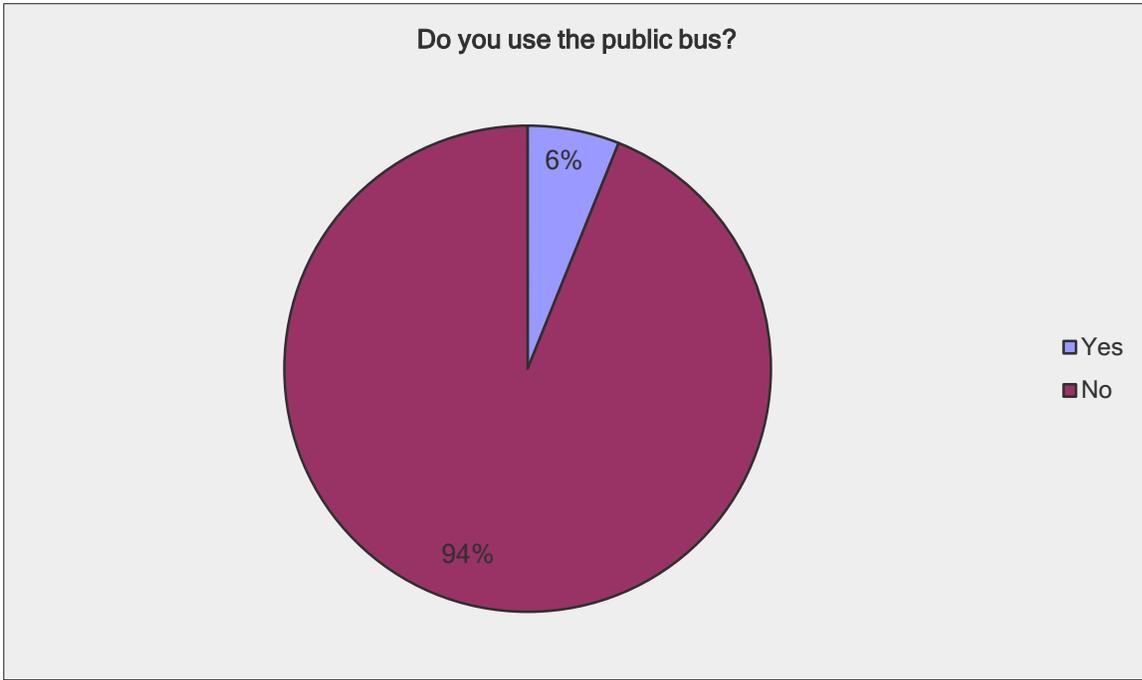


Please refer to the Appendix to see responses to, “Please provide any suggestions for the public bus system to better serve your agency and clients.”

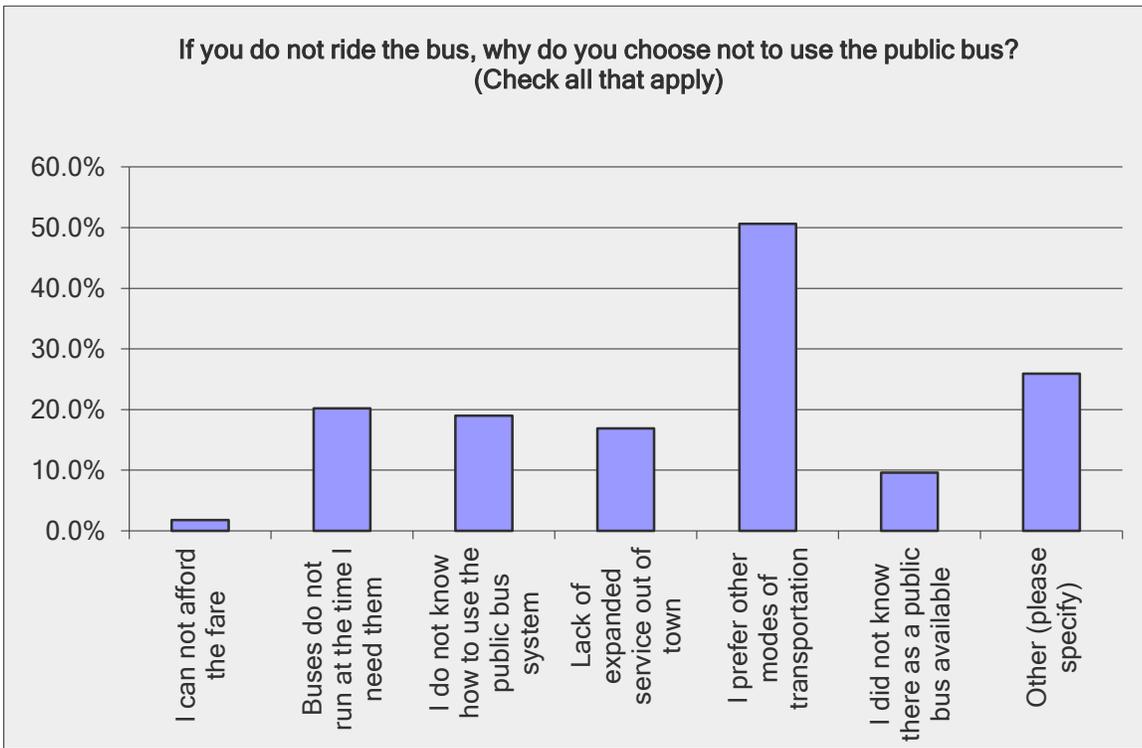
**General Public:**



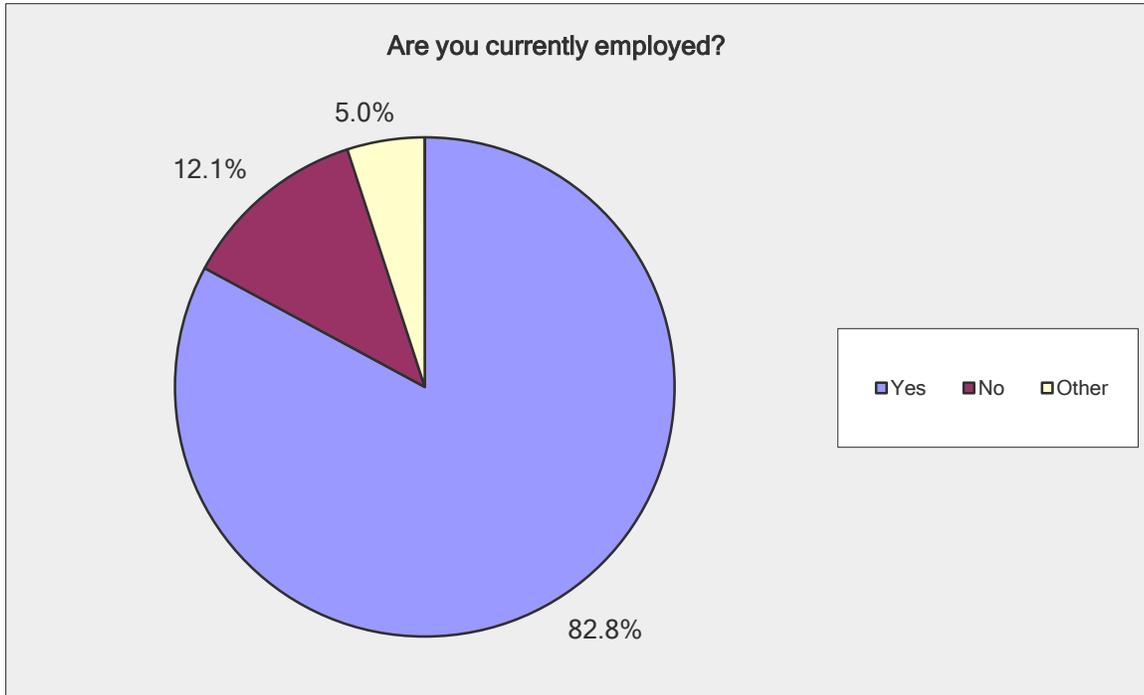
The majority of people, 84%, are aware of the existence of public transportation in the Region 2 area.



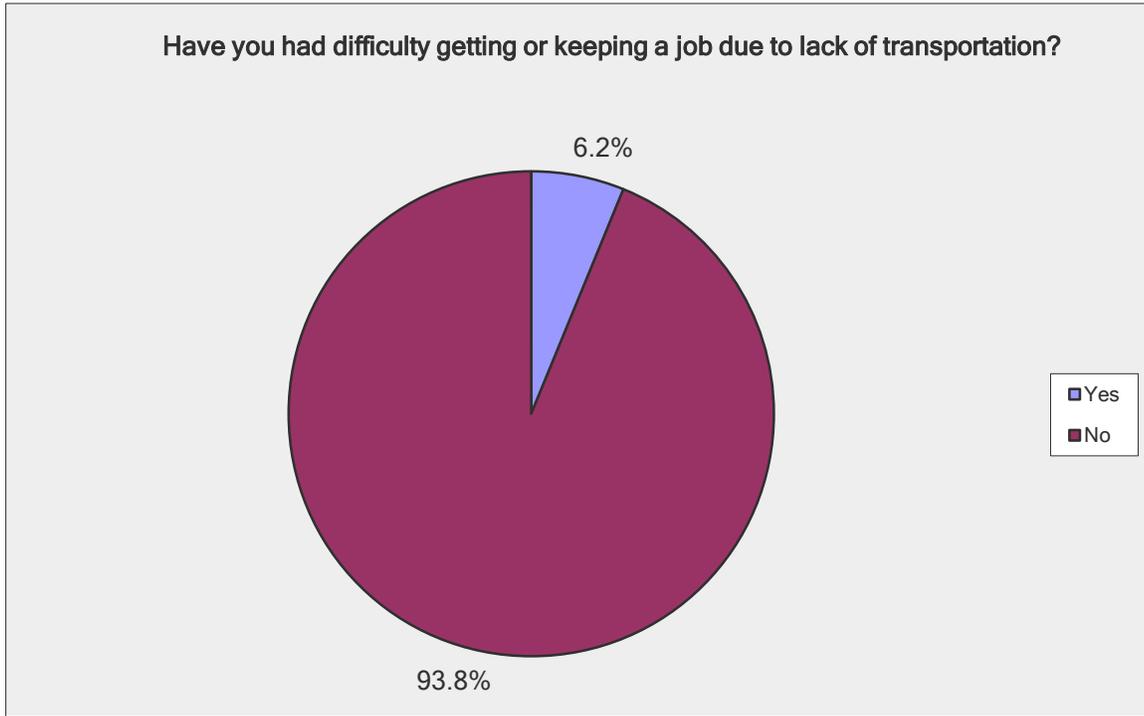
The majority of people, 94%, do not utilize public transportation in the Region 2 area.



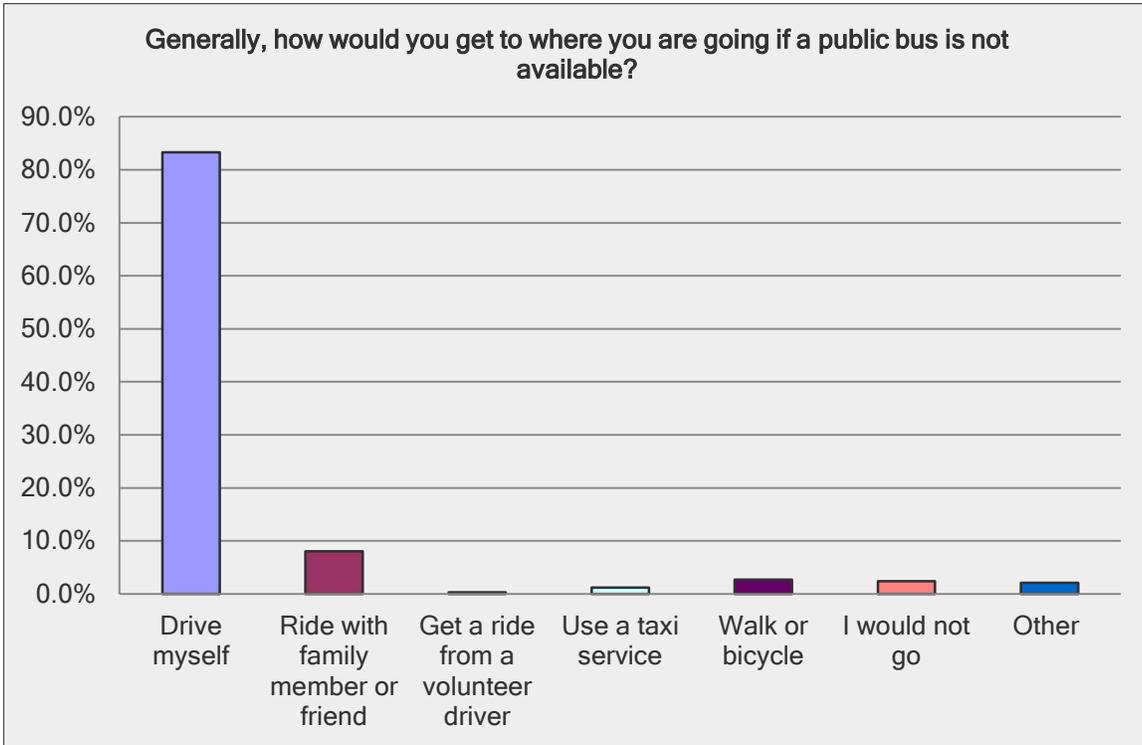
The above table gives some insight into why respondents don't use public transportation. Other responses are as follow can be seen in the Appendix under General Public.



The majority of respondents are currently employed, while the “Other” includes students, retirees or disable people that aren’t able work.



6.2% of respondents in the General Public survey have had difficulty getting or keeping a job due to lack of transportation. This differs from Users that report 17.5% have had difficulty getting or keeping a job.



The final question in the General Public Survey is, “Please provide any suggestions for the public bus system to better serve you:”. As there are many comments and suggestions. Please refer to the Appendix for further detail to this answer.

The complete survey is a quite extensive and very large document, it is included as an Attachment to this PTP.

The survey will be continually analyzed for future projects that can be implemented. Already known priority or ongoing projects are listed in the next section.

## ***SECTION FOUR: Priorities and Strategies***

The following pages outline the goals and projects developed to address what was described as a gap or need in the previous section.

The Mason City Transit System and the Region 2 Transit System annually develop a four year program for operations, vehicle replacements, special projects, expansion and repairs. The Transit Element of the RPA 2 FFY 2016 – FFY 2019 Transportation Improvement Program (TIP) is included as an Appendix. A fifth year would include many of the same projects as the majority of the items included for the TIP are vehicle replacements and operating funds.

The TIP programmed projects identify the Operations/Maintenance/Administration, equipment and fleet needs to operate the Region 2 and Mason City Transit systems, as well as expected federal and state funding at the current levels.

The vehicles identified and programmed for replacement will enable the two fleets to remove aged vehicles from the fleet thereby reducing maintenance expenses, with which the savings could be used to initiate expanded services. Current funding levels restrict the transit services and other providers from expanding their services due to lack of funds.

Beyond the TIP programmed projects the RPA 2 TAG has identified several goals and actions to pursue to continually improve the passenger transportation service in the RPA 2 Region. Some of these goals identify projects listed in the TIP and some are more general policy type goals. As Region 2 Transit is a brokered service with Human Service agencies operating the transit services, the above programmed projects as well as the Goals and Actions stated below will also impact them and their bottom lines.

### **Goal: Provide Quality Public Transit Operation through Region 2 Transit**

**Action:** Region 2 Transit's mission is to provide safe, dependable, and efficient public transit services for all citizens within its service area in a manner that will help them maintain and improve their quality of life. This will be accomplished by continued operation of the system to the most effective and efficient level as possible, by utilizing funding sources for projects listed in the aforementioned TIP page. The service has continually improved operations and made capital investments to provide transportation at a cost that is affordable to the vast majority of the traveling public.

**Partners and Resources:** Region 2 Transit, FTA, IDOT/FTA, 5310, local funds and contract revenue.

**Goal: Upgrade and Maintain Region 2 Transit Fleet (SEE FY2016-FY2019 TIP)**

**Action:** Region 2 Transit plans to replace approximately 12 to 14 vehicles per year. Funding levels, however, limit actual replacement to 2 to 4 vehicles per year. An increase in federal funding would enable Region 2 Transit to maintain a bus replacement schedule according to FTA/IDOT guidelines. This will be accomplished by utilizing funding sources for projects listed in the aforementioned TIP document.

**Partners and Resources:** Region 2 Transit, FTA, IDOT/FTA, local funds, private funds and contract revenue.

**UPDATE:** MAP-21 is expected to reduce the amount of funds available for bus and capital replacement. While the State has provided funding to make up some of this lost funding, it will not be equal to levels seen in the past, which were in themselves inadequate to maintain the fleets across the State.

**Goal: Expand the Region 2 Transit Fleet to meet demands of clients.**

**Action:** Region 2 Transit will annually request STP funds to purchase expansion vehicles.

**Partners and Resources:** Region 2 Transit, RPA 2 Technical Committee, RPA 2 Policy Board, FHWA, FTA, IDOT, local funds, private funds and contract revenue.

**UPDATE:** MAP-21 has also impacted STP funding and Region 2 RPA will see less funding available for road and bridge projects. This may affect whether or not the RPA will allow STP funds to be used for expansion vehicles.

**Goal: Centralize and Coordinate Dispatch Capabilities.**

**Action:** Region 2 Transit is continually upgrading its own custom built program, to be able to create reporting, accounting and vehicle maintenance functions in conjunction with improved dispatch capabilities. The expansion of the dispatch area has further enhanced the coordination, administration, and dispatch capabilities for the Regional Transit system and its various human service providers.

**Partners and Resources:** Region 2 Transit, FTA, IDOT, local funds.

**UPDATE:** Region 2 Transit has continually made improvements to the dispatch capabilities of the system.

**Goal: Upgrade and Maintain the North Iowa Joint Use Transit Facility**

**Action:** Region 2 Transit and Mason City Transit will continually upgrade and maintain the transit facility.

**Partners and Resources:** Region 2 Transit, Mason City Transit, FTA, IDOT, local funds, RIIF, STP, 5339.

**UPDATE:** There are no plans to add additional space to the facility. Maintenance activities are ongoing.

**Action:** Region 2 Transit and Mason City Transit are proposing to add additional storage space for the respective fleets. Currently, excess vehicles are parked in a fenced in storage yard because of lack of additional space in the fleet garage. The proposed project will be to expand the current structure to the south or build an additional building on the site. If that option is not feasible, it's likely a stand-alone structure will be built. This will be a joint project between the two systems.

**Partners and Resources:** Region 2 Transit, Mason City Transit, FTA, IDOT, local funds, RIIF, STP, 5309.

**GOAL: Upgrade and Maintain Mason City Transit Fleet (SEE FY2016-FY2019 TIP)**

**Action:** Mason City Transit plans to replace approximately 2 vehicles per year depending upon the availability of federal grant funds and local matching funds.

**Partners and Resources:** Region 2 Transit, Mason City Transit, FTA, IDOT, local funds, RIIF, STP, 5339.

**UPDATE:** The programming of replacement vehicles will continue so that the system has reliable vehicles, that are more cost effective to maintain

**GOAL: Increase Awareness of Public Transit**

**Action: Continue to promote and market the public transit system.**

Marketing Mason City Transit and Region 2 Transit has been an ongoing effort. Marketing efforts have included: brochures, NIACOG newsletter articles, community visits, community service meeting presentations, newspaper ads, Mason City newsletter and website, yellow page listings and the internet. Arguably, some of these efforts have proven more fruitful than others. But the need for continued marketing and promotion of the system continues.

**Partners and Resources:** Mason City Transit, Region 2 Transit and NIACOG staff (newsletter and website), Region 2 TAG, IDOT, IPTA, RSVP, local media, community service organizations, health and human services organizations and providers.

**UPDATE:** The transit systems have continued with various marketing efforts as have been done in the past. Each new service has had a dedicated brochure created for that service. As new services are added, marketing efforts get undertaken to make potential clients aware of the service.

**Action: Communication**

Mason City Transit and Region 2 Transit need to communicate the availability of the public transit service to those who may need or want to utilize it. And users need to communicate their needs. Generally, these people are the elderly and those with special needs, but others can utilize and benefit from the system. These groups or organizations may include: care centers, schools, congregate meal sites, major employers or major retailers. While the message may be clear, the message needs to be delivered to the proper potential user groups.

**Partners and Resources:** Mason City Transit, Region 2 Transit, NIACOG staff, Region 2 TAG, local media, community service organizations, health and human services organizations and providers.

**UPDATE:** Region 2 Transit continually works with the service providers to improve the service provision and accommodate the needs of users. The United Way North Central Iowa has had several press releases and promotion events of the services they are involved with.

**Goal: Affordable Passenger Transit Service and Funding**

**Action: Educate Financial Partners about the Need for Adequate Funding for Passenger Transit Service**

Funding is critical for adequate delivery of passenger transportation services; whether this service is provided by public transit or through another provider. Education of legislators regarding the importance of passenger transportation is the key along with legislation that supports rather than decreases Mason City or Region 2 Transit service.

**Partners and Resources:** IDOT, IPTA, Federal and State Legislators, County and City Governments, Elderbridge Agency on Aging and United Way, 5310.

**UPDATE:** Region 2 Transit and Mason City Transit have continued to provide safe reliable service and improved their respective fleets without fare increases. Through the use of New Freedoms and JARC funding the Region 2 Transit System has been able to expand service delivery. With the passage of MAP -21 New Freedoms and JA/RC funding was eliminated as line item funding.

**Action: Increase Efficiency**

Increased efficiency will allow for better delivery of service. Combining trips both internally and working to develop a system that will allow for the combination of trips externally will improve efficiency and coordination.

**Partners and Resources:** Mason City Transit, Region 2 Transit, NIACOG staff, IDOT, Region 2 TAG, and passenger transportation providers.

**UPDATE:** Region 2 Transit is continually striving to be as efficient as possible to control costs and be able to continue to provide safe reliable transportation.

**Goal: Retain and Recruit Quality Drivers**

**Action: Retain Quality Drivers**

Safe, honest, dependable and insurable drivers are difficult to find and retain. Financial incentives, benefits and flexibility are all pieces of compensation packages that will assist in the recruitment and retention of drivers. Driver training programs and education are ongoing and should be combined with other agencies when at all possible. These efforts will provide for better and more efficient training.

**Partners and Resources:** Mason City Transit, Region 2 Transit, NIACOG, IDOT, School Districts, and transportation providers.

**UPDATE:** Both Mason City Transit and Region 2 Transit have had a fairly stable pool of full and part-time drivers. Both systems receive positive comments from passengers on the quality of the service they receive.

**Action: Develop a Private Volunteer Driver Program**

Training, licensing, time requirements, insurance, liability and a high level of responsibility make it difficult to find volunteers for transit. The agencies listed below could provide guidance and assistance to help various agencies develop volunteer driver pools.

**Partners and Resources:** Mason City Transit, Region 2 Transit, NIACOG, IDOT, transportation providers, Insurance Companies.

**UPDATE:** This effort has not been actively pursued

**Goal: Provide Additional After Hours Service**

**Action: Evaluate the Need for Expanded Public Transit and After Hours Service**

Based on input from MAP Workshop attendees and continuing through additional TAG meetings, many feel that the services are not accommodating to passengers in the evening hours. Budget restraints and fewer riders make it hard to justify a dedicated service. Local cab companies provide service after the regular transit service, albeit at a much higher cost. After hours and evening service is complicated due to the small number of rides that can be provided combined with the high cost of having a vehicle and driver available. If Mason City Transit and/or Region 2 Transit could partner with other agencies to share the expense of the service, it may be feasible to provide this service.

**Partners and Resources:** Mason City Transit, Region 2 Transit, Local governments, human service agencies, employers, general public fares, FTA or STA funds as available.

**UPDATE:** The comprehensive survey undertaken may provide better insight into what employers, employees and the general public desire for additional after hours service.

**Action: Increase Service Hours to Accommodate Second Shift Employment Opportunities.**

Much like the above for general public service, employees need additional hours of service if they work second shift hours. The expansion of service hours would enable not only the general public, but also employees additional flexibility and opportunities for employment. It might also assist in fulfilling staffing needs of regional employers.

**Partners and Resources:** Employers, employees, Region 2 Transit, IDOT (STA), human service agencies, United Way of North Central Iowa.

**UPDATE:** The potential for this service expansion has been investigated further. Due to the JA/RC funding being eliminated, this funding is not available and would have to be made up from other from other resources. Various options have been looked at and a Demand Response Service appears to be the most cost-effective alternative to proceeding on this project. The City of Mason City is intending to apply for STA Special Project funding with matching funds to be provided through campaign and fundraising efforts of the United Way-North Central Iowa to fund the service. A portion of the funding could also be derived from private employers who would benefit from the service in meeting their staffing needs. Mason City will contract with Region 2 Transit to provide the service, much as the former JA/RC service was operated. It is hoped that the survey will provide a clearer picture of what employers' and employees' needs are for after-hours transportation.

**Goal: Increase Availability of Services**

**Action: Explore Creation of an "Express Route" in Mason City.**

Participants in Region 2 TAG meetings indicated an interest in an express route between the west side of Mason City to various shopping/retail and medical destinations in the heart of Mason City. Several comments were that many people don't want to ride the regular route due to the time, but if there was an express route, they would be more inclined to utilize the service.

**Partners and Resources:** Mason City Transit, Region 2 Transit, nursing homes, MMCNI, retailers.

**UPDATE:** This has not been pursued. Mason City Transit continually evaluates the needs and requests of passengers to ensure that the fixed route service is meeting riders' needs. As these needs change the routes can also be changed.

**Goal: Increase transportation access for employment opportunities in the Region.**

**Action: Investigate the Creation of Additional Shuttle Services, Subscription Services and Van Pools to Expand on the NICE Shuttle.**

Region 2 Transit currently provides an employment shuttle to Winnebago Industries in Forest City, Iowa. This was originally intended to be a van pool, however the shuttle service has worked well, while the van pool never took off. With the addition of a 30 passenger vehicle, fares alone will be sufficient to support the shuttle service.

**Partners and Resources:** Employers, employees, Region 2 Transit, IDOT (STA), human service agencies, United Way of North Central Iowa.

**UPDATE:** The North Iowa Commuter Express (NICE) was created. It has since been awarded a 3 year expansion for 50/50 operations and funding to purchase two (2) 30 passenger vans. Other shuttle opportunities may exist.

**Goal: Increase Passenger Transportation Coordination**

**Action:** Coordination of transit service has always been a high priority for Region 2 Transit and Mason City Transit as evidenced by the cooperation shown in the Joint Transit Facility and Region 2 Transit providing para-transit services in Mason City. Further coordination with the United Way, Elderbridge, social service agencies and local governments have been successful. Additional efforts can and should be pursued. The Region 2 TAG will formulate and promote transit coordination efforts.

**Partners and Resources:** Region 2 Transit, Mason City Transit, RPA 2 TAG, NIACOG, United Way of North Central Iowa, Elderbridge Agency on Aging, Mercy Medical Center North Iowa.

**UPDATE:** Region 2 Transit is primarily served through providers that are local government administered, human service agency administered, or privately run. Region 2 continually works with its' providers to address the needs of the providers themselves as well as the clients or passengers.

**Action:** Full utilization of vehicles would increase efficiency in passenger transportation. Capital vehicle purchases are extremely expensive and these units need to be utilized as much as possible. Buses and vans at elderly care facilities, workshops, or other entities that provide less than a few rides per week or travel less than a few thousand miles a month or year are inefficient. Coordination or management of these units by Region 2 Transit would increase the utilization of these vehicles, provide increased transportation opportunities and coordination and likely reduce costs.

**Partners and Resources:** Region 2 Transit, Elderly Care facilities, Elderbridge

**UPDATE:** Region 2 Transit provides passenger transportation to many of the facilities listed above even if they have their own vehicles. It is unlikely that many of these facilities could or be willing to give up their vehicles due to after-hours trips or other needs. This has not changed.

## SPECIFIC TAG IDENTIFIED PROJECTS

Several projects have been specifically identified by the RPA 2 TAG process as well as potential future projects. While discussion of existing and proposed projects are further illustrated in the minutes attached as an Appendix, a summary of the projects is provided below.

The RPA 2 TAG first developed a shuttle service to Iowa City to meet an identified transportation need for medical appointments only available at Iowa City. This shuttle service was called the Saints Shuttle. While originally intended to meet the needs of patients that can only get medical care in Iowa City, the Shuttle was open to the public for a modest fare. Funding for this shuttle was through New Freedoms and United Way of North Central Iowa. Since that time two other shuttles have been developed to provide transportation for medical appointments, first in Fort Dodge for both medical and dental, then Marshalltown for medical. The shuttle to Fort Dodge was called the Fort Dodge Dash, and to Marshalltown the Marshalltown Missile. These shuttles were funded by STA Special Projects funding and United Way of North Central Iowa. All of these shuttles were discussed at every meeting of the TAG and adjusted as necessary to meet the needs of customers. As TAG meetings have continued, other projects have been identified, including the North Iowa Commuter Express (NICE) Shuttle. The NICE Shuttle was envisioned to be a vanpool that has turned into an employment shuttle to Winnebago Industries in Forest City. The following table illustrates specific project recommended by the TAG to further develop at this time or in the near future:

<b>Project</b>	<b>Federal/State Source</b>	<b>Local Source</b>	<b>Year</b>
Midnight Special**	STA Special Projects	United Way-NCI	2015-2016
North Iowa Commuter Express N.I.C.E. *	Fares	Users	2015-2016, On-going
Expanded Bus Storage Facility**	PTIG	NIACOG/City of Mason City	2015-2016
Bus Wraps*	Charges	Advertisees	On-going
Additional Employment Shuttles	STA Special Projects	United Way-NCI, Employers	2015-2016, On-going

\* Existing project, \*\* New Project proposal

In addition, the TAG is concurring with the normal operating and capital replacements proposed in the FY 2016-FY 2019 TIP as follows: THESE ARE DRAFT NUMBERS AND WILL BE ADJUSTED FR THE FINAL DOCUMENT.

<b>Project</b>	<b>Federal/State Source</b>	<b>Local Source</b>	<b>Year</b>
One 176" ADA Diesel	\$82,450	NIARTS	2016
Seventeen 158" ADA Diesels	\$1,369,282	NIARTS	2016
Operating	\$828,495 FTA	NIARTS	2016
Operating	\$414,299 STA	NIARTS	2016
Two 176" Diesel Urbans	\$171,598	MCMTA	2016
Operating	\$469,737 FTA	MCMTA	2016
Operating	\$287,639 STA	MCMTA	2016

## ***SECTION FIVE: Funding***

The following is a summary of the possible financial resources available to fund transportation services:

### **Bus and Bus Facilities Formula Grants (5339)**

A new formula program created under MAP-21, Section 5339 funds can finance capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. In Iowa, approximately \$1,250,000 is received annually to be spent in small urban (under 50,000 population) and regional transit systems and receives individual allocations for each large urban transit system serving populations between 50,000 and 200,000. The large urban funds are pooled since individual allocations would not allow for bus purchases on an annual basis. All funds are spent on vehicle replacements rather than on expansion vehicles or bus-related facilities. Funds are distributed utilizing the vehicle rankings of the Public Transit Management System (PTMS). Transit systems serving populations over 200,000 receive direct allocations from the Federal Transit Administration and are not included in the statewide distribution though PTMS.

Funding ratios are 85% federal/15% local for vehicles with ADA features and Clean Air adaptations, and 80% federal/20% local for all other vehicles

### **Rural and Small Urban Areas (5311)**

Section 5311 funds provide formula funding to states for the purpose of supporting public transportation in areas less than 50,000 in population. It is apportioned in proportion to each state's non-urbanized population. Funds may be used for capital, operating, state administration, and project administration expenses. Federal regulation requires each state to prepare an annual program of projects, which must provide for fair and equitable distribution of funds within the states, including Indian reservations, and must provide for maximum feasible coordination with transportation services assisted by other Federal sources

Funds for 5310 and 5311 Programs are commingled at the state level and distributed to the various transit systems around the state. ***The Region 2 Transit System is projected to receive \$828,495 in FY2016. The Mason City Transit Service is projected to receive \$469,737 in 2016.***

### **Surface Transportation Funds (STP)**

STP funds have been used by the Region 2 Transit System for expansion vehicles, equipment purchases and facility improvements.

The Region 2 Transit System and Mason City Transit jointly applied for STP funds in RPA 2 to aid in funding the joint use transit facility that now houses Region 2 Transit, NIACOG and the Mason City Transit Fleet.

In the past, the Region 2 Transit System has utilized STP funding for the purchase of expansion vehicles for the fleet. This process has continued as the RPA 2 Technical Committee has seen that funding of expansion Transit vehicles is necessary due to the aging fleet, lack of vehicle replacement

funds and policies that require a certain number of miles to be put on vehicles, new or old, prior to replacement, even if it would require thousands of dollars to make them road worthy. Systems are penalized by removing replacement vehicles from the list if the vehicles to be replaced do not meet certain mileage requirements or if other vehicles do not meet the mileage thresholds. These requirements force systems to continually spend money on repairing vehicles that should be taken out of service until they can be replaced due to being well past their useful life. It is expected that Region 2 Transit will continue to request funds according to IDOT guidance for vehicle purchase to expand the number of vehicles in the Region 2 fleet.

#### Public Transit Infrastructure Grants

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 Program. Projects can involve new construction, reconstruction or remodeling, but must include a vertical component to qualify. They are evaluated based on the anticipated benefits to transit, as well as the ability to have projects completed quickly. State 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. Also, no single system can receive more than 40% of the total available infrastructure funding in a given year.

Region 2 Transit requested funds for several projects within the joint Region 2/Mason City transit facility and was awarded \$58,320 in FY07. This project is now completed.

Region 2 Transit recently applied for and was awarded funds for an expansion of the transit dispatch area. This project added additional office space for administration and dispatch.

Region 2 Transit and Mason City Transit expect to submit a PTIG application for the expansion of the storage facility at the upcoming funding cycle..

#### Intercity Bus Assistance

Generally, this funding source is used by major transportation carriers such as Jefferson lines and is not an option for the Region2 or Mason City Transit services.

#### Iowa Clean Air Attainment Program (ICAAP)

This program is one of the five core funding programs of the Federal Highway Administration (FHWA) that can be flexed between highway, transit or bicycle/pedestrian uses. Nationally, the Congestion Mitigation/Air Quality (CMAQ) program is intended to fund transportation projects to assist metropolitan areas that are in violation of Clean Air Act standards. In those states with areas in violation, much or all of the CMAQ monies must be spent in the affected areas for projects conforming to a state air quality implementation plan. Because Iowa does not have any area in violation of transportation-related federal clean air standards, the state receives a minimum allocation of CMAQ funding that can be used anywhere in the state for any purpose for which STP funds can be used on the same 80% federal, 20% non-federal basis.

In Iowa, funds are programmed for highway or transit projects through a statewide application process. Funds are awarded based on the project's anticipated air quality or congestion relief benefits. Applications are due the first business day of October for projects to begin in the following federal fiscal year. Project selections are determined in February. When ICAAP funds are programmed for transit projects, funding is transferred from FHWA to FTA for administration through the statewide grant under either the 5307 or 5311 programs depending on whether the projects are in urbanized or non-urbanized areas.

#### State Transit Assistance (STA)

STA funding is derived from the use tax on the sale of motor vehicles. Funds can be used either for transit capital improvements or operations to support a transit program at local discretion. The FY16 projection for Region 2 Transit is \$414,299. Mason City Transit's projection is \$287,639.

#### STA Special Projects

Each year up to \$300,000 of the total STA funds are set aside to fund "special projects." These can include grants to individual systems to support transit services which are developed in conjunction with human service agencies, or statewide projects to improve public transit in Iowa through such means as technical training for transit system or planning agency personnel, statewide marketing campaigns, etc.

#### Coordination of Special Projects

This is considered an "immediate opportunity" program by the Iowa DOT, meaning that these funds can be applied for at any time of the year as an opportunity arises, provided that funding is still available. Funded projects are intended to assist with start-up of new services that have been identified as needs by health, employment or human service agencies participating in the Passenger Transportation Planning process. Most projects are small in scope and typically will fall within the \$5,000-\$25,000 range. Funding for operating projects may be for up to a two-years, with maximum STA participation of 80% of net project cost in the first year and 50% of net project cost in the second year. Capital projects may have a maximum 80% STA share. Priority is given to projects which include a contribution from human service agencies.

A major component of the state-wide Special Projects fund is a program of transit training fellowships that parallels the RTAP fellowship program described previously. The STA fellowship program focuses on training costs for Iowa's large urban transit systems and metropolitan planning organizations that are not eligible under RTAP.

The statewide project funds can also be used on statewide transit marketing and projects exploring new transit technologies. The administrative rules provide flexibility for use of the funding.

If not needed for special projects, the money set aside for that purpose may be moved back into the STA formula program for distribution to all systems.

### 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.

### Advertising Revenues

Sale of on-board advertising or advertising space in brochures, etc., can provide some additional revenues to the transit program.

### Transit Levies

Municipalities are allowed under Iowa Code to levy taxes for transit service. As shown in the table below, well over \$2,500,000 could be raised if all of the municipalities in the Region were to levy at the fullest extent allowed by law. Of the cities listed, only the City of Charles City actually utilizes this levy to fund transit services. For the 2013 tax year, the City of Charles City generates \$76,509 from this levy. Many city councils do not see it as an option to levy a tax that is perceived to only benefit a few users of the systems. The marketing effort described as one of the goals of this PTP, could be an avenue to educating cities about the benefits of the transit system and justification of the levy, as well as increasing ridership.

<b>Potential Value of Municipal Transit Levy Allowed by Iowa Code in the Region 2 Area</b>			
<b>City Name</b>	<b>Taxable Value</b>	<b>Taxable Value/\$1000</b>	<b>Levy</b>
CLEAR LAKE	\$409,846,650	\$409,847	\$389,354
DOUGHERTY	\$813,695	\$814	\$773
MASON CITY	\$1,028,477,982	\$1,028,478	\$977,054
MESERVEY	\$3,047,744	\$3,048	\$2,895
PLYMOUTH	\$8,990,031	\$8,990	\$8,541
ROCK FALLS	\$5,097,763	\$5,098	\$4,843
ROCKWELL	\$26,371,636	\$26,372	\$25,053
SWALEDALE	\$2,733,185	\$2,733	\$2,597

<b>Potential Value of Municipal Transit Levy Allowed by Iowa Code in the Region 2 Area</b>			
<b>City Name</b>	<b>Taxable Value</b>	<b>Taxable Value/\$1000</b>	<b>Levy</b>
THORNTON	\$7,983,012	\$7,983	\$7,584
VENTURA	\$47,434,805	\$47,435	\$45,063
CHARLES CITY	\$216,945,785	\$216,946	\$206,098
COLWELL	\$1,306,816	\$1,307	\$1,241
FLOYD	\$7,251,672	\$7,252	\$6,889
MARBLE ROCK	\$4,869,250	\$4,869	\$4,626
NORA SPRINGS	\$35,781,650	\$35,782	\$33,993
ROCKFORD	\$18,739,146	\$18,739	\$17,802
RUDD	\$10,095,321	\$10,095	\$9,591
ALEXANDER	\$2,730,270	\$2,730	\$2,594
COULTER	\$3,775,201	\$3,775	\$3,586
GENEVA	\$2,686,896	\$2,687	\$2,553
HAMPTON	\$102,370,139	\$102,370	\$97,252
HANSELL	\$1,493,307	\$1,493	\$1,419
LATIMER	\$12,263,235	\$12,263	\$11,650
POPEJOY	\$711,005	\$711	\$675
SHEFFIELD	\$31,813,726	\$31,814	\$30,223
BRITT	\$49,200,746	\$49,201	\$46,741
CORWITH	\$4,682,285	\$4,682	\$4,448
CRYSTAL LAKE	\$3,628,655	\$3,629	\$3,447
GARNER	\$95,246,296	\$95,246	\$90,484
GOODELL	\$1,692,856	\$1,693	\$1,608
KANAWHA	\$15,252,920	\$15,253	\$14,490
KLEMME	\$8,458,989	\$8,459	\$8,036
WODEN	\$5,949,824	\$5,950	\$5,652
ALGONA	\$217,698,419	\$217,698	\$206,813
BANCROFT	\$16,564,980	\$16,565	\$15,737
BURT	\$6,240,511	\$6,241	\$5,928
FENTON	\$3,284,715	\$3,285	\$3,120
LAKOTA	\$3,670,959	\$3,671	\$3,487
LEDYARD	\$3,187,185	\$3,187	\$3,028
LONE ROCK	\$3,060,359	\$3,060	\$2,907
LUVERNE	\$7,785,567	\$7,786	\$7,396
SWEA CITY	\$8,838,008	\$8,838	\$8,396
TITONKA	\$6,795,749	\$6,796	\$6,456
WESLEY	\$11,483,827	\$11,484	\$10,910
WHITTEMORE	\$9,417,917	\$9,418	\$8,947
CARPENTER	\$1,813,039	\$1,813	\$1,722
MCINTIRE	\$1,500,794	\$1,501	\$1,426
MITCHELL	\$2,721,883	\$2,722	\$2,586
ORCHARD	\$888,226	\$888	\$844

<b>Potential Value of Municipal Transit Levy Allowed by Iowa Code in the Region 2 Area</b>			
<b>City Name</b>	<b>Taxable Value</b>	<b>Taxable Value/\$1000</b>	<b>Levy</b>
OSAGE	\$85,559,950	\$85,560	\$81,282
RICEVILLE	\$16,799,263	\$16,799	\$15,959
ST ANSGAR	\$34,800,638	\$34,801	\$33,061
STACYVILLE	\$10,067,210	\$10,067	\$9,564
BUFFALO CENTER	\$16,852,405	\$16,852	\$16,010
FOREST CITY	\$122,751,375	\$122,751	\$116,614
LAKE MILLS	\$41,229,214	\$41,229	\$39,168
LELAND	\$5,262,833	\$5,263	\$5,000
RAKE	\$8,573,020	\$8,573	\$8,144
SCARVILLE	\$1,140,555	\$1,141	\$1,084
THOMPSON	\$11,144,559	\$11,145	\$10,587
FERTILE	\$6,385,450	\$6,385	\$6,066
GRAFTON	\$5,413,284	\$5,413	\$5,143
HANLONTOWN	\$5,980,171	\$5,980	\$5,681
JOICE	\$7,951,506	\$7,952	\$7,554
KENSETT	\$4,896,466	\$4,896	\$4,652
MANLY	\$24,019,475	\$24,019	\$22,819
NORTHWOOD	\$46,686,515	\$46,687	\$44,352
<b>REGION TOTAL</b>	<b>\$2,938,208,520</b>	<b>\$2,938,209</b>	<b>\$2,791,298</b>

## **Health and Human Service Programs**

It may be possible to use other funding sources besides Department of Transportation/Federal Transit programs to fund transportation projects. Other federal and state programs allow funds to be used for transportation services. Many of these are already utilized by the passenger transportation service providers on an individual client basis as well as through allocations from agencies to the providers including the Mason City and Region 2 Transit systems.

### Department of Education

- Assistance for Education of All Children with Disabilities

### Department of Health and Human Services — Administration for Children and Families

- Community Services Block Grant Program
- Head Start
- Social Services Block Grants
- State Councils on Development Disabilities and Protection & Advocacy Systems
- Temporary Assistance for Needy Families
- Promoting Safe and Stable Families Program
- Developmental Disabilities Project of National Significance
- Refugee and Entrant Assistance Discretionary Grants
- Refugee and Entrant Assistance State Administered Programs
- Refugee and Entrant Assistance Targeted Assistance
- Refugee and Entrant Assistance Voluntary Agency Program

Administration on Aging

- Grants for Supportive Services and Senior Centers
- Programs for American Indian, Alaskan Native, and Native Hawaiian Elders

Centers for Medicare and Medicaid

- Medicaid
- State Children's Health Insurance Program

Health Resources and Services Administration

- Community Health Centers
- Healthy Communities Program
- HJV Care Formula
- Rural Health Care Network
- Rural Health Care Outreach Program
- Healthy Start Initiative
- Maternal and Child Services Grants
- Ryan White CARE Act Program

Substance Abuse Mental Health Service Administration

- Community Mental Health Service Block Grant

Department of Housing and Urban Development Office of Community Planning and Development

- Community Development Block Grant

Both the Region 2 Transit System and Mason City Transit utilize funds from the above programs, but are not able to quantify the amounts of assistance for the purposes of the Plan.

# **APPENDIX**

## **TAG MINUTES**

**Region 2 RPA**  
**Transportation Advisory Group**  
**May 9, 2013**  
**8:30 AM**

Minutes

**Members present:** Drew Norton – United Way, Jennifer Kammeyer – United Way, Cait Hamilton – United Way, Cindy Johnson – Region 2 Transit, Kevin Kramer – Region 2 Transit, and Pat Otto - Mason City Transit.

**1. Call to order**

Meeting was called to order at 8:50 a.m.

**2. Review Minutes from April 11, 2013.** Kammeyer asked if there were any corrections to the April 11, 2013, minutes. No corrections voiced. Kammeyer stated the minutes will stand as read.

**3. Shuttle/Special Service, etc. updates**

A spreadsheet summary was not available at the time of the meeting but will be distributed as soon as available.

Kevin Kramer gave the following report on the shuttles:

The Marshalltown Missile is doing very well. Several times a bigger bus was needed.

Ft. Dodge Dash Shuttle:

contract has expired

total of four (4) requests over the past several months; one request at a time

currently there is no further funding available

rider numbers won't support continuation

Points discussed:

whether to seek further funding or pull back shuttle information

level of knowledge of shuttle service being available

identification of information distribution points within Kossuth County

length of service provided by Region 2 Transit to the Kossuth County area

improvement and extended services provided over the past 3 years

is Ft. Dodge the only location where people can have prescriptions filled

can prescriptions be mailed

Responses:

If residents remain unaware of the shuttle's existence, there is no need to announce the end of the service

Many people going to Clarksville for prescriptions; Clarksville is outside Region 2 service area

People now have prescriptions filled during medical visits in Waterloo or Iowa City

Not all locations will mail prescriptions

Jennifer moved to cease rides in Ft. Dodge; Pat seconded the motion; all present voted Aye, motion carried.

#### Iowa City Saints Shuttle:

Still doing very well; lots of reservations; not too many cancellations/no-shows  
Passengers include general public, Iowa Cares, and TMS

Cindy relayed information received from Alice Ciavarelli that the medical homes/hospitals are happy with the shuttle services being available and dependable (on time, etc.).

Jennifer expressed an interest in receiving results showing appointment attendance connected to shuttle services.

#### Points discussed:

TMS is imposing members to book appointments on shuttle days or risk not receiving service  
Is IME contributing any funding to operation of shuttles  
Any reduction of UW pledged funding when TMS passengers ride shuttle  
How are shuttle services being promoted to people on Medicaid

#### Responses:

IMMN has a Medicaid committee that meets prior to all the ITCC meetings to discuss NEMT issues; the committee consists of representatives from IMMN, IPTA, IME, and TMS; responses/actions from TMS have been unsatisfactory  
Cedar Rapids TAG plans to address TMS with regard to their procedures and attitudes  
Terry Bergen, Mobility Manager with Neighborhood Transportation Services in Cedar Rapids has collected grievances and customer service results to provide to IME & State legislators  
IME will not provide additional funding for shuttle services;  
further discussion needed to determine UW/TMS division of funding for shuttles  
IME stated they mailed shuttle informational letters to all Medicaid participants

Jennifer stated she was asked to serve on the ITTC and will present at the meeting on July 10<sup>th</sup>, 2013, and also requested a list of grievances against TMS to put before the ITTC group.

#### **4. North Iowa Commuter Express (N.I.C.E.) Shuttle**

Jennifer, Cait and Drew gave the following report:

suggestions for attention-grabbing motto or jingle to include in advertising  
large posters have been sent to area HR departments including Winnebago Industries, CDI, Iowa Mold & Tool, Stellar, Larson Manufacturing, 3M, Holland Contracting  
NICE brochure being distributed; Logo designed by Jim Zach  
online and paper surveys are still available; businesses are encouraged to distribute survey info; survey link on UW website  
survey results starting to show pattern of difference of length for some shifts  
response to the online survey has been less than anticipated  
Winnebago HR stated more definite answers were needed to questions that would determine interest from employees before posting NICE information

Points discussed:

cost per participant depends on participating ridership for each bus; estimated minimum of 4 passengers to break even  
3M & Holland Contracting within walking distance from Winnebago parking; riders need not be employed by same company to rideshare  
DandyLand is a small corporation created by retired farmers; active farmers are hired to farm idle land and the revenue is split; workers could use NICE  
how many buses are available and where will they be located  
Teresa will use computer program to coordinate schedules

Kevin gave the following report:

Received word from Ryan Ward of IDOT to submit an application for NICE as a STA Special Project

NICE would be funded as a pilot project until September 30, 2014 with STA Special Project funds then submit an application for ICAP funding which must be received by October 1, 2013  
ICAP funding would not begin until October 1, 2015  
funding 50/50 with State funds until September 30, 2015

Continued discussion of NICE details:

calculation of mileage/gas/number of passengers to keep fares low; \$0.56 mile x # of passengers; door-to-door or central point pickup; mileage tracking  
Winnebago Industries HR said employee surveys showed a \$25-\$35 threshold on fares  
Winnebago Industries had exhausted the area looking for employees; need to come from wider range  
Winnebago HR cannot payroll deduct NICE fares without a budget amendment after the NICE project is approved and financed  
cafeteria plans, cash, credit cards – Smart Phones can use a card reader and The Square application on phone; Iowa Plan is \$0.25 per transaction  
CDI currently has a \$5.00 day carpool but if driver misses work, whole carpool misses work  
keep fares low to be affordable; within family's disposable income  
if service is kept within a 60-mile radius & fill bus w/13 passengers, fares would be the lowest  
employees at Stellar are very excited for service to begin; also a \$25-\$35 threshold on fares  
Do drivers need licenses upgraded to a Class D Chauffeur's ?  
Region 2 currently has 4 buses ready to commit to NICE; up to 10 could be available; 130 people cap.

Kevin received a call from the Department of Corrections stating they had several clients that are unable to accept employment due to inability to drive; clients could find & keep employment using NICE

NICE marketing strategies discussed:

sleep on the bus  
don't worry about winter weather  
save gas and depreciation on your vehicle  
park and drive or park and ride  
newsletters within each county or town, radio ads, websites, TV, education channels  
storyboard in place

## **5. Bus Advertising**

Kevin stated he will be attending the Board Meeting where he will submit an attachment for transit advertising policy for approval. Once a policy is in place, we will sign a contract with Houck Ads.

Houc Ads will conduct nearly all of the aspects including sales, initial installation and reinstallation of wraps. Houck Ads representatives will visit all counties and communities to sell ads.

Points discussed:

permission to proceed with bus wraps approved at last TAG meeting

will aid as revenue source for transportation improvements

Houck Ads offers 50% off advertising for non-profit community projects

transit will receive 50% of revenue

Region 2 has 52 buses currently being prepped for wraps

United Way will probably purchase the first set of wraps

can the United Way logo be included

## **6. Next Meeting Date – June 13, 2013, 8:30 AM at NIACOG**

**7. Adjourn** - Meeting adjourned at 10:00 a.m. with a motion by Kammeyer, seconded by Pat Otto, All present voted Aye and the meeting adjourned.

Respectfully Submitted

Cindy Johnson

Region 2 Travel Navigator

**Region 2 RPA**  
**Transportation Advisory Group**  
**June 14, 2012**  
**8:30 AM**

Minutes

**Members present:** Alice Ciavarelli - MMCNI, Alice Phillips – The ARC, Cindy Johnson – NIACOG, Jennifer Kammeyer – United Way, Kevin Kramer – NIACOG, Teresa Collins – NIACOG, Chris Diggins – NIACOG Also present: Brent Willett – North Iowa Corridor Economic Development Corp.

**1. Call to order**

Meeting was called to order at 8:40 a.m.

**2. Review Minutes from May 10, 2012 (Attached)** A motion was made by Kammeyer, seconded by Otto to approve the minutes as presented. All present voted aye and the motion passed unanimously.

**3. Saints Shuttle update**

Teresa reported on the activity of the shuttle:

*been in operation since February 1st.*

*April 6 trips with 13 rides*

*Teresa working on May rides*

The Saints Shuttle has expanded the opportunities for riders to board the Saints Shuttle by adding stops in Charles City, Waverly and Waterloo. The same fares and requirements apply and the service is open to the public as well. With the new stops, riders can get on or off at any of the stops along the way. (i.e Mason City to Waterloo)

**4. Ft. Dodge Dash update**

Teresa reported on the activity of the Dash:

*started on April 10th.*

*April – 14 adult riders, with no Iowa Cares riders during April. Alice Civarelli did provide vouchers, non in April were Iowa Cares patients*

*Teresa working on May rides*

**5. Iowa Cares update**

Kevin reported that we began offering the service to IowaCare patients on May 1<sup>st</sup>. Press release was sent out and an interview was done with KIMT. The Iowa DOT sent their press release out on the 7<sup>th</sup>. The DOT will be soon be sending out letters and brochures to all IowaCare members. IDOT has yet to get some of their information out. While the service is open to the public, Iowa Cares riders must state they are Iowa Cares rider for the subsidized ride. There is no verification process.

Kevin provided updated brochures for both the Iowa Cares and Saints Shuttle.

**6. Discuss, brainstorm for New Projects**

Brent Willett was in attendance to address the Group regarding the IITC timeline item about the potential Economic Development opportunities for Passenger Transportation. It was explained that

this topic came up last June at a workshop attended. Members explained that they saw transportation as potentially and economic development opportunity as well as a major factor for employers and employees. The Group would like to get the ED professionals input as to transportation issues, and ideas to address those issues. Through cooperation, both entities could potentially help each other. It's just a matter of what each can bring to the table as far as needs, solutions, resources (both financial and informational). Willett stated that transportation is always a factor for employers being able to count on their employees. The Group stated that there are possibilities that if the Marketing alliance can provide input as to what the issues are, this committee could look at specific funding sources or programs and the transportation providers could develop services to address the issues. Or, partnerships could be instigated between the area employers and transportation providers, etc. Willett expressed a desire to carry the information to other members of the alliance and bring back their information.

Following the ED discussion, future projects ideas were discussed. The ideas include: bike racks for busses, weekend service, night-time/afterhours service both locally and to other cities, and shuttles from one city to another, i.e. Sheffield to Rockwell pool. There was also discussion of a preschool service as United Way has gotten an application to provide transportation for several preschools. These items will be further discussed to determine costs/feasibility, etc.

#### **7. Other Discussion, Issues**

In other discussion, billing United Way for the Saints shuttle was discussed. Kevin, Joe and Jennifer will work on this. Jennifer stated that United Way is very focused on kids and healthy eating. They are looking to raise funds for a backpack meal program and all unused funds need to go back to their regular pool for funding other of the many priorities United Way has.

#### **8. Next Meeting Date – July 12, 2012, 8:30 AM**

#### **9. Adjourn**

Meeting adjourned at 9:50 a.m.

**Region 2 RPA**  
**Transportation Advisory Group**  
**July 11, 2013**  
**8:30 AM**

Minutes

**Members present:** Drew Norton – United Way, Jennifer Kammeyer – United Way, Teresa Collins – Region 2 Transit, Kevin Kramer – Region 2 Transit, , Pat Otto - Mason City Transit, Chris Diggins, NIACOG, Alice Civarelli, MMC-NI, Cindy Johnson, Region 2 Transit

**1. Call to order**

Meeting was called to order at 8:30 a.m.

**2. Review Minutes from June 13, 2013.**

Kammeyer asked if there were any corrections to the June 13, 2013, minutes. No corrections voiced. Kammeyer stated the minutes will stand as read.

**3. Bus Advertising**

Houck Advertising and Region 2 Transit have a contract to begin advertising on Region 2 buses. Houck is hiring staff dedicated to Iowa staff and will soon begin selling space. Jennifer said she had spoken with them about buying a wrap and wondered if the Committee was OK with proposing a reduced rate, since 50% goes to Region 2 and could assist TAG activities? There were no objections, just a question as to whether Joe would go along with it. It's almost like charging yourself.

**4. Shuttle/Special Service, etc. updates, Iowa City, Marshalltown**

There wasn't much to report. A summary sheet wasn't available showing rides. A handout was given explaining that IowaCare will end on December 31, 2013. A newly approved medical program, will take its place, but will not start until January 1, 2014. As of July 1, 2013, IowaCare will no longer be accepting new individuals. For those already enrolled there will be no changes to service until the new program starts.

**5. North Iowa Commuter Express (N.I.C.E.) Shuttle Discussion**

The survey has shown there are sufficient riders for a vanpool to Forest City now. It is expected that this service will start mid-July as there are some coordination and administrative items to take care of still. Kevin provided copies of the agreements drivers and passengers need to complete. Jennifer stated there is a company picnic she and Kevin will be attending at Winnebago to promote NICE. Also, Kevin, Jennifer and others will be at the Winnebago facility on Monday to show the vehicle, promote the NICE service and answer questions and explain the service. Jennifer would like to see the employment services more involved. They claim a need for transportation for their pool of employees. Suggestions of employers including the temps services could subsidize the cost or front the fees until the employees get their first checks..

Cindy stated she had attended the Lake Mills Job fair and promoted the service. Traffic was light, but most seemed interested in the service.

## **6. ITCC-Jennifer:**

Jennifer informed the TAG of her meeting at the Iowa Transportation Coordination Council. She talked about topics of discussion there such as the increased discussion and desire for volunteer drivers. There is a survey going out to see what the needs are. Jeremy Johnson-Miller is the point of contact for that. Jennifer also stated there seems to be a disconnect of this Council and actual coordination. The Council wants to see and encourages Coordination, but even the TMS manager did not know that United Way is assisting in subsidizing the Saints Shuttle that he is now denying service to some families. A comment was made that everyone was “sick of hearing about Mason City, etc.” She stated that the TAG probably should move more to an advocacy role. We need to get the word out about the needs and lack of funding. The 2014 Spring Summit will be May 15, 2014, at Marshalltown.

Veterans Transportation was discussed as well as this seems to be coming up across the State. Diggins said over the years he has heard that the Veterans don’t participate for fear of having to “give up” their transportation. We had Alan Murphy come to a meeting, but other than that, there hasn’t been much participation.

## **7. Other Discussion, Issues**

Otto explained that there would be no changes to the West Central route as discussed at the last meeting. MC Transit is however, looking at doing a long range study for transit service. This would be primarily getting away from the Hub and Spoke model.

## **8. Next Meeting Date**

The next meeting is August 8, 2013 at 8:30 AM.

## **9. Adjourn –**

Meeting adjourned at 9:40 a.m.

Respectfully Submitted

Chris Diggins

**Region 2 RPA  
Transportation Advisory Group  
August 8, 2013  
8:30 AM**

Minutes

**Members present:** Jennifer Kammeyer – United Way, Teresa Collins – Region 2 Transit, Kevin Kramer – Region 2 Transit, , Pat Otto - Mason City Transit, Chris Diggins, NIACOG, Kim Doughty-Elderbridge Agency on Aging

**1. Call to order**

Meeting was called to order at 8:35 a.m.

**2. Review Minutes from June 13, 2013.**

The minutes were reviewed and approved with corrections.

**3. Bus Advertising**

There may be a first potential client for bus advertising on a Region 2 bus.

**4. Shuttle/Special Service, etc. updates, Iowa City, Marshalltown**

This was moved on the agenda in order to get right into the NICE Discussion. Following the NICE discussion Teresa provided ride counts for June for both the Iowa City Shuttle (76) and Marshalltown Missile (57).

**5. North Iowa Commuter Express (NICE) Shuttle Discussion**

There are issues arising with the prospect of the NICE Shuttle Project. Many of those that were initially interested in the shuttle haven't followed through. Employers still state there is a huge need for the service, however, hesitation or doubts is impeding progress on getting the shuttle started. With these issues, Jennifer proposed starting a fixed route service from Mason City to Winnebago. This will be a trial basis, subsidized by United Way funds to see if with further marketing and outreach, the initial NICE vanpool can come to fruition.

All agreed to utilize United Way funding committed for transportation in the Region to start the fixed route service from the transfer center in Central Park in Mason City to gate #1 at Winnebago Industries in Forest City. The shuttle will leave Mason City at 5:00 AM and depart from Winnebago Industries at 3:45 PM. The fee will be \$2.50 one-way, \$5.00 round trip, \$25.00 per week, or \$100 for a month of rides. The Shuttle will start service on August 12, 2013. The TAG will continually evaluate ridership/usage and set a benchmark for the vanpool to be in operation around December 1. If not to a vanpool, the TAG will evaluate the cost benefits of continuing the fixed route service.

**6. ITCC-Jennifer**

Nothing to report. Diggins asked if her role was to represent RPA 2 or United Way, or both, on the ITCC and if there could be any conflicts with this. Kammeyer stated she represents both and wants the ITCC to fully understand issues here the RPA 2 TAG is advocating for.

**7. Other Discussion, Issues**

No other issues

**8. Next Meeting Date**

The next meeting is September 12, 2013 at 8:30 AM.

**9. Adjourn –**

Meeting adjourned at 10:00 a.m.

Respectfully Submitted

Chris Diggins

**Region 2 RPA**  
**Transportation Advisory Group**  
**September 12, 2013**  
**8:30 AM**  
Minutes

**Members present:** Jennifer Kammeyer – United Way, Teresa Collins – Region 2 Transit, Kevin Kramer – Region 2 Transit, , Pat Otto - Mason City Transit, Chris Diggins, NIACOG, Kim Doughty- Elderbridge Agency on Aging, Alice Civarelli – MMC-NI, Cindy Johnson – Region 2 Transit, Kay Fisk - NTS

**1. Call to order**

Meeting was called to order at 8:35 a.m.

**2. Review Minutes from August 8, 2013.**

A motion was made by Otto, seconded by Civarelli to approve the minutes. All present voted aye and the motion passed unanimously.

**3. North Iowa Commuter Express (NICE) Shuttle Discussion**

Pat Otto provided some insight about the NICE Shuttle that others may not have since her son rides on it. She said it seems that riders believe this is a permanent shuttle and don't understand it is only temporary to get people used to the idea of a shuttle, increase awareness and demonstrate how it can work. A ride count sheet was provided that showed maximum ridership was 11. Kevin stated ridership has grown and continue to grow. He stated in order for the service to be self-sustaining, there would need to be 30 riders. He doesn't have equipment for 30 riders. If riders continue to grow to exceed capacity, there will not be a second driver put on. This must transition to a van pool as originally intended.

Another issue Pat brought up is the shift hours change repeatedly. Winnebago needs to take a larger role in scheduling to accommodate riders, if they want to have employees with reliable transportation. This has to be a partnership. This is obviously a difficult thing to do with the very nature of their process and product. Pat Otto volunteered to survey riders when they get off the bus at the transfer center. Topics were discussed and questions will be developed for the survey. Everyone agreed that communication needs to continue between all parties to make this a success.

**4. Kay Fisk, Director of Development for Neighborhood Transportation Service (NTS)**

Next on the agenda was Kay Fisk the Director of Development for Neighborhood Transportation Service, a not-for-profit transportation provider in the Cedar Rapids area. NTS provides transportation that augments the Cedar Rapids transit service, mainly after hours. She provided some tips she used to fund the NTS to get our local employers involved in making the NICE Shuttle work.

She was also here to provide information on the Iowa Employment Rides Initiative, as well as ask for support for it with the State Legislature. The proposal will be to fund employment transportation through a competitive grant process. Some of the highlights are that they are proposing \$1,000,000 statewide, 50/50 match, fares cannot be used as match, fund operations only, non-profits are eligible

sub-recipients and maximum request is for \$15% of total pool. This funding can be used for various types of transportation to expand service, or hours, etc.

They are looking for support from all sectors, not just transportation providers.

## **5. Ongoing Projects**

Due to the lateness, the remaining items were tabled until the next meeting

### **Bus Advertising Shuttle/Special Service, etc. updates**

**Iowa City  
Marshalltown**

## **6. ITCC-Jennifer**

Jennifer stated there was nothing new for the ITCC.

## **7. Other Discussion, Issues**

## **8. Next Meeting Date: October 10, 2013**

## **9. Adjourn –**

Meeting adjourned at 10:10 a.m.

Respectfully Submitted

Chris Diggins

**Region 2 RPA**  
**Transportation Advisory Group**  
**October 10, 2013**  
**8:30 AM**

Minutes

**Members present:** Jennifer Kammeyer – United Way, Teresa Collins – Region 2 Transit, Kevin Kramer – Region 2 Transit, , Pat Otto - Mason City Transit, Chris Diggins, NIACOG, Kim Doughty- Elderbridge Agency on Aging, Alice Civarelli – MMC-NI, Cindy Johnson – Region 2 Transit,

**1. Call to order**

Meeting was called to order at 8:35 a.m.

**2. Review Minutes from September 12, 2013.**

A motion was made by Otto, seconded by Civarelli to approve the minutes with one correction to remove the \$ sign on the second page. All present voted aye and the motion passed unanimously.

**3. North Iowa Commuter Express (NICE) Shuttle Discussion**

Kevin provided a tally of ridership since the “shuttle” started. The most riders one way has been 13, which is the max for the bus. Ridership varies from day to day. Kevin has submitted an ICAAP funding application for van pool buses and 30 passenger busses for fixed route employer shuttle. The three year project was over \$900,000 for capital and operation. A motion was made by Kammeyer, seconded by Otto to authorize Kevin to recommend and present the application to the Policy Board and submit to IDOT. The motion passed unanimously.

Discussion continued as to the varying schedules and shifts of employees and the difficulty of getting someone to commit to being a driver and being responsible for the riders. Outreach efforts with Winnebago, and riders, and employees will continue. The service will be evaluated at the November meeting and see if there has been improvement in any elements of the services.

There is a contingent from Osage that is interested in a Vanpool from Osage to Winnebago. Kevin and Jennifer will pursue that further.

Kevin has had contact with Rembrandt for a shuttle/vanpool. Jennifer has also spoken with Larson Manufacturing. They had some issues with facilities closing and using temporary employees, but that seem to be smoothing out now.

The temporary shuttle service is slated to end in December. At the November meeting, a discussion of extension and in what form may be necessary if the service is not to a vanpool stage yet.

#### **4. Ongoing Projects**

##### **Bus Advertising**

The bus advertising effort is ongoing. There was talk about Charles City doing something.

##### **Shuttle/Special Service, etc. updates**

##### **Iowa City**

##### **Marshalltown**

A spreadsheet was handed out showing ridership to Marshalltown and Iowa City. There seems to be some hesitancy as to what the new medical service provisions will be with the Iowa Cares system ending and the State/Federal program beginning.

#### **5. ITCC-Jennifer**

Nothing to report.

#### **6. Other Discussion, Issues**

Jennifer asked about the Commission meeting. It was stated that the NICE bus/shuttle/vanpool was presented to the Commission as well as other transit and transportation facts for the Region.

#### **7. Next Meeting Date: November 14, 2013**

#### **8. Adjourn –**

Meeting adjourned at 10:10 a.m.

Respectfully Submitted

Chris Diggins

**Region 2 RPA  
Transportation Advisory Group  
December 12, 2013  
8:30 AM**

Minutes

**Members present:** Jennifer Kammeyer – United Way, Teresa Collins – Region 2 Transit, Kevin Kramer – Region 2 Transit, , Chris Diggins - NIACOG, Kim Doughty-Elderbridge Agency on Aging, Alice Ciavarelli – MMC-NI, Cindy Johnson – Region 2 Transit, Joe Myhre - NIACOG

**1. Call to order**

Meeting was called to order at 8:35 a.m.

**2. Review Minutes from October 10, 2013.**

Kammeyer asked if there were any changes to the minutes. Hearing none, it was declared the minutes would stand as read.

The Committee then jumped in the agenda to #4 to accommodate schedules of attendees.

**3. Ongoing Projects**

**Bus Advertising**

Bus advertising is still progressing, but very slowly. There have been discussions of how the revenue can be used by the TAG.

**Shuttle/Special Service, etc. updates**

**Iowa City**

**Marshalltown**

A spreadsheet was handed out showing ridership to Marshalltown and Iowa City. The shuttle services were discussed. Marshalltown Shuttle will be ending on December 31, 2013 as there is no longer Iowa Cares. Kevin stated we will need to conduct a public hearing to receive comment on the discontinuation of the shuttle. Kammeyer stated this public hearing could be used as a marketing tool for a new project. The Iowa City shuttle is continuing until September 30, 2014.

**4. North Iowa Commuter Express (NICE) Shuttle Discussion**

Kevin provided a tally of ridership since the “shuttle” started. Discussion started as to a regional fixed route shuttle and costs, issues, etc. Discussion as to employer contributions, who gets service, how that is decided were among the topics. There was discussion about the existing afterhours service and how to expand that. Jennifer would like to see a “second shift transit service” in Mason City. She feels this is very doable. Pat’s estimated cost was approximately \$109,000 to provide fixed route service beyond what is currently provided.

Kammeyer and Johnson discussed a transportation summit type of meeting for employers to showcase the successes of the TAG and the NICE shuttle. Jennifer would like to do this in the western part of the Region to focus on Kossuth, Winnebago, and Hancock counties and the employers that have expressed an interest in a vanpool or shuttle.

**5. ITCC-Jennifer**

Jennifer stated that the big focus is on veterans transportation.. Transportation is a big issue around the State.

**6. Other Discussion, Issues**

Kammeyer and Johnson would get together about a site for the next meeting and the “transportation summit”.

**7. Next Meeting Date: January 9, 2014**

**8. Adjourn –**

Meeting adjourned at 10:25 a.m.

Respectfully Submitted

Chris Diggins

**Region 2 RPA**  
**Transportation Advisory Group**  
**January 9, 2014**  
**8:30 AM**

Minutes

**Members present:** Jennifer Kammeyer – United Way, Teresa Collins – Region 2 Transit, Kevin Kramer – Region 2 Transit, Chris Diggins - NIACOG, Kim Doughty-Elderbridge Agency on Aging, Cindy Johnson – Region 2 Transit

**1. Call to order**

Meeting was called to order at 8:00 a.m.

**2. Review Minutes from December 12, 2013.**

Kammeyer asked if there were any changes to the minutes. Hearing none, it was declared the minutes would stand as read.

**3. Public Comment Period for discontinuance of Marshalltown shuttle.**

Kammeyer commented that the shuttle was very successful and provided much needed service to those that don't have reliable transportation. No other comments were received by Region 2 or NIACOG staff.

**4. NICE Update.** The spreadsheet handed out shows that the shuttle service is being used, sometimes at capacity. The service is still not progressing towards a vanpool with the current riders, but that is still the end goal. No word yet on the ICAAP application.

**5. Ongoing Projects**

**Bus Advertising**

Kramer reported that Houck Advertising had sent contracts to Mercy Hospital, Cerro Gordo Public Health and Hancock County Public Health. He didn't know any details as to how long or what type of wrap these contract entail, but it was still welcome news to get this moving. There were questions as to the Region 2 information (phone #, etc.) being on the bus with the wrap or if the advertiser could eliminate it and only have their contact information. That will be looked into further.

**Shuttle/Special Service, etc. updates**

**Iowa City**

**NICE**

A spreadsheet was handed out showing ridership on the various shuttles. TMS funded rides to Iowa City went up considerably in November.

## **6. ITCC-Jennifer**

Jennifer stated that there was a discussion of considering public/passenger transportation in funding decisions for projects applying to the State. An example was RISE funding. IEDA already has green streets which consider availability of other modes of transportation when considering a funding award.

## **6. Other Discussion, Issues**

Kammeyer stated that the Women's Leadership Council is discussing buying transportation vouchers, gas coupons, etc to be distributed through mental health providers. Mercy Medical Center-North Iowa has also gotten a grant for transportation services that will be in addition to the Silver Advantage. Silver Advantage has restrictions that make some riders ineligible.

Kammeyer then brought up the potential for a second shift service in the City of Mason City. Otto provided broad estimates regarding cost. Kramer also reminded that if the fixed route service was operating, the para transit also had too. Kammeyer asked Kramer if Region 2 could provide the service, much like the JARC service now. Kramer responded yes, but that it had to be funded. This will be further investigated.

Kammeyer brought a news article from the Charles City Press. Tim Fox was highlighting the NICE shuttle and how beneficial it can be for those needing transportation or less expensive transportation.

## **7. Next Meeting Date: February 13, 2014.**

The next meeting is tentatively scheduled for February 13, 2014. It is hoped to have the meeting on the western side of the Region. Jennifer and Cindy will work out the details of a location.

## **8. Adjourn –**

Meeting adjourned at 9:55 a.m.

Respectfully Submitted

Chris Diggins

**Region 2 RPA**  
**Transportation Advisory Group**  
**March 13, 2014**  
**8:30 AM**

Minutes

**Members present:** Jennifer Kammeyer – United Way, Teresa Collins – Region 2 Transit, Kevin Kramer – Region 2 Transit, Chris Diggins – NIACOG, Pat Otto, Mason City Transit, Cindy Johnson, Region 2 Transit

**1. Call to order**

Meeting was called to order at 8:30 a.m. Diggins arrived at 8:45 AM.

**2. Employment Shuttle**

Pat Otto had requested this be on the agenda as she was approached by Alanna LaFrenz from Kelly Services about a shuttle in the Mason City Industrial Park for employers there. Pat asked her to come to the meeting to express her thoughts and also bring any others with her that might be interested in this. Unfortunately, none came to the meeting. TAG members discussed the existing routes of MC Transit and the difficulty meeting needs of differing interests. This included the industrial park route and the NIACC route on 12<sup>th</sup> St., instead of Hwy 122, where it seems more people would have access to Hy-Vee etc. Otto stated there haven't been any requests to change the route. Everything she does is dictated by the Council. Kammeyer questioned if the TAG should approach the Council or have a workshop with the Council to explain some of the issues? Otto stated that the Council needs to hear from users, that their needs aren't being met, not other agency types. The discussion of the industrial park bus/service/route, etc, flowed naturally to the discussion of the NICE Shuttle.

**3. North Iowa Commuter Express (NICE) Shuttle Discussion/UPDATE**

The NICE shuttle continues to operate as a shuttle. It is unlikely this will ever be a vanpool. While the riders understand it will likely not continue as a shuttle, (won't continue at all) none seem able to commit to driving or being in a vanpool. This also led into the discussion of the employment transit funding bill in the legislature. Kammeyer stated she is hearing very good information about passage of the bill. She feels the area will be in a better position than most to access this funding. This will continue to be followed.

Winnebago Industries is asking for a Saturday service. There are no drivers currently available for a Saturday service for the NICE shuttle. This wouldn't be a regular day, just as necessary, which makes it even harder to find a driver.

and that as this Region is already doing the things the bill is proposed to support, this area should certainly be able to access this money

#### **4. Ongoing Projects**

**Bus Advertising** Advertising on the busses has begun for Mercy, Cerro Gordo public health and soon for Hancock County. Jennifer mentioned this could be a piece of funding for new initiatives of the TAG. Kevin stated they pay at the end of the contract, not during.

**Shuttle/Special Service, etc. updates.** Only the Iowa City shuttle remains. That did 23 rides in January. TMS has funded most of those rides, so that did not impact the “Saints Shuttle” funding. The Saints Shuttle will cease at the end of September 2014 as the New Freedoms funding that supported the service and United Way funding will also cease.

#### **5. ITCC-Jennifer**

Jennifer did not attend the last meeting of the ITCC. She stated there were some issues with personnel that impacted the ITCC such as the loss of Angie O’Brien, the statewide Mobility Management Coordinator. The agenda didn’t have a whole lot on it and she had questions about what the role of the ITCC really is. She questioned Kristin Haar about support of the Employment Rides Initiative or lack thereof. The focus of ITCC and OPT is more on Capital, not operating.

#### **6. Other Discussion, Issues**

Jennifer stated that the Women’s Leadership Council continues to press for transportation. They have also discussed additional bus shelters. Members commented that the existing shelters are still in very good shape. There is a Transportation Summit in Marshalltown on May 15.

#### **7. Next Meeting Date: April 10, 2014**

#### **8. Adjourn –**

Meeting adjourned at 9:55 a.m.

Respectfully Submitted  
Chris Diggins

**Region 2 RPA**  
**Transportation Advisory Group**  
**April 10, 2014**  
**8:30 AM**

Minutes

**Members present:** Jennifer Kammeyer – United Way, Kevin Kramer – Region 2 Transit, Chris Diggins – NIACOG, Cindy Johnson, Region 2 Transit

**1. Call to order**

Meeting was called to order at 8:30 a.m.

**2. Public Hearing for Consolidated Funding Application (See Attachment)**

The public hearing was opened at 8:30 AM as advertised. Kammeyer asked questions about the application. Kramer explained some of the numbers were for operating and others were for capital (bus) requests. Kramer stated no comments from the public have been received, Diggins stated the same for the RPA/TAG and there were no members of the public present. A motion was made by Kammeyer to close the hearing seconded by Johnson. The hearing was closed at 8:51 AM. The RPA 2 TAG fully supports the Region 2 Transit Consolidated Funding Application.

**3. Ongoing Projects**

A brief summary of the ongoing NICE Shuttle and the Saints Shuttle was provided. Ridership has remained steady on the NICE Shuttle but is declining on the Saints Shuttle. This is due to the elimination of the Iowa Cares program. Both Shuttle's funding contracts will expire this year and services could discontinue if other funding is not secured.

**4. Legislative Updates**

Kramer provided a summary of legislative happenings that could impact passenger transportation along with updates of particular bills. One of major importance to Kammeyer was the Employment Rides Initiative. This will provide a funding boost for services that will end with the JARC service as well as possibly aiding the NICE Shuttle/Vanpool etc. Kammeyer feels matching funds can be had from this area, if this bill passes. She is frustrated that the focus of IPTA, OPT and the ITCC seems to be only on capital. She feels more needs to be done to get out to other groups, entities, agencies and get them to support this bill.

**5. ITCC-Jennifer**

There has been nothing new with the ITCC since the last meeting.

**6. Other Discussion, Issues**

Kammeyer discussed if the TAG meetings need to be rotated around the area to get some different people involved or more input. Nobody was against that, but didn't necessarily feel it would help

either. Many groups are only looking for what they can “get”, not what they can “provide”. It’s seems to be similar to the ITCC, which she has witnessed firsthand. If other agencies on the ITCC feel it is a priority, why are their area or regional offices not attending our meetings? Contacts have been made in the past but nobody continues to keep coming because they may not see direct benefit at the time. This isn’t unique, nor should it dampen what has been accomplished in the Region 2 area. The TAG will continue to move forward to keep identifying needs, potential projects, funding and partners. There is a Transportation Summit in Marshalltown on May 15.

**7. Next Meeting Date: May 8, 2014**

**8. Adjourn –**

Meeting adjourned at 9:45 a.m.

Respectfully Submitted  
Chris Diggins

**Region 2 RPA**  
**Transportation Advisory Group**  
**May 8, 2014**  
**8:30 AM**

Minutes

**Members present:** Jennifer Kammeyer – United Way, Kevin Kramer – Region 2 Transit, Chris Diggins – NIACOG, Cindy Johnson - Region 2 Transit, Kim Doughty - Elderbridge Agency on Aging, Pat Otto - City of Mason City, Joe Myhre - NIACOG, Teresa Collins – Region 2 Transit

**1. Call to order**

Meeting was called to order at 8:35 a.m. A motion was made by Otto, seconded by Johnson to approve the minutes from the March and April meetings. The motion passed unanimously.

**2. JARC Discussion**

The JARC service provided by Cerro Gordo Public Transit/Region 2 used to be supported through a JARC grant. Since MAP-21, the JARC funds have been rolled into regular operating funds and are not dedicated. Also, since not all systems utilized JARC funds in the past individual services could get more funding than otherwise entitled to, but with the distribution now, funding is less than before. Myhre presented a financial sheet showing revenue and expenses for the JARC service that is no longer being subsidized through JARC funding directly. There were some revenues not shown, but the bottom line is that the service, even with the JARC funding didn't support itself, without JARC funding, it is expected to be worse. Myhre wants to continue the service but not solely with Region 2 funds to support it. He would like to see United Way and possibly Mason City contribute additional funds as most of the riders are from Mason City, even though it is a Cerro Gordo County service. It is not feasible to continue as it is now. There needs to be more discussion held, and likely before the next meeting.

**3. Ongoing Projects**

A brief summary of the ongoing NICE Shuttle and the Saints Shuttle was provided. Ridership has remained steady on the NICE Shuttle but is declining on the Saints Shuttle. This is due to the elimination of the Iowa Cares program. Both Shuttles' funding contracts will expire this year and services could discontinue if other funding is not secured. Much like the JARC program, there needs to be discussion as to, "... how do we continue to provide a service that is not presently sustainable?"

**4. Legislative Updates**

The Employment Rides Initiative was not passed this year. Diggins presented information from the RPA quarterly meeting about PTIG and a corridor study between Cedar Rapids and Iowa City. Federal Bills don't add much for rural systems and seem to focus more on large urban areas.

**5. ITCC-Jennifer**

Nothing on this item

**6. Other Discussion, Issues**

There was discussion as to the TAG composition, who is responsible for the TAG, etc., etc. Discussion followed as to who was attending the Transportation Summit in Marshalltown on May 15.

**7. Next Meeting Date: June 12, 2014**

**8. Adjourn –**

Meeting adjourned at 10:05 a.m.

Respectfully Submitted

Chris Diggins

**Region 2 RPA**  
**Transportation Advisory Group**  
**June 12, 2014**  
**8:30 AM**

Minutes

**Members present:** Jennifer Kammeyer – United Way, Kevin Kramer – Region 2 Transit, Chris Diggins – NIACOG, Cindy Johnson - Region 2 Transit, Joe Myhre - NIACOG, Teresa Collins – Region 2 Transit

**1. Call to order**

Meeting was called to order at 8:35 a.m. A motion was made by Kramer seconded by Johnson to approve the minutes from the March and April meetings. The motion passed unanimously.

**2. JARC Discussion**

The JARC service provided by Cerro Gordo Public Transit/Region 2 used to be supported through a JARC grant. Since MAP-21, the JARC funds have been rolled into regular operating funds and are not dedicated. This was discussed at the last meeting. Myhre wants funding support to continue the service and is looking to United Way and Mason City. Jennifer stated that she was assured by Region 2 staff that the JARC service would still operate even without the JARC funding. Myhre stated the service is losing money and Region 2 can't be expected to absorb all of the costs for a service that is primarily in Mason City. There was further discussion on JARC, operations of both the regional and urban system, but the discussion gradually shifted to the NICE Shuttle.

**3. Ongoing Projects**

Teresa handed out the spreadsheet of NICE ridership. Jennifer is continuing to approach companies as supporters of the service and increase the marketing of the service. She wants to be able to demonstrate to companies the value of the service to increase ridership to a point where the service is sustainable without outside (United Way) funding. Jennifer mentioned contacts she has had and what she is trying to do. The discussion of NICE and JARC started blending on operating the NICE service once the STA funding ends and is it sustainable. She mentioned that she needed additional Region 2 staff to aid her in her efforts. During this discussion, it was stated that the Travel Navigator position was being eliminated. Jennifer questioned why and the timing as she and Kevin were submitting an application for an after hours services. She stated there is additional funding available and Kevin is putting in an application for that funding. Kevin and Teresa would be taking over those responsibilities and would be available to Jennifer. They would provide the marketing support and resources for Region 2 Transit as needed by Jennifer.

The Saints Shuttle will be ending on September 30, end of the fiscal year. Ridership has declined dramatically due to healthcare changes, etc.

**4. ITCC-Jennifer**

Jennifer has given up her seat on this committee. United Way is still at the table but not her.

**5. Other Discussion, Issues**

There is a Ladder of Opportunity grant program that may be available for services

**6. Next Meeting Date: July 10, 2014**

**7. Adjourn –**

Meeting adjourned at 9:30 a.m.

Respectfully Submitted

Chris Diggins

**Region 2 RPA**  
**Transportation Advisory Group**  
**August 14, 2014**  
**8:30 AM**

Minutes

**Members present:** Jennifer Kammeyer – United Way, Kevin Kramer – Region 2 Transit, Chris Diggins – NIACOG, Alice Civarelli, MMCNI, Joe Myhre - NIACOG, Teresa Collins – Region 2 Transit, Pat Otto, Mason City Transit

**1. Call to order, Review minutes**

Meeting was called to order at 8:35 a.m. Otto mentioned she was not at the last meeting, but the minutes show she made a motion. Diggins noted the error and will make the change.

**2. JARC funding/service changes**

This was a continuation of discussion from the previous meeting as to Region 2 losing money to provide the service, Mason City and United Way participating in the cost and what needs to be done. This discussion led into the Midnight Special Service, a potential service in Mason City that would provide extended fixed route service hours. There was much discussion and many details to be worked out. For purposes of discussion, the Midnight Special Service and the JARC service were discussed together. Jennifer stated United Way will provide \$25,000 matching grant for the Midnight Special Service. Pat stated she didn't know many details yet and would have to be brought up to speed. The group needs to get together again and discuss more of the details so that the JARC service can be ended as it is and roll into the Midnight Special Service. For current operations, Region 2 will continue the JARC service if there is a resolution to NIACOG being the only funder of the current service.

**3. Ongoing Projects**

The NICE Shuttle has received additional funding to continue the service for three more years and purchase two vehicles.

The Saints Shuttle will be ending on September 30, end of the fiscal year. A public hearing stating the intention to eliminate the service will be held at the next TAG meeting.

**4. Midnight Special Service.**

More details were provided and will continue to be developed.

**5. Other Discussion, Issues**

There is a Ladder of Opportunity grant program the State applied for.

**6. Next Meeting Date: September 11, 2014** is the scheduled date, but some felt a meeting prior to that would be necessary.

**7. Adjourn –**

Meeting adjourned at 9:42 a.m.

Respectfully Submitted

Chris Diggins

**Region 2 RPA  
Transportation Advisory Group  
September 11, 2014  
8:30 AM**

Minutes

**Members present:** Jennifer Kammeyer – United Way, Kevin Kramer – Region 2 Transit, Chris Diggins – NIACOG, Alice Civarelli, MMCNI, Joe Myhre - NIACOG, Teresa Collins – Region 2 Transit, Pat Otto, Mason City Transit, Jennifer Butler – NIACOG, Tracy Hedegard – Salvation Army, Jeff Nichols – Opportunity Village, Kim Doughty – Elderbridge,

**1. Call to order, Review minutes**

Meeting was called to order at 8:35 a.m. Introductions were made as many new people were at the meeting. Jennifer Kammeyer introduced Jeff Nichols, new CEO for Opportunity Village who brings with him extensive experience with transportation needs, dealing with demand response services in the area of Sioux Falls.

**2. Notice of Public Hearing.**

The public hearing was opened at 8:41 a.m. The purpose of the hearing is to discuss changes to public transit services. The changes being discussed is the cessation of the Iowa City Medical Shuttle (Saints Shuttle). The project was established to offer a transportation alternative to those in need of transport to the University of Iowa Hospital Clinic (UHC) in Iowa City, Iowa. On December, 31, 2013, the Iowa Care Program ceased to exist. As a result, ridership on the shuttle has declined to the point that the service is no longer economically viable to continue operation of the service. The transit service will cease operation effective September 30, 2014. Several members commented on the importance of the Saints Shuttle and the possibility of a new service for a once monthly trip to Iowa City. Alice Civarelli stated she would be willing to contact the School of Dentistry to see if it were possible to block off a day a month for appointments for clientele in North Iowa. At 8:53 a.m. KIMT attended the meeting. There was a brief discussion on how TMS rules have limited riders using their system and has forced the Saints Shuttle to pick up and subsidize the TMS riders. It was expressed that coordination with other agencies is needed in order to provide service for those in need.

No public comment was received regarding the cessation of the Saints Shuttle. Public notice was printed in the Globe Gazette and advertised on the internet.

**3. New Project Discussion  
Midnight Special Service.**

Jennifer Kammeyer spoke about how United Way will have \$25,000 for a possible NICE expansion. There are plans as well to ask for \$25,000 additional dollars from the public and they are looking at having \$50,000 for a Federal Match. Jennifer Kammeyer stated a total of 5,870 rides have been taken place with the NICE with total fare revenue totaling \$14,700. Kammeyer spoke about the

announcement of the United Ways Travel initiatives bucket where donors will be able to donate to the travel bucket that focuses on removing barriers to transportation in both health and employment.

Need to have a proposal or plan ready for the Midnight special to take to the Mason City City Council in November

#### **4. Other Discussion, Issues**

PTP Update (Passenger Transportation Plan) Jennifer Butler and Chris Diggins will be working on updating the Region 2 Passenger Transportation Plan. Chris Diggins express the need for input from the TAG in order for the PTP accurately reflect the transportation needs and goals of the region. It was suggested that we have three surveys, one for riders, employers and human service agencies to assess the needs of the region. Also discussed was the creation of an ad hoc group that would discuss the goals of the region.

Jennifer Kammeyer introduced the 2-1-1 service and would like to see it in the PTP. 2-1-1 is a service offered through United Way that answers questions about basic human needs and resources in the area. Kim Doughty stated that Elderbridge is currently updating its own database.

Tracy Hedegard spoke about the Salvation Army taking over Silver Advantage. They will be limiting ridership to means based criteria. Income limits and medical need will be assessed by a small phone interview and riders will be given a booklet of tickets. Funds are extremely limited and when the program runs out of funds, rides will no longer be offered.

**5. Next Meeting Date: October 9, 2014** is the scheduled date, but some felt a meeting prior to that would be necessary.

#### **6. Adjourn –**

Meeting adjourned at 9:50 a.m.

Respectfully Submitted  
Chris Diggins

**Region 2 RPA**  
**Transportation Advisory Group**  
**October 9, 2014, 8:30 AM**  
Minutes

**Members present:** Jennifer Kammeyer – United Way, Kevin Kramer – Region 2 Transit, Chris Diggins – NIACOG, Alice Civarelli, MMCNI, Joe Myhre - NIACOG, Teresa Collins – Region 2 Transit, Jennifer Butler – NIACOG, Tracy Hedegard – Salvation Army, Jeff Nichols – Opportunity Village,

**1. Call to order, Review minutes**

Meeting was called to order at 8:35 a.m. Minutes were approved pending some cleaning up.

**2. New Project Discussion**

**NICE**-Grant contract signed, 2-30 passenger buses have been ordered and will be here in March. Diggins stated he had updated the Policy Board on the activities of the TAG including the NICE service. This was followed by general discussion. Diggins explained the Policy Board is in charge of all of the transportation committees including the TAG, and felt it was a good idea to let them know what the TAG is doing.

**Midnight Special**-Farrer Foundation provides \$20,000 to help create Midnight Special. A subgroup should be developed to work out the nuts and bolts of the Midnight special. The subgroup should consist of a representative of Mason City Transit, Region 2 and the City. Rembrandt Foods would like to provide two (2) van pools for employees. An issue of if an Iowa shuttle/vanpool service can cross state lines was addressed. It was found that it can cross state lines.

**NEMT**-Kevin discussed the Iowa Health and Wellness and that Iowa received a waiver for the plan to address NEMT and that Iowa was in the process of requesting an extension to address NEMT. Kevin distributed a letter of protest against the action written by Dale Marsico that urges DHS not to neglect the importance of NEMT. CTAA is asking others to write similar letters against the NEMT Waiver Amendment. The importance of NEMT was discussed and more information is being sought.

**3. Other Discussion, Issues**

**PTP Surveys**- PTP Surveys were discussed and first drafts of a user survey and an agency survey were distributed to the group for discussion/critique/suggestions. It was discussed that what we really wanted to gauge from the surveys was what was known about the transit system, areas we were lacking, what issues users/agencies/businesses wanted to see addressed. Jennifer Butler will work with Chris Diggins to refine the surveys and to create a survey to distribute to businesses.

**4. Next Meeting Date: November 13, 2014** is the scheduled date, but some felt a meeting prior to that would be necessary to begin developing the Midnight Special service.

**5. Adjourn –**

Meeting adjourned at 9:54 a.m.

Respectfully Submitted

Jennifer Butler

**Region 2 RPA**  
**Transportation Advisory Group**  
**November 13, 2014- 8:30 AM**  
Minutes

**Members present:** Jennifer Kammeyer – United Way, Chris Diggins – NIACOG, Alice Civarelli, MMCNI, Joe Myhre - NIACOG, Jennifer Butler – NIACOG, Brent Trout- City of Mason City, Pat Otto-Mason City Transit, Tom Drzycimski-Cerro Gordo County

**1. Call to order, Review minutes**

Meeting was opened by Jennifer Kammeyer. Kammeyer explained her view of the TAG as well as a summary of some of the projects the TAG has been involved with such as the shuttles with Region 2 Transit and the bus shelters with Mason City Transit.

Kammeyer announced there would be a van pool starting soon from Albert Lea, MN to Rembrandt Foods in Winnebago County. Region 2 will supply the vehicle and will work out the specifics of the vanpool. She mentioned the NICE shuttle and that the State of Iowa just awarded funds to expand the NICE shuttle service. New vehicles will be arriving in March. The existing NICE shuttle is a shuttle service from Mason City to Winnebago Industries in Forest City. It initially was intended to be a van pool and was funded by United Way of North Central Iowa and a STA Special Projects award. Difficulty developed in finding drivers for the van pool so the project was turned into a shuttle service as a means to attract attention and eventually move to a van pool as intended. Ridership increased to maximum capacity of the vehicle and has stayed relatively steady since, but the van pool has yet to materialize. The new funding will allow for the purchase of two 30 passenger vehicles. One of these vehicles will be used for the Winnebago NICE Shuttle. It is hoped the space for additional passengers and fares will make the shuttle self-sustaining.

Kammeyer then went on to explain the PTP development and the need to identify projects as well as the future of Mason City Transit when Otto retires. Kammeyer stated that it seems logical that Region 2 Transit would absorb the Mason City Transit operations. Kammeyer stated she has heard that there will be funding for transportation coming out of IEDA, possibly with CDBG funds. Also that the Governor is supportive of the legislation Kay Fisk was championing last year. This was to emphasize the need to be “ready to go” if there are funds available. During discussion, Otto stated there may be a transit study happening soon for the Mason City Transit System. Kammeyer questioned if the study could look at both transit systems? Otto stated that is a possibility.

The changes to JARC funding were discussed. This has been an on-going discussion of the TAG due to Region 2 Transit funding the service, yet riders are from Mason City. The JARC funding was restructured at the federal level by eliminating the JARC label. The funding is still available, however, it is no longer a line item and the money was rolled into the FTA allocation received by all systems. Region 2 Transit was looking for funding from the City to continue the service. However, the financial issues have changed for the time being and the service is currently self-supporting due to the ridership clientele.

However, during this discussion, the addition of a “second shift” transit service was brought up and further investigated. One of the impediments of the JARC funding was that it was strictly for employment needs. It is believed that there may be other needs besides employment. With the JARC

funding gone and discussion of continuing the service as well as second shift transit, various options were looked at to reduce any financial burden on Region 2 as well as provide service after traditional service hours in Mason City. Kammeyer also stated that she (United Way of North Central Iowa) has already raised \$49,000 in funding from the Farrer Foundation, United Way of North Central Iowa, the Winnebago County Foundation and the Cerro Gordo County Foundation for “transportation services” identified as a need by United Way of North Central Iowa.

Kammeyer went on to point out the various needs for transportation including: NIACC, night appointments, group meeting, shopping, entertainment, etc. As comments continued, the NICE shuttle and the Midnight Special proposal seemed to intermingle. As the current and proposed projects currently operate, NICE is operated by Region 2 to Winnebago industries, “JARC Service” is operated by Region 2 in Cerro Gordo County and the Midnight Special is a proposed City of Mason City transit service. These services are distinct services either operated or proposed to be operated by two separate entities. Discussion started to focus on the “Midnight Special” and particulars of that service, so Diggins moved to the next item on the agenda, the Midnight Special proposal and a summary sheet handed out at the beginning of the meeting.

## **2. Project Discussion-Midnight Special**

The Midnight Special Development Strategy was developed at a meeting of Pat Otto, Kevin Kramer and Chris Diggins as a means to create a starting point of discussion for the various entities that may be involved with developing and/or operating and funding a service. Using what the State of Iowa has provided as a guide for an STA Special project Application, attendees went through each item on the outline. The sheet included discussion of hours of service; how many routes; route design; paratransit element; dispatching; budget; pros/cons of each and a general discussion of the application. The development Summary is attached. Kramer provided information as to Region 2 being contracted by the City to operate the paratransit and/or the Demand Response service depending on the chosen alternative, if any.

Diggins clarified that this sheet was only to create a starting point for discussion with actual budget numbers for comparison provided by the operators of transit systems. Who (public employees, students, low-income, etc.) would benefit from the service seems to be based on the type of service provided. Cost also depended on which choice or type of service was made.

Of the three choices discussed, Kammeyer favored the paired routes as it is believed that once this service is available, ridership will grow sufficiently to support it beyond just the two (2) years of support provided by the STA Special Project funds as well as local match funds. Kammeyer discussed the “Midnight Special” from the United Way Perspective of education, income and health. Businesses need night service to aid their employees in getting to and from employment; NIACC needs night service for those attending night classes/job training. Referring back to previous discussion today, Jennifer Kammeyer spoke on the funding available and that we should be ready take advantages of the opportunities out there. The possibility of receiving money directly from the county was discussed. Drzycimsky stated that requests are currently being made to the County who is working on their budget for FY 2016. Kammeyer stated United Way would approach the County with a request as well as the Mason City City Council. A concern of Otto’s is the aging of the Mason City fleet, which is currently beyond the federal requirements for replacement. Additional hours and miles only compound the problem. The possibility of Mason City contracting with NIACOG to provide a demand response service with two busses was also discussed. Kammeyer preferred the fixed routes option. Trout and Otto mentioned that the Council would have to approve of any option chosen and budget for it. Actual budget numbers and details need to be determined and presented to the Council. Kammeyer

stated United Way would do this. While some funding is already in place, more will need to be secured to meet the two (2) year match requirements of the Special Projects application.

### **3. Other Discussion Surveys**

Jennifer Butler distributed three survey drafts to the attendees of the meeting which included a business survey, user survey, and an agency survey. Kammeyer would like there to be a survey to the general population as well. The surveys will be put on Survey Monkey and distributed to users through volunteers and bus drivers. Kammeyer asked about advertising funds for the survey out of TPWP funds. Diggins state there are none. Kammeyer wants this to be a very large survey to address United Way purposes as well. Pat Otto stated that if the Mason City study (previously spoke about) is done, there likely would be a survey component to that as well. The draft surveys handed out at the last meeting have been uploaded to survey monkey by Kammeyer. Comments were provided to add information about why the survey is being conducted. Diggins will send the final copies to Kammeyer for uploading.

### **4. Next Meeting Date: December 11, 2014**

### **5. Adjourn –**

Meeting adjourned at 10:00 a.m.

Respectfully Submitted

Chris Diggins  
Local Assistance director

**Region 2 RPA**  
**Transportation Advisory Group**  
**December 11, 2014- 8:30 AM**  
Minutes

**Members present:** Jennifer Kammeyer – United Way-NCI, Chris Diggins – NIACOG, Alice Civarelli, MMCNI, Joe Myhre - NIACOG, Jennifer Butler – NIACOG, Brent Trout- City of Mason City, Pat Otto-Mason City Transit, Jeff Schultz – Opportunity Village, Greg Braun – Opportunity Village, Kevin Kramer - NIACOG

**1. Call to order, Review minutes**

Call to order was done by Diggins at 8:35. Kammeyer moved to add to the agenda a discussion about legislation to the Agenda. No one objected and the item was added. Kammeyer moved to approve the minutes. Civarelli seconded and motion passed.

**2. Legislation discussion-** Kammeyer began discussing the Iowa Employment Rides Initiative. It is designed as a program to provide employment transportation for individuals that otherwise can't access employment. This falls in line with the NICE Shuttle and potentially the proposed Midnight Special. Both of these projects would fall under the proposed eligible activities. The "Initiative" requires a 50/50 match and can only be used for operations. Fares cannot be used as match. Myhre asked where the DOT was in this legislation. Kramer stated that there would be no capital funded and the program is for operations. Joe stated that it would have to be with DOT equipment and that DOT would have to be the main partner in the project. Kramer stated that the DOT would be the administrator of the program. Liz Mathis and Kay Fisk have been working on the proposed legislation. This is legislation that has been proposed in two previous legislative sessions and was not passed.

**2. Project Discussion-Midnight Special/**

The legislation discussion segued into discussion about the Midnight Special. Trout asked the question if the existing demand response night service already operating is enough. It was stated by Kramer that the current bus is at capacity and he does receive complaints about ride times. Trout stated that perhaps it would be better to expand the current service that is being offered. Since the legislation discussed by Kammeyer has not been approved yet, it was stated that applying for special projects funding would be the route to pursue. Financing, structure and expansion costs were discussed. The next step would be for United Way NCI to approach the City for additional funding towards the expansion of the current demand response service. Trout stated that it should be United Way-NCI to apply. The special projects funding is for two years with 80% match the first year and a 50% match the second. The funding is designed to aid in start-up, not to sustain a project. As the City budget process is now starting, it is likely that a Special Projects application could be submitted around March.

### **3. Other Discussion Surveys**

The survey monkey Transportation Survey has been launched. United Way-NCI has dedicated \$5,000 towards advertising the survey. They will also be doing mobile tours and will have tablets that people will be able to use to answer the survey questions via survey monkey. Along with survey monkey, paper copies of the survey will be given to transit riders via the drivers and also to clients of service agencies. The completed paper copies will be given to Butler and she will enter the replies into Survey Monkey. The survey will run through January. The PTP will be updated and adjusted as necessary per survey responses and potential projects.

### **4. Next Meeting Date: January 8, 2015**

### **5. Adjourn –**

Meeting adjourned at 9:45 a.m.

Respectfully Submitted

Jennifer Butler and Chris Diggins

# **APPENDIX**

## **DRAFT TRANSIT ELEMENT RPA 2 FFY 2016-FFY 2019 TIP**

# Draft 2016 Transit Program

(Filtered)

Fund	Sponsor	Transit #Expense Class Project Type	Desc / Add Ons / Addnl Info		FY16	FY17	FY18	FY19
STA, 5311	Mason City	1809 Operations Other	General Operations/Maintenance/Administration	<b>Total</b>	919,602	947,190	975,606	1,004,874
				<b>FA</b>	309,959	319,258	328,836	338,701
				<b>SA</b>	148,012	152,452	157,026	161,737
5339	Mason City	3353 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC Unit #: 39	<b>Total</b>	97,000			
				<b>FA</b>	82,450			
				<b>SA</b>				
5339	Region 2 / NIARTS	3748 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: G013	<b>Total</b>	101,000			
				<b>FA</b>	85,850			
				<b>SA</b>				
5339	Region 2 / NIARTS	3749 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: D062	<b>Total</b>	101,000			
				<b>FA</b>	85,850			
				<b>SA</b>				
5339	Region 2 / NIARTS	3750 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: 2004	<b>Total</b>	101,000			
				<b>FA</b>	85,850			
				<b>SA</b>				
5339	Region 2 / NIARTS	3751 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: D061	<b>Total</b>	101,000			
				<b>FA</b>	85,850			
				<b>SA</b>				
5339	Region 2 / NIARTS	3752 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: D060	<b>Total</b>	101,000			
				<b>FA</b>	85,850			
				<b>SA</b>				
5339	Region 2 / NIARTS	3753 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: D054	<b>Total</b>	101,000			
				<b>FA</b>	85,850			
				<b>SA</b>				
PTIG	Region 2 / NIARTS	3756 Capital Expansion	Vehicle Storage Expansion	<b>Total</b>	739,630			
				<b>FA</b>				
				<b>SA</b>	600,000			
5317	Region 2 / NIARTS	3757 Operations Other	Mobility Manager	<b>Total</b>	52,000			
				<b>FA</b>	41,558			
				<b>SA</b>				
STP	Region 2 / NIARTS	3758 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: D057	<b>Total</b>	95,000			
				<b>FA</b>	76,000			
				<b>SA</b>				
STP	Region 2 / NIARTS	3759 Operations Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: D053	<b>Total</b>	95,000			
				<b>FA</b>	76,000			
				<b>SA</b>				
STA, 5311, 5310	Region 2 / NIARTS	1238 Operations Misc	General Operations/Maintenance/Administration	<b>Total</b>	3,141,343	3,298,410	3,463,330	3,636,496
				<b>FA</b>	820,032	861,034	904,086	949,290
				<b>SA</b>	448,566	470,994	494,543	519,270
5339	Region 2 / NIARTS	1265 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: D065	<b>Total</b>	101,000			
				<b>FA</b>	85,850			
				<b>SA</b>				
Fund	Sponsor	Transit #Expense Class Project Type	Desc / Add Ons / Addnl Info		FY16	FY17	FY18	FY19
5339	Region 2 /	1273	Light Duty Bus (176" wb)	<b>Total</b>	101,000			

	NIARTS	Capital Replacement	Diesel, VSS Unit #: N012	<b>FA</b>	85,850			
				<b>SA</b>				
5339	Region 2 / NIARTS	1274 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: N013	<b>Total</b>	101,000			
				<b>FA</b>	85,850			
				<b>SA</b>				
5339	Region 2 / NIARTS	1276 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: N014	<b>Total</b>	101,000			
				<b>FA</b>	85,850			
				<b>SA</b>				
5339	Region 2 / NIARTS	1277 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: 9008	<b>Total</b>	101,000			
				<b>FA</b>	85,850			
				<b>SA</b>				
5339	Region 2 / NIARTS	1279 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: G016	<b>Total</b>	101,000			
				<b>FA</b>	85,850			
				<b>SA</b>				
5339	Region 2 / NIARTS	2079 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: A002	<b>Total</b>	101,000			
				<b>FA</b>	85,850			
				<b>SA</b>				
5339	Region 2 / NIARTS	2083 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: G015	<b>Total</b>	101,000			
				<b>FA</b>	85,850			
				<b>SA</b>				
5339	Region 2 / NIARTS	2803 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: 9015	<b>Total</b>	101,000			
				<b>FA</b>	85,850			
				<b>SA</b>				
5311	RPA-02	3760 Planning Other	RPA 2 Planning and Administration	<b>Total</b>	39			
				<b>FA</b>	31			
				<b>SA</b>				
5339	Mason City	1826 Capital Replacement	Light Duty Bus (176" wb) Diesel Unit #: 40	<b>Total</b>		97,000		
				<b>FA</b>		82,450		
				<b>SA</b>				
5339	Region 2 / NIARTS	1275 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: D066	<b>Total</b>		104,031		
				<b>FA</b>		88,426		
				<b>SA</b>				
5339	Region 2 / NIARTS	2080 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: D063	<b>Total</b>		106,091		
				<b>FA</b>		90,177		
				<b>SA</b>				
5339	Region 2 / NIARTS	2081 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: D064	<b>Total</b>		106,091		
				<b>FA</b>		90,177		
				<b>SA</b>				
5339	Region 2 / NIARTS	2075 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: 8006	<b>Total</b>		106,091		
				<b>FA</b>		90,177		
				<b>SA</b>				
<b>Fund</b>	<b>Sponsor</b>	<b>Transit #Expense Class Project Type</b>	<b>Desc / Add Ons / Addnl Info</b>		<b>FY16</b>	<b>FY17</b>	<b>FY18</b>	<b>FY19</b>
5339	Region 2 / NIARTS	2076 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: 8007	<b>Total</b>		106,091		
				<b>FA</b>		90,177		
				<b>SA</b>				
5339	Region 2 / NIARTS	2077 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: 9010	<b>Total</b>		106,091		
				<b>FA</b>		90,177		

5339	Region 2 / NIARTS	2078 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: 9011	SA				
				Total		106,091		
				FA		90,177		
5339	Region 2 / NIARTS	2800 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: S020	SA				
				Total		106,091		
				FA		90,177		
5339	Region 2 / NIARTS	2801 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: B010	SA				
				Total		106,091		
				FA		90,177		
5339	Region 2 / NIARTS	2084 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: P001	SA				
				Total		106,091		
				FA		90,177		
5339	Region 2 / NIARTS	2085 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: S021	SA				
				Total		106,091		
				FA		90,177		
5339	Region 2 / NIARTS	2086 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: S022	SA				
				Total		106,091		
				FA		90,177		
5339	Region 2 / NIARTS	2808 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: D069	SA				
				Total		106,091		
				FA		90,177		
5339	Region 2 / NIARTS	2809 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: B011	SA				
				Total		106,091		
				FA		90,177		
5339	Region 2 / NIARTS	2805 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: G017	SA				
				Total		106,091		
				FA		90,177		
5339	Region 2 / NIARTS	2822 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: C001	SA				
				Total		106,091		
				FA		90,177		
5339	Region 2 / NIARTS	3754 Capital Expansion	Video Surveillance 4 camera per bus	SA				
				Total		352,000		
				FA		299,200		
5339	Region 2 / NIARTS	3755 Capital Misc	Cab for utility tractor	SA				
				Total		5,500		
				FA		4,400		
				SA				
Fund	Sponsor	Transit #Expense Class Project Type	Desc / Add Ons / Addnl Info		FY16	FY17	FY18	FY19
5339	Mason City	1827 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC Unit #: 41	Total			97,000	
				FA			82,450	
				SA				
5339	Region 2 / NIARTS	2810 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: A003	Total			109,273	
				FA			92,882	
				SA				
5339	Region 2 / NIARTS	2811 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: D068	Total			109,273	
				FA			92,882	
				SA				

5339	Region 2 / NIARTS	2812 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: S023	<b>Total</b>			109,273	
				<b>FA</b>			92,882	
				<b>SA</b>				
5339	Region 2 / NIARTS	2814 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: B012	<b>Total</b>			109,273	
				<b>FA</b>			92,882	
				<b>SA</b>				
5339	Region 2 / NIARTS	2815 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: D070	<b>Total</b>			109,273	
				<b>FA</b>			92,882	
				<b>SA</b>				
5339	Region 2 / NIARTS	2816 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: D074	<b>Total</b>			109,273	
				<b>FA</b>			92,882	
				<b>SA</b>				
5339	Region 2 / NIARTS	2817 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: N016	<b>Total</b>			109,273	
				<b>FA</b>			92,882	
				<b>SA</b>				
5339	Region 2 / NIARTS	2818 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: 6005	<b>Total</b>			109,273	
				<b>FA</b>			92,882	
				<b>SA</b>				
5339	Region 2 / NIARTS	2819 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: N015	<b>Total</b>			109,273	
				<b>FA</b>			92,882	
				<b>SA</b>				
5339	Region 2 / NIARTS	2820 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: F007	<b>Total</b>			109,273	
				<b>FA</b>			92,882	
				<b>SA</b>				
5339	Region 2 / NIARTS	2821 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: 9014	<b>Total</b>			109,273	
				<b>FA</b>			92,882	
				<b>SA</b>				
5339	Region 2 / NIARTS	2802 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: F006	<b>Total</b>			109,273	
				<b>FA</b>			92,882	
				<b>SA</b>				
5339	Region 2 / NIARTS	2804 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: J005	<b>Total</b>			109,273	
				<b>FA</b>			92,882	
				<b>SA</b>				
<b>Fund</b>	<b>Sponsor</b>	<b>Transit #Expense Class Project Type</b>	<b>Desc / Add Ons / Addnl Info</b>		<b>FY16</b>	<b>FY17</b>	<b>FY18</b>	<b>FY19</b>
5339	Region 2 / NIARTS	2823 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: D080	<b>Total</b>			109,273	
				<b>FA</b>			92,882	
				<b>SA</b>				
5339	Region 2 / NIARTS	2824 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: D067	<b>Total</b>			109,273	
				<b>FA</b>			92,882	
				<b>SA</b>				
5339	Region 2 / NIARTS	2806 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: 9012	<b>Total</b>			109,273	
				<b>FA</b>			92,882	
				<b>SA</b>				
5339	Region 2 / NIARTS	2807 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: G018	<b>Total</b>			109,273	
				<b>FA</b>			92,882	
				<b>SA</b>				

5339	Mason City	2773 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC Unit #: 38	<b>Total</b>				88,000
				<b>FA</b>				74,800
				<b>SA</b>				
5339	Mason City	2774 Capital Replacement	Light Duty Bus (158" wb) Diesel Unit #: 42	<b>Total</b>				90,000
				<b>FA</b>				76,500
				<b>SA</b>				
5339	Mason City	1829 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC Unit #: 43	<b>Total</b>				97,000
				<b>FA</b>				82,450
				<b>SA</b>				

# **APPENDIX**

## **ADDITIONAL INFORMATION**

## REGION 2 Transit System FLEET REPLACEMENT SCHEDULE

FLEET ID	DESCRIPTION	EQUIPMENT	CLASS SIZE	REPLACE YEAR
N008	1996 Ford Eldorado Aerolite	LDB	138	2011
N009	1996 Ford Eldorado Aerolite	LDB	138	2011
G010	1998 Ford Econoline	SV		2011
8005	2002 Ford Eldorado Aerolite	LDB	138	2011
U001	1996 Ford Windstar	MV		2011
D051	1998 Ford Econoline	SV		2011
J003	2002 Ford Eldorado Aerolite	LDB	138	2011
7001	1998 Chevy Freedom One	MV		2011
D049	1998 Ford Econoline	SV		2011
D050	1998 Ford Econoline	SV		2011
G012	2002 Ford Eldorado Aerolite	LDB	138	2012
2003	2002 Ford Eldorado Aerolite	LDB	138	2012
N011	2002 Ford Edorado Aerolite	LDB	138	2012
M005	2001 Ford Supreme bus	LDB	138	2012
D055	2002 Ford Eldorado Aerolite	LDB	138	2012
D056	2002 Ford Eldorado Aerolite	LDB	138	2012
U002	2001 Ford Spreme bus	LDB	138	2012
W004	2002 Ford Eldorado Aerolite	LDB	138	2012
D058	2002 Ford Eldorado Aerolite	LDB	138	2012
30	1996 Ford Supreme	LDB	176	2012
D053	2002 Ford Eldorado Aerolite	LDB	138	2013
D054	2002 Ford Eldorado Aerolite	LDB	138	2013
D052	2002 Ford Eldorado Aerolite	LDB	138	2013
D057	2002 Ford Eldorado Aerolite	LDB	138	2013
J004	2005 Ford/Supreme	LDB	176	2013
D059	2004 Ford Eldorado Aerotech	LDB	176	2013
D062	2004 Ford Eldorado Aerotech	LDB	176	2013
2005	2001 Standard Mini Van	MV		2013
S019	2000 Ford Supreme - part of Contingency Fleet 10-5-09	LDB	138	2013
2006	2001 Standard Mini Van	MV		2013
D061	2004 Ford Eldorado Aerotech	LDB	176	2014
D060	2004 Ford Eldorado Aerotech	LDB	176	2014
2004	2005 Ford/Supreme	LDB	176	2014
S017	1996 Ford Eldorado Aerolite	LDB	138	2014
N012	2005 Ford/Supreme	LDB	138	2014
N013	2005 Ford/Supreme	LDB	138	2014
D065	2005 Ford/Supreme	LDB	158	2014
N014	2006 Ford/Supreme	LDB	138	2014
9008	2006 Ford/Supreme	LDB	138	2014
S020	2005 Ford/Supreme	LDB	138	2014
G016	2005 Ford/Supreme	LDB	138	2014
S021	2005 Ford/Supreme	LDB	138	2015
G015	2005 Ford/Supreme	LDB	158	2015
S022	2006 Ford/Supreme	LDB	138	2015
D063	2005 Ford/Supreme	LDB	176	2015
A002	2006 Ford/Supreme	LDB	138	2015
B010	2007 Ford/Eldorado	LDB	176	2015
F006	2009 Ford / Eldorado 158" LD ADA bus	LDB	158	2015
P001	2005 Ford/Supreme	LDB	138	2015
D064	2005 Ford/Supreme	LDB	158	2015
D066	2005 Ford/Supreme	LDB	158	2015
9015	2008 Ford/Supreme	LDB	176	2016
D069	2007 Ford/Eldorado	LDB	158	2016
8007	2007 Sprinter Paratransit	LDB	158	2016
D068	2007 Ford/Eldorado	LDB	176	2016
D071	2007 Ford/Eldorado	LDB	158	2016

D070	2007 Ford/EIDorado	LDB	158	2016
D067	2007 Ford/EIDorado	LDB	176	2016
8006	2007 Sprinter Paratransit	LDB	158	2016
D072	2007 Ford/EIDorado	LDB	158	2016
9011	2008 Ford/Eldorado	LDB	158	2016
9010	2008 Ford/Eldorado	LDB	158	2017
9012	2008 Ford/EIDorado Aerotech	LDB	176	2017
A003	2009 Ford/EIDorado	LDB	158	2017
G017	2009 Ford Eldorado	LDB	158	2017
D078	2009 Ford E450 / EIDorado Aerolite	LDB	176	2017
D076	2009 Ford E450 / EIDorado Aerolite	LDB	176	2017
F007	2009 Ford/EIDorado	LDB	176	2017
D075	2009 Ford E450 / EIDorado Aerolite	LDB	176	2017
D073	2009 Ford E450 / EIDorado Aerolite	LDB	176	2017
J005	2009 Ford / EIDorado 176" LD ADA bus	LDB	176	2017
D079	2009 Ford / EIDorado	LDB	176	2018
B011	2009 Ford / EIDorado 176" LD ADA bus	LDB	176	2018
9014	2009 Ford / EIDorado	LDB	176	2018
S024	2009 Ford / EIDorado	LDB	176	2018
N015	2009 Ford E450 / EIDorado Aerolite	LDB	176	2018
D074	2009 Ford E450 / EIDorado Aerolite	LDB	176	2018
G018	2009 Ford E450 / EIDorado Aerolite	LDB	176	2018
D080	2009 Ford / EIDorado	LDB	176	2018
N016	2009 Ford / EIDorado	LDB	176	2018

## REGION 2 TRANSIT FLEET UTILIZATION ANALYSIS

Year	Body	Chassis	ID#	Seat Capacity	Service Type	Hours/Wk	Used Evg/Wknd	Projected Annual Miles
2002	FORD	ELDORADO	2003	12/2	GP	40	Yes	10000
2005	FORD	SUPREME	2004	21/2	GP	40	Yes	10000
1996	FORD	SUPREME	30	21/2	GP	40	Yes	10000
2004	FORD	CHAMPION	38	11/2	GP	40	Yes	10000
2006	FORD	SUPREME	42	16/4	GP	40	Yes	10000
1998	CHEVROLET	FREEDOM ONE	7001	4/1	GP	40	Yes	10000
2002	FORD	ELDORADO	8005	12/2	GP	40	Yes	10000
2007	DODGE	SPRINTER	8006	12/2	GP	40	Yes	10000
2007	DODGE	SPRINTER	8007	12/2	GP	40	Yes	10000
2006	FORD	SUPREME	9008	12/2	GP	40	Yes	10000
2007	FORD	ELDORADO	9010	16/3	GP	40	Yes	10000
2007	FORD	ELDORADO	9011	16/3	GP	40	Yes	10000
2008	FORD	ELDORADO	9012	18/2	GP	40	Yes	10000
2009	FORD	ELDORADO	9014	18/3	GP	40	Yes	10000
2008	FORD	SUPREME	9015	19/2	GP	40	Yes	10000
1998	FORD	ELDORADO	A001	12/2	GP	40	Yes	10000
2006	FORD	SUPREME	A002	10/2	GP	40	Yes	10000
2007	FORD	ELDORADO	B010	16/2	GP	40	Yes	10000
2009	FORD	ELDORADO	B011	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	B012	18/3	GP	40	Yes	10000
1998	FORD	FORD	D049	14/0	GP	40	Yes	10000
1998	FORD	FORD	D050	14/0	GP	40	Yes	10000
1998	FORD	FORD	D051	14/0	GP	40	Yes	10000
2002	FORD	ELDORADO	D052	12/2	GP	40	Yes	10000
2002	FORD	ELDORADO	D053	12/2	GP	40	Yes	10000
2002	FORD	ELDORADO	D054	12/2	GP	40	Yes	10000
2002	FORD	ELDORADO	D055	12/2	GP	40	Yes	10000
2002	FORD	ELDORADO	D056	12/2	GP	40	Yes	10000
2002	FORD	ELDORADO	D057	12/2	GP	40	Yes	10000
2002	FORD	ELDORADO	D058	12/2	GP	40	Yes	10000
2004	FORD	ELDORADO	D059	21/2	GP	40	Yes	10000
2004	FORD	ELDORADO	D060	21/2	GP	40	Yes	10000
2004	FORD	ELDORADO	D061	21/2	GP	40	Yes	10000
2004	FORD	ELDORADO	D062	21/2	GP	40	Yes	10000
2005	FORD	SUPREME	D063	21/2	GP	40	Yes	10000
2005	FORD	SUPREME	D064	17/2	GP	40	Yes	10000
2005	FORD	SUPREME	D065	17/2	GP	40	Yes	10000
2006	FORD	SUPREME	D066	17/5	GP	40	Yes	10000
2007	FORD	ELDORADO	D067	16/4	GP	40	Yes	10000
2007	FORD	ELDORADO	D068	16/4	GP	40	Yes	10000
2007	FORD	ELDORADO	D069	16/4	GP	40	Yes	10000
2007	FORD	ELDORADO	D070	16/4	GP	40	Yes	10000
2007	FORD	ELDORADO	D071	16/4	GP	40	Yes	10000
2007	FORD	ELDORADO	D072	16/4	GP	40	Yes	10000
2009	FORD	ELDORADO	D073	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	D074	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	D075	18/3	GP	40	Yes	10000

2009	FORD	ELDORADO	D076	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	D077	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	D078	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	D079	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	D080	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	F006	14/2	GP	40	Yes	10000
1998	FORD	FORD	G010	14/0	GP	40	Yes	10000
2002	FORD	ELDORADO	G012	12/2	GP	40	Yes	10000
2004	FORD	ELDORADO	G013	20/2	GP	40	Yes	10000
2006	FORD	SUPREME	G015	17/5	GP	40	Yes	10000
2005	FORD	SUPREME	G016	10/2	GP	40	Yes	10000
2009	FORD	ELDORADO	G017	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	G018	18/3	GP	40	Yes	10000
2002	FORD	ELDORADO	J003	12/2	GP	40	Yes	10000
2005	FORD	SUPREME	J004	21/2	GP	40	Yes	10000
2009	FORD	ELDORADO	J005	18/3	GP	40	Yes	10000
2001	FORD	SUPREME	M005	12/2	GP	40	Yes	10000
1996	FORD	ELDORADO	N008	12/2	GP	40	Yes	10000
1996	FORD	ELDORADO	N009	12/2	GP	40	Yes	10000
2002	FORD	ELDORADO	N011	12/2	GP	40	Yes	10000
2005	FORD	SUPREME	N012	10/2	GP	40	Yes	10000
2005	FORD	SUPREME	N013	10/2	GP	40	Yes	10000
2006	FORD	SUPREME	N014	10/2	GP	40	Yes	10000
2009	FORD	ELDORADO	N015	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	N016	18/3	GP	40	Yes	10000
2005	FORD	SUPREME	P001	10/2	GP	40	Yes	10000
1996	FORD	ELDORADO	S017	11/4	GP	40	Yes	10000
2000	FORD	SUPREME	S019	12/2	GP	40	Yes	10000
2005	FORD	SUPREME	S020	10/2	GP	40	Yes	10000
2005	FORD	SUPREME	S021	10/2	GP	40	Yes	10000
2006	FORD	SUPREME	S022	10/2	GP	40	Yes	10000
2009	FORD	ELDORADO	S023	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	S024	18/3	GP	40	Yes	10000
1996	FORD	FREEDOM ONE	U001	6/2	GP	40	Yes	10000
2001	FORD	SUPREME	U002	12/2	GP	40	Yes	10000
2002	FORD	ELDORADO	W004	12/2	GP	40	Yes	10000

Form 231026wd (10-08)

## PASSENGER TRANSPORTATION PROVIDER FACT SHEET

Data current as of November 14, 2014  
(Date)

1. Provider Name: Mason City Public Transit System

Relationship to Transit System:  Designated Public Transit System  Provide services for Designated System  Purchases services from Designated System  None

Contact Person Pat Otto Telephone Number 641-421-3616

2. General description of Passenger Transportation Operations:

a. Type of service(s):  
Fixed Route and Paratransit

b. Groups served:  
Public

c. Service area:  
City limits of Mason City

d. Service hours and days of operation:

Monday through Friday 6:30 AM. - 6:00 PM

Saturday N/A

Sundays and holidays N/A

e. Number of employees involved in your passenger transportation:

	Full-time	Part-time	Volunteers
Administrative	1	1	0
Maintenance	0	0	0
Drivers	0	16	0

Receive governmental (public) funding?  
 Yes  No

3. Cost to individual passenger: \$.50

4. Vehicle fleet:

Number of vehicles:	Buses:	<u>14</u>	Vans:	<u>0</u>	
Station Wagons:	<u>0</u>	Sedans:	<u>0</u>	Other:	<u>0</u>
Number of vehicles with:	Wheelchair Lifts/Ramps:			<u>14</u>	
	Two-way Radios/Phones:			<u>14</u>	

5. Performance: (Last Year) 7/1/12 (Current Year) from:7/1/13  
 from: to:6/30/13 to:6/30/14

	Actual	Actual
Operating:		
Passengers	<u>202554</u>	<u>211,886</u>
Wheelchair Lift Operations Performed	<u>Unknown</u>	<u>Unknown</u>
Revenue Miles	<u>340358</u>	<u>335606</u>
Revenue Hours	<u>26693</u>	<u>26328</u>
Average Daily Passengers Carried	<u>791</u>	<u>828</u>
Financial:		
Operating Expenses	<u>\$831,971</u>	<u>\$807,715</u>
Operating Revenues	<u>\$831,971</u>	<u>807,715</u>
Capital Expenses	<u>0</u>	<u>0</u>

6. Other information:

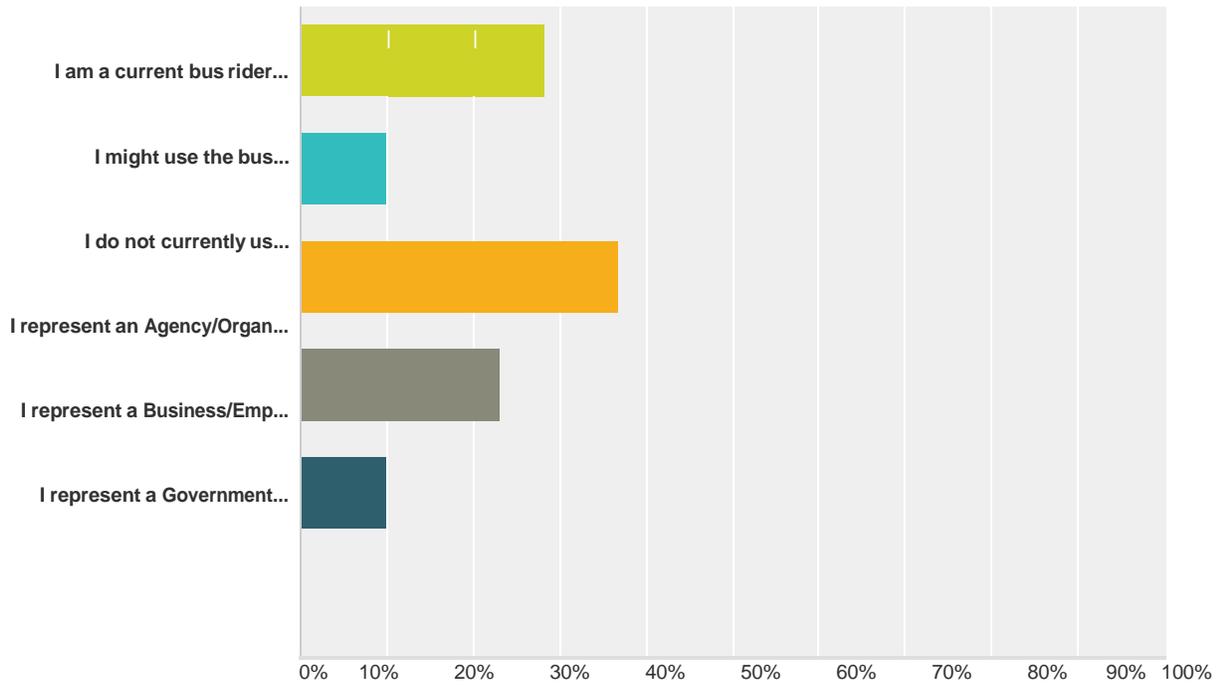
# **APPENDIX**

## **PASSENGER TRANSPORTATION SURVEY**

**INCLUDES:  
TRANSIT USERS  
AGENCIES  
EMPLOYERS  
GENERAL PUBLIC**

# **2014 Transportation Survey**

**Q1 Please briefly describe your transportation experience:**



Answer Choices	Responses
I am a current bus rider (Transit User)	28.32% 228
I might use the bus (Public)	9.69% 78
I do not currently use the bus	36.89% 297
I represent an Agency/Organization	23.23% 187
I represent a Business/Employer	10.31% 83
I represent a Government Agency	0.00% 0
<b>Total Respondents: 805</b>	

**2014 Transportation Survey- Transit  
User Survey Section**

**Q2 What is your zip code?**

#	Responses	Date
1	50401	1/28/2015 3:31 PM
2	50401	1/28/2015 3:29 PM
3	50401	1/28/2015 3:27 PM
4	50401-3239	1/28/2015 3:24 PM
5	50401	1/28/2015 3:21 PM
6	50401	1/28/2015 3:18 PM
7	50401	1/28/2015 3:16 PM
8	50401	1/28/2015 3:15 PM
9	50401	1/28/2015 3:13 PM
10	50401	1/28/2015 3:12 PM
11	50401	1/28/2015 3:11 PM
12	50401	1/28/2015 3:09 PM
13	50401	1/28/2015 3:08 PM
14	50401	1/28/2015 3:08 PM
15	50401	1/28/2015 3:07 PM
16	504001	1/28/2015 3:07 PM
17	50401	1/28/2015 3:05 PM
18	50401	1/28/2015 3:03 PM
19	50401	1/28/2015 3:00 PM
20	50401	1/28/2015 2:57 PM
21	50401	1/28/2015 2:56 PM
22	50401	1/28/2015 2:56 PM
23	50401	1/28/2015 2:54 PM
24	50401	1/28/2015 2:53 PM
25	50401	1/28/2015 2:49 PM
26	50401	1/28/2015 2:47 PM
27	50401	1/28/2015 2:45 PM
28	50401	1/28/2015 2:41 PM
29	50616	1/28/2015 2:38 PM
30	50616	1/28/2015 2:37 PM
31	50616	1/28/2015 2:31 PM
32	50616	1/28/2015 2:26 PM
33	50616	1/28/2015 2:21 PM

34	50616	1/28/2015 2:20 PM
35	50616	1/28/2015 2:18 PM
36	50616	1/28/2015 2:11 PM
37	50616	1/28/2015 2:10 PM
38	50616	1/28/2015 2:09 PM
39	50616	1/28/2015 2:08 PM
40	50616	1/28/2015 2:07 PM
41	50616	1/28/2015 2:06 PM
42	50616	1/28/2015 2:05 PM
43	50616	1/28/2015 2:05 PM
44	50616	1/28/2015 2:04 PM
45	50616	1/28/2015 2:03 PM
46	50616	1/28/2015 2:03 PM
47	50645	1/28/2015 1:58 PM
48	50645	1/28/2015 1:57 PM
49	50645	1/28/2015 1:57 PM
50	50645	1/28/2015 1:56 PM
51	50616	1/28/2015 1:47 PM
52	50616	1/28/2015 1:43 PM
53	50616	1/28/2015 1:41 PM
54	50616	1/28/2015 1:40 PM
55	50616-2705	1/28/2015 1:39 PM
56	50616-2905	1/28/2015 1:38 PM
57	50616-2705	1/28/2015 1:38 PM
58	50616	1/28/2015 1:36 PM
59	50616	1/28/2015 1:27 PM
60	50616	1/28/2015 1:25 PM
61	50616	1/28/2015 1:24 PM
62	50616	1/28/2015 1:23 PM
63	50616	1/28/2015 1:22 PM
64	50616	1/28/2015 1:19 PM
65	50436	1/28/2015 12:34 PM
66	50616	1/28/2015 11:43 AM
67	50616	1/28/2015 11:37 AM
68	50616	1/28/2015 11:36 AM
69	50616	1/28/2015 11:35 AM
70	50616	1/28/2015 11:34 AM
71	50616	1/28/2015 11:32 AM

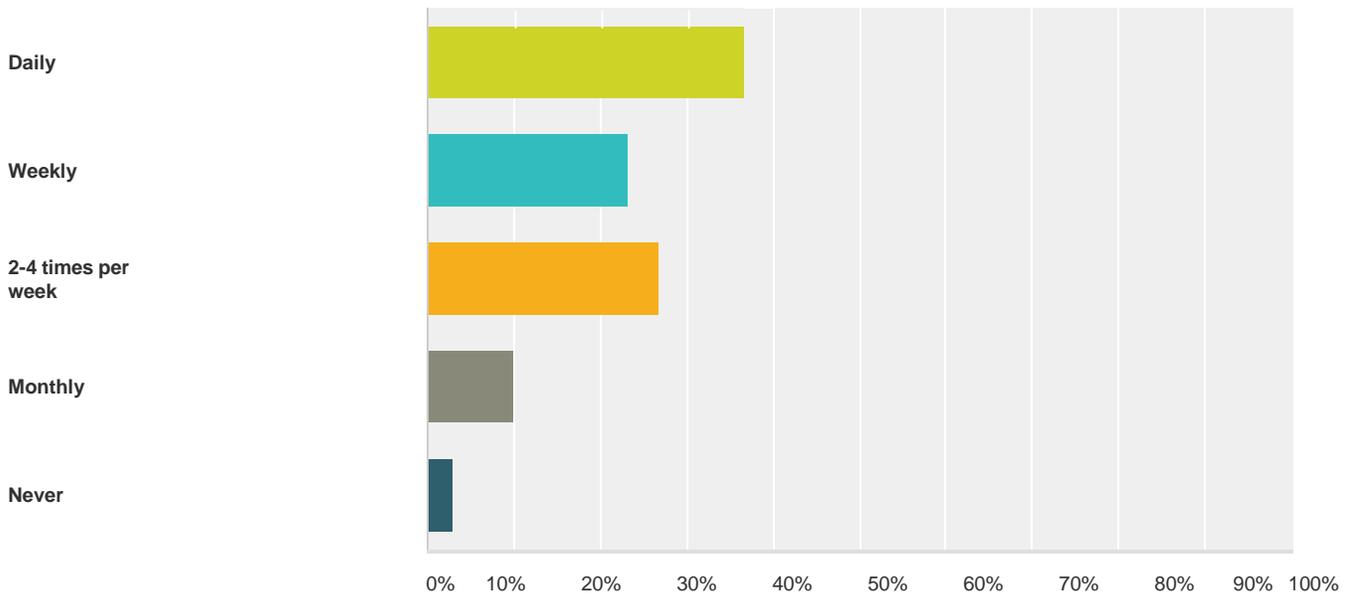
72	50616	1/28/2015 11:23 AM
73	50616	1/28/2015 11:22 AM
74	50616	1/28/2015 11:19 AM
75	50616	1/28/2015 11:16 AM
76	50616-2705	1/28/2015 11:14 AM
77	50616	1/28/2015 11:12 AM
78	50616	1/28/2015 11:08 AM
79	50616	1/28/2015 11:03 AM
80	50436	1/28/2015 11:02 AM
81	50615-2705	1/28/2015 10:58 AM
82	50616	1/28/2015 10:54 AM
83	50616	1/28/2015 10:52 AM
84	50616	1/28/2015 10:48 AM
85	50616	1/28/2015 10:42 AM
86	50616	1/28/2015 10:39 AM
87	50616	1/28/2015 10:35 AM
88	50616	1/28/2015 10:34 AM
89	50616	1/28/2015 10:26 AM
90	50616	1/28/2015 10:23 AM
91	50616	1/28/2015 10:19 AM
92	50616	1/28/2015 10:15 AM
93	50616	1/28/2015 10:14 AM
94	50616	1/28/2015 10:09 AM
95	50616	1/28/2015 10:08 AM
96	50436	1/28/2015 9:55 AM
97	50423	1/28/2015 9:54 AM
98	50436	1/28/2015 9:53 AM
99	50436-1428	1/28/2015 9:52 AM
100	50436	1/28/2015 9:52 AM
101	50436	1/28/2015 9:51 AM
102	50436	1/28/2015 9:50 AM
103	50436	1/28/2015 9:49 AM
104	50456	1/28/2015 9:48 AM
105	50436	1/28/2015 9:48 AM
106	50436	1/28/2015 9:45 AM
107	50451	1/28/2015 9:44 AM
108	50436	1/28/2015 9:42 AM
109	50436	1/28/2015 9:41 AM

110	50436	1/28/2015 9:35 AM
111	50436	1/28/2015 9:34 AM
112	50401	1/28/2015 9:27 AM
113	50436	1/28/2015 9:19 AM
114	50478	1/28/2015 9:12 AM
115	50446	1/28/2015 9:08 AM
116	50436	1/28/2015 9:01 AM
117	50436	1/28/2015 8:56 AM
118	50424	1/28/2015 8:50 AM
119	50436	1/28/2015 8:36 AM
120	50401	1/28/2015 8:31 AM
121	50401	1/28/2015 8:25 AM
122	50401	1/28/2015 8:22 AM
123	50401	1/27/2015 4:10 PM
124	50401	1/27/2015 4:01 PM
125	50401	1/27/2015 3:56 PM
126	50428	1/27/2015 3:53 PM
127	50401	1/27/2015 3:47 PM
128	50401	1/27/2015 3:39 PM
129	50401- Temporary. I am from out of state but am here because of health conditions	1/27/2015 3:37 PM
130	50401	1/27/2015 3:34 PM
131	50448	1/27/2015 3:28 PM
132	50401	1/27/2015 3:27 PM
133	50401	1/27/2015 3:26 PM
134	50401	1/27/2015 3:22 PM
135	50401	1/27/2015 3:17 PM
136	50401	1/27/2015 3:16 PM
137	50401	1/27/2015 3:14 PM
138	50401	1/27/2015 3:12 PM
139	50401	1/27/2015 3:10 PM
140	50456	1/27/2015 3:09 PM
141	50456	1/27/2015 3:08 PM
142	50401	1/27/2015 3:07 PM
143	50444	1/27/2015 3:06 PM
144	50456	1/27/2015 3:05 PM
145	50459	1/27/2015 3:04 PM
146	50448	1/27/2015 2:59 PM
147	50459	1/27/2015 2:57 PM

148	50459	1/27/2015 2:51 PM
149	50459	1/27/2015 2:49 PM
150	50459	1/27/2015 2:46 PM
151	50456	1/27/2015 2:44 PM
152	50456	1/27/2015 2:39 PM
153	50456	1/27/2015 2:37 PM
154	50456	1/27/2015 2:33 PM
155	50456	1/27/2015 2:30 PM
156	50456	1/27/2015 2:22 PM
157	50456	1/27/2015 2:20 PM
158	50459	1/27/2015 2:09 PM
159	50401	1/27/2015 11:18 AM
160	50401	1/27/2015 10:52 AM
161	50459	1/27/2015 9:11 AM
162	50459	1/27/2015 9:09 AM
163	50459	1/27/2015 9:02 AM
164	50459	1/27/2015 8:59 AM
165	50459	1/27/2015 8:58 AM
166	50448	1/27/2015 8:56 AM
167	50459	1/27/2015 8:54 AM
168	50459	1/27/2015 8:52 AM
169	50459	1/27/2015 8:50 AM
170	50459	1/27/2015 8:38 AM
171	50459	1/27/2015 8:36 AM
172	50401	1/22/2015 10:13 PM
173	50436	1/22/2015 7:21 PM
174	50401	1/21/2015 5:24 PM
175	50401	1/21/2015 1:28 PM
176	50401	1/17/2015 12:00 AM
177	50616	1/16/2015 1:53 PM
178	50401	1/16/2015 1:12 PM
179	50436	1/15/2015 10:00 PM
180	50401	1/15/2015 5:46 PM
181	50459	1/15/2015 8:29 AM
182	50401	1/14/2015 6:42 PM
183	50401	1/14/2015 3:17 PM
184	50401	1/14/2015 2:01 PM
185	50428	1/14/2015 11:36 AM

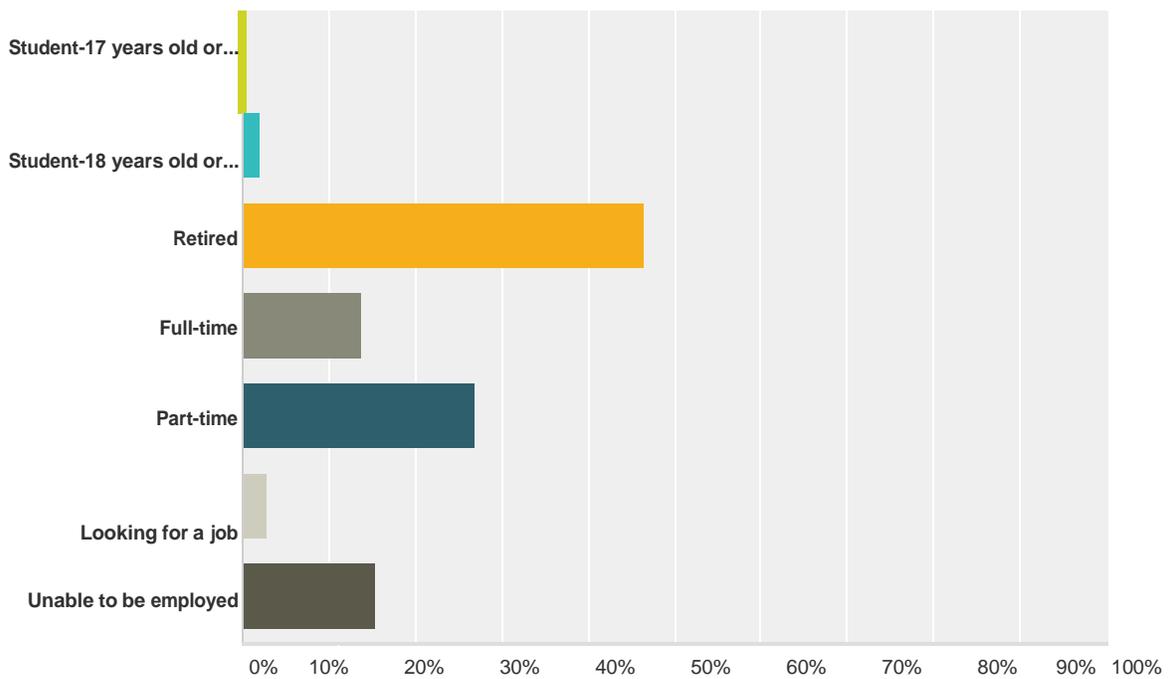
186	50436	1/14/2015 12:47 AM
187	50401	1/13/2015 8:40 PM
188	50401	1/13/2015 3:18 PM
189	50401	1/13/2015 1:51 PM
190	50401	1/13/2015 12:20 PM
191	50436	1/12/2015 5:47 PM
192	50401	1/12/2015 4:30 PM
193	50401	1/12/2015 3:52 PM
194	50401	1/12/2015 1:32 PM
195	50401	1/11/2015 9:29 AM
196	50401	1/10/2015 7:31 AM
197	50401	1/8/2015 2:53 PM
198	50436	1/7/2015 8:16 AM
199	50456	1/7/2015 1:18 AM
200	50401	1/7/2015 12:11 AM
201	50401	1/6/2015 9:08 PM
202	50401	1/5/2015 10:25 PM
203	50401	12/31/2014 7:06 PM
204	50401	12/23/2014 5:11 AM
205	50459	12/22/2014 7:26 PM
206	50401	12/22/2014 6:07 PM
207	50401	12/20/2014 5:58 PM
208	50450	12/18/2014 5:09 PM
209	50450	12/18/2014 3:03 PM
210	50436	12/18/2014 11:30 AM
211	50401	12/17/2014 10:41 AM
212	50401	12/17/2014 7:37 AM
213	50401	12/17/2014 4:58 AM
214	50401	12/16/2014 4:35 PM
215	50401	12/13/2014 4:50 PM
216	50401	12/12/2014 9:13 AM
217	50401	12/12/2014 7:22 AM
218	50401	12/11/2014 10:45 PM
219	50401	12/11/2014 10:34 PM

### Q3 How often do you use the public bus?



Answer Choices	Responses	Count
Daily	36.80%	85
Weekly	23.38%	54
2-4 times per week	26.84%	62
Monthly	9.96%	23
Never	3.03%	7
<b>Total</b>		<b>231</b>

### Q4 What is your employment status?



Answer Choices	Responses
Student-17 years old or less	1.28% 3
Student-18 years old or more	2.14% 5
Retired	46.58% 109
Full-time	13.68% 32
Part-time	26.92% 63
Looking for a job	2.99% 7
Unable to be employed	15.38% 36
<b>Total Respondents: 234</b>	

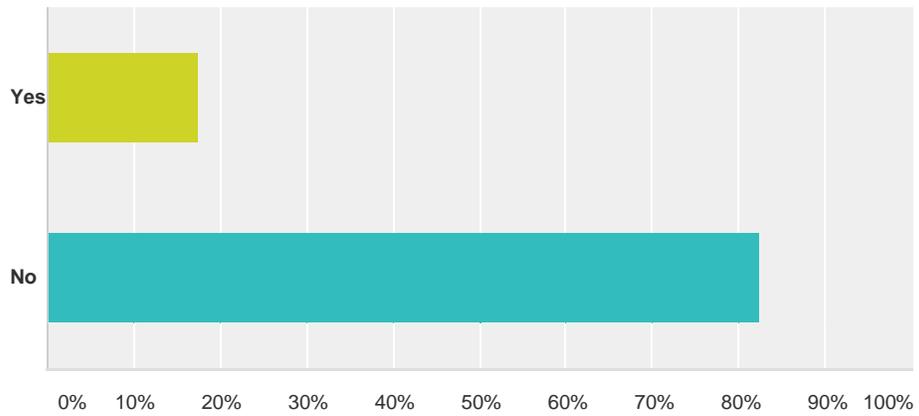
#	Other (please specify)	Date
1	Disabled	1/28/2015 3:27 PM
2	Disabled	1/27/2015 3:54 PM
3	Special needs, back and forth to work.	1/22/2015 7:22 PM
4	Disabled	1/13/2015 1:51 PM
5	voc services	1/12/2015 5:52 PM
6	disabled	1/7/2015 1:18 AM
7	Opportunity village	12/18/2014 3:04 PM

8

disabled

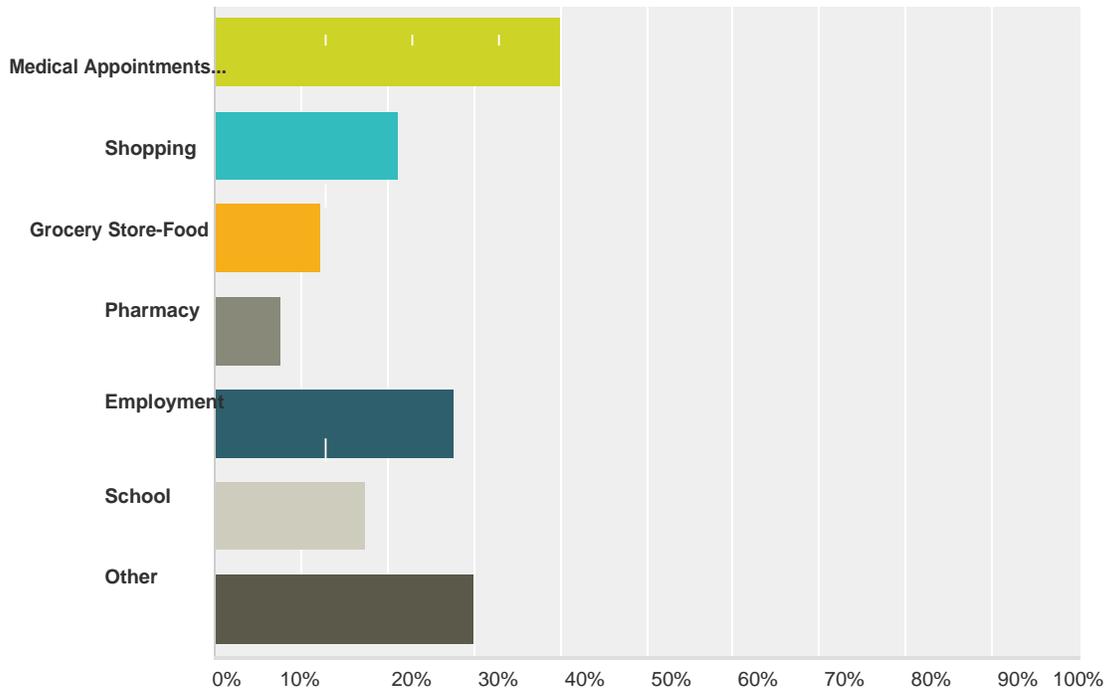
12/10/2014 3:56 PM

### Q5 Have you had difficulty getting or keeping a job due to transportation?



Answer Choices	Responses	
Yes	17.52%	41
No	82.48%	193
<b>Total</b>		<b>234</b>

**Q6 Please tell us the reason(s) you use the bus?**



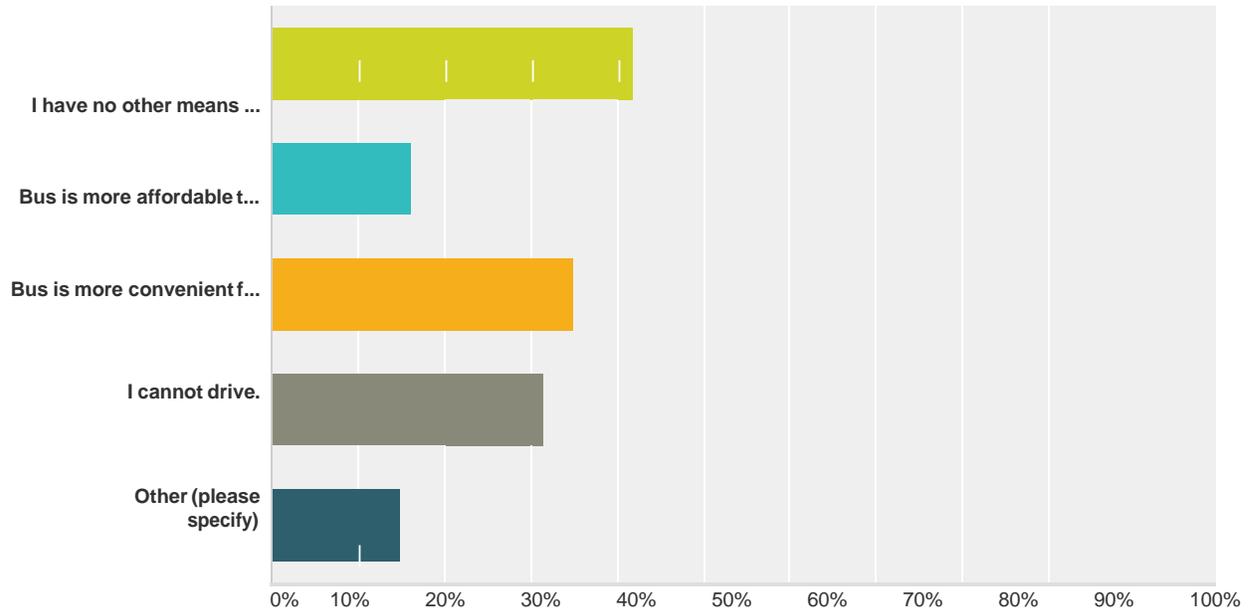
Answer Choices	Responses	Count
Medical Appointments/Doctor	40.17%	94
Shopping	21.37%	50
Grocery Store-Food	12.39%	29
Pharmacy	7.69%	18
Employment	27.78%	65
School	17.52%	41
Other (please specify)	29.91%	70
<b>Total Respondents: 234</b>		

#	Other (please specify)	Date
1	Volunteering	1/28/2015 3:03 PM
2	Volunteer	1/28/2015 2:56 PM
3	Hair	1/28/2015 2:45 PM
4	Volunteer	1/28/2015 2:15 PM
5	Volunteer	1/28/2015 1:59 PM
6	Volunteer	1/28/2015 1:58 PM

7	volunteer	1/28/2015 1:57 PM
8	Volunteer	1/28/2015 1:56 PM
9	Volunteer	1/28/2015 1:36 PM
10	Volunteer	1/28/2015 1:33 PM
11	Volunteer	1/28/2015 1:25 PM
12	Volunteer	1/28/2015 1:24 PM
13	Volunteer	1/28/2015 1:23 PM
14	Foster Grandparent	1/28/2015 1:22 PM
15	Foster Grandparents	1/28/2015 1:19 PM
16	FGP	1/28/2015 12:03 PM
17	Foster Grandparents	1/28/2015 11:37 AM
18	FGP	1/28/2015 11:20 AM
19	I volunteer at school through the FGP program	1/28/2015 11:12 AM
20	Volunteer through the FGP	1/28/2015 11:08 AM
21	I volunteer at school through the FGP program	1/28/2015 11:04 AM
22	day hab program at mosaic	1/28/2015 11:02 AM
23	St. Johns Pre-school Afternoons 5x week	1/28/2015 10:55 AM
24	Volunteer Work-FGP	1/28/2015 10:52 AM
25	Volunteer Work-FGP	1/28/2015 10:48 AM
26	Volunteer week	1/28/2015 10:44 AM
27	Volunteer FGP	1/28/2015 10:39 AM
28	Volunteer Foster Grandparent Program	1/28/2015 10:37 AM
29	Volunteer-FGP	1/28/2015 10:14 AM
30	Volunteering at Washington School	1/28/2015 10:10 AM
31	Volunteering	1/28/2015 10:09 AM
32	Day Hab	1/28/2015 9:55 AM
33	Health/Beauty	1/28/2015 9:53 AM
34	Banking	1/28/2015 9:52 AM
35	Buy something	1/28/2015 9:51 AM
36	Breakfast	1/28/2015 9:46 AM
37	Day Hab	1/28/2015 9:42 AM
38	Day Hab	1/28/2015 9:41 AM
39	Day HAB	1/28/2015 8:37 AM
40	Social Meeting	1/27/2015 3:58 PM
41	Escort Resident	1/27/2015 3:08 PM
42	Activity Work/day	1/27/2015 3:04 PM
43	d	1/27/2015 2:57 PM
44	PO Meeting	1/27/2015 2:45 PM

45	Picking car up from the shop	1/27/2015 2:31 PM
46	Bible study	1/27/2015 9:12 AM
47	Congregate meals for lunch	1/27/2015 9:10 AM
48	Congregate meals	1/27/2015 9:03 AM
49	Congregate meals noon lunch	1/27/2015 9:00 AM
50	Pick up congregare meals	1/27/2015 8:58 AM
51	Congregate meal for lunch	1/27/2015 8:57 AM
52	Congregate meals	1/27/2015 8:54 AM
53	congregare meal for lunch	1/27/2015 8:53 AM
54	congregare meal for lunch	1/27/2015 8:51 AM
55	Congregate meals	1/27/2015 8:39 AM
56	Congregate meals	1/27/2015 8:37 AM
57	Daycare	1/17/2015 12:01 AM
58	One way rides to get vehicle at maintenance shop etc	1/15/2015 8:30 AM
59	Opportunity Village	1/13/2015 1:52 PM
60	Voc services	1/12/2015 5:52 PM
61	services at opp. village	1/7/2015 8:17 AM
62	visit a Friend	1/7/2015 1:18 AM
63	I accompany my mother who is in a wheelchair to doctor appointments.	1/6/2015 9:10 PM
64	I have several friends who would like to go to casino's in Waterloo/Northwood...could this be scheduled once in a while?	1/5/2015 10:27 PM
65	But I work as early as 5 am an as late as 1 am so sometimes i walk I would definitely pay as much as five bucks a ride for afterhours rides	12/23/2014 5:14 AM
66	I currently don't drive due to being scared to. I have Asperger's Syndrome.	12/16/2014 4:37 PM
67	Visit family and friends	12/11/2014 10:46 PM
68	Human services appt	12/4/2014 11:39 AM
69	Do Not Use the bus	12/3/2014 4:22 PM
70	CAR TROUBLE	12/3/2014 2:12 PM

### Q7 Generally, why do you ride the bus?

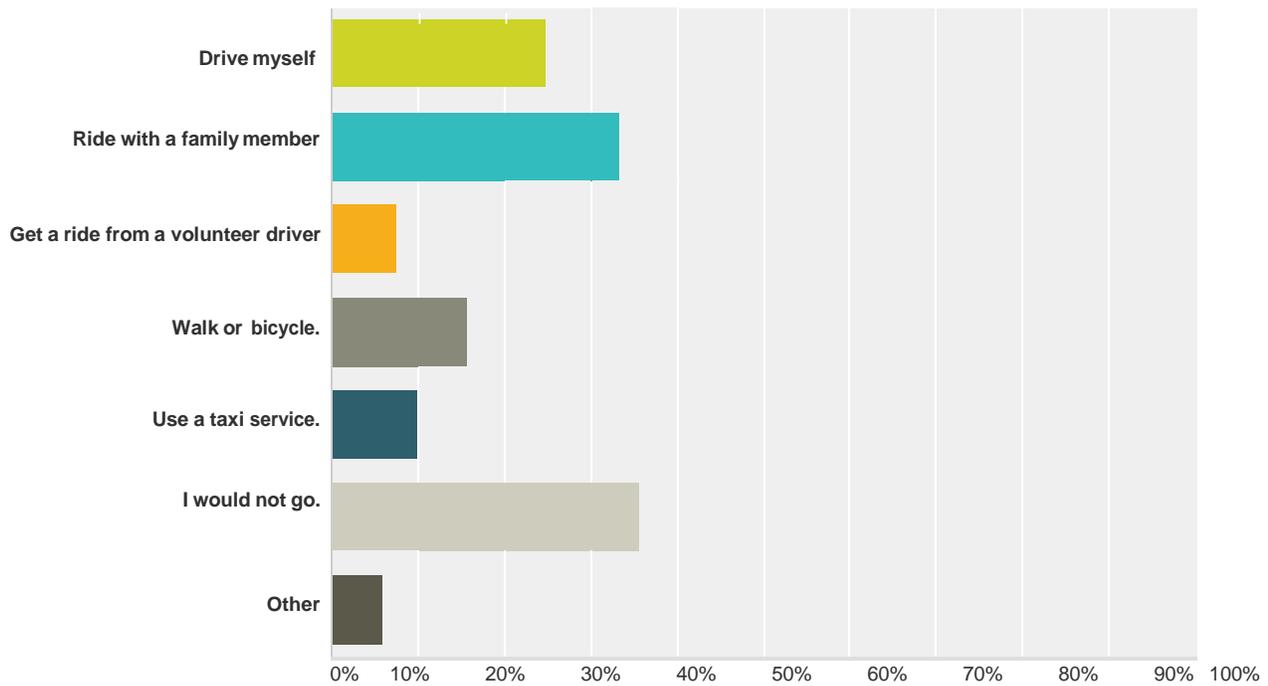


Answer Choices	Responses
I have no other means of transportation.	41.88% 98
Bus is more affordable than other options.	16.24% 38
Bus is more convenient for me.	35.04% 82
I cannot drive.	31.62% 74
Other (please specify)	14.96% 35
<b>Total Respondents: 234</b>	

#	Other (please specify)	Date
1	With my medical issues I know it's unsafe for me to drive with my medical issues.	1/28/2015 3:28 PM
2	Legally Blind	1/28/2015 3:11 PM
3	Bus driver offer help when needed	1/28/2015 2:55 PM
4	I need to ride to the school	1/28/2015 1:44 PM
5	I rely on the bus	1/28/2015 1:41 PM
6	Go to School	1/28/2015 1:22 PM
7	Go to school	1/28/2015 1:19 PM
8	to go to school	1/28/2015 11:37 AM
9	wheel chair bound	1/28/2015 11:03 AM
10	I would not go as often to my volunteer site.	1/28/2015 10:52 AM
11	Go to school	1/28/2015 10:35 AM

12	Go to School	1/28/2015 10:33 AM
13	Go to School	1/28/2015 10:24 AM
14	Go to School	1/28/2015 10:20 AM
15	Go to School	1/28/2015 10:15 AM
16	I live in Britt	1/28/2015 9:55 AM
17	Legally blind	1/28/2015 9:54 AM
18	Car needs tire	1/28/2015 9:51 AM
19	To get to destination	1/28/2015 9:41 AM
20	Had to wear a cast on leg. Unable to drive	1/27/2015 4:11 PM
21	Escort for Good Shepherd	1/27/2015 4:02 PM
22	None	1/27/2015 3:29 PM
23	to escort resident from manly care center	1/27/2015 3:08 PM
24	Medically unable much of the time	1/27/2015 3:05 PM
25	Bad Weather	1/27/2015 2:52 PM
26	Convenience	1/27/2015 2:23 PM
27	If I need to	1/27/2015 9:10 AM
28	Only if I need to	1/27/2015 9:08 AM
29	only if I need it	1/27/2015 8:57 AM
30	Did not have the ability to drive one vehicle and bring back another vehicle. Worked great.	1/15/2015 8:30 AM
31	I ride the bus occasionally when I do not have a personal vehicle available. In the past I rode the bus 2-4 times per week to go to work.	1/14/2015 3:19 PM
32	don't have a car	1/7/2015 1:18 AM
33	Disabled	12/31/2014 7:08 PM
34	Handicap	12/10/2014 12:11 PM
35	Do Not Use the Bus	12/3/2014 4:22 PM

### Q8 How do you get to the places you want or need to go when buses are not available?

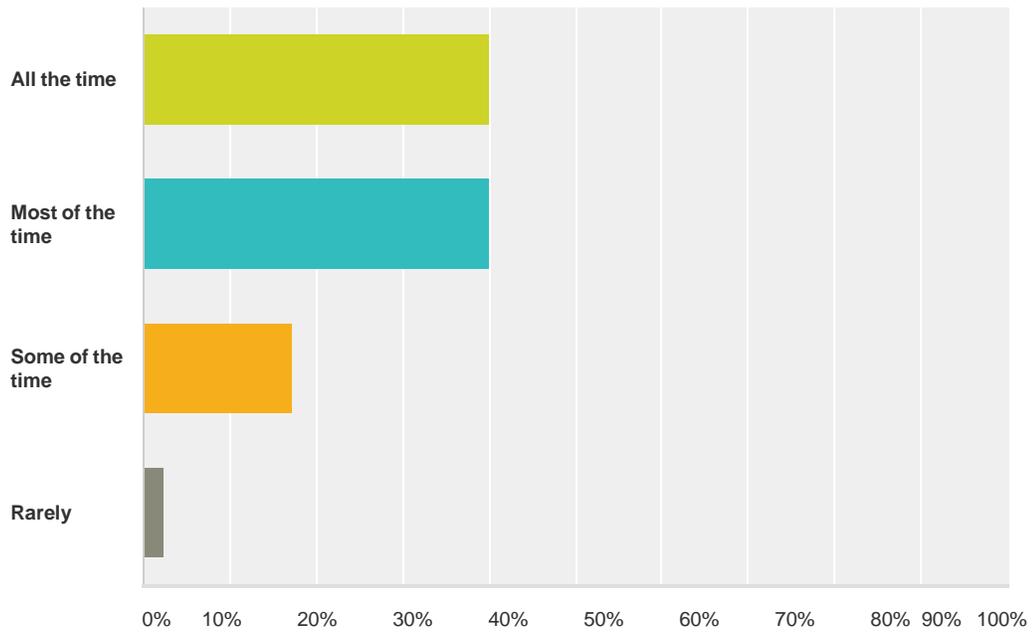


Answer Choices	Responses
Drive myself	24.89% 58
Ride with a family member or friend.	33.48% 78
Get a ride from a volunteer driver.	7.73% 18
Walk or bicycle.	15.88% 37
Use a taxi service.	9.44% 22
I would not go.	35.62% 83
Other (please specify)	6.01% 14
<b>Total Respondents: 233</b>	

#	Other (please specify)	Date
1	Home maker or neighbor	1/28/2015 3:12 PM
2	Bus	1/28/2015 3:01 PM
3	Scooter	1/28/2015 2:55 PM
4	Staff	1/28/2015 2:54 PM
5	I need to ride the bus	1/28/2015 1:44 PM

6	agency staff	1/28/2015 12:35 PM
7	I wouldn't volunteer as often	1/28/2015 10:52 AM
8	I wouldn't volunteer as often	1/28/2015 10:49 AM
9	I wouldn't volunteer as often	1/28/2015 10:14 AM
10	I wouldn't volunteer as often	1/28/2015 10:10 AM
11	Mom	1/27/2015 3:07 PM
12	barrow a car	1/7/2015 1:18 AM
13	staff	1/7/2015 12:12 AM
14	bus always available for me	12/11/2014 10:47 PM

### Q9 How often are you able to get to the places you want or need to go?



Answer Choices	Responses
All the time	40.52% 94
Most of the time	39.66% 92
Some of the time	17.24% 40
Rarely	2.59% 6
<b>Total</b>	<b>232</b>

### Q10 Please provide any suggestions for the public bus system to better serve you:

#	Responses	Date
1	I would like it if I could use the county bus more than just Nov 1-April 1	1/28/2015 3:31 PM
2	I have been very satisfied with the service of the Para-transit, They are very courteous and helpful	1/28/2015 3:29 PM
3	You're doing a great job	1/28/2015 3:25 PM
4	More drivers - especially during busy times. Transit very handy and affordable - more drivers- have to wait for a long time for pick up to return home (sometimes we need transit to get around) drivers very helpful. More drivers. so we don't have to wait so long.	1/28/2015 3:23 PM
5	It is great as is	1/28/2015 3:19 PM
6	More drivers-more drivers-so we don't have to wait so long. Have had to wait over 2 hours to get picked up. on busy time and day more drivers needed. Dispatchers need to check where drivers are so people can be picked up!! Without waiting so long for pick up	1/28/2015 3:18 PM
7	More buses so wouldn't wait 1 hr to be picked up. This is a wonderful service - bus drivers so nice. I would go more if I had money.	1/28/2015 3:16 PM
8	Sometimes it might be better if a client rode the bus a while longer than waiting for a bus in some cold secluded area. It would make it a decision which would be better to have the client warm and comfortable over have the private status and be uncomfortable	1/28/2015 3:14 PM
9	I am very satisfied with the bus. The drivers are great. No complaints!	1/28/2015 3:12 PM
10	Drivers are extremely helpful and friendly	1/28/2015 3:10 PM
11	Have none	1/28/2015 3:08 PM
12	It fits all of my needs. Thanks!	1/28/2015 3:04 PM
13	Provide transportation on Saturdays	1/28/2015 3:00 PM
14	Provide transportation on Saturdays	1/28/2015 2:57 PM
15	Would be nice if it ran on the weekend	1/28/2015 2:55 PM
16	I ride the region 2 transit for my job. Staff drive me to shop and doctor appointments.	1/28/2015 2:54 PM
17	Denise is very rude (drivers are great)	1/28/2015 2:45 PM
18	Drivers are very helpful, sometimes I have to wait a long time for a ride home. I don't like calling the office. Denise has been very short with me and argues a lot other passengers the bus have said the same thing. Buses are nice and comfortable	1/28/2015 2:43 PM
19	Run on weekends.	1/28/2015 2:38 PM
20	need more buses	1/28/2015 2:38 PM
21	Weekend runs	1/28/2015 2:32 PM
22	Weekend runs	1/28/2015 2:26 PM
23	run on weekends	1/28/2015 2:25 PM
24	Run on weekends	1/28/2015 2:21 PM
25	Run on weekends	1/28/2015 2:19 PM
26	I really need the bus to ride to the places I need to go. Otherwise it would be impossible for me to go.	1/28/2015 1:49 PM
27	I need the bus to pick us up and take us to our place we need to go.	1/28/2015 1:44 PM

28	I believe we need the bus to take us to our place to go to help the people who don't drive and have no other transportation	1/28/2015 1:42 PM
29	That the drivers are more friendly and try and meet the customers needs vs. there own.....such as will not provide services at certain times due to their lunch	1/28/2015 12:36 PM
30	They serve me just fine	1/28/2015 11:32 AM
31	They do a good job	1/28/2015 11:24 AM
32	Everything is fine	1/28/2015 11:22 AM
33	They do a great job. I have no complaints.	1/28/2015 11:20 AM
34	I volunteer so I think the bus system is my best way to go.	1/28/2015 11:19 AM
35	Keep up the good work	1/28/2015 11:14 AM
36	It is so need by many older people would not be able to get to apt. without it. We could not afford other travel.	1/28/2015 11:13 AM
37	I volunteer at schools. It is so important to have the bus service to this.	1/28/2015 11:09 AM
38	They do a good job. Greatly appreciate	1/28/2015 11:05 AM
39	Don't have any	1/28/2015 11:00 AM
40	Parking is limited at Washington School so riding the bus is very important. Handicap parking there is minimal.	1/28/2015 10:53 AM
41	Parking is limited at Washington School, so riding the bus is very important. Handicapped parking there is minimal.	1/28/2015 10:49 AM
42	Parking spaces at Washington School are very limited. Riding a bus is very important.	1/28/2015 10:46 AM
43	I volunteer- Volunteers are needed to keep many programs going.	1/28/2015 10:40 AM
44	I would not be able to do the volunteer work I do, if it weren't for public bus service.	1/28/2015 10:38 AM
45	I think it is wonderful	1/28/2015 9:54 AM
46	Love the transit, the girls are so helpful and convenient.	1/28/2015 9:53 AM
47	Drive until 5:00 p.m	1/28/2015 9:50 AM
48	As for me, I am satisfied. I would ask the drivers, I bet they have some suggestions.	1/28/2015 9:49 AM
49	go nights, weekemds, and I would like the bus to go out to cinema west movie theater	1/28/2015 9:48 AM
50	We need two buses	1/28/2015 9:48 AM
51	Use taxi to get to day hab	1/28/2015 9:42 AM
52	Ride taxi for day hab services	1/28/2015 9:41 AM
53	Mike needs to answer his phone. A lot of days he goes for hours without answering. He also needs to pick up more than one person at a time. The city transportation is the only transportation I have.	1/28/2015 9:36 AM
54	Winnebago CO. is great. Always go out of their way to make sure I can get where I need to go.	1/28/2015 9:34 AM
55	I would like the City Bus to go further west out to the Movie Theatre & Decker's area.	1/28/2015 9:31 AM
56	They do a good job at Winnebago co. Very nice ladies, go above and beyond.	1/28/2015 9:15 AM
57	I really don' have any suggestion. When I first started riding to Mason City, Dean was the driver. I will not ever ride with him again. He speeds, doesn't stop at RR crossings and doesnt have any regard for the safety of the handicapped. I was mortified and really upset about the way he was driving not only me but also the the handicapped. I would have walked home if I could have. Tammy is the backbone of the organization. She needs to be acknowledged and rewarded for her hard work and dedication to the people of Forest City and the area that she covers. She cares and that is bottom line. She is dedicated and could not be replaced.	1/28/2015 9:05 AM
58	It is fine the way it is.	1/28/2015 8:58 AM
59	I would like a bus on Saturday evening or Sunday morning to go to church. I have not been able to go for a long time now. I use a walker so need the lift. Thank you for this services.	1/28/2015 8:34 AM

60	I have to wait for the bus for sometimes over an hour. Hopefully can figure a way to pick up sooner. I was hurt friday Dec 18th because I let go of the brake and no one was behind me and my wheel chair flipped on my whole chair over and I hurt a couple of ribs and broke my glasses. The guy didn't tell me I was supposed to wait for him.	1/28/2015 8:30 AM
61	I don't enjoy the occasional 50-60 minute wait to be picked up to return to my residence. Thankfully, that is not often. I really do appreciate the courtesy of all the drivers.	1/28/2015 8:24 AM
62	Bus service is excellent service. Drivers are all great along with the people who make the appointment. no complaints.	1/27/2015 4:17 PM
63	The residents at Good Shepard are for the most part in a weakened state-- it would be helpful for them if their return trip could be quicker. Thank you.	1/27/2015 4:04 PM
64	The only place I am unable to get to is Mayo Clinic. You have been so good to me and service "is" excellent. You all have a merry merry Christmas and Happy New Year!	1/27/2015 3:59 PM
65	Occasional weekends or for big events that run late. You got nice drivers.	1/27/2015 3:55 PM
66	I have so much appreciated the availability of the public bus service. The city transit is not near me. And all the times except once, the bus came right on the time they said they would. The exception was once when I needed a ride home, so the time was not critical. Keep up the good work.	1/27/2015 3:51 PM
67	Better dispatching. I called for a ride and they never arrived for 3 hours. They told me I never told them where I was but they never said anything when I called in an hour after they never showed up, then I called the third our and they finally arrived. They took me straight home even with other riders that were first on the bus.	1/27/2015 3:42 PM
68	Other towns could use your rules on helping others on and off bus. your employees are extra great when it comes to caring for us.	1/27/2015 3:38 PM
69	Shorter time having to wait to be picked to return home. Have buses on the weekend	1/27/2015 3:36 PM
70	Heated seats for the wintertime, DVD Players	1/27/2015 3:27 PM
71	Have more drivers so we dont have to wait hours for a pick up!! Especially all the time with holidays. Have to wait forever HOURS to get picked up. Not when picked up at home, only when we call to be picked up to go home or when you have so many customers and getting order. You ne more drivers- you have the buses! get more drivers!! Have had to wait over 2 hours just to go home!! When you need more drivers get Joe and Kevin out to drive, not just sit in their offices. Dispatcher need help! phones sometimes ring forever than goes to voicemail.	1/27/2015 3:26 PM
72	It would be nice for the bus to be available for sunday for work and church runs. Improve service so the no client should have to wait more than 10 minutes for a bus. Most pick ups should happen within 30 min. No one running the bus or answering the phone should be allowed to swear. It is very unprofessional and should not be allowed in the work place. People driving are angry and yelling at the traffic while driving. When calling the office, some can be very rude on the phone. If the bus is 30 minutes late coming to pick up and I call they are rude. I call to check to see if I am getting picked up. The client has no way of knowing how long it will be. That makes it an appropriate call. So the solution is to be nice to the clients on the phone and don't lie about where the bus is and when it arrive. Unless you want to make it a practice to call if you (bus) will be greater than 15 min. late. (Which is the guideline of 15 min early or 15 min late). So just being nice would be the best.	1/27/2015 3:22 PM
73	Patient drivers to assist people with special needs.	1/27/2015 3:16 PM
74	I wish they could get more drivers so they could expand to weekends. It would be a godsend.	1/27/2015 3:15 PM
75	I rely on transit service. Wish didn't have to wait so when returning home. On time when going. Dispatch girls are wonderful. Drivers I can't say enough. Need more buses.	1/27/2015 3:14 PM
76	Drivers are very helpful in winter when hard for me to walk. Denise in office is very rude. She never lets me finish a conversation. She sometimes tells me there is no bus available. The other girls and Dean the driver always find rides for me.	1/27/2015 3:12 PM
77	It is really great the way it is.	1/27/2015 3:10 PM
78	none	1/27/2015 3:09 PM
79	I think they do an awesome job	1/27/2015 3:06 PM
80	Really good bus drivers	1/27/2015 3:04 PM
81	I do not drive so I have to depend on the transit.	1/27/2015 2:58 PM
82	Service Great-Rate 10+	1/27/2015 2:54 PM

83	Keep Do a good job	1/27/2015 2:50 PM
84	Keep up good service	1/27/2015 2:47 PM
85	None I can think of. The bus does a good job getting me where I need to go.	1/27/2015 2:45 PM
86	She loves the service (my mom)	1/27/2015 2:40 PM
87	Later Hours	1/27/2015 2:37 PM
88	Evening and weekend hours	1/27/2015 2:34 PM
89	Drivers are great. Very happy to have this wonderful service. Everyone is so nice, including office staff (Mainly, Sue)	1/27/2015 2:24 PM
90	If you could extend the hours later in the weekday to leaving Mason City at 5 or so, and if you could add weekend day service. This would be in an ideal world - I understand budgets are not unlimited. Thank you fo the service you provide" So in summary expand hours 1) Later in the day 2) run on the weekends	1/27/2015 2:17 PM
91	Transportation at night for social events at night or shopping, sports events and school events. Go to Clear Lake events. Get out and be social on the weekends.	1/27/2015 11:20 AM
92	Have bus service for residents that want to go to church on Sunday.	1/27/2015 9:09 AM
93	I rely on public transit 100% for my transportation needs	1/27/2015 8:55 AM
94	I would like service on the weekends	1/27/2015 8:51 AM
95	I think they do an excellent job	1/27/2015 8:47 AM
96	Drivers are very helpful.	1/27/2015 8:37 AM
97	...transportation later in the evening and available on week-ends...usage on Saturdays	1/22/2015 10:16 PM
98	The buses here only run until 6pm and not on the weekends. This does not allow transportation to those who work any shift but first. When it comes to the weekend I have no rides anywhere.	1/17/2015 12:03 AM
99	more drivers for on time pick up and drop off more buses available...more areas to go to and from	1/16/2015 1:55 PM
100	Better pay for drivers so more people will want to drive.	1/16/2015 1:15 PM
101	Doing great! You really deserve more credit than you receive, I can only imagine it's a thankless job, so THANK YOU! :)	1/15/2015 10:01 PM
102	Later night service and weekend service, even if it was only once an hour.	1/15/2015 5:48 PM
103	Latter in the day services that the bus runs and limited Saturday/Sunday survice.	1/15/2015 8:31 AM
104	Evening and weekend service.	1/14/2015 3:20 PM
105	Need for updating your city transit fleet.	1/14/2015 2:09 PM
106	Longer hours of operation Weekend service	1/14/2015 12:48 AM
107	Provide service on Sunday.	1/13/2015 3:20 PM
108	FLEXIBILTIY !!! Reliable schedule. Putting the clients first regarding planning a pick up or drop off route. Shorter ride times. Promptness	1/13/2015 1:57 PM
109	Do not cancel for driver convenience	1/12/2015 5:54 PM
110	It would be helpful for my employment hours if the bust ran until after 7 p.m. and on weekends.	1/12/2015 4:31 PM
111	offer some weekend service for those who need it to get to and from work maybe run longer hours until 8 @ nite. offer up maybe expanding the current routes.	1/11/2015 9:33 AM
112	I need transportation to work and can't get there unless i have aride from friends our a taxi	1/10/2015 7:33 AM
113	wondering why they cancel services when it is cold.....people still have to work when it is cold in forest city	1/7/2015 8:18 AM
114	just keep doing what your doing all of your drivers i've had the pleaser of riding with have been very nice & helpful.	1/7/2015 1:18 AM
115	Be nicer when I call for my rides	1/7/2015 12:13 AM

116	We often wait long periods and if we could double up with other patients it would be nice often have to wait because they can only take who the dispatcher told them when the people they are taking are going near the same area we are	1/6/2015 9:14 PM
117	I think, both the transit and Region 2 are just great. Wish it was easier for them to do a pick-up...some wait 2-3 hours after they finish shopping for the Region 2 to arrive.	1/5/2015 10:31 PM
118	At least half day on this Saturday and Sunday church transportation	12/31/2014 7:11 PM
119	I know a 24 hour bus would b pricey but cabs charge 8 bucks an only run till 2am I currently have to start taking a cab at 1:30 am just to get to work by 5am cause my previous option was unreliable	12/23/2014 5:17 AM
120	Bus system on the weekends would be very helpful.	12/22/2014 6:09 PM
121	They are nice	12/18/2014 3:06 PM
122	Weekends are always a problem for getting to work when the busses are not running. Taxi service in Mason City is very expensive.	12/17/2014 10:44 AM
123	We need transportation available on weekends and in the evenings. Often this prevents us from getting where we need to go.	12/17/2014 7:39 AM
124	People over the phone to understand there are disabilities that can not be seen or heard right away and to not to judge.	12/16/2014 4:38 PM
125	Need more routes with less wait time.	12/13/2014 4:52 PM
126	Running on the weekends would be nice. Some of us are so busy during the week--it would be nice to do things on the weekend.	12/12/2014 9:15 AM
127	Buses need to run longer on Saturdays and need to run on Sundays. Thank you	12/12/2014 7:24 AM
128	if we had a weekend bus that ran til at least seven at night on both days.also more buses at night during the week.	12/11/2014 10:38 PM
129	I would suggest better time management when picking up people.	12/10/2014 8:05 PM
130	better drivers, improve time schedules, improve seats	12/10/2014 5:44 PM
131	Saturday afternoon service. I'm handicap and have to work most Saturday's at Walmart and have to take taxi home for \$8	12/10/2014 12:13 PM
132	It should run until 10 or 11 pm. Not everyone works 9 to 5.	12/10/2014 11:11 AM
133	Have it run into evenings longer or maybe consider Sat.. mornings as there are alot of people who would use it & have asked WHY it doesn't run including my self.. All larger cities make it so the public can use it why not Mason City?Please consider these ideas as I think it would serve people better.. Thank-you	12/9/2014 9:24 PM
134	Plz start going threw aldiss parking lot and maybe running until 6 or 7. And on sat would be nice to.	12/9/2014 6:10 PM
135	Longer hours of service Weekend service	12/4/2014 11:40 AM
136	after hours service	12/3/2014 2:13 PM

**2014 Transportation Survey- Agency  
Survey Section**

## Q11 General Information

Answer Choices	Responses	
Name:	97.60%	122
Agency:	100.00%	125
Address:	100.00%	125
Address 2:	0.00%	0
City/Town:	100.00%	125
State:	0.00%	0
ZIP:	100.00%	125
Country:	3.20%	4
Email Address:	92.80%	116
Phone Number:	96.80%	121

#	Agency:	Date
1	Access, Inc.	1/28/2015 3:38 PM
2	City of Northwood	1/28/2015 3:33 PM
3	Community Care Coordination Program	1/27/2015 10:51 AM
4	Faith Lutheran Home	1/26/2015 9:21 PM
5	Mitchell Co. Home Health/Public Health	1/26/2015 7:03 PM
6	nivc services	1/26/2015 12:28 PM
7	LSI	1/26/2015 11:50 AM
8	Rockwell Nursing Home	1/23/2015 5:31 PM
9	Mitchell County Care Facility	1/23/2015 9:46 AM
10	Lutheran Retirement Home	1/22/2015 3:00 PM
11	North Iowa Area Community College	1/21/2015 1:32 PM
12	Floyd County Case Management	1/21/2015 11:41 AM
13	County Social Services	1/21/2015 10:36 AM
14	Butler & Floyd County Social Services	1/21/2015 9:43 AM
15	Chickasaw County TCM	1/21/2015 9:37 AM
16	Cerro Gordo Co. Social Services	1/21/2015 9:31 AM
17	North Iowa Area Community College	1/21/2015 9:24 AM
18	Floyd County Case Management	1/21/2015 9:13 AM
19	County Social Services	1/21/2015 8:33 AM
20	Trinity Lutheran	1/20/2015 2:20 PM
21	skiff medical center	1/20/2015 12:35 PM
22	Oakwood Care Center	1/20/2015 9:27 AM
23	Floyd County Public Health	1/20/2015 7:58 AM
24	Mercy Medical Center-NI	1/20/2015 7:47 AM
25	Faith Lutheran Home	1/19/2015 3:46 PM
26	Opportunity Village	1/19/2015 2:55 PM
27	Opportunity Village	1/19/2015 2:21 PM
28	Opportunity Village	1/19/2015 2:02 PM
29	IOOF Home & Community Therapy Center	1/19/2015 12:57 PM
30	Good Shepherd Health Center	1/19/2015 12:13 PM
31	Cerro Gordo Public Health	1/19/2015 9:32 AM
32	Mercy Dialysis Center	1/19/2015 8:47 AM
33	Chickasaw County Public Health & Home Care Services	1/19/2015 8:39 AM
34	Good Samaritan Society Algona	1/19/2015 8:37 AM
35	Cerro Gordo County Dept of Public Health	1/19/2015 8:15 AM
36	Cerro Gordo County Department of Public Health	1/19/2015 8:09 AM

37	Timely Mission Nursing Home	1/17/2015 11:33 AM
38	Mercy Health Network-North Iowa	1/17/2015 10:49 AM
39	NIACC/IowaWORKS	1/16/2015 11:19 AM
40	Apple Valley Assisted Living	1/15/2015 4:41 PM
41	Concord Care Center	1/15/2015 3:06 PM
42	North Iowa Transition Center	1/15/2015 11:24 AM
43	Elderbridge	1/15/2015 11:11 AM
44	Cerro Gordo Free Health Clinic	1/15/2015 10:26 AM
45	Opportunity Village	1/15/2015 9:16 AM
46	NIVC Services	1/15/2015 8:52 AM
47	Worth County Public Health & Transit	1/15/2015 8:13 AM
48	NIACC	1/14/2015 5:22 PM
49	Apple VALley Assisted Living	1/14/2015 3:42 PM
50	MMC-NI	1/14/2015 2:59 PM
51	North Iowa Area Community College	1/14/2015 2:19 PM
52	NIACC	1/14/2015 2:15 PM
53	NIACC	1/14/2015 2:08 PM
54	CASA	1/14/2015 11:03 AM
55	Word of Faith Church	1/14/2015 10:24 AM
56	Roller City / Youth For Christ	1/14/2015 10:07 AM
57	ABC Corporation	1/14/2015 9:32 AM
58	Crisis Intervention Service	1/14/2015 9:01 AM
59	CARE Team	1/14/2015 9:00 AM
60	Winnebago County Public Health	1/13/2015 3:43 PM
61	Evergreen Senior Living	1/13/2015 3:25 PM
62	Community Health	1/13/2015 2:58 PM
63	Exceptional Opportunities, Inc.	1/13/2015 2:45 PM
64	Comprehensive Systems, Inc	1/13/2015 1:39 PM
65	North Iowa Transition Center	1/13/2015 1:28 PM
66	Exceptional Opportunities	1/13/2015 1:25 PM
67	County Social Services	1/13/2015 1:11 PM
68	Kossuth County C.A.R.E. Team	1/13/2015 1:10 PM
69	Emmons Lutheran Church	1/13/2015 12:25 PM
70	Mercy Medical - Family Connections	1/13/2015 12:20 PM
71	Elderbridge/Life Long Links	1/13/2015 11:36 AM
72	Goodwill of the Great Plains	1/13/2015 11:06 AM
73	xx	1/13/2015 10:54 AM
74	NIVC	1/13/2015 10:22 AM
75	NIVC Services	1/13/2015 10:16 AM

76	Crisis Intervention Service	1/13/2015 10:08 AM
77	North Iowa Vocational Center	1/13/2015 10:07 AM
78	Salvation Army Adult Day Health Center	1/13/2015 9:38 AM
79	Lake Mills Chamber Development and Lake Mills United	1/13/2015 9:16 AM
80	Worth County Public Health	1/13/2015 8:59 AM
81	Cerro Gordo County Department of Public Health	1/13/2015 8:38 AM
82	NIVC Services Inc.	1/13/2015 8:36 AM
83	Case Management	1/13/2015 8:20 AM
84	Youth for Christ	1/13/2015 8:17 AM
85	NICAO	1/13/2015 8:08 AM
86	Govt	1/13/2015 8:01 AM
87	Mosaic	1/13/2015 7:28 AM
88	The Arc of North Central Iowa	1/12/2015 10:36 PM
89	Family Alliance for Veterans of America	1/12/2015 4:40 PM
90	IowaWORKS	1/12/2015 4:12 PM
91	Bridge of Hope	1/12/2015 4:04 PM
92	NIVC Services	1/12/2015 3:57 PM
93	NICAO	1/12/2015 3:53 PM
94	North Iowa Community Action Organization	1/12/2015 3:42 PM
95	Foster Grandparent Program	1/12/2015 3:34 PM
96	NIVC Services, Inc.	1/12/2015 3:31 PM
97	Youth For Christ	1/12/2015 1:53 PM
98	Access	1/9/2015 9:48 AM
99	Mason City Public Transit	1/8/2015 3:58 PM
100	Access, Inc	1/7/2015 11:06 AM
101	Cornerstone Assisted Living	1/7/2015 8:15 AM
102	North Iowa Community Action Organization Head Start	1/6/2015 8:45 AM
103	City of Northwood	1/5/2015 12:41 PM
104	NIVC Services	1/5/2015 11:15 AM
105	Worth County Public Health	1/5/2015 10:19 AM
106	Mosaic of North Central Iowa	12/31/2014 5:13 PM
107	Mosaic in North Central Iowa	12/31/2014 2:53 PM
108	Disability Rights Iowa	12/31/2014 11:54 AM
109	city of algona	12/31/2014 11:16 AM
110	Rockwell Community Nursing Home, Inc.	12/29/2014 2:27 PM
111	Central Iowa Case Management	12/26/2014 3:51 PM
112	Central Iowa Case Management	12/23/2014 4:20 PM
113	Central Iowa Community Services	12/23/2014 4:07 PM
114	charles city transit	12/20/2014 9:38 AM

115	Cerro Gordo County Case Management	12/16/2014 10:51 AM
116	City of Lake Mills	12/15/2014 1:33 PM
117	Children & Families of Iowa	12/15/2014 12:32 PM
118	Comprehensive System Inc.	12/15/2014 9:27 AM
119	opportunity Village	12/15/2014 9:10 AM
120	City of Algona	12/15/2014 8:55 AM
121	NIACOG	12/11/2014 2:51 PM
122	first united Methodist Church	12/10/2014 5:04 PM
123	Triad Project	12/10/2014 2:21 PM
124	Comprehensive Systems	12/10/2014 11:03 AM
125	United Way	12/3/2014 4:23 PM

#	City/Town:	Date
1	Hampton	1/28/2015 3:38 PM
2	Northwood	1/28/2015 3:33 PM
3	Mason City	1/27/2015 10:51 AM
4	Osage	1/26/2015 9:21 PM
5	Osage	1/26/2015 7:03 PM
6	Mason city iowa	1/26/2015 12:28 PM
7	Osage, Ia	1/26/2015 11:50 AM
8	Rockwell	1/23/2015 5:31 PM
9	Osage, Iowa	1/23/2015 9:46 AM
10	Northwood	1/22/2015 3:00 PM
11	Mason City	1/21/2015 1:32 PM
12	Charles City	1/21/2015 11:41 AM
13	Osage	1/21/2015 10:36 AM
14	Allison	1/21/2015 9:43 AM
15	New Hampton	1/21/2015 9:37 AM
16	MASONCITY	1/21/2015 9:31 AM
17	Mason City	1/21/2015 9:24 AM
18	Charles City	1/21/2015 9:13 AM
19	charles City	1/21/2015 8:33 AM
20	Algona	1/20/2015 2:20 PM
21	newton, iowa	1/20/2015 12:35 PM
22	Clear Lake	1/20/2015 9:27 AM
23	Charles City	1/20/2015 7:58 AM
24	Mason City	1/20/2015 7:47 AM
25	Osage	1/19/2015 3:46 PM
26	Clear Lake	1/19/2015 2:55 PM
27	Clear Lake	1/19/2015 2:21 PM
28	Clear Lake	1/19/2015 2:02 PM
29	Mason City	1/19/2015 12:57 PM
30	Mason City	1/19/2015 12:13 PM
31	Mason City	1/19/2015 9:32 AM
32	Mason City	1/19/2015 8:47 AM
33	New Hampton	1/19/2015 8:39 AM
34	Algona	1/19/2015 8:37 AM
35	Mason City	1/19/2015 8:15 AM
36	Mason City	1/19/2015 8:09 AM

37	Buffalo Center	1/17/2015 11:33 AM
38	Mason City	1/17/2015 10:49 AM
39	Mason City	1/16/2015 11:19 AM
40	Charles City	1/15/2015 4:41 PM
41	Garner	1/15/2015 3:06 PM
42	Mason City	1/15/2015 11:24 AM
43	Mason City	1/15/2015 11:11 AM
44	Mason City Iowa	1/15/2015 10:26 AM
45	Clear Lake	1/15/2015 9:16 AM
46	Mason City, Iowa	1/15/2015 8:52 AM
47	Northwood	1/15/2015 8:13 AM
48	Mason City	1/14/2015 5:22 PM
49	Clear Lake, Ia	1/14/2015 3:42 PM
50	M.C.	1/14/2015 2:59 PM
51	Mason City, Iowa	1/14/2015 2:19 PM
52	Mason City	1/14/2015 2:15 PM
53	Mason City	1/14/2015 2:08 PM
54	clear lake	1/14/2015 11:03 AM
55	Lake Mills	1/14/2015 10:24 AM
56	Mason City	1/14/2015 10:07 AM
57	Hampton	1/14/2015 9:32 AM
58	Mason City	1/14/2015 9:01 AM
59	Algona	1/14/2015 9:00 AM
60	Forest City	1/13/2015 3:43 PM
61	Osage	1/13/2015 3:25 PM
62	Algona	1/13/2015 2:58 PM
63	Algona	1/13/2015 2:45 PM
64	Charles City	1/13/2015 1:39 PM
65	Mason City	1/13/2015 1:28 PM
66	Burt	1/13/2015 1:25 PM
67	Algona	1/13/2015 1:11 PM
68	Algona	1/13/2015 1:10 PM
69	Emmons	1/13/2015 12:25 PM
70	Mason City	1/13/2015 12:20 PM
71	Mason City	1/13/2015 11:36 AM
72	Mason City	1/13/2015 11:06 AM
73	xx x	1/13/2015 10:54 AM
74	Mason City	1/13/2015 10:22 AM
75	Mason City	1/13/2015 10:16 AM

76	Mason City	1/13/2015 10:08 AM
77	Mason City	1/13/2015 10:07 AM
78	Mason City	1/13/2015 9:38 AM
79	Lake Mills	1/13/2015 9:16 AM
80	Northwood	1/13/2015 8:59 AM
81	Mason City	1/13/2015 8:38 AM
82	Mason City	1/13/2015 8:36 AM
83	Mason City	1/13/2015 8:20 AM
84	Hampton	1/13/2015 8:17 AM
85	Mason City	1/13/2015 8:08 AM
86	Mason City	1/13/2015 8:01 AM
87	Forest City	1/13/2015 7:28 AM
88	Mason City	1/12/2015 10:36 PM
89	Forest City	1/12/2015 4:40 PM
90	Mason City	1/12/2015 4:12 PM
91	Hampton	1/12/2015 4:04 PM
92	Mason City	1/12/2015 3:57 PM
93	Mason City	1/12/2015 3:53 PM
94	Mason City IA	1/12/2015 3:42 PM
95	Charles City	1/12/2015 3:34 PM
96	Mason City	1/12/2015 3:31 PM
97	Mason City	1/12/2015 1:53 PM
98	Hampton	1/9/2015 9:48 AM
99	Mason City	1/8/2015 3:58 PM
100	Hampton	1/7/2015 11:06 AM
101	Mason City	1/7/2015 8:15 AM
102	Mason City	1/6/2015 8:45 AM
103	Northwood	1/5/2015 12:41 PM
104	mason city,ia	1/5/2015 11:15 AM
105	Northwood	1/5/2015 10:19 AM
106	Forest City	12/31/2014 5:13 PM
107	Forest City	12/31/2014 2:53 PM
108	Klemme	12/31/2014 11:54 AM
109	algona	12/31/2014 11:16 AM
110	Rockwell	12/29/2014 2:27 PM
111	Hampton, Iowa	12/26/2014 3:51 PM
112	Hampton	12/23/2014 4:20 PM
113	Hampton	12/23/2014 4:07 PM
114	charlescicity	12/20/2014 9:38 AM

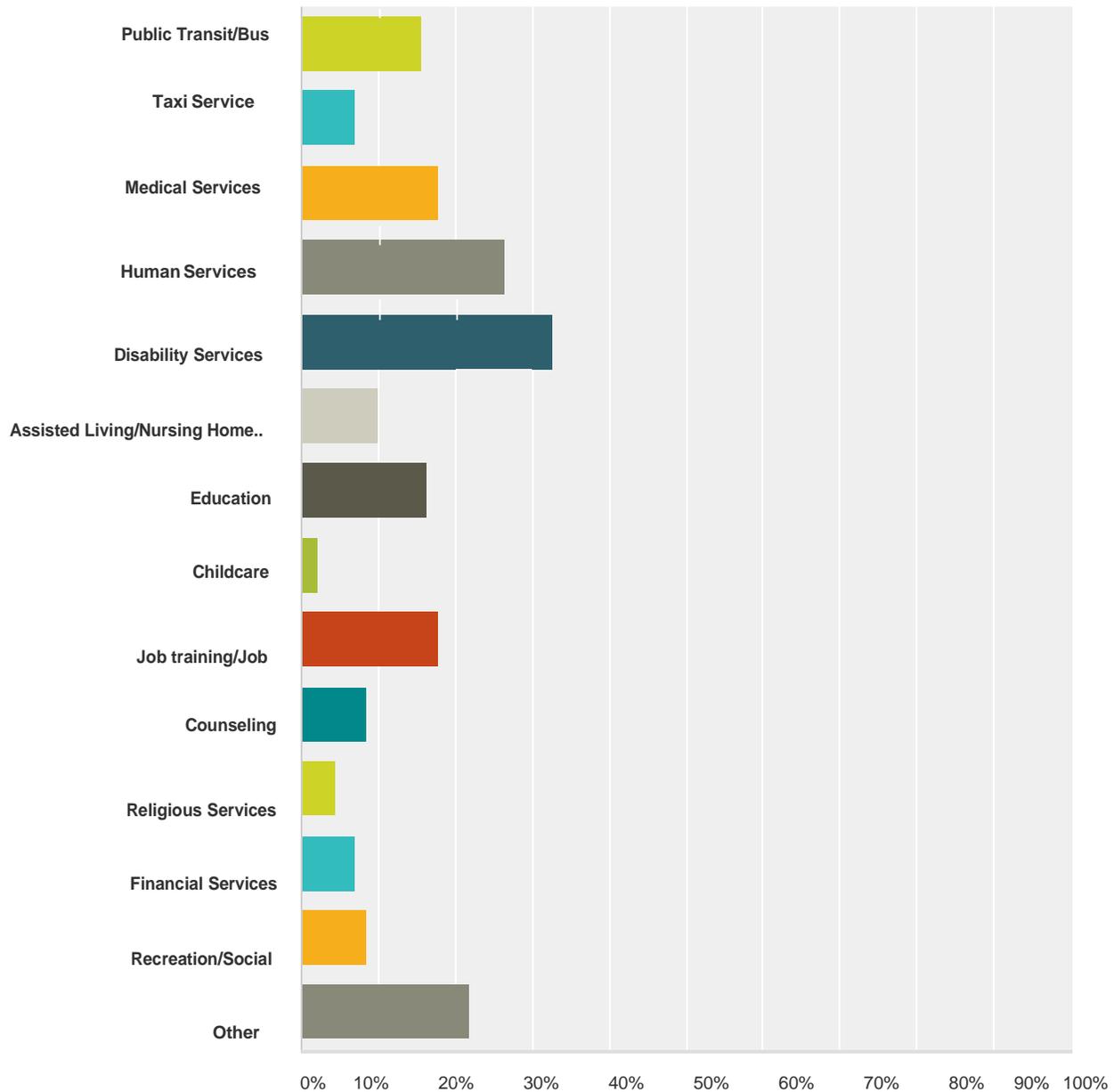
115	Mason City	12/16/2014 10:51 AM
116	Lake Mills	12/15/2014 1:33 PM
117	Fort Dodge	12/15/2014 12:32 PM
118	Charles City	12/15/2014 9:27 AM
119	Clear Lake	12/15/2014 9:10 AM
120	Algona	12/15/2014 8:55 AM
121	Mason City	12/11/2014 2:51 PM
122	Mason City	12/10/2014 5:04 PM
123	Mason City	12/10/2014 2:21 PM
124	Mason City	12/10/2014 11:03 AM
125	Mason City	12/3/2014 4:23 PM
<b>#</b>	<b>ZIP:</b>	<b>Date</b>
1	50441	1/28/2015 3:38 PM
2	50459	1/28/2015 3:33 PM
3	Iowa	1/27/2015 10:51 AM
4	50461	1/26/2015 9:21 PM
5	50461	1/26/2015 7:03 PM
6	50401	1/26/2015 12:28 PM
7	50461	1/26/2015 11:50 AM
8	50469	1/23/2015 5:31 PM
9	50461	1/23/2015 9:46 AM
10	50459	1/22/2015 3:00 PM
11	50401	1/21/2015 1:32 PM
12	50616	1/21/2015 11:41 AM
13	IA	1/21/2015 10:36 AM
14	50602	1/21/2015 9:43 AM
15	IA	1/21/2015 9:37 AM
16	50401	1/21/2015 9:31 AM
17	50401	1/21/2015 9:24 AM
18	50616	1/21/2015 9:13 AM
19	50616	1/21/2015 8:33 AM
20	50511	1/20/2015 2:20 PM
21	50208	1/20/2015 12:35 PM
22	50428	1/20/2015 9:27 AM
23	50616	1/20/2015 7:58 AM
24	50401	1/20/2015 7:47 AM
25	50461	1/19/2015 3:46 PM
26	50401	1/19/2015 2:55 PM
27	50428	1/19/2015 2:21 PM

28	50428	1/19/2015 2:02 PM
29	50401	1/19/2015 12:57 PM
30	50401	1/19/2015 12:13 PM
31	50401	1/19/2015 9:32 AM
32	50401	1/19/2015 8:47 AM
33	50659	1/19/2015 8:39 AM
34	50511	1/19/2015 8:37 AM
35	50401	1/19/2015 8:15 AM
36	50401	1/19/2015 8:09 AM
37	50424	1/17/2015 11:33 AM
38	50401	1/17/2015 10:49 AM
39	50401	1/16/2015 11:19 AM
40	50616	1/15/2015 4:41 PM
41	50438	1/15/2015 3:06 PM
42	50401	1/15/2015 11:24 AM
43	50401	1/15/2015 11:11 AM
44	50401	1/15/2015 10:26 AM
45	50428	1/15/2015 9:16 AM
46	50401	1/15/2015 8:52 AM
47	50459	1/15/2015 8:13 AM
48	IA	1/14/2015 5:22 PM
49	50428	1/14/2015 3:42 PM
50	50401	1/14/2015 2:59 PM
51	50401	1/14/2015 2:19 PM
52	50401	1/14/2015 2:15 PM
53	50401	1/14/2015 2:08 PM
54	50428	1/14/2015 11:03 AM
55	50450	1/14/2015 10:24 AM
56	50401	1/14/2015 10:07 AM
57	50441	1/14/2015 9:32 AM
58	50401	1/14/2015 9:01 AM
59	IA	1/14/2015 9:00 AM
60	50436	1/13/2015 3:43 PM
61	50461	1/13/2015 3:25 PM
62	50511	1/13/2015 2:58 PM
63	50511	1/13/2015 2:45 PM
64	50616	1/13/2015 1:39 PM
65	50401	1/13/2015 1:28 PM
66	50522	1/13/2015 1:25 PM

67	50511	1/13/2015 1:11 PM
68	50511	1/13/2015 1:10 PM
69	MN	1/13/2015 12:25 PM
70	IA	1/13/2015 12:20 PM
71	50401	1/13/2015 11:36 AM
72	50401	1/13/2015 11:06 AM
73	xxxxxx	1/13/2015 10:54 AM
74	50401	1/13/2015 10:22 AM
75	50401	1/13/2015 10:16 AM
76	50401	1/13/2015 10:08 AM
77	50401	1/13/2015 10:07 AM
78	50401	1/13/2015 9:38 AM
79	50450	1/13/2015 9:16 AM
80	50459	1/13/2015 8:59 AM
81	50401	1/13/2015 8:38 AM
82	50401	1/13/2015 8:36 AM
83	50401	1/13/2015 8:20 AM
84	50441	1/13/2015 8:17 AM
85	504001	1/13/2015 8:08 AM
86	50401	1/13/2015 8:01 AM
87	50436	1/13/2015 7:28 AM
88	50401	1/12/2015 10:36 PM
89	50436	1/12/2015 4:40 PM
90	50401	1/12/2015 4:12 PM
91	50441	1/12/2015 4:04 PM
92	Iowa	1/12/2015 3:57 PM
93	50401	1/12/2015 3:53 PM
94	50401	1/12/2015 3:42 PM
95	50616	1/12/2015 3:34 PM
96	50401	1/12/2015 3:31 PM
97	50401	1/12/2015 1:53 PM
98	50441	1/9/2015 9:48 AM
99	IA	1/8/2015 3:58 PM
100	50441	1/7/2015 11:06 AM
101	50401	1/7/2015 8:15 AM
102	50401	1/6/2015 8:45 AM
103	50459	1/5/2015 12:41 PM
104	50401	1/5/2015 11:15 AM
105	50459	1/5/2015 10:19 AM

106	50436	12/31/2014 5:13 PM
107	50436	12/31/2014 2:53 PM
108	50449	12/31/2014 11:54 AM
109	50511	12/31/2014 11:16 AM
110	50469	12/29/2014 2:27 PM
111	50441	12/26/2014 3:51 PM
112	50441	12/23/2014 4:20 PM
113	50441	12/23/2014 4:07 PM
114	50616	12/20/2014 9:38 AM
115	50401	12/16/2014 10:51 AM
116	50450	12/15/2014 1:33 PM
117	50501	12/15/2014 12:32 PM
118	50616	12/15/2014 9:27 AM
119	Iowa	12/15/2014 9:10 AM
120	IA	12/15/2014 8:55 AM
121	50401	12/11/2014 2:51 PM
122	50401	12/10/2014 5:04 PM
123	50401	12/10/2014 2:21 PM
124	50401	12/10/2014 11:03 AM
125	50401	12/3/2014 4:23 PM

## Q12 What are the major functions/services of your organization?



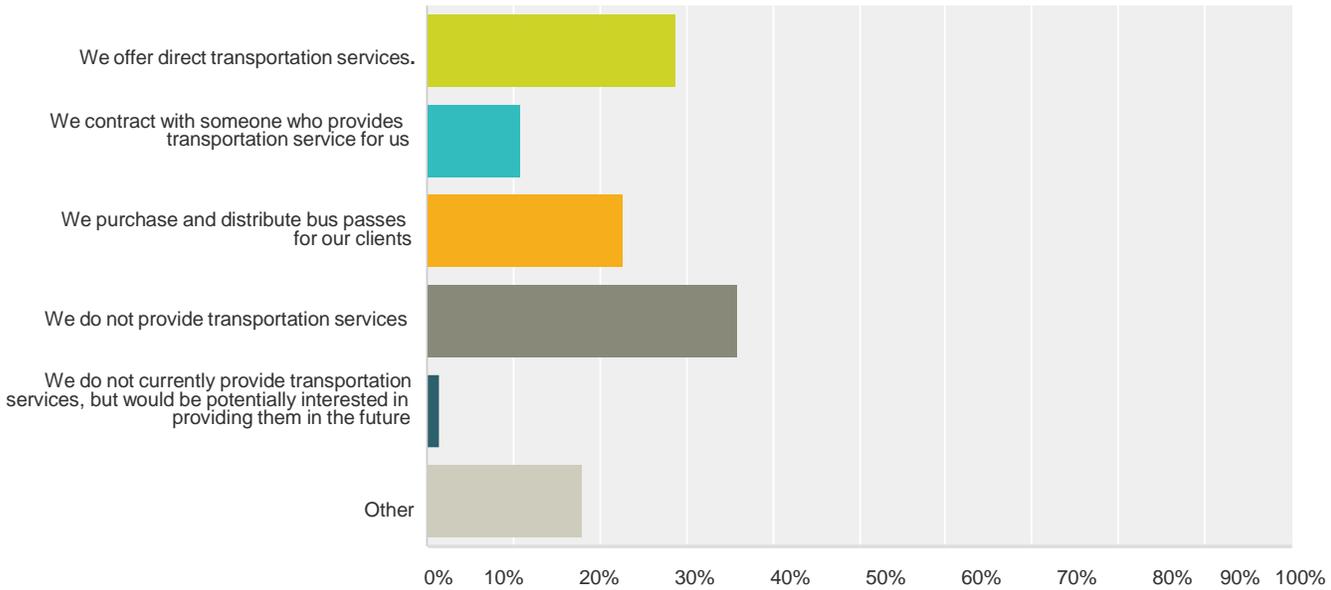
Answer Choices	Responses
Public Transit/Bus	15.63% 20
Taxi Service	7.03% 9
Medical Services	17.97% 23
Human Services	26.56% 34
Disability Services	32.81% 42

Assisted Living/Nursing Home	10.16%	13
Education	16.41%	21
Childcare	2.34%	3
Job training/Job Placement	17.97%	23
Counseling	8.59%	11
Religious Services	4.69%	6
Financial Services	7.03%	9
Recreation/Social	8.59%	11
Other (please specify)	21.88%	28
<b>Total Respondents: 128</b>		

#	Other (please specify)	Date
1	We assist clients to connect resources and remove barriers associated with psycho-social, socio-economic and medical determinants of health.	1/27/2015 10:53 AM
2	We are a residential care facility	1/23/2015 9:47 AM
3	SCL Mental Health meds, therapy, psychiatry	1/21/2015 9:32 AM
4	Short term rehab.	1/20/2015 9:28 AM
5	homemaker/home care aide	1/19/2015 8:16 AM
6	Home nursing	1/19/2015 8:09 AM
7	Assisted Living	1/15/2015 4:41 PM
8	Provide both direct and contracted services	1/15/2015 11:12 AM
9	Home Health Care	1/15/2015 8:14 AM
10	Financial, housing, food assistance	1/14/2015 10:24 AM
11	Assist families to meet basic needs, respite nursery/preschool child care, crisis intervention, youth programs	1/14/2015 9:03 AM
12	Domestic Violence/Sexual Assault Advocacy	1/14/2015 9:02 AM
13	Independent Senior Living	1/13/2015 3:27 PM
14	home health and parenting skills to young family	1/13/2015 2:58 PM
15	we help clients with household needs, clothing, baby items.	1/13/2015 1:14 PM
16	child abuse prevention services/ in home visits and parent education	1/13/2015 12:21 PM
17	Skilled	1/13/2015 10:54 AM
18	domestic violence, sexual assault, survivors of homicide	1/13/2015 10:09 AM
19	Adult Day Services. Also work at the Willows Senior living complex	1/13/2015 9:40 AM
20	Chamber of Commerce, Economic Development, LM United serves as an organization to give a hand up when someone is in need.	1/13/2015 9:17 AM
21	public health	1/13/2015 8:59 AM
22	Public Health / Healthcare Services	1/13/2015 8:38 AM
23	youth ministry/youth center	1/13/2015 8:17 AM
24	Veteran Services	1/12/2015 4:41 PM

25	I C F - I D	12/31/2014 5:14 PM
26	City Government	12/15/2014 8:55 AM
27	Government Administration	12/11/2014 2:51 PM
28	United Way	12/3/2014 4:23 PM

### Q13 Which of the following best describes your situation with regard to transportation?

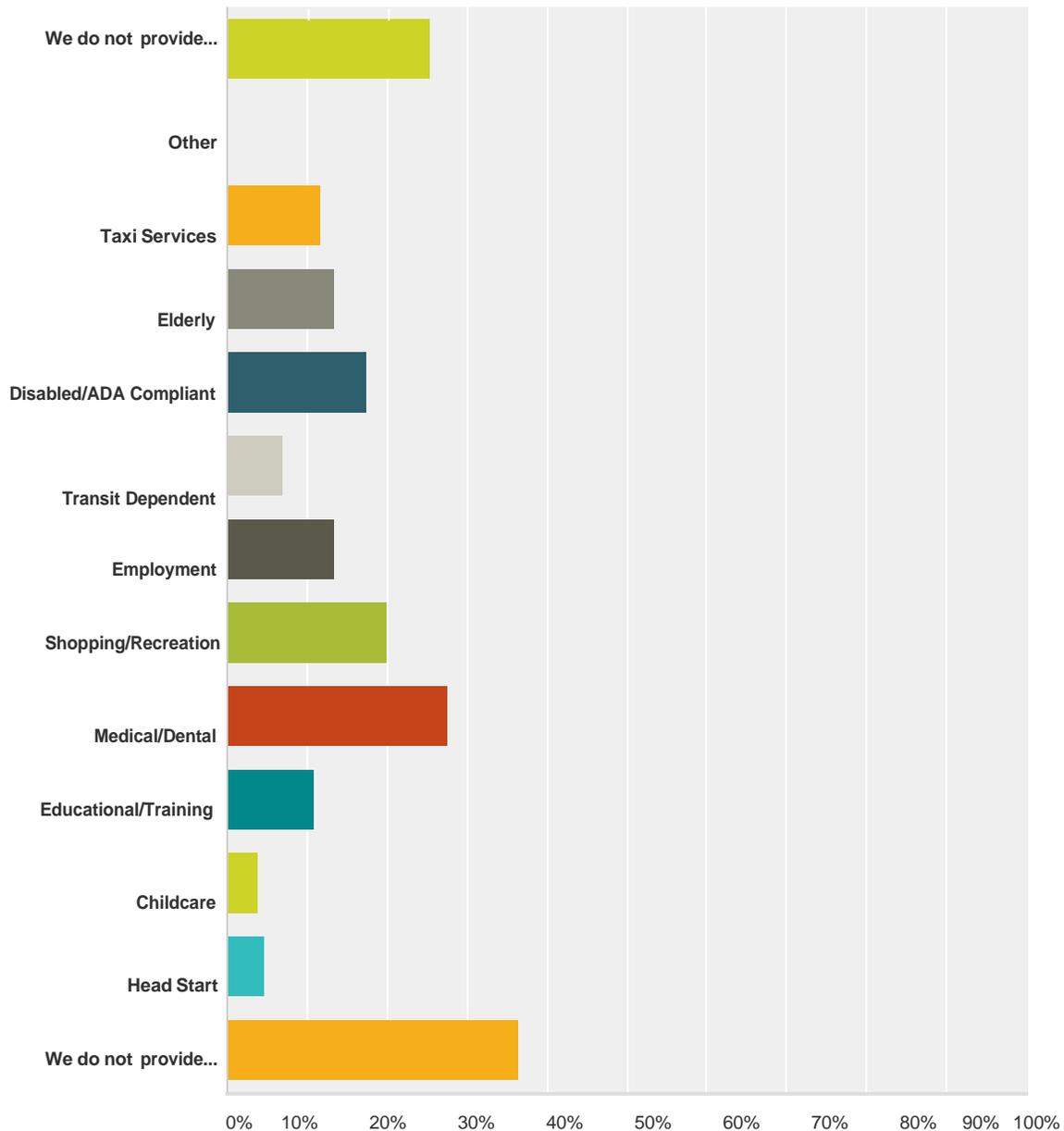


Answer Choices	Responses
We offer direct transportation services	28.91% 37
We contract with someone who provides transportation service for us	10.94% 14
We purchase and distribute bus passes for our clients	22.66% 29
We do not provide transportation services	35.94% 46
We do not currently provide transportation services, but would be potentially interested in providing them in the future	1.56% 2
Other (please specify)	17.97% 23
<b>Total Respondents: 128</b>	

#	Other (please specify)	Date
1	we scramble to connect clients to available resources and often are limited to a certain voucher dollar amount or number of times we can use, unfortunately this is not working for clients with chronic medical or ongoing social determinants of health.	1/27/2015 10:56 AM
2	we need rides to doctor appointments for our residents	1/23/2015 5:32 PM
3	coordinate funding for transportation; refer to transportation agencies	1/21/2015 9:38 AM
4	use public transit for pt d/c	1/20/2015 12:36 PM
5	We offer transportation, but cannot always provide all we need.	1/20/2015 9:28 AM
6	We purchase bus transportation for needed residents	1/19/2015 3:48 PM
7	we will take them on a medical appt. and shopping if they are funded.	1/19/2015 2:28 PM

8	we assist in arranging transportation and utilize buss passes thru Salvation Army if patient qualifies	1/19/2015 8:49 AM
9	We want our clients to become successful, independent community members who can utilize their own transportation if we are not available to do so for them.	1/15/2015 11:26 AM
10	We also have a van at Mercy Hospital for anyone to use-free will donations	1/14/2015 9:33 AM
11	at times provide vouchers for gas	1/14/2015 9:04 AM
12	We provide local transportation but also love to use the bus to take monthly trips for our seniors to various attractions. The bus allows for more passengers to get out and about. Julie is the best bus driver and carefully looks out for the needs of our residents.	1/13/2015 3:30 PM
13	I refer my families to use the bus-since they have limited income	1/13/2015 2:59 PM
14	We serve people who need public transportation available to them.	1/13/2015 2:46 PM
15	we try to find rides for our clients	1/13/2015 1:14 PM
16	We refer to NIACOG transportation for our clients	1/13/2015 11:37 AM
17	We work with families who need public transportation for various reasons	1/13/2015 9:18 AM
18	rely on public transportation for our clients to attend jobs throughout community	1/13/2015 8:37 AM
19	We hire the County Bus to transport the people we serve to allow them to go to activities in the evenings.	1/12/2015 10:38 PM
20	We will work clients that use public transportation.	12/26/2014 3:52 PM
21	For youth in our Youth Employment Program we can reimburse for mileage to our activies or purchase a bus pass	12/15/2014 12:33 PM
22	Transport consumers that we serve.	12/15/2014 9:28 AM
23	NA	12/11/2014 2:51 PM

## Q14 If your agency provides transportation, what type of services are offered by your agency?

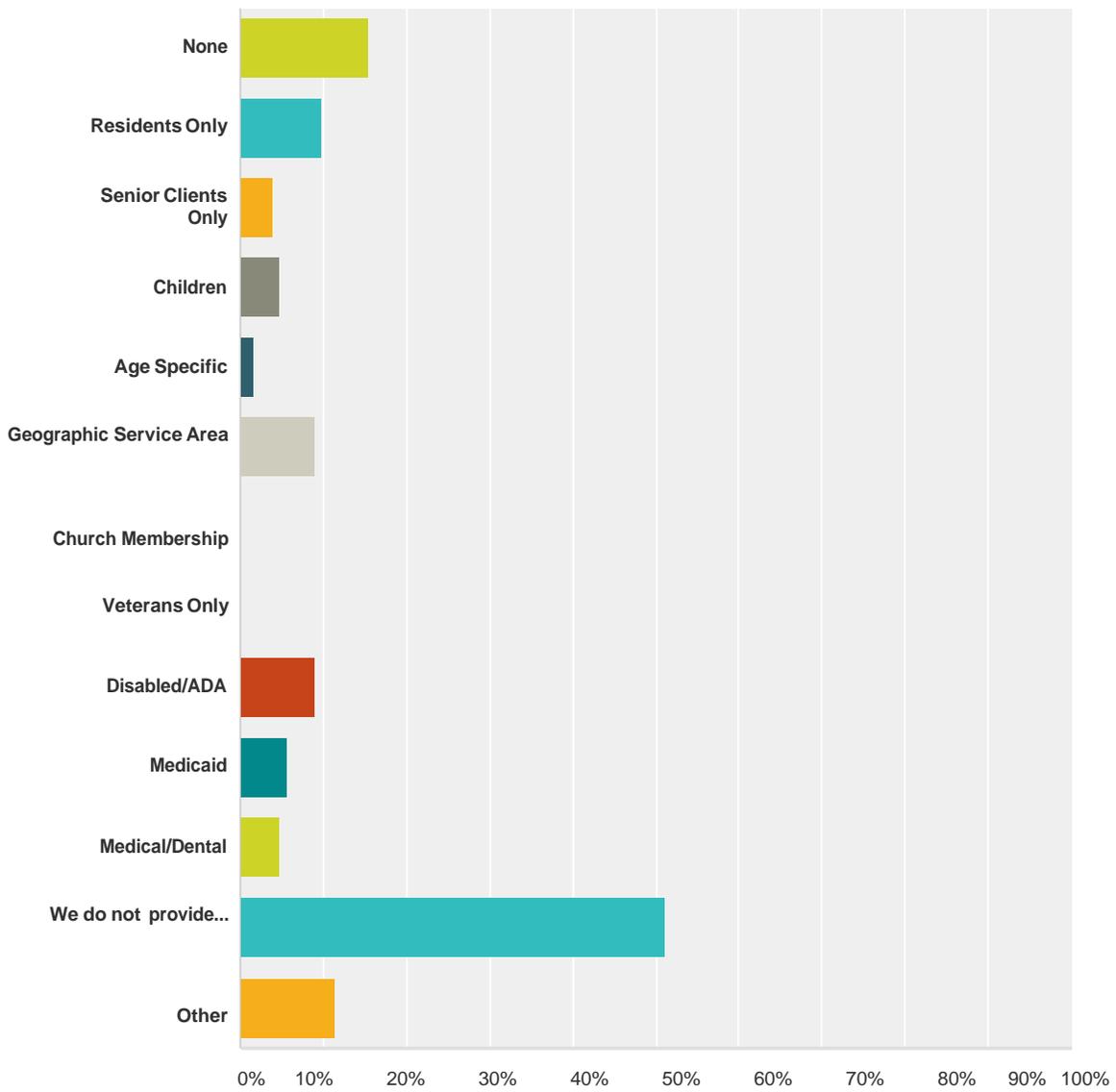


Answer Choices	Responses	Count
We do not provide transportation	25.40%	32
Other (Please Specify)	0.00%	0
Taxi Services	11.90%	15
Elderly	13.49%	17

Disabled/ADA Compliant	17.46%	22
Transit Dependent	7.14%	9
Employment	13.49%	17
Shopping/Recreation	20.63%	26
Medical/Dental	27.78%	35
Educational/Training	11.11%	14
Childcare	3.97%	5
Head Start	4.76%	6
We do not provide transportation	36.51%	46
<b>Total Respondents: 126</b>		

#	Other (please specify)	Date
1	United Way	12/3/2014 4:24 PM

**Q15 If your agency provides transportation, what are your organization's transportation eligibility requirements? (Check all that apply)**



Answer Choices	Responses
None	15.45% 19
Residents Only	9.76% 12
Senior Clients Only	4.07% 5
Children	4.88% 6
Age Specific	1.63% 2

Geographic Service Area	8.94%	11
Church Membership	0.00%	0
Veterans Only	0.00%	0
Disabled/ADA	8.94%	11
Medicaid	5.69%	7
Medical/Dental	4.88%	6
We do not provide transportation	51.22%	63
Other (please specify)	11.38%	14
<b>Total Respondents: 123</b>		

#	Other (please specify)	Date
1	Persons served by our agency in day and residential programs	1/28/2015 3:39 PM
2	must have diagnosis of mental health and be 150% imder indegent income limit	1/21/2015 9:34 AM
3	At times we have provided transportation for former residents.	1/20/2015 9:30 AM
4	as last resort	1/19/2015 3:48 PM
5	Ages 18 and older	1/15/2015 11:27 AM
6	limited transportation for recreational activities	1/15/2015 8:53 AM
7	We transport for all reasons for our residents and for medical/discharge from hospital for others	1/14/2015 9:34 AM
8	Because our outings are geared for seniors, that is our focus.	1/13/2015 3:31 PM
9	we only pay for transportation to all our clients if we have transportation tavailable this is for all ages	1/13/2015 1:32 PM
10	We only provide transportation services to our clients	1/13/2015 1:30 PM
11	individuals receiving our services only	1/13/2015 1:27 PM
12	as needed for appointments, interviews, trials, etc. but not for regular employment shifts	1/13/2015 8:38 AM
13	we will provide transportation for students to their homes after youth/club meetings, also provide transportation to camps in the summer and miscellaneous trips throughout the year	1/13/2015 8:19 AM
14	must be enrolled in Youth Employment Program	12/15/2014 12:34 PM

**Q16 If your agency provides transportation, during an average week of service, how many one-way rides does your agency provide?**

#	Responses	Date
1	Don't know	1/28/2015 3:40 PM
2	we align clients with available vouchers, community resources to transportation barriers	1/27/2015 11:00 AM
3	A few	1/26/2015 11:53 AM
4	We provide two way transportation. It depends on what appointments are going on in that week. It varies alot.	1/23/2015 9:57 AM
5	NA	1/21/2015 9:38 AM
6	we provide city buss passes at this time but would be interested in other types of passes for medical appointments and trips to other appointments	1/21/2015 9:36 AM
7	VERY FEW. Usually our residents are going to medical appointments or recreational type outings, so the transportation is round trip.	1/20/2015 9:31 AM
8	only as last resort	1/19/2015 3:50 PM
9	Do not know.	1/19/2015 2:57 PM
10	approximately 40	1/19/2015 8:44 AM
11	none	1/19/2015 8:10 AM
12	3-10	1/17/2015 11:37 AM
13	10-20	1/15/2015 3:09 PM
14	Six staff/6-8 clients per day/6 days per week	1/15/2015 11:29 AM
15	5	1/15/2015 8:54 AM
16	12	1/15/2015 8:19 AM
17	N/A	1/14/2015 2:16 PM
18	Van parked at Mercy Hospital--16 plus but varies greatly. Over 400 in a year. Facilities vans transport more. Some facilities have more than one van also.	1/14/2015 9:36 AM
19	varies	1/14/2015 9:04 AM
20	1: we go uptown shopping for grocery and personal needs.	1/13/2015 3:32 PM
21	0	1/13/2015 3:00 PM
22	We estimate we provide between 150 - 200 rides that if we did not provide the transportation, the consumer would need to use the transit for this transportation.	1/13/2015 1:44 PM
23	we pay for the taxi for our clients	1/13/2015 1:32 PM
24	none	1/13/2015 1:27 PM
25	xx	1/13/2015 10:55 AM
26	We provide on a client needed basis. We would love to have better public transportation or more options to serve clients.	1/13/2015 10:11 AM
27	We do not directly provide the transportation, I have no idea on this number	1/13/2015 9:19 AM

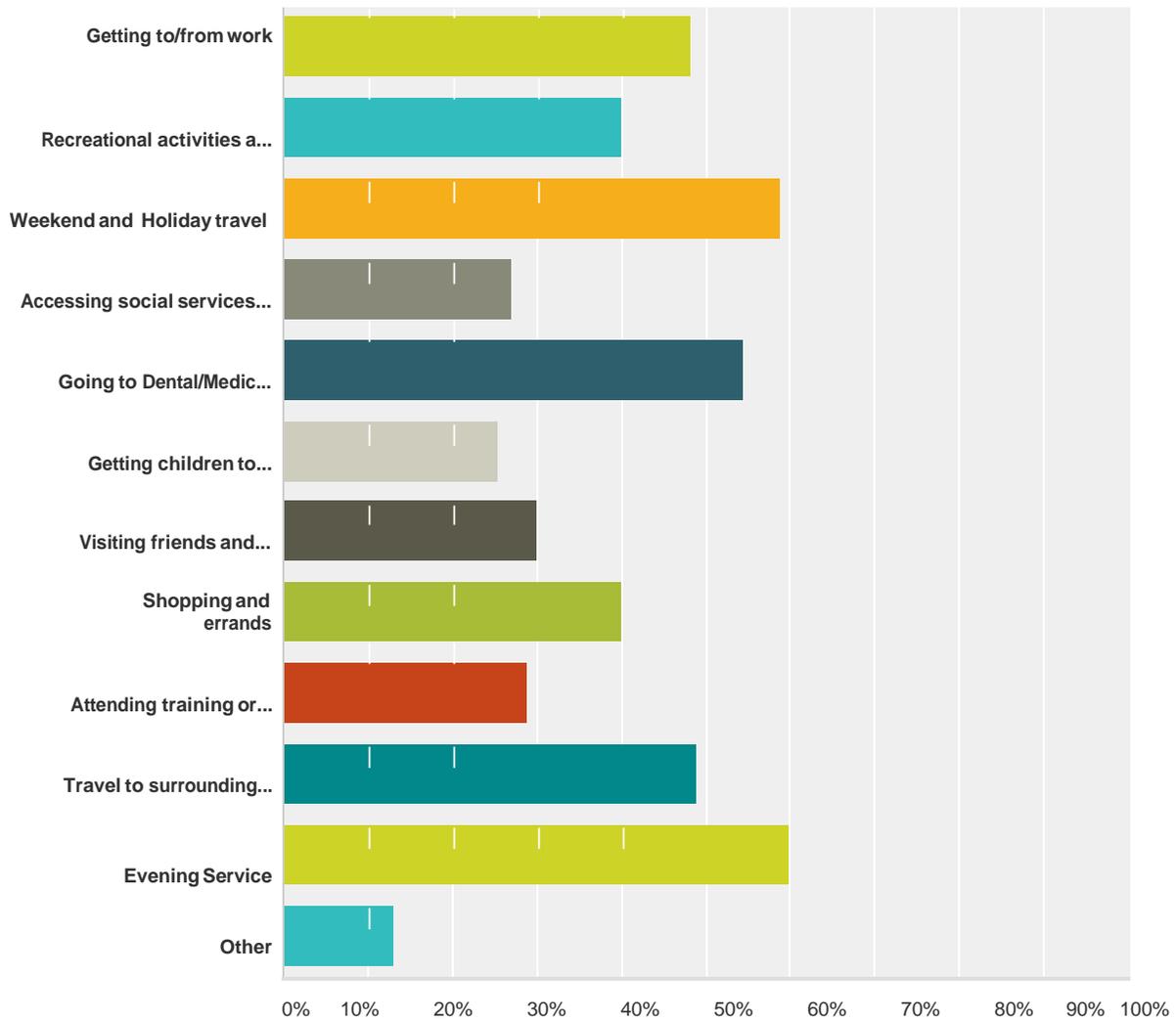
28	200 or so	1/13/2015 9:01 AM
29	5-6	1/13/2015 8:20 AM
30	I do not know this information	1/13/2015 8:11 AM
31	210	1/12/2015 3:47 PM
32	None - we transport Head Start children to classrooms	1/12/2015 3:44 PM
33	We rely on volunteers to give students rides to and from yfc	1/12/2015 1:57 PM
34	850	1/8/2015 4:04 PM
35	About 270	1/7/2015 11:28 AM
36	1000	1/6/2015 8:48 AM
37	None, very few if any.	1/5/2015 12:46 PM
38	175 - 180	1/5/2015 10:23 AM
39	I am unsure how many rides are provided. I believe it varies greatly from week to week according to needs for medical appointments etc.	12/31/2014 5:20 PM
40	1675	12/20/2014 9:45 AM
41	We don't specifically provide transportation but can fund it. The individuals we work with disabilities can use it up to 5-6 times a week depending on their job.	12/16/2014 10:55 AM
42	85	12/15/2014 1:54 PM
43	1 to 2	12/15/2014 12:35 PM
44	250	12/15/2014 9:12 AM
45	75	12/15/2014 8:58 AM

## Q17 If your agency provides transportation, what is your agency's basic fee structure for rides?

#	Responses	Date
1	No charge for van/car rides which are part of day/residential programs. For transit buses-charge NIACOG set rates.	1/28/2015 3:40 PM
2	\$3.00 one way adults, senior citizen \$1.00, \$1.00 preschool children	1/28/2015 3:34 PM
3	most services available are limited to IME policy holders rather for the common good of a community. All peoples regardless of race, ethnicity or ability to pay need reliable transportation to obtain & retain gainful employment, socialize or attend community pr spiritual events, and receive medical cares in or in near by neighboring communities	1/27/2015 11:00 AM
4	No fee-if our clients need to get somewhere we can take them.	1/26/2015 11:53 AM
5	We receive reimbursment from DHS for those on medicaid going to medical appointments, dental, psychiatrist. etc.	1/23/2015 9:57 AM
6	NA	1/21/2015 9:38 AM
7	we pay their cost and they bill our office for them i send them a list of the names we will pay for each month	1/21/2015 9:36 AM
8	No charge.	1/20/2015 9:31 AM
9	mileage and rate of staff that need to ride with	1/19/2015 3:50 PM
10	Do not know	1/19/2015 2:57 PM
11	Included	1/19/2015 1:00 PM
12	free to our residents	1/19/2015 8:44 AM
13	none	1/19/2015 8:10 AM
14	private pay reimburses for staff time and gas for medical appointments; Medicaid- there is no cost; recreation rides- there is no cost for anyone to ride	1/17/2015 11:37 AM
15	complimentary	1/15/2015 3:09 PM
16	Our client's do not pay for rides through our agency.	1/15/2015 11:29 AM
17	varies	1/15/2015 8:54 AM
18	NIACOG fees	1/15/2015 8:19 AM
19	N/A	1/14/2015 2:16 PM
20	Free will donations only.	1/14/2015 9:36 AM
21	varies	1/14/2015 9:04 AM
22	Included in the cost of rent.	1/13/2015 3:32 PM
23	0	1/13/2015 3:00 PM
24	There is no additional fee for transportation, but these costs are built into our service rate.	1/13/2015 1:44 PM
25	we pay \$2.00 for ride per person 1 way	1/13/2015 1:32 PM
26	Medicaid Waiver	1/13/2015 1:27 PM
27	xx	1/13/2015 10:55 AM
28	Our services are free to clients.	1/13/2015 10:11 AM

29	NIACOG sets them.	1/13/2015 9:01 AM
30	included in service fees - no additional fee	1/13/2015 8:38 AM
31	no cost	1/13/2015 8:20 AM
32	I do not know this information	1/13/2015 8:11 AM
33	\$1.00	1/12/2015 3:47 PM
34	N/A - transportation services for Head Start children is free	1/12/2015 3:44 PM
35	Free	1/12/2015 1:57 PM
36	.50 for one way rides; \$1.00 for paatransit; \$17 monthly pass	1/8/2015 4:04 PM
37	\$2 one way, except from Hampton to Mason City \$3 one way	1/7/2015 11:28 AM
38	free	1/6/2015 8:48 AM
39	\$1 per ride for students, elderly, and disabled \$3 per ride for general adult public	1/5/2015 12:46 PM
40	Waiver Programs, SA or Salvation Army Tickets, Regional tickets and Private pay - mostly at disabled or elderly rate	1/5/2015 10:23 AM
41	We currently utilize the N I A C O G busses for our organization for the residents that live in the impatient facility.	12/31/2014 5:20 PM
42	100 onewayride handicap elderly student 300 one way adult rider	12/20/2014 9:45 AM
43	We pay a county rate that has been negotiated for the individual per ride.	12/16/2014 10:55 AM
44	\$1.00 Elderly/Handicap/Student \$3.00 General Public	12/15/2014 1:54 PM
45	none	12/15/2014 12:35 PM
46	NIACOG Region 2 Rates	12/15/2014 9:12 AM
47	\$1.00 one way for students, elderly, handicapped \$3.00 one way for adults	12/15/2014 8:58 AM
48	2	11/12/2014 10:53 AM

**Q18 What are your organization and/or clients unmet transportation needs? (Check all that apply)**

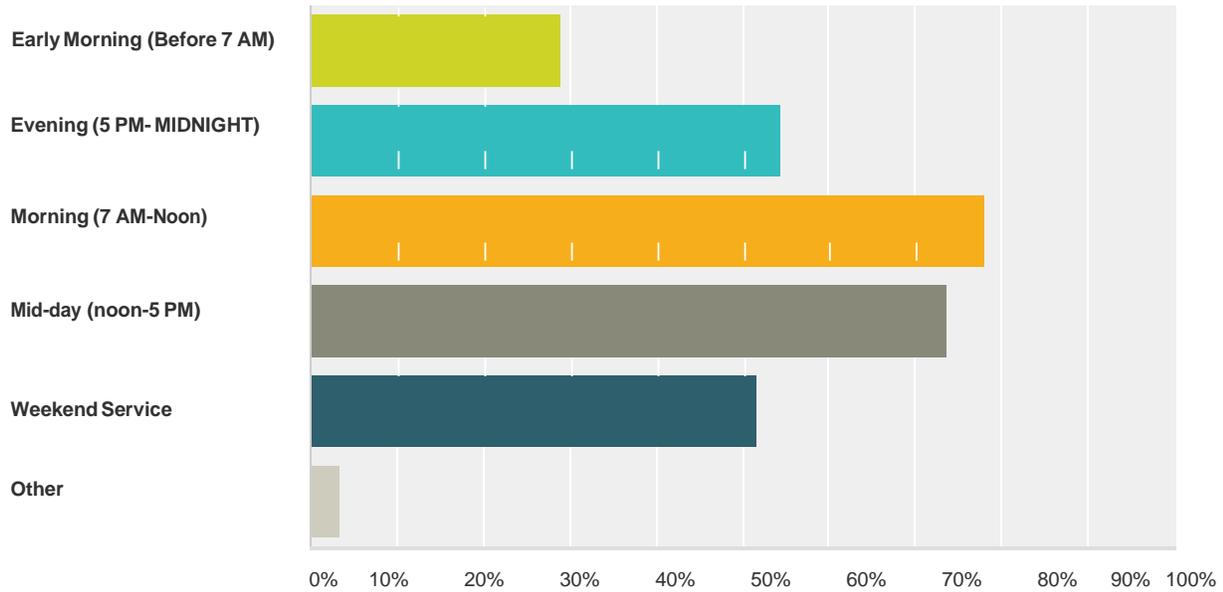


Answer Choices	Responses	Count
Getting to/from work	48.25%	55
Recreational activities and events	39.47%	45
Weekend and Holiday travel	58.77%	67
Accessing social service providers	27.19%	31
Going to Dental/Medical Appointments	54.39%	62
Getting children to childcare, school, or school activities	25.44%	29
Visiting friends and family	29.82%	34

Shopping and errands	40.35%	46
Attending training or education classes	28.95%	33
Travel to surrounding communities	49.12%	56
Evening Service	59.65%	68
Other (please specify)	13.16%	15
<b>Total Respondents: 114</b>		

#	Other (please specify)	Date
1	Getting to work, etc. in evenings if not in our residential services	1/28/2015 3:40 PM
2	Getting to larger tertiary Medical Centers like Iowa City or Des Moines for specialty cares	1/27/2015 11:18 AM
3	getting to work	1/26/2015 12:29 PM
4	dialysis 3 times a week.	1/19/2015 3:51 PM
5	additional drivers	1/17/2015 11:39 AM
6	Although our main goal would be to ensure our patients can access transportation to medical appointments, we realize that their ability to obtain transportation for non-medical related needs directly impacts their health outcomes.	1/17/2015 10:54 AM
7	We have many youth interested in attending Youth For Christ programming but extremely limited resources when it comes to transportation	1/14/2015 10:15 AM
8	Returning to facilities from hospital stay or ED evaluation	1/14/2015 9:37 AM
9	Going home.	1/13/2015 10:55 AM
10	Getting clients to out of town medical, dental and human services appointments. Without having to be gone the entire day.	1/13/2015 9:23 AM
11	Have not heard complaints	1/13/2015 9:02 AM
12	Weekend service	1/8/2015 4:04 PM
13	They are dependent on the time the transit runs	12/16/2014 10:56 AM
14	unknown	12/15/2014 1:55 PM
15	all needs are met	12/15/2014 9:30 AM

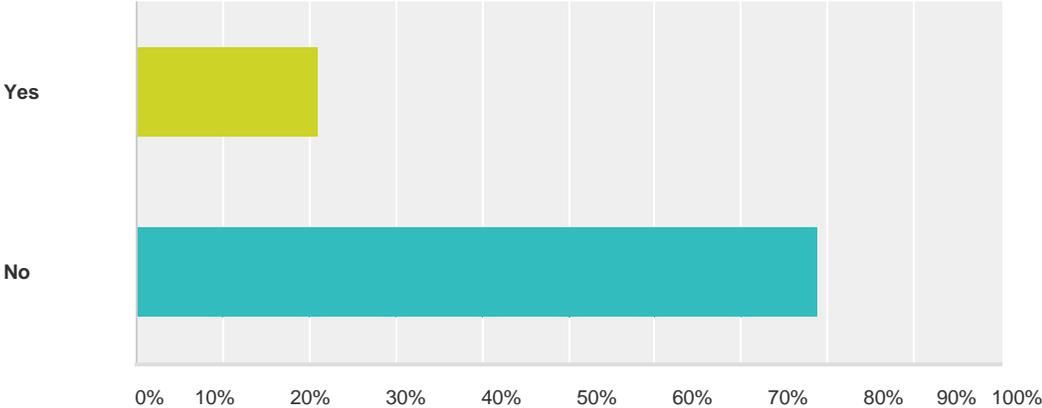
## Q19 When do your clients generally need transportation? (Check all that apply)



Answer Choices	Responses
Early Morning (Before 7 AM)	28.95% 33
Evening (5 PM - MIDNIGHT)	54.39% 62
Morning (7 AM- Noon)	78.07% 89
Mid-day (noon-5 PM)	73.68% 84
Weekend Service	51.75% 59
Other (please specify)	3.51% 4
<b>Total Respondents: 114</b>	

#	Other (please specify)	Date
1	We provide if our residential services - if no none in evening and weekends	1/28/2015 3:41 PM
2	can be all over the map as no two clients have the same transportation needs and if getting to work is involved it can be around the clock	1/27/2015 11:19 AM
3	All of the above	1/12/2015 3:45 PM
4	Some clients would enjoy evening and weekend service	1/8/2015 4:05 PM

**Q20 Do you feel that the current/existing bus services meet the needs of your clients?**



Answer Choices	Responses	
Yes	21.05%	24
No	78.95%	90
<b>Total</b>		<b>114</b>

## Q21 Please provide any suggestions for the public bus system to better serve your agency and clients.

#	Responses	Date
1	Our client needs are met for getting to and from our organization through the NIACOG bus system we operate. WE provide vehicles for those who receive residential services. Many other clients and members of the community have no access to public transportation after 5:00 p.m M-F or on weekends.	1/28/2015 3:42 PM
2	None	1/28/2015 3:35 PM
3	previously stated in prior questions.	1/27/2015 11:20 AM
4	available when school not running	1/26/2015 9:26 PM
5	More bus routes to and from our area. Please continue to keep our public transportation routes, our communities depend on it!	1/26/2015 7:06 PM
6	Run longer hours and weekends	1/26/2015 12:30 PM
7	If Osage had public transit for people other than the elderly or disabled that would be great. Like in the Charles City area.	1/26/2015 11:56 AM
8	We do not have a bus that will come & pick up clients in Rockwell to Mason City	1/23/2015 5:33 PM
9	Prices that individuals can afford. Available times for when individuals need them.	1/23/2015 10:14 AM
10	extremely useful service to our community	1/22/2015 3:03 PM
11	Provide evening and night transportation.	1/21/2015 1:34 PM
12	More buses and weekend service and nights.	1/21/2015 11:52 AM
13	Increasing services to daily- buses seem to break down or something and therefore clients miss work.	1/21/2015 10:42 AM
14	Wider Range of hours available	1/21/2015 9:46 AM
15	they are doing a wonderful job but need to run longer hours and weekends as disabled people have no way of getting any where on weekends and in the evenings due to their SCL workers do not work on the weekends or in the evenings so they are very isolated without bus transportation this would assist them from being so isolated	1/21/2015 9:40 AM
16	evening and weekends	1/21/2015 9:39 AM
17	This would allow individuals that work during the day to attend evening classes.	1/21/2015 9:27 AM
18	current bus system does not provide for rides in the evening. I have clients that cannot accepts jobs in the mason city area as there is no bussing. Also the bus ride to Mason can at times be up to two hours which is too long for some of the individuals I work with to ride.	1/21/2015 8:45 AM
19	Sunday Service is a very important need	1/20/2015 2:22 PM
20	easier assess to rides- more available on week-ends, evenings etc	1/20/2015 12:38 PM
21	More buses/vans available, run evening and weekend hours.	1/20/2015 9:34 AM
22	when transporting kids to and from school, our clients do not have access to transportation services at that time. this makes scheduling appointments difficult at times.	1/20/2015 8:00 AM
23	.	1/20/2015 7:49 AM
24	The bus system is a life saver!!!!	1/19/2015 3:52 PM
25	Need to be more flexible and more hours.	1/19/2015 2:58 PM

26	Our clients are being held back from holding a community job due to NO transportation on evening and weekends!	1/19/2015 2:35 PM
27	Transportation has been a big barrier in placing individuals in jobs due to its schedule. We are finding that a lot of employers are looking for employees in the evenings and on weekends but we can't help fill their needs due to the lack of transportation at those times.	1/19/2015 2:20 PM
28	weekend and evening services is not available. Wheelchair accessible is also important.	1/19/2015 1:02 PM
29	More promotion of the service so more individuals can take advantage of it who are unaware of service. Also, expand free/low cost access to anyone, regardless of income level.	1/19/2015 9:35 AM
30	longer hours during the week, and saturday service	1/19/2015 8:51 AM
31	Offer out of town transport especially to Fort Dodge and Mason City and week end and evening transports.	1/19/2015 8:46 AM
32	Chickasaw County does not have public transportation for the whole county. Nashua has NO public transportation available at all. Our clients in New Hampton have much difficulty finding any public transportation out of New Hampton. Dialysis patients have a huge challenge of finding transportation since there is no dialysis center in Chickasaw County. We need public transportation available to residents in Chickasaw County.	1/19/2015 8:43 AM
33	Need assistance for clients living outside of Mason City and getting to appointments outside of Mason City, for example, Iowa City.	1/19/2015 8:18 AM
34	transportation to other communities for medical services	1/19/2015 8:11 AM
35	We don't use it at this time.	1/17/2015 11:40 AM
36	Increased rural access and improved client-centered times transportation is available (both days and time of day).	1/17/2015 10:57 AM
37	Add a second shift transit for outer communities.	1/16/2015 11:21 AM
38	provide weekend transportation. Dispatch person could be a little nicer when you call to set up pick up.	1/15/2015 4:43 PM
39	It would be a great benefit to have a service available during business hours if our complimentary transportation was already in use and also something available after hours evenings, nights, weekends if needed.	1/15/2015 3:11 PM
40	Clients are interested in weekend service to allow them to access community activities. Also clients would like to utilize shopping and other community places in the evening.	1/15/2015 11:31 AM
41	We serve 29 counties. Not all the counties have transit services. Cerro Gordo is the only one with evening hours	1/15/2015 11:16 AM
42	Many people needing care at the Free Clinic have no means of transportation and walk or ride their bike. Weather at times has made them miss appointments and it seems they are our most needy. Maybe there is transportation available and we are unaware? it would be something we could include in our brochure.	1/15/2015 10:33 AM
43	Having transportation being available for the clients who work evenings and weekends would be greatly appreciated. Having to find jobs within a certain time frame due to lack of transportation is difficult and frustrating not only to the clients but also the staff and employers who are trying to develop the jobs for them.	1/15/2015 9:20 AM
44	weekend and evening hours	1/15/2015 8:57 AM
45	The elderly are very concerned about the rides to medical appointments. If Red Shield Rides should stop paying for those rides, many say they could not afford the fee and would not go.	1/15/2015 8:26 AM
46	Targeted publicity of destinations that can be reached with service...new people to the area do not know the area by "routes". Thanks for surveying!	1/14/2015 5:30 PM
47	weekend transportation. Not having to be gone so long.	1/14/2015 3:44 PM
48	expanded hours	1/14/2015 2:22 PM
49	Having evening transportation could really help those students who can only attend night classes and need public transportation.	1/14/2015 2:17 PM
50	I have no suggestions.	1/14/2015 2:09 PM
51	earlier and later in the day	1/14/2015 11:12 AM
52	Very needed in this small town especially by elderly & others with special needs	1/14/2015 10:26 AM

53	Would love to see ways to provide youth transportation, as many youth don't have access to any means of transportation to various activities, whether it is school functions, Youth For Christ, Parks and Recreation, etc.	1/14/2015 10:17 AM
54	We need transport available to go out of town, especially during holidays/weekends/off hours	1/14/2015 9:37 AM
55	more flexibility in schedule of routes, more availability to rural residents	1/14/2015 9:06 AM
56	none	1/14/2015 9:06 AM
57	A need is to able to run longer hours so they have time to get back from their Dr appointment.	1/13/2015 3:46 PM
58	The service has always suited our needs. We call ahead to set up outings and residents have called for transportation to appointments here in town and have had no trouble fitting into Julie's schedule.	1/13/2015 3:34 PM
59	more number of buses. I like the call 24 hours ahead.	1/13/2015 3:01 PM
60	We have a transit that consumers can use but only have 2 individuals who utilize it for out of county transportation. We have a taxi in town but the hours are so limited and it is so busy with school kids that they are rarely available as needed.	1/13/2015 2:49 PM
61	The following changes would significantly increase the transit use by our clients: 1. More frequent buses - only having to wait 15 minutes for a bus, vs. the 30 minutes currently. 2. Clearly designated stops with shelters. 3. Clearly posted and specified routes with pick-up/drop-off times at each stop. 4. Evening routes - until 10 pm (less frequent buses - every 30 minutes - are likely OK in the evening) 5. A route that extends to the Humane Society.	1/13/2015 1:54 PM
62	we need service to go from one end of Kossuth County to another and during the noon hours and weekends. Also to let persons know about the service we so have	1/13/2015 1:32 PM
63	The current taxi in Algona is booked early morning and midmorning - lunch providing school age children rides from day care to school. No services are available after 4pm, evenings, weekends.	1/13/2015 1:30 PM
64	Accessibility to employment to work especially non traditional hours 9-5 and weekends is needed.	1/13/2015 1:14 PM
65	Living in a rural area in Northern Iowa, our public transportation services are limited. Many members of my congregation live in rural Winnebago and Worth Counties in Iowa, and I am concerned that as they get older and are either restricted in the hours or distances they can drive, or get to a point where they cannot drive at all, that they will have to leave their homes and move away. I would love to see a public bus system that provides transportation to and from needed services such as medical appointments, worship services, school functions, and personal business errands.	1/13/2015 12:28 PM
66	It would be so beneficial for everyone to have the same information about transportation in the area and how we can help our clients when they are needing transportation but can't always afford it or find it at a time that is necessary for their job. We have had clients that have decided not to work because they couldn't find transportation that fit with the current scheduling.	1/13/2015 12:23 PM
67	More information given to elderly and disabled to be informed about the services currently provided. Many of our clients do not know of the door to door services provided and costs of such.	1/13/2015 11:40 AM
68	There need to be transportation in the evenings, available	1/13/2015 11:08 AM
69	Driver arrival time inconsistent. Gruff to mean talk	1/13/2015 10:57 AM
70	Clients are having a hard time getting hired due to their availability having to coincide with bus. Most businesses require nights and weekends for part timers, which the bus does not provide.	1/13/2015 10:25 AM
71	We need more than one bus that runs at night. It would be nice to have a bus that runs early morning hours like 4am and weekends in the afternoons and weekends.	1/13/2015 10:20 AM
72	More stops and pick up locations, and more hours of operation	1/13/2015 10:12 AM
73	Have more open schedule (starting earlier in the morning and running later at night).	1/13/2015 10:09 AM
74	If people come from some out of town locations to our program, the transportation is not offered daily due to buses being full.	1/13/2015 9:44 AM
75	We feel fortunate to have the great service we have, but there is need, in rural Iowa, to have a bus to take clients to out of town appointments, without having to be gone the entire day, especially school age children. I also wonder about Sunday mornings, if there's an unmet need there.	1/13/2015 9:25 AM
76	It is an awesome service!!!	1/13/2015 9:16 AM

77	. I think our current bus system of great benefit to our area. Between this transportation system and the city transit system, we offer more opportunities than most communities our size. Possibly offering more stops near assisted living facilities or throughout residential neighborhoods	1/13/2015 8:42 AM
78	I see a great need for weekend service and extended hours on weekend services. We encourage all of our clients to be available to work weekends as required by employers, but there is no public transportation service available during this time.	1/13/2015 8:40 AM
79	Buses need to run on the weekends just like they do during the week. Our clients cannot afford a \$16 round trip cab fare.	1/13/2015 8:24 AM
80	I was not aware that we could utilize your services	1/13/2015 8:21 AM
81	I think the public bus service does a great job and the location of the bus stop to our office is great for our clients.	1/13/2015 8:14 AM
82	There is a great need in North Iowa for transportation for clients to go to work (retail shifts, which include evenings and weekends). Without this option, many cannot obtain employment.	1/13/2015 8:04 AM
83	Expand hours	1/13/2015 7:34 AM
84	Our group of people need transportation on weekends and evenings. Most of our people need to go grocery shopping and run errands on weekends but there's not buses running. The buses do not run to the movie theater so they can't go enjoy a meeting.	1/12/2015 10:44 PM
85	Having a bus that runs for ALL shifts to the major employers in the area. Serta, Winnebago (Lake Mills and Forest City) IMT/Steller, the Casino, Kraft, Curries are just a few examples that are looking for employees but if people can't get there it doesn't help the potential employee or the employer	1/12/2015 4:46 PM
86	The bus stop near Newman & Casey's really needs to be reinstated. An extremely high percentage of the residents in the nearby apartment complex do not have transportation. For those with young children, the walk to the nearest bus stop is too far when it is cold in the winter.	1/12/2015 4:18 PM
87	Current system is to limited on routes and times to use for employment or appointments.	1/12/2015 4:07 PM
88	Transportation that is available to outlying counties for work. The transportation that is available is based on the medical needs first so anyone utilizing the transportation for work is not guaranteed a ride. Transportation needs to be more reliable. If they are picking up at 3pm, then the transportation needs to be there then, not 2 hours within that time. Work is a way for people to be more independent and without transportation that is not an option.	1/12/2015 4:01 PM
89	My clients have a hard time getting from Charles City to Mason City and vice versa the time constraints make it hard to meet their transportation needs, transit has very restricted hours to go to either place. No transportation for clients in the rural areas.	1/12/2015 3:53 PM
90	Definitely a need for evening (3rd shift) and weekend transportation	1/12/2015 3:45 PM
91	Expanded hours	1/12/2015 3:33 PM
92	Make bus atmosphere more teen friendly	1/12/2015 1:59 PM
93	Evening service and weekend service, if sustainable	1/8/2015 4:06 PM
94	Smaller vehicles with ADA equipment and more fuel efficient to replace some of the larger ones--seems like a waste when one large bus takes one or two people on a 30-mile ride one-way.	1/7/2015 11:36 AM
95	When using the lift, please make sure client is far enough away before raising it back up!	1/7/2015 8:19 AM
96	there are families that do not have a vehicle and need to get their child to and from school. Maybe a discounted fee structure system for those adults who need to get a child to school.	1/6/2015 8:50 AM
97	none	1/5/2015 12:47 PM
98	weekday service is pretty good could use more options on weekends thanks	1/5/2015 11:19 AM
99	None at this time.	1/5/2015 10:25 AM
100	I have been a transit bus driver for Winnebago County through N I A C O G as an employee of Mosaic also. I think it seemed that there were needs for extended hours or more busses/drivers then we're always available. We covered a pretty big area.	12/31/2014 5:25 PM
101	Expanding hours to later service and some Saturday service would be of great help to the people I work with.	12/31/2014 11:57 AM

102	We do not have access to any transportation services for our nursing home residents in Rockwell. Although the service is called "regional transit", it really only serves within Mason City.	12/29/2014 2:32 PM
103	We would like to have your agency look into services after 5pm and also bus services on the weekends.	12/26/2014 3:54 PM
104	The bus needs extended hours of operation and weekend hours. It is very difficult for some people that are able to work are unable to because of transportation needs.	12/23/2014 4:23 PM
105	Availability on nights and weekends is necessary for the people I work with to achieve their goals of increasing self-sufficiency through employment.	12/23/2014 4:10 PM
106	Extended hours	12/20/2014 9:47 AM
107	Transportation is one of the biggest barriers for individuals with disabilities that want to work hours outside of what is offered. The transportation that has been provided has been such an asset to the individuals we work with and we greatly appreciate what we do have available. Thanks for all you do!!!	12/16/2014 10:58 AM
108	None	12/15/2014 1:56 PM
109	Have the bus run until 9 or 10 at night	12/15/2014 12:36 PM
110	It works fine	12/15/2014 9:31 AM
111	Offer bus service in the evenings to all	12/15/2014 9:13 AM
112	none	12/15/2014 8:59 AM
113	Longer service hours	12/4/2014 11:43 AM
114	more	11/12/2014 10:53 AM

# **2014 Transportation Survey- General Public Survey Section**

## Q22 What city do you live in?

#	Responses	Date
1	Osage	1/29/2015 7:48 AM
2	charles city	1/28/2015 8:22 PM
3	joice	1/28/2015 6:07 PM
4	10 miles south of Hampton, address is Iowa Falls	1/28/2015 5:01 PM
5	Clear Lake	1/28/2015 3:51 PM
6	Forest City	1/28/2015 1:31 PM
7	forest city	1/28/2015 12:39 PM
8	forest city	1/28/2015 12:07 PM
9	forest City	1/28/2015 11:47 AM
10	Forest City	1/28/2015 11:28 AM
11	forest city	1/28/2015 11:18 AM
12	Mason City	1/28/2015 9:24 AM
13	charles City	1/27/2015 4:48 PM
14	Osage	1/27/2015 2:41 PM
15	Osage, iowa	1/27/2015 1:46 PM
16	Mason City	1/27/2015 11:19 AM
17	osage, ia	1/27/2015 10:50 AM
18	Northwood	1/27/2015 9:13 AM
19	Osage	1/27/2015 7:38 AM
20	Månly	1/27/2015 6:12 AM
21	Osage	1/26/2015 11:35 PM
22	Osage	1/26/2015 10:30 PM
23	Rockwell	1/26/2015 8:41 PM
24	Osage	1/26/2015 5:52 PM
25	Osage	1/26/2015 5:03 PM
26	Osage	1/26/2015 3:40 PM
27	Mason City	1/26/2015 2:16 PM
28	Mason City	1/26/2015 1:55 PM
29	Garner	1/26/2015 1:21 PM
30	Osage	1/26/2015 1:13 PM
31	Osage	1/26/2015 1:07 PM
32	Mason City	1/26/2015 12:52 PM
33	osage	1/26/2015 12:37 PM

34	Minneapolis	1/26/2015 12:17 PM
35	Mason City	1/26/2015 12:15 PM
36	Rural Osage,IA	1/26/2015 11:56 AM
37	Osage	1/26/2015 10:08 AM
38	Osage	1/26/2015 10:00 AM
39	Stacyville	1/26/2015 9:55 AM
40	Osage	1/26/2015 9:44 AM
41	Osage	1/26/2015 9:37 AM
42	Mason City	1/26/2015 9:21 AM
43	clear lake	1/26/2015 8:31 AM
44	Mason City, IA	1/26/2015 7:24 AM
45	Clear Lake	1/25/2015 4:53 PM
46	Garner	1/25/2015 1:24 PM
47	Hampton	1/24/2015 2:52 PM
48	mason city	1/23/2015 11:06 PM
49	Mason City	1/23/2015 3:17 PM
50	Mason City	1/23/2015 12:35 PM
51	Forest City	1/23/2015 8:50 AM
52	northwood	1/22/2015 9:19 PM
53	Mason City	1/22/2015 1:27 PM
54	mason city	1/22/2015 11:06 AM
55	Mason City	1/22/2015 10:34 AM
56	Marble Rock	1/22/2015 10:27 AM
57	Mason City	1/22/2015 8:41 AM
58	nora springs	1/22/2015 8:08 AM
59	Mason City	1/21/2015 10:29 AM
60	Forest city	1/21/2015 2:42 AM
61	Mason City	1/20/2015 10:02 PM
62	Britt , Hancock Co	1/20/2015 1:05 PM
63	Mason City	1/20/2015 8:41 AM
64	Charles City	1/20/2015 7:21 AM
65	Mason City	1/19/2015 10:34 PM
66	Ventura, IA	1/19/2015 2:35 PM
67	Mason City	1/19/2015 2:30 PM
68	Charles city	1/19/2015 2:19 PM
69	Fertile, IA	1/19/2015 1:39 PM
70	Meservey	1/19/2015 1:23 PM
71	Mason City	1/19/2015 1:13 PM

72	Mason city	1/19/2015 1:11 PM
73	rural Hampton	1/19/2015 12:09 PM
74	Osage	1/19/2015 12:07 PM
75	Rockwell	1/19/2015 11:51 AM
76	Mason City, IA	1/19/2015 10:02 AM
77	Grafton	1/19/2015 9:26 AM
78	Mason City	1/19/2015 9:05 AM
79	Mason City, Iowa	1/19/2015 8:36 AM
80	Greene	1/19/2015 8:10 AM
81	Mason City	1/18/2015 9:12 PM
82	Forest city	1/18/2015 1:17 PM
83	Mason City	1/18/2015 9:33 AM
84	Leland	1/18/2015 6:26 AM
85	Mason City	1/17/2015 8:05 AM
86	Mason City	1/16/2015 4:23 PM
87	Clear Lake, Iowa	1/16/2015 2:50 PM
88	Algona	1/16/2015 2:49 PM
89	Thornton	1/16/2015 1:50 PM
90	Mason City	1/16/2015 12:57 PM
91	Thornton	1/16/2015 12:08 PM
92	Plymouth IA 50464	1/16/2015 11:04 AM
93	Charles City Ia	1/16/2015 10:40 AM
94	Osage	1/16/2015 10:17 AM
95	Mason City	1/16/2015 9:33 AM
96	Hampton	1/16/2015 9:21 AM
97	Mason City	1/16/2015 7:06 AM
98	Mason City	1/16/2015 6:51 AM
99	Nora springs	1/15/2015 10:41 PM
100	Mason City	1/15/2015 7:54 PM
101	Scarville	1/15/2015 7:12 PM
102	Mason city	1/15/2015 4:56 PM
103	Forest City	1/15/2015 1:08 PM
104	Grafton	1/15/2015 12:44 PM
105	mason city	1/15/2015 12:41 PM
106	Clear Lake	1/15/2015 12:06 PM
107	Mason City	1/15/2015 11:23 AM
108	Mason City	1/15/2015 9:41 AM
109	Mason City	1/15/2015 9:30 AM

110	Garner	1/15/2015 9:19 AM
111	Mason City, IA.	1/15/2015 9:06 AM
112	kensett	1/15/2015 8:50 AM
113	Mason City	1/15/2015 8:18 AM
114	Rockford, Iowa	1/15/2015 7:54 AM
115	Mason City, IA	1/15/2015 7:46 AM
116	Clear Lake	1/15/2015 7:39 AM
117	Mason City	1/14/2015 9:01 PM
118	Charles City	1/14/2015 8:33 PM
119	Mason City	1/14/2015 7:45 PM
120	mason city	1/14/2015 7:17 PM
121	Mason City	1/14/2015 7:04 PM
122	Mason City	1/14/2015 6:43 PM
123	Mason city	1/14/2015 6:21 PM
124	mason city	1/14/2015 4:57 PM
125	mason city iowa	1/14/2015 3:59 PM
126	Grafton, iowa	1/14/2015 3:54 PM
127	Clear Lake	1/14/2015 3:49 PM
128	Mason City, Iowa	1/14/2015 3:44 PM
129	mc	1/14/2015 3:22 PM
130	Mason city	1/14/2015 3:22 PM
131	Mason City	1/14/2015 3:16 PM
132	Mason City	1/14/2015 3:16 PM
133	Mason City	1/14/2015 3:06 PM
134	Mason City, IA	1/14/2015 2:48 PM
135	Mason City	1/14/2015 2:34 PM
136	Mason City	1/14/2015 2:28 PM
137	Mason City	1/14/2015 2:16 PM
138	Rural Mason City	1/14/2015 2:03 PM
139	Mason City	1/14/2015 2:02 PM
140	Osage	1/14/2015 1:59 PM
141	Mason City	1/14/2015 1:58 PM
142	Rock Falls, IA	1/14/2015 1:56 PM
143	Mason City	1/14/2015 1:54 PM
144	Mason Cityno	1/14/2015 1:29 PM
145	Mason City	1/14/2015 1:26 PM
146	Mason City	1/14/2015 1:23 PM
147	Mason City	1/14/2015 1:12 PM

148	Mason City	1/14/2015 12:58 PM
149	Mason City	1/14/2015 12:57 PM
150	Mason Coty	1/14/2015 12:54 PM
151	Mason City	1/14/2015 12:48 PM
152	thompson	1/14/2015 12:38 PM
153	Mason City	1/14/2015 11:41 AM
154	Clear Lake	1/14/2015 11:24 AM
155	Mason City	1/14/2015 10:44 AM
156	Nora Springs	1/14/2015 10:14 AM
157	Forest City	1/14/2015 8:59 AM
158	Lake Mills, IA	1/14/2015 7:39 AM
159	Mason City	1/14/2015 6:31 AM
160	Mason City	1/14/2015 1:40 AM
161	osage	1/13/2015 10:29 PM
162	Mason city	1/13/2015 9:51 PM
163	Mason City	1/13/2015 7:45 PM
164	Mason City	1/13/2015 6:37 PM
165	Clear lake	1/13/2015 6:18 PM
166	Mason City	1/13/2015 5:36 PM
167	mason city	1/13/2015 4:32 PM
168	Lake Mills	1/13/2015 4:22 PM
169	Mason City	1/13/2015 4:09 PM
170	Mason City	1/13/2015 3:45 PM
171	Mason City	1/13/2015 3:03 PM
172	Mason City	1/13/2015 3:01 PM
173	Clear lake	1/13/2015 2:34 PM
174	Forest City	1/13/2015 1:51 PM
175	Rockford	1/13/2015 1:10 PM
176	Mason Ciyt	1/13/2015 12:53 PM
177	Sheffield	1/13/2015 12:48 PM
178	Clear Lake	1/13/2015 12:20 PM
179	Mason City	1/13/2015 12:18 PM
180	Charles City	1/13/2015 12:13 PM
181	Ventura	1/13/2015 11:59 AM
182	Cedar Falls	1/13/2015 11:58 AM
183	Nora Springs	1/13/2015 11:50 AM
184	Clear Lake	1/13/2015 11:48 AM
185	Rockford	1/13/2015 11:37 AM

186	Osage	1/13/2015 10:58 AM
187	Mason City	1/13/2015 10:45 AM
188	Mason City	1/13/2015 10:35 AM
189	Mason City, Iowa	1/13/2015 10:35 AM
190	Hampton	1/13/2015 10:30 AM
191	Mason City	1/13/2015 10:24 AM
192	Mason City	1/13/2015 10:15 AM
193	Mason City	1/13/2015 10:10 AM
194	Mason City	1/13/2015 9:57 AM
195	Mason city	1/13/2015 9:52 AM
196	Mason City, Iowa	1/13/2015 9:48 AM
197	Mason City, Iowa	1/13/2015 9:39 AM
198	Mason City	1/13/2015 9:29 AM
199	Clear Lake	1/13/2015 9:19 AM
200	Mason City	1/13/2015 9:18 AM
201	Forest City	1/13/2015 9:17 AM
202	Charles City	1/13/2015 9:11 AM
203	Mason City	1/13/2015 9:10 AM
204	Fertile, ia	1/13/2015 9:10 AM
205	Mason City	1/13/2015 9:06 AM
206	CHARLES CITY	1/13/2015 9:06 AM
207	Mason City	1/13/2015 8:50 AM
208	Clear Lake (rural)	1/13/2015 8:50 AM
209	Mason City	1/13/2015 8:40 AM
210	Mason City	1/13/2015 8:24 AM
211	Mason City	1/13/2015 8:17 AM
212	Mason City	1/13/2015 8:08 AM
213	Rockford	1/13/2015 8:00 AM
214	Clear Lake	1/13/2015 7:53 AM
215	St. Ansgar	1/13/2015 7:40 AM
216	Mason City, IA	1/13/2015 7:33 AM
217	clear lake	1/13/2015 7:24 AM
218	Forest City	1/13/2015 7:15 AM
219	Mason City	1/13/2015 5:32 AM
220	mason city	1/13/2015 12:00 AM
221	Belmond	1/12/2015 10:39 PM
222	Mason city	1/12/2015 9:26 PM
223	Mason City	1/12/2015 9:01 PM

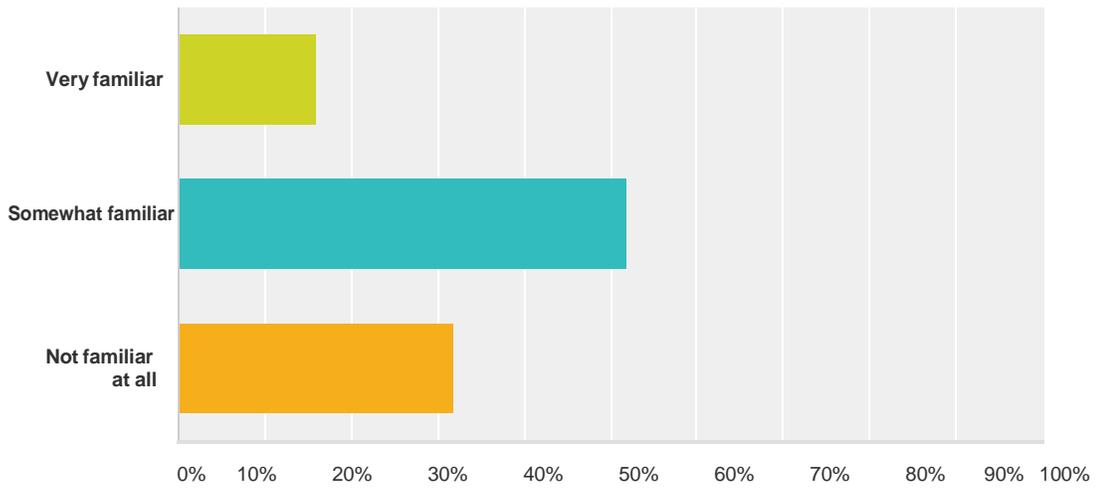
224	Mason City	1/12/2015 8:40 PM
225	Mason City	1/12/2015 8:32 PM
226	Algona	1/12/2015 8:16 PM
227	Mason City	1/12/2015 8:11 PM
228	Mason City	1/12/2015 8:01 PM
229	Iowa Falls	1/12/2015 7:34 PM
230	Hampton	1/12/2015 7:07 PM
231	Marble Rock	1/12/2015 7:04 PM
232	Mason city	1/12/2015 6:36 PM
233	Mason City	1/12/2015 6:12 PM
234	Thornton	1/12/2015 6:03 PM
235	Clear Lake	1/12/2015 5:50 PM
236	Ventura	1/12/2015 5:39 PM
237	Mason City	1/12/2015 5:26 PM
238	Clear Lake	1/12/2015 5:21 PM
239	Mason City	1/12/2015 5:15 PM
240	Mason City	1/12/2015 4:50 PM
241	charles city	1/12/2015 4:40 PM
242	Ventura	1/12/2015 4:39 PM
243	Mason City	1/12/2015 4:24 PM
244	Clear Lake, IA	1/12/2015 4:19 PM
245	Mason City	1/12/2015 4:15 PM
246	Garner	1/12/2015 4:11 PM
247	Garner	1/12/2015 4:06 PM
248	Nora Springs	1/12/2015 4:02 PM
249	Mason City	1/12/2015 4:02 PM
250	Charles City	1/12/2015 3:59 PM
251	Charles City	1/12/2015 3:58 PM
252	Rockford, Iowa	1/12/2015 3:51 PM
253	Osage	1/12/2015 3:51 PM
254	Mason City	1/12/2015 3:51 PM
255	Mason city	1/12/2015 3:50 PM
256	Mason City	1/12/2015 3:50 PM
257	Charles City	1/12/2015 3:49 PM
258	Nora Springs	1/12/2015 3:42 PM
259	Mason City	1/12/2015 3:41 PM
260	Marble Rock	1/12/2015 3:40 PM
261	Mason City	1/12/2015 3:38 PM

262	mason city	1/12/2015 3:37 PM
263	Mason City	1/12/2015 3:34 PM
264	Charles City	1/12/2015 3:33 PM
265	Charles City	1/12/2015 3:32 PM
266	Forest City	1/12/2015 3:32 PM
267	grafon	1/12/2015 3:31 PM
268	Mason City	1/12/2015 3:31 PM
269	Clear Lake	1/12/2015 3:30 PM
270	Mason	1/12/2015 3:11 PM
271	Mason City	1/12/2015 2:51 PM
272	Mason City	1/12/2015 2:49 PM
273	Mason City	1/12/2015 2:24 PM
274	Mason City	1/12/2015 1:37 PM
275	Northwood	1/12/2015 1:24 PM
276	Mason City	1/12/2015 12:16 PM
277	Clear Lake	1/12/2015 11:22 AM
278	Rockford	1/12/2015 11:13 AM
279	Hampton	1/12/2015 11:12 AM
280	Mason City	1/12/2015 6:47 AM
281	munich germny	1/12/2015 2:59 AM
282	mason city, iowa	1/10/2015 4:09 PM
283	Mason City	1/9/2015 11:30 AM
284	mason city	1/8/2015 9:04 PM
285	Meservey	1/8/2015 5:18 AM
286	Forest City	1/7/2015 1:06 PM
287	Mason City	1/7/2015 7:50 AM
288	Joice	1/7/2015 6:54 AM
289	Mason city	1/7/2015 12:24 AM
290	Clear lake	1/6/2015 10:58 PM
291	manly	1/6/2015 9:00 PM
292	Clear Lake, ia	1/6/2015 8:55 PM
293	Hanlontown	1/6/2015 8:52 PM
294	Manly	1/6/2015 8:13 PM
295	Mason City	1/6/2015 8:04 PM
296	Grafton	1/6/2015 6:41 PM
297	Mason City	1/6/2015 5:35 PM
298	Mason City	1/6/2015 2:42 PM
299	mason city	1/6/2015 1:12 PM

300	Mason City	1/6/2015 9:33 AM
301	Mason City	1/6/2015 8:41 AM
302	Clear Lake	1/6/2015 4:18 AM
303	Clear lake	1/6/2015 12:19 AM
304	Clear Lake	1/5/2015 9:50 PM
305	Charles city	1/5/2015 6:47 PM
306	Mason City	1/5/2015 2:06 PM
307	Ames iowa	1/5/2015 1:05 PM
308	Mason City	1/5/2015 11:40 AM
309	Mason City	1/5/2015 11:39 AM
310	Ventura	1/5/2015 11:03 AM
311	mason city	1/4/2015 7:41 PM
312	forest city	1/4/2015 11:56 AM
313	Mason City	1/1/2015 12:27 AM
314	Rural between Mason City and Rockwell	12/31/2014 4:46 PM
315	Ventura	12/31/2014 4:11 PM
316	Forest city	12/31/2014 4:00 PM
317	mason city	12/31/2014 3:47 PM
318	Madon city	12/31/2014 2:50 PM
319	mason city	12/31/2014 12:57 PM
320	50453	12/31/2014 11:52 AM
321	forest city	12/31/2014 11:38 AM
322	Mason City	12/31/2014 9:53 AM
323	Mason city	12/29/2014 5:13 AM
324	Mason City	12/18/2014 8:43 AM
325	Mason City	12/16/2014 10:29 PM
326	Clear Lake	12/16/2014 3:33 PM
327	Mason city	12/16/2014 2:59 PM
328	Mason city	12/16/2014 9:20 AM
329	Mason City	12/15/2014 2:32 PM
330	Mason City	12/13/2014 11:02 PM
331	Mason City	12/13/2014 2:46 PM
332	Mason City	12/13/2014 11:20 AM
333	Mason city	12/12/2014 9:04 PM
334	Mason City, Iowa	12/12/2014 5:39 PM
335	Mason City	12/11/2014 10:50 PM
336	Mason City	12/11/2014 10:41 PM
337	Mason City	12/11/2014 4:25 PM

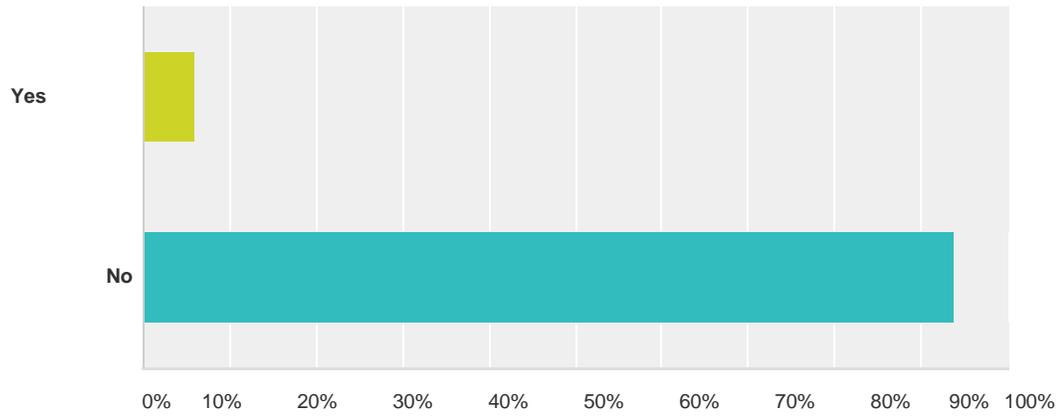
338	Mason City	12/11/2014 3:20 PM
339	Mason City	12/11/2014 2:51 PM
340	Mason City	12/10/2014 8:03 PM
341	Mason City	12/10/2014 4:30 PM
342	Mason City	12/10/2014 4:21 PM
343	Clear lake	12/10/2014 3:57 PM
344	Plymouth	12/10/2014 1:47 PM
345	Mason City	12/10/2014 11:00 AM
346	Forest City	12/10/2014 10:58 AM
347	mason city	12/10/2014 10:46 AM
348	HAMPTON IOWA	12/10/2014 8:57 AM
349	Mason City	12/3/2014 10:58 AM

**Q23 In general, how familiar with the public bus services that are available near you?**



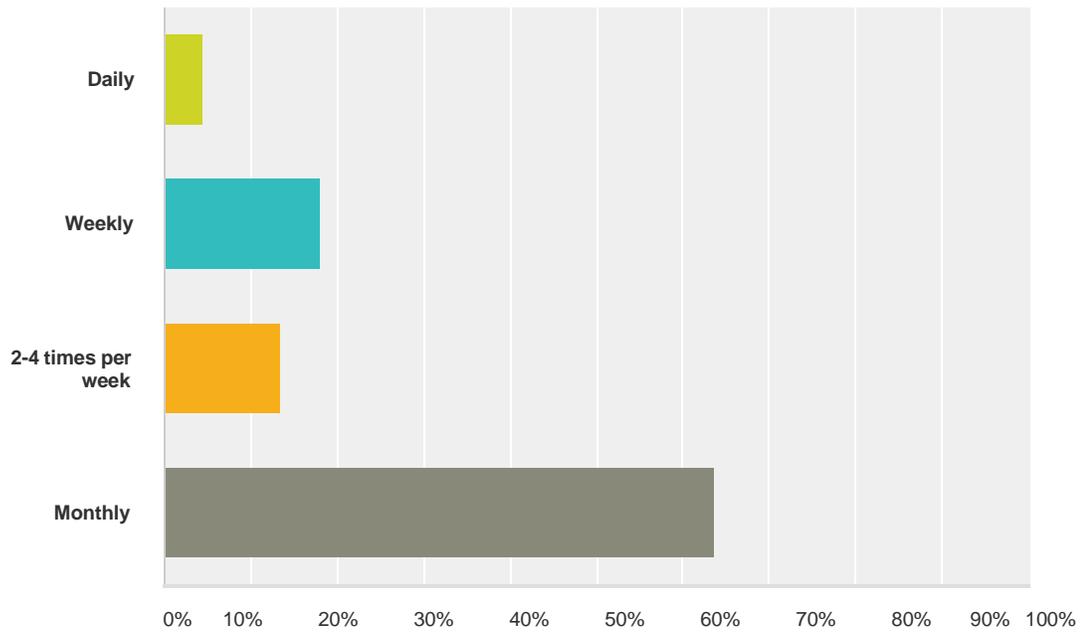
Answer Choices	Responses	
Very familiar	16.00%	56
Somewhat familiar	52.00%	182
Not familiar at all	32.00%	112
<b>Total</b>		<b>350</b>

## Q24 Do you use the public bus?



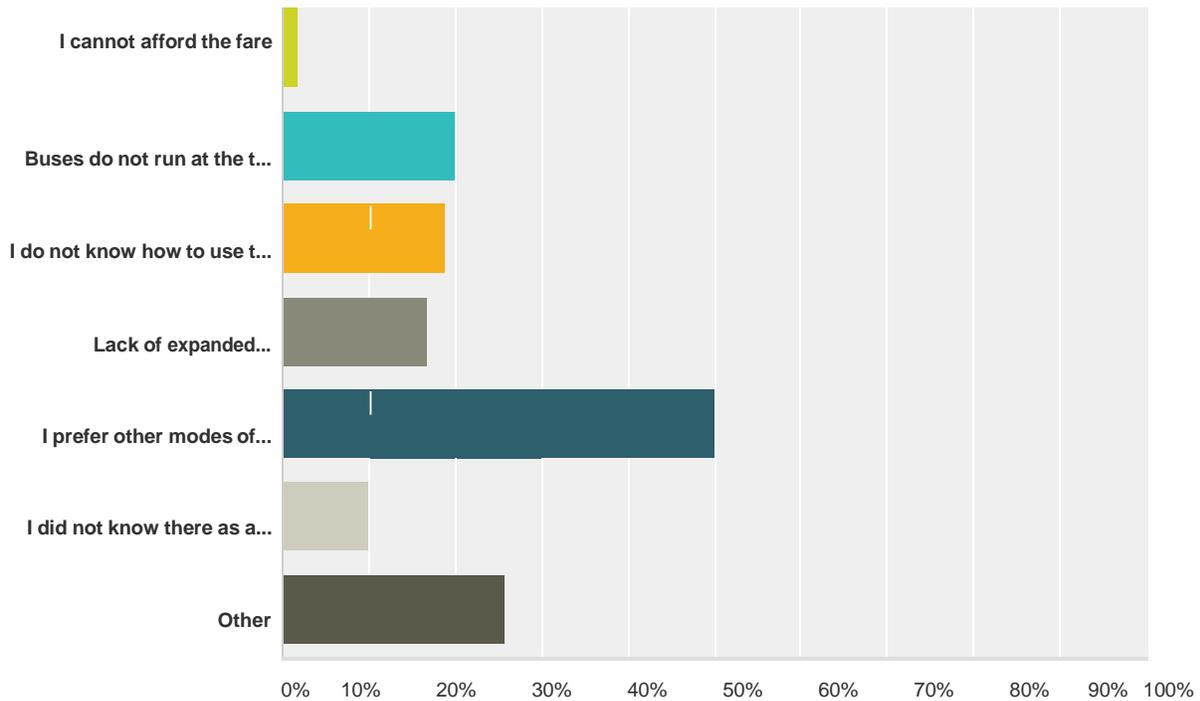
Answer Choices	Responses	
Yes	6.12%	21
No	93.88%	322
<b>Total</b>		<b>343</b>

**Q25 If you answered yes to the previous question, how often do you use the public bus system?**



Answer Choices	Responses
Daily	4.55% 1
Weekly	18.18% 4
2-4 times per week	13.64% 3
Monthly	63.64% 14
<b>Total</b>	<b>22</b>

**Q26 If you do not ride the bus, why do you choose not to use the public bus? (Check all that apply)**



Answer Choices	Responses
I cannot afford the fare	1.81% 6
Buses do not run at the time I need them	20.18% 67
I do not know how to use the public bus system	18.98% 63
Lack of expanded service out of town	16.87% 56
I prefer other modes of transportation	50.60% 168
I did not know there as a public bus available	9.64% 32
Other (please specify)	25.90% 86
<b>Total Respondents: 332</b>	

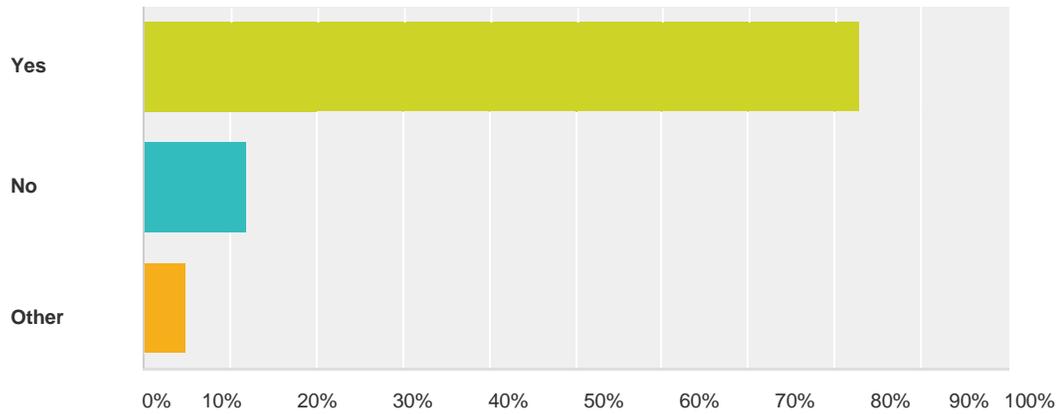
#	Other (please specify)	Date
1	I drive a car	1/28/2015 12:39 PM
2	Although I have a car and do not ride the bus, my son doesn't drive and uses it frequently	1/28/2015 11:47 AM
3	I am able to drive my car	1/27/2015 2:42 PM
4	I don't have a need for it however I know several people who utilize this service	1/27/2015 10:51 AM
5	trying to get organized for it	1/26/2015 10:31 PM

6	At this time am able to drive to appointments	1/26/2015 3:42 PM
7	I own my transportation	1/26/2015 1:55 PM
8	Live in rural area.	1/26/2015 1:13 PM
9	I have a car	1/26/2015 12:16 PM
10	I do not need them but I see the need through my work at the Osage Police Dept.	1/26/2015 9:38 AM
11	Apathy of public bus drivers of passengers with disabilities	1/26/2015 7:27 AM
12	the bus does not run from my home on the outskirts of town to my workplace in town	1/22/2015 1:28 PM
13	I have only seen a bus come one time through our neighborhood--briarsstone addition--	1/22/2015 11:07 AM
14	No need	1/22/2015 10:28 AM
15	I commute, and take care of family	1/22/2015 8:10 AM
16	I have private transportation, but am not aware of any bus service availability in my locality.	1/19/2015 12:08 PM
17	I have my own transportation.	1/18/2015 9:13 PM
18	don't need to	1/18/2015 6:27 AM
19	I use it for emergency	1/16/2015 2:52 PM
20	While I do not routinely rely on the bus, I'm glad it was there when I've had car trouble and used it a couple times in the past.	1/16/2015 1:00 PM
21	No bus service in Plymouth.	1/16/2015 11:06 AM
22	The bus does not come out to our side of town.	1/16/2015 7:06 AM
23	I do have a car, but I prefer not to use it sometimes.	1/16/2015 6:51 AM
24	I use to ride the transit when I lived in Mason City, but I own a car again.	1/15/2015 12:07 PM
25	I have used the bus in the past when I had an injury and could not drive.	1/15/2015 9:20 AM
26	I work out of town so I drive myself.	1/15/2015 8:19 AM
27	I currently have my own car	1/14/2015 7:47 PM
28	We are typically in a hurry, and prefer not to take the time it requires to use the bus.	1/14/2015 7:20 PM
29	my mom rides the bus all the time	1/14/2015 6:23 PM
30	I have a car so it is only if I can't drive it that I do.	1/14/2015 4:00 PM
31	Work 3 jobs in 3 locations in 2 towns, but know people who would take classes IF transportation available.	1/14/2015 2:39 PM
32	I live in the country and the bus does not travel there.	1/14/2015 2:35 PM
33	Have own vehicle	1/14/2015 2:29 PM
34	I live very close to my work site.	1/14/2015 2:02 PM
35	I use the Cerro Gordo Transit for people with disabilities	1/14/2015 1:33 PM
36	Use own vehicle	1/14/2015 12:57 PM
37	no bus stop close to my residence	1/14/2015 12:55 PM
38	i have a vehical	1/13/2015 9:51 PM
39	I generally use my own mode of transport	1/13/2015 4:23 PM
40	I often need my own transportation during the day	1/13/2015 4:10 PM
41	I own a vehicle	1/13/2015 3:04 PM
42	Just use as childcare needs for field trips etc	1/13/2015 12:15 PM

43	I don't need to	1/13/2015 11:51 AM
44	I am the driver of a bus	1/13/2015 10:59 AM
45	I use my own vehicle.	1/13/2015 10:46 AM
46	I use my car, but observe others using the bus	1/13/2015 10:25 AM
47	I am independent and drive a car	1/13/2015 9:49 AM
48	I have my own vehical	1/13/2015 9:29 AM
49	Sometimes I would need the car anyway for errands, appointments, etc.	1/13/2015 9:21 AM
50	I bike quite a bit for transportation	1/13/2015 9:10 AM
51	I live in the country. I don't expect a bus system out here.	1/13/2015 8:51 AM
52	Use my car	1/13/2015 8:50 AM
53	I have my own transportation	1/13/2015 8:41 AM
54	In my position I need a car to go to meetings on may days.	1/12/2015 8:32 PM
55	still able to use my car	1/12/2015 7:08 PM
56	Cannot meet my transportation needs	1/12/2015 7:05 PM
57	Right now I can drive myself	1/12/2015 6:04 PM
58	I have tried to use the bus in Clear Lake to get to a job. I am either late to my job or there 2 hours early.	1/12/2015 5:51 PM
59	They also don't run where I need them	1/12/2015 5:16 PM
60	I need to be able to go to other towns at a moments notice to respond to an emergency.	1/12/2015 4:51 PM
61	I have a vehicle	1/12/2015 4:24 PM
62	I own and drive my own vehicle	1/12/2015 4:06 PM
63	I don't currently need to use the public bus	1/12/2015 3:59 PM
64	I am not aware of public transportation running from Rockford to Mason City	1/12/2015 3:52 PM
65	Flexibility of going multiple places during a trip	1/12/2015 3:52 PM
66	I have many parents of my students who use the bus	1/12/2015 3:51 PM
67	I don't need to use it - have my own vehicle	1/12/2015 3:50 PM
68	Live outside of town	1/12/2015 3:42 PM
69	i have a car	1/12/2015 3:37 PM
70	do not need to	1/12/2015 3:31 PM
71	Stigma associated with bus system	1/12/2015 12:18 PM
72	No timely route to Armour Eckrich	1/12/2015 6:56 AM
73	does not go to my place of employment; Curries.	1/8/2015 9:05 PM
74	No need at this time	1/7/2015 1:07 PM
75	I have a car and live in rural north iowa	1/7/2015 6:54 AM
76	I drive	1/6/2015 2:43 PM
77	there is not an option using the transportation for work from forest city	1/4/2015 11:58 AM
78	Have my own vehicle	1/1/2015 12:28 AM
79	have my own car	12/31/2014 3:48 PM
80	I drive	12/31/2014 2:50 PM

81	my own car	12/31/2014 11:54 AM
82	Not convenient for where i wanna go	12/16/2014 3:33 PM
83	Unable to find map of routes and estimated times	12/13/2014 11:03 PM
84	have a car	12/12/2014 9:04 PM
85	have my own means of transportation	12/10/2014 10:47 AM
86	I have my own car	12/3/2014 10:59 AM

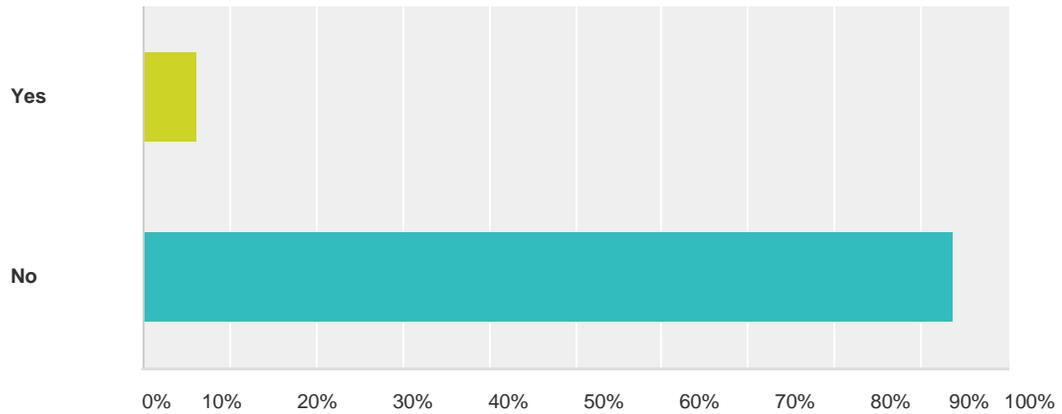
## Q27 Are you currently employed?



Answer Choices	Responses	
Yes	82.84%	280
No	12.13%	41
Other (please specify)	5.03%	17
<b>Total</b>		<b>338</b>

#	Other (please specify)	Date
1	Retired	1/26/2015 2:17 PM
2	Retired	1/26/2015 1:14 PM
3	Retired	1/26/2015 11:57 AM
4	Retired	1/26/2015 7:29 AM
5	retired	1/22/2015 8:41 AM
6	Retired	1/20/2015 1:06 PM
7	Retired	1/19/2015 12:08 PM
8	College Student	1/15/2015 7:13 PM
9	retired	1/14/2015 3:23 PM
10	Retired	1/14/2015 1:59 PM
11	Retired	1/14/2015 12:57 PM
12	Retired	1/13/2015 10:10 AM
13	part time	1/12/2015 8:43 PM
14	ssemi retired	1/6/2015 9:01 PM
15	Retired	1/6/2015 12:20 AM
16	retired	1/5/2015 6:48 PM
17	retired	12/12/2014 5:40 PM

## Q28 Have you had difficulty getting or keeping a job due to lack of transportation?

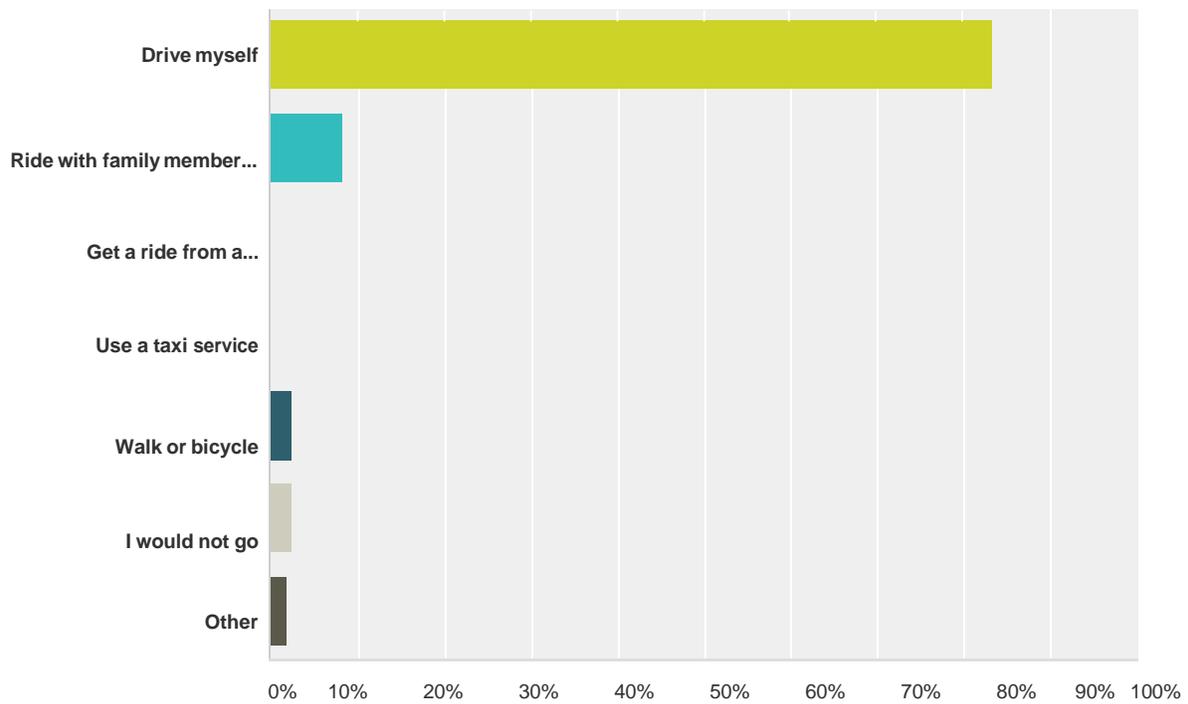


Answer Choices	Responses	
Yes	6.19%	21
No	93.81%	318
<b>Total</b>		<b>339</b>

#	Other (please specify)	Date
1	Due more to the lack of understanding by the bus company and its drivers.	1/26/2015 7:29 AM
2	In the past i would needed it to go out of town for a job.	1/16/2015 10:41 AM
3	Students have trouble getting to night classes, because there is no service in evenings.	1/15/2015 9:07 AM
4	would like the choice of public transportation	1/4/2015 11:59 AM

## Q29 Generally, how would you get to where you are going if a public bus is not available?

Answered: 335 Skipped: 472



Answer Choices	Responses
Drive myself	83.28% 279
Ride with family member or friend	8.06% 27
Get a ride from a volunteer driver	0.30% 1
Use a taxi service	1.19% 4
Walk or bicycle	2.69% 9
I would not go	2.39% 8
Other (please specify)	2.09% 7
<b>Total</b>	<b>335</b>

#	Other (please specify)	Date
1	my son would not be able to get to work without the public bus	1/28/2015 11:48 AM
2	Would try to find a driver or would not be able to go	1/15/2015 7:56 AM
3	mom doesn't drive	1/14/2015 6:23 PM
4	I would do all but the last one.	1/14/2015 4:01 PM
5	I depend on others for a vehical to drive or family members give me rides.	1/14/2015 11:26 AM

6	childcare would not be able to travel	1/13/2015 12:15 PM
7	I have no idea what would work out in the end!	12/12/2014 5:42 PM

### Q30 Please provide any suggestions for the public bus system to better serve you:

#	Responses	Date
1	I know many people who cannot get a job because they have no way to get to work.	1/29/2015 9:49 AM
2	better communication on bus availability and schedules.	1/28/2015 8:23 PM
3	I would like to see more services expanded to rural North Iowa so people could find employment outside of their small towns who do not have transportation. Also to let rural areas and the folks who live there be more knowledgeable of how this service can be utilized	1/28/2015 6:11 PM
4	currently my doctor and hospital are in Hardin County. If I needed transportation to or from the hospital in Iowa Falls, could I use North Iowa transportation or should I consider changin providers?	1/28/2015 5:06 PM
5	It will be great to have a Stop Bus close to RCF NITCC to encourage residents to go out to the community, be independent, and most safe	1/28/2015 3:53 PM
6	Need more frequent bus routes between Charles City and Mason City especially to the hospital and clinics so patients can make their appts and return. Need later trips in afternoon/evening.	1/27/2015 4:52 PM
7	I know many people depend on this service in our area, and I hope you can find a way to keep it going here.	1/27/2015 2:42 PM
8	The bus is needed in Osage for those who do not own a car and the elderly who need transportation to appointments etc.	1/27/2015 7:40 AM
9	There is a need for many people that can't afford the gas to get to appointments out of town	1/26/2015 5:54 PM
10	Make more routes available	1/26/2015 2:18 PM
11	If traveling to Mason City, stop at the park and ride lot along hwy 9?	1/26/2015 10:01 AM
12	I hope that the bus system remain in our community because I see and know the need is there through my work at the Osage Police Department and Salvation Army.	1/26/2015 9:38 AM
13	buses run on weekends go to major factories and different shifts	1/26/2015 8:32 AM
14	Better training and understanding of individuals with special needs; physical limitations.	1/26/2015 7:31 AM
15	2nd shift weekends	1/23/2015 11:07 PM
16	I feel public bus could better serve our community with longer hours. I have had to use transit in the past not long enough hours when you don't work days.	1/23/2015 12:38 PM
17	Let the public know hours and routes.	1/22/2015 10:35 AM
18	why does the city bus not run threw the Willows? even if no one gets on daily, why don't they at least swing thru? it can't take that much off there schedule while at the west campus already. if a need I think there should be evening and weekend city routes.	1/22/2015 8:14 AM
19	Better advertising. Public pick up and drop off designation areas that are easy to get to. More buses.	1/21/2015 2:45 AM
20	Keep it available / don't give up / more people will start to use it with the age of small town residents.	1/20/2015 1:09 PM
21	I don't ride the taxi in Charles City, my kids do to go to school. Otherwise they would have to cross a very busy road and have to walk in bad weather.	1/20/2015 7:23 AM
22	Nights and weekend availability is really needed.	1/19/2015 1:39 PM
23	na	1/19/2015 12:10 PM
24	More public awareness of public transportation assets might be useful.	1/19/2015 12:09 PM
25	keep offering opportunities to use it	1/19/2015 10:04 AM
26	Easy way to know how and when you need to change busses to get someplace	1/19/2015 9:08 AM

27	Better communication of what is available	1/19/2015 8:11 AM
28	I live outside the city limits and would occasionally use the transit system if it were available.	1/16/2015 4:24 PM
29	Expand hours	1/16/2015 2:53 PM
30	It would be neat if there were a shuttle type out of town route, from Clear Lake, or Sheffield for example.	1/16/2015 1:52 PM
31	If there was a bus in Thornton I could use it to go to clear lake and Mason City for my shopping and doctor appointments which would be great. Also if there was a bus that went to Iowa City I would go there too	1/16/2015 12:10 PM
32	I find having a bus system with reasonable fees would be benefit for everyone.	1/16/2015 11:31 AM
33	Night time transportation for NIACC classes in Hampton and Mason City.	1/16/2015 9:27 AM
34	Run more hours I suppose, and have more buses that go to the walmart area in mason.	1/16/2015 6:53 AM
35	I,m not a user. But I think there should be evening routes, and weekend routes.	1/15/2015 10:45 PM
36	Make information more available	1/15/2015 7:13 PM
37	Saturday service and later service	1/15/2015 4:58 PM
38	Extended hours of service for students taking night classes.	1/15/2015 12:45 PM
39	I teach at NIACC and many of my students miss class because of transportation so expanded service would definitely benefit them (and indirectly me).	1/15/2015 9:42 AM
40	Having transportation to and from college would allow students to attend night classes	1/15/2015 9:09 AM
41	The bus needs a regularly scheduled route not a system where you call for it. I find it confusing and strange. Also it needs to run longer hours. I work at Target and there are many employees there who have trouble with transportation and have to rely on our poor taxi company for rides. This is less than ideal because that company is very slow.	1/15/2015 8:52 AM
42	I do not use the bus but it's been a lifesaver for my mother. She doesn't drive and I work out of town. It's a great way for her to get around when I'm not able to take her. It gives her a little freedom and she also enjoys visiting with others who ride the bus. She's on a limited income so the bus is also affordable to her. Thank you so much for providing this service. It's very much appreciated.	1/15/2015 8:21 AM
43	am able to access bus services for medical appointments but no other bus service available in Rockford that I am aware of	1/15/2015 7:56 AM
44	I work at a business that offers night classes and meetings and many of our students could benefit from the 2nd shift of transportation due to their lack of transportation options to our location.	1/15/2015 7:48 AM
45	If you had enough riders to make more frequent service available, we would be more inclined to use it.	1/14/2015 7:22 PM
46	Make it run earlier in the day and later at night. Makes it hard to get to work at 7am if you have to transfer and they don't run until 6:30am also it really screws with the people who work until 11pm as the only bus available is the county and they only get people from Kraft.	1/14/2015 4:01 PM
47	It would be very helpful to know what bus service is even available outside of Mason City	1/14/2015 3:56 PM
48	I do not know of any public transportation available from Mason City to Clear Lake. We have many 1st & 2nd shift employees that would use it if it was available.	1/14/2015 3:51 PM
49	It would be great to have a 2nd shift bus route available to those who need 2nd shift transportation.	1/14/2015 3:45 PM
50	On the occasions when my car is not working, I would like to be able to ride the bus later than the current afternoon schedule - I teach in the evening at NIACC.	1/14/2015 3:18 PM
51	Could locations with a higher influx of lower income and of out-of-state-transplant lower income individuals (that would qualify for educational grants) be accessed first to determine where new routes are needed so that these individuals could take evening classes, build a better life and stay in this state?	1/14/2015 2:53 PM
52	I believe it would be beneficial to have the bus services available in the evening hours as well.	1/14/2015 2:49 PM
53	Travel out of town.	1/14/2015 2:36 PM
54	Many people need additional bus service at times other than "normal business" hours.	1/14/2015 2:30 PM
55	My students could come to night classes, thereby giving me more chances to teach.	1/14/2015 2:05 PM

56	Provide transportation during the evening hours so NIACC students who attend night classes have transportation to and from college.	1/14/2015 2:03 PM
57	Transit to MSP and/or DSM	1/14/2015 2:00 PM
58	The nearest bus stop is too far for me to walk. The drivers are way too rushed as the scheduling is ugoo tight. With Cerro Gordo Transit I can schedule a pickup at my house for my appoints and I am taken right to the door of my destination.	1/14/2015 1:51 PM
59	My kids would use the public bus when they were younger and wanted to go to the public pool or to the movies in the summer time. They were not sure where to get on and off and needed some guidance. The driver at that time didn't seem to have the patience or time to assist them. My older son lost his license due to an OWI. He used the transit to get back and forth to NIACC. There were times in the winter when it was extremely cold and the snow was blowing. There was no shelter from the elements to wait for the bus. It would be nice if they could have sheltered stops. I work with individuals who have disabilities that are not able to drive. They cannot go to the store, or to the movies, out to eat or even to late afternoon appointments without the bus system. It would be nice if it ran later in the evenings even if only a few nights a week to see how it goes. Mason City does not have affordable taxi cab services! The bus is affordable:)	1/14/2015 1:33 PM
60	My clients that live in the low income housing on Taft Ave in SW Mason City do not have the transit available close to them. Hard to get employment and walk yourself and children to a bus stop.	1/14/2015 1:14 PM
61	I have none. I only took the survey because someone asked me to.	1/14/2015 12:59 PM
62	Maybe have the drivers slow down, some do not drive very well.	1/14/2015 12:58 PM
63	flylers wih information stops and pickup times	1/14/2015 12:40 PM
64	My 13 year old son would like to go to the YMCA and exercise after school. It would be helpful if the transit was an option for him. It would be helpful if transit routes and times scheduled were advertised where easily accessible by the community.	1/14/2015 11:44 AM
65	More regular transportation to and from Mason City. Include weekend & evening times for shopping etc..	1/14/2015 11:26 AM
66	Running at night would be nice.	1/14/2015 1:41 AM
67	clear lake needs transit for getting around clear lake	1/13/2015 10:31 PM
68	Advertise how to get route information.	1/13/2015 7:49 PM
69	Improve the attitude of the dispatch person in Clear Lake. I have heard many comments about rudeness and lack of respect towards the caller.	1/13/2015 6:20 PM
70	Lived here 2 years and still don't know cost or how the system works. I see them around town all the time. Never had to use them but if I needed to I wouldn't know where to go.	1/13/2015 4:37 PM
71	Have routes available at night, communicate to non-profits how to direct passengers to the service. i.e. buying passes, fares, change in fare or route, distribute maps of routes, contact info. to gain access to this info if needed...	1/13/2015 3:09 PM
72	Run earlier and later	1/13/2015 2:34 PM
73	Excellent Bus service in Mason City ??	1/13/2015 12:55 PM
74	Not sure if it comes to Ventura. There have been times I might have used it to get to work, when my car was not available.	1/13/2015 12:01 PM
75	Expanded hours.	1/13/2015 10:47 AM
76	Lack of weekend service is a problem, and a taxi to the next town is expensive!	1/13/2015 10:38 AM
77	I work with those that need transportation. Service after 6:30 is very difficult to arrange, if at all. And those trying to get to work, or home, from late shift need evening services. Same for weekends when the only option is expensive taxi service.	1/13/2015 9:53 AM
78	I know that for some people in Mason City it is a problem that service ends at 6pm. We have many service jobs that end past that time and everyone at a particular job do not get off at the same time to even ride with each other. It is especially difficult in the winter.	1/13/2015 9:24 AM

79	make sure that there are calls when the buses are not going to be picking people up. Also calls to confirm that the buss will be picking people up.	1/13/2015 9:19 AM
80	I would like to see it expanded, in conjunction with cycling/walking planning, to provide more convenient options so people won't drive cars so much.	1/13/2015 9:11 AM
81	Do not stop service into rural communities	1/13/2015 9:11 AM
82	I know a lot of families that would use the bus but they have to walk in the cold to get to the bus stops and this is not good for the kids	1/13/2015 8:19 AM
83	I do not currently use the bus system, but I feel there is the need for public and private transportation in the community. And there may come a day when I need to use it for myself or family member.	1/13/2015 7:38 AM
84	None	1/12/2015 8:44 PM
85	bike racks on buses	1/12/2015 8:33 PM
86	Need to have transportation available to get workers to work especially during second & third shifts.	1/12/2015 8:17 PM
87	Not make it so hard for new stops to be added to the list. Also have buses run at night	1/12/2015 8:03 PM
88	Late night bus service would be wonderful to cut down on people drinking and driving.	1/12/2015 6:16 PM
89	I work with a number of kids whose main reason for not being more deeply involved in our programs is a lack of transportation. I would love to work out some kind of shuttle system that middle school aged kids and their parents feel good about.	1/12/2015 5:28 PM
90	Do we need to have two public bussing entities? Is it possible that the city could merge its resources towards the existing NIACOG infrastructure and provide financial support towards it versus running its own network?	1/12/2015 5:18 PM
91	Due to the nature of our business, almost all of the employees at my company need to have a valid driver's licence and many need to also have a Commercial Driver's License.	1/12/2015 4:53 PM
92	Reliable transportation to hubs from which you can access world wide travel.	1/12/2015 4:43 PM
93	It might help if there more bus stops in neighborhoods. I would like to take a bus to do grocery shopping or other shopping, but by the time I walk tot the depot, I could have walked to at least one store. However, walking to the west side of town with no sidewalks is dangerous.	1/12/2015 4:17 PM
94	Bus Stops and expanded routes. Currently the route is so limited it is really difficult to use	1/12/2015 4:03 PM
95	Drivers need to be more careful and obey all traffic laws!	1/12/2015 3:41 PM
96	Make sure public knows times buses run and what routes are available.	1/12/2015 3:35 PM
97	Better information about the bus needs to be posted on public boards. I am not sure where to find the information other than calling city hall.	1/12/2015 3:35 PM
98	I think it is a great service for those that are without transportation	1/12/2015 3:32 PM
99	Nighttime pickup/drop off and residential/neighborhood pick up/drop off would be helpful	1/12/2015 12:20 PM
100	need to know the availability	1/12/2015 11:23 AM
101	Evening hours.	1/7/2015 1:09 PM
102	Less wait times. Some sort of shelter & seating while waiting for bus. Somehow marked bus stops. With times posted on them. More public awareness of transportation available in our towns.	1/7/2015 7:57 AM
103	More information needs to be given through news media	1/6/2015 9:03 PM
104	Do a better job of letting people know it's available in their area and where they can get on	1/6/2015 9:34 AM
105	Need a bus to go to lake mills	1/6/2015 4:20 AM
106	please expand the hours of service into evenings and weekends	1/5/2015 9:51 PM
107	ride to rst airport would be great	1/5/2015 6:50 PM
108	Clean it up, bad drivers, nasty buses.	1/5/2015 11:41 AM
109	would like the option of bus service for work from forest city to mason city	1/4/2015 12:04 PM

110	Many people live in rural communities and have no way to get to Dr. appointments in Mason City.	12/31/2014 4:47 PM
111	Regarding the times that the buses run; the length of time it would take to get from the bus stop by my house to my place of employment is too long~ i would have to leave my house in the highlands and catch the bus at approximately 6:30 am to get to work on south pierce on time at 8:00am. I can ride my bike faster than that!	12/31/2014 1:00 PM
112	Winnebago county transit has been very helpful.	12/31/2014 11:39 AM
113	Longer hours. Having bus service on weekend & Holidays.	12/16/2014 10:32 PM
114	Maps and estimated times of getting to places from bus stops, online and paper form	12/13/2014 11:05 PM
115	City transit has a bad reputation of aggressive drivers and dirty ole buses	12/13/2014 2:48 PM
116	train the drivers better, I have seen them blow through stop signs often and several close calls with accidents.	12/13/2014 11:22 AM
117	Buses need to run 7 days a week. I think yhey should run at 7 am to 9 pm atleast. I know someone who rides the buses. It would be in peoples best interest to run 7 days a week.	12/12/2014 9:07 PM
118	All I know is that there are several that I know of, who have no other "dependable" options!	12/12/2014 5:42 PM
119	Midnight bus shuttle from downtown bars	12/11/2014 2:53 PM
120	I would be inclined to use the bus if I knew schedules and routes. not even sure where to get those.	12/10/2014 4:23 PM
121	Longer hours. Hospital patients could use this service later in the evening	12/10/2014 3:59 PM
122	I would definitely consider using public transportation if it were available during the times and in the locations that I need it. I know there currently is a bus that provides Winnebago employees transportation services to and from work, however, I am not an employee of Winnebago. I live in Forest City and currently work in Mason City. If there were buses available which provided transportation to some of the outlying smaller towns around Mason City and after normal business hours (8-5), I would be more likely to use public transportation. Maybe a possibility would be to add bus stations in the smaller communities surrounding Mason City to provide more options for people.	12/10/2014 11:04 AM
123	After hours service	12/3/2014 10:59 AM

**2014 Transportation Survey-  
Business/Employer Survey Section**

## Q31 Business Information

#	Company:	Date
1	Mercy Medical Center North Iowa	1/27/2015 10:48 AM
2	Gary's Lawn & Snow Service LLC	1/27/2015 8:58 AM
3	abc	1/26/2015 4:35 PM
4	Adult Day Health Center	1/26/2015 3:15 PM
5	City of Osage	1/26/2015 9:59 AM
6	Jefferson Lines	1/22/2015 2:54 PM
7	Tweeten & Young CPAs PC	1/22/2015 9:31 AM
8	VALERO	1/20/2015 2:47 PM
9	Faith Lutheran Home	1/19/2015 3:45 PM
10	Methodist Jennie Edmundson	1/19/2015 3:38 PM
11	Concord Care Center	1/19/2015 2:14 PM
12	Scenic Living Communities	1/19/2015 9:47 AM
13	MMCNI	1/18/2015 9:57 AM
14	Mercy hospital	1/17/2015 1:43 PM
15	NIACC	1/15/2015 5:15 PM
16	NIACC	1/15/2015 10:08 AM
17	Affordables thrift store	1/14/2015 6:49 PM
18	NIACC	1/14/2015 6:25 PM
19	niacc	1/14/2015 2:31 PM
20	NIACC	1/14/2015 2:22 PM
21	Mason City Curves	1/14/2015 1:59 PM
22	NIACC	1/14/2015 1:58 PM
23	Interstate Motor Trucks Inc.	1/14/2015 1:58 PM
24	NIACC	1/14/2015 1:55 PM
25	Clear Lake B & T	1/14/2015 8:27 AM
26	Cargill Kitchen Solutions	1/13/2015 2:03 PM
27	Westview Care Center	1/13/2015 11:07 AM
28	Mitchell county transit	1/13/2015 8:36 AM
29	Central Lock inc.	1/12/2015 8:01 PM
30	TeamQuest	1/12/2015 7:38 PM
31	Larson Mfg.	1/12/2015 6:32 PM
32	TLC:The Learning Center	1/12/2015 5:24 PM
33	IowaWORKS	1/12/2015 3:56 PM

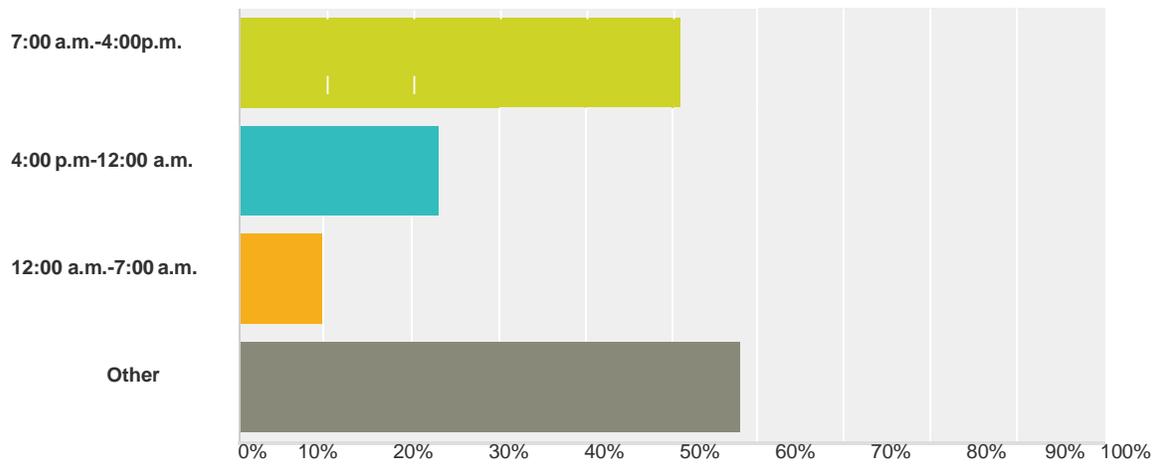
34	Principal	1/12/2015 3:37 PM
35	Mercy Medical Center-North Iowa	1/12/2015 3:32 PM
36	Mercy Medical Center North Iowa	1/12/2015 3:23 PM
37	Larson	1/12/2015 2:59 PM
38	Clear Lake Area Chamber of Commerce	1/12/2015 11:22 AM
39	Johnson Sanitary Products	1/6/2015 8:54 PM
40	Salon 220	1/2/2015 11:32 PM
41	City of Algona	12/31/2014 1:53 PM
42	Clear Lake Bank & Trust	12/29/2014 2:21 PM
43	Larson Manufacturing	12/29/2014 7:45 AM
44	Cornerstone Assisted Living	12/13/2014 8:04 AM

### Q32 How many years have you been in business at this location?

#	Responses	Date
1	25+	1/27/2015 10:48 AM
2	3	1/27/2015 8:58 AM
3	3	1/26/2015 4:35 PM
4	7	1/26/2015 3:15 PM
5	158 years	1/26/2015 9:59 AM
6	95 years	1/22/2015 2:54 PM
7	16	1/22/2015 9:31 AM
8	7+	1/20/2015 2:47 PM
9	almost 9 years	1/19/2015 3:45 PM
10	>100 years	1/19/2015 3:38 PM
11	75 years	1/19/2015 2:14 PM
12	40	1/19/2015 9:47 AM
13	I have worked here since 1989	1/18/2015 9:57 AM
14	15 years	1/17/2015 1:43 PM
15	45	1/15/2015 5:15 PM
16	10	1/15/2015 10:08 AM
17	10	1/14/2015 6:49 PM
18	47	1/14/2015 6:25 PM
19	4	1/14/2015 2:31 PM
20	90	1/14/2015 2:22 PM
21	22	1/14/2015 1:59 PM
22	44	1/14/2015 1:58 PM
23	10	1/14/2015 1:58 PM

24	45	1/14/2015 1:55 PM
25	2	1/14/2015 8:27 AM
26	6	1/13/2015 2:03 PM
27	1963?	1/13/2015 11:07 AM
28	18 plus	1/13/2015 8:36 AM
29	12 years	1/12/2015 8:01 PM
30	24	1/12/2015 7:38 PM
31	15	1/12/2015 6:32 PM
32	11	1/12/2015 5:24 PM
33	8	1/12/2015 3:56 PM
34	24	1/12/2015 3:37 PM
35	30+	1/12/2015 3:32 PM
36	unknown	1/12/2015 3:23 PM
37	15	1/12/2015 2:59 PM
38	37 years	1/12/2015 11:22 AM
39	35	1/6/2015 8:54 PM
40	7	1/2/2015 11:32 PM
41	30 plus	12/31/2014 1:53 PM
42	80	12/29/2014 2:21 PM
43	52	12/29/2014 7:45 AM
44	Almost 12	12/13/2014 8:04 AM

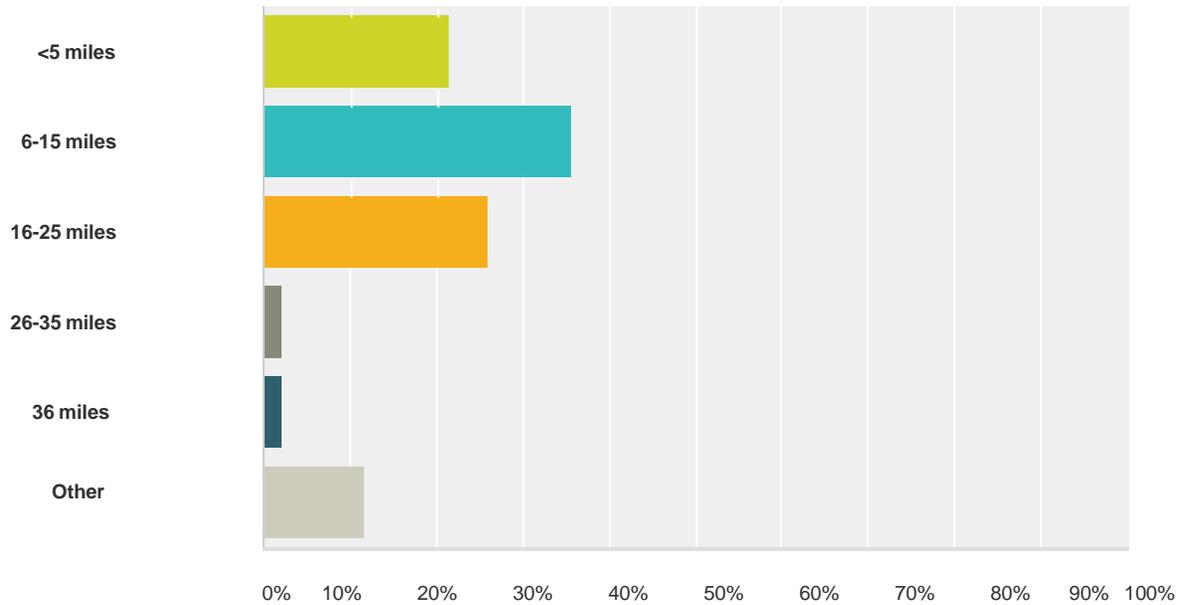
### Q33 What are your typical work shifts? (Check all that apply)



Answer Choices	Responses	
7:00 a.m.-4:00 p.m.	51.16%	22
4:00 p.m-12:00 a.m.	23.26%	10
12:00 a.m.-7:00 a.m.	9.30%	4
Other (please specify)	58.14%	25
<b>Total Respondents: 43</b>		

## Q34 In general, how far from your place of business does your average employee live?

Answered: 42 Skipped: 765

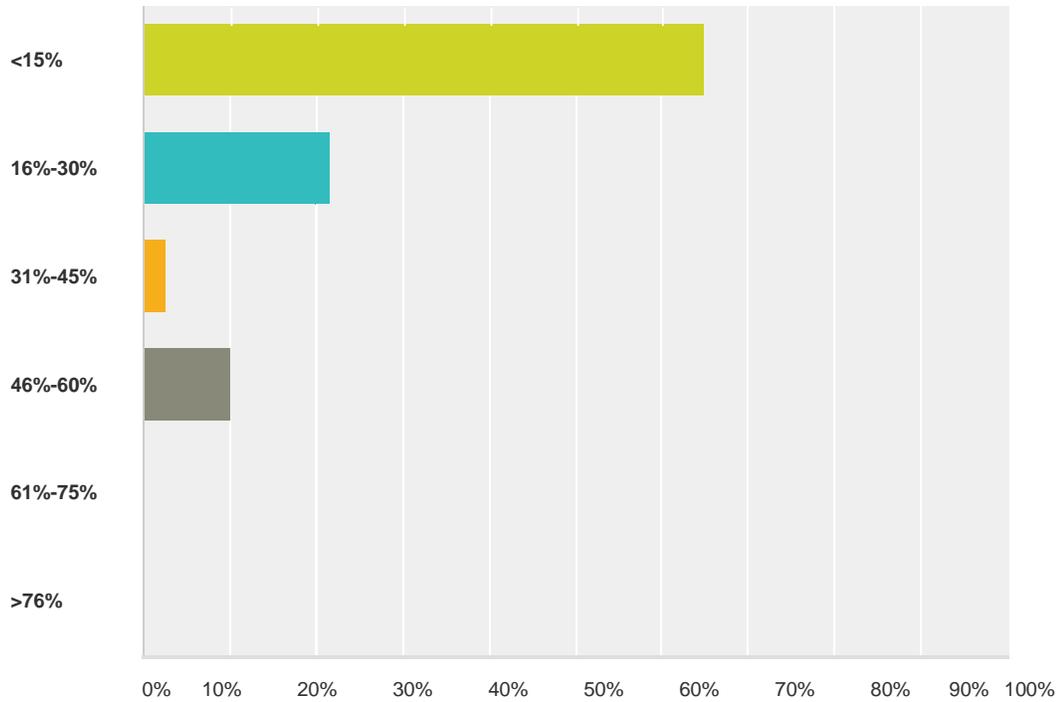


Answer Choices	Responses
<5 miles	21.43% 9
6-15 miles	35.71% 15
16-25 miles	26.19% 11
26-35 miles	2.38% 1
>36 miles	2.38% 1
Other (please specify)	11.90% 5
<b>Total</b>	<b>42</b>

#	Other (please specify)	Date
1	this is varied by the Core Partner teams that work with on a daily basis	1/27/2015 10:50 AM
2	Across northern Iowa	1/22/2015 2:56 PM
3	9 County Region	1/15/2015 10:09 AM
4	not sure, students	1/14/2015 2:23 PM
5	Our residents live there	12/13/2014 8:05 AM

### Q35 If a transit shuttle was provided for your employees, what percentage of your employees do you think would use the shuttle?

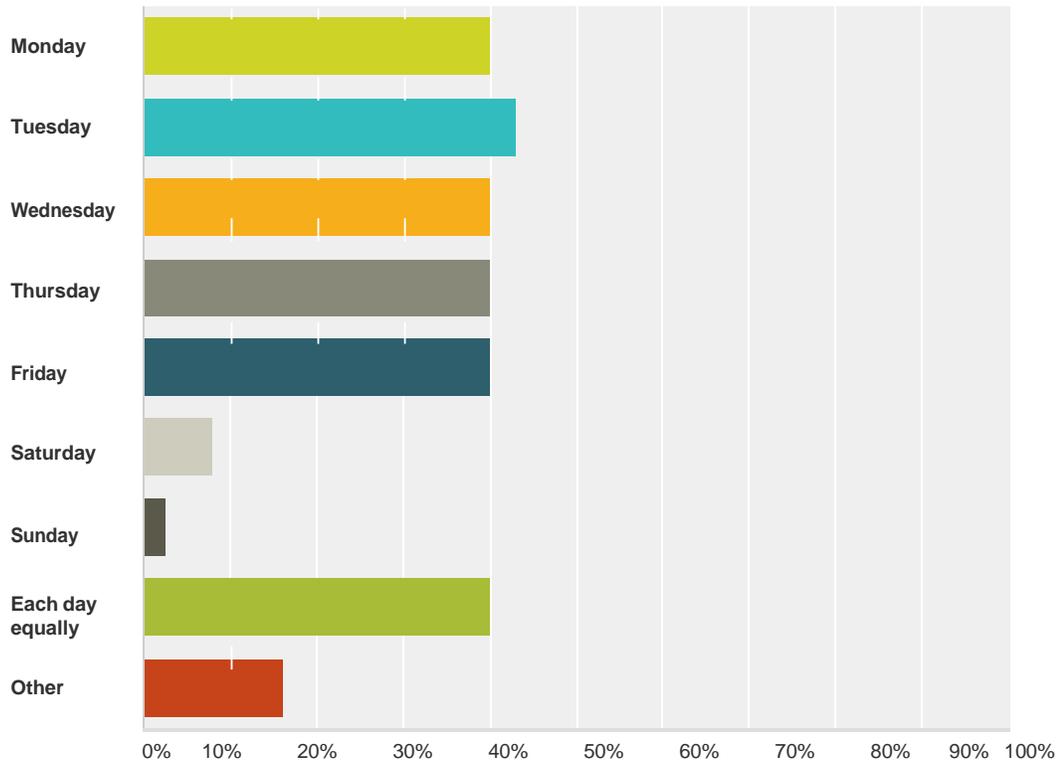
Answered: 37 Skipped: 770



Answer Choices	Responses	Count
<15%	64.86%	24
16%-30%	21.62%	8
31%-45%	2.70%	1
46%-60%	10.81%	4
61%-75%	0.00%	0
>76%	0.00%	0
<b>Total</b>		<b>37</b>

### Q36 What day(s) of the week, if any, do you think your employees would demand more service?

Answered: 37 Skipped: 770



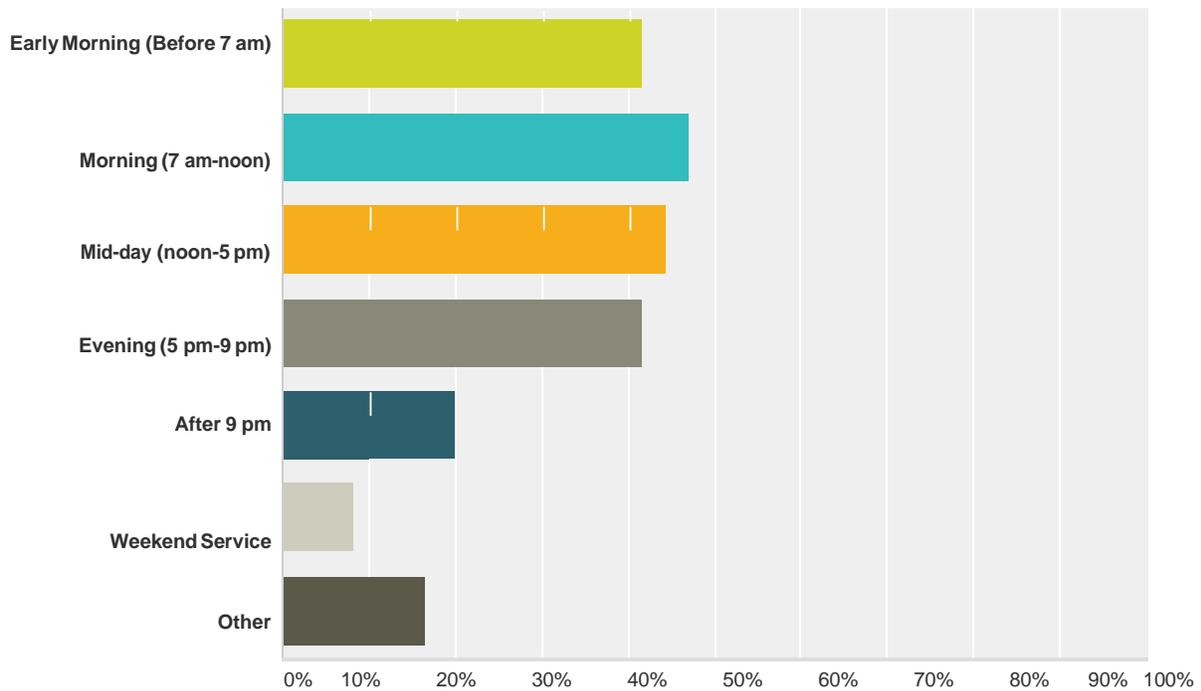
Answer Choices	Responses	
Monday	40.54%	15
Tuesday	43.24%	16
Wednesday	40.54%	15
Thursday	40.54%	15
Friday	40.54%	15
Saturday	8.11%	3
Sunday	2.70%	1
Each day equally	40.54%	15
Other (please specify)	16.22%	6
<b>Total Respondents: 37</b>		

#	Other (please specify)	Date
1	Monday - Friday	1/26/2015 3:17 PM

2	I don't really know	1/20/2015 2:49 PM
3	n/a	1/19/2015 3:38 PM
4	None	1/14/2015 2:00 PM
5	undecided	1/12/2015 8:04 PM
6	None	1/12/2015 11:22 AM

### Q37 What times of day would a shuttle service best serve your company and your employees?

Answered: 36 Skipped: 771



Answer Choices	Responses	
Early Morning (Before 7 am)	41.67%	15
Morning (7 am-noon)	47.22%	17
Mid-day (noon-5 pm)	44.44%	16
Evening (5 pm-9 pm)	41.67%	15
After 9 pm	19.44%	7
Weekend Service	8.33%	3
Other (please specify)	16.67%	6
<b>Total Respondents: 36</b>		

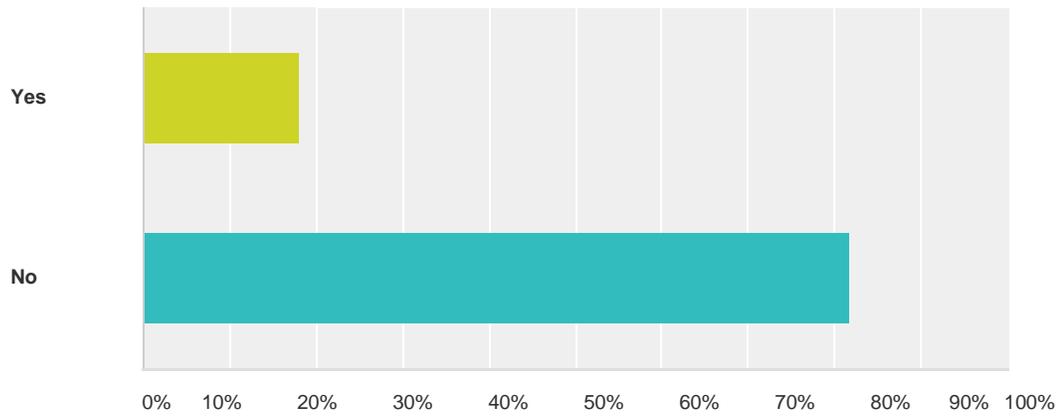
#	Other (please specify)	Date
1	Morning & evening	1/26/2015 3:17 PM
2	unable to validate due to 24/7 operation	1/19/2015 3:39 PM
3	NIACC students would love the option of available service after 5:30 P.M. and on week-ends but I'm not sure how many students or how often they would utilize it.	1/14/2015 6:30 PM
4	none	1/14/2015 2:00 PM
5	430-630	1/12/2015 5:28 PM
6	After 9pm for designated driver purposes (Tourism)	1/12/2015 11:23 AM

### Q38 In what ways, if any, would a small public transit system affect your place of business?

#	Responses	Date
1	Help provide transporting employees	1/27/2015 9:01 AM
2	??	1/26/2015 4:37 PM
3	You deliver many of our clients	1/26/2015 3:18 PM
4	We have many passengers traveling to rural communities near Mason City	1/22/2015 2:57 PM
5	Assist many clients come for their tax appointments.	1/22/2015 9:33 AM
6	not sure	1/20/2015 2:50 PM
7	It would be helpful for patients, families etc. to get to appts, pick up meds etc.	1/19/2015 3:40 PM
8	We could appeal to employees in other towns who do don't have transportation	1/19/2015 2:16 PM
9	we offer transit services for our residents - not employees - M-F 8-4. employees may use, also residents may utilize on weekends. Weekends for residents from 8am-12pm would be good as might be used on Sat for shopping, and can see a strong potential on Sunday to attend local church services	1/19/2015 9:52 AM
10	Help crowded parking lots & cost for driving own cars	1/17/2015 1:46 PM
11	It would be hoped that student ridership would increase rather than employees.	1/15/2015 5:16 PM
12	Night classes could be more accessible to our students.	1/15/2015 10:10 AM
13	Positively	1/14/2015 6:53 PM
14	It could increase the number of students that attend NIACC and help retain students. I'm not sure about the answer to #10. (below)	1/14/2015 6:31 PM
15	People going into town	1/14/2015 2:32 PM
16	none, Curves members have cars or live close enough to walk.	1/14/2015 2:00 PM
17	More transportation options for students	1/14/2015 1:57 PM
18	assist our customers to get to us	1/14/2015 8:28 AM
19	Potentially give employees more options to get to work.	1/13/2015 2:07 PM
20	It would cut down on the costs of our workers spend on commuting. A lot of them ride together.	1/13/2015 11:11 AM
21	Wouldn't	1/13/2015 8:37 AM
22	More possible customers	1/12/2015 8:06 PM
23	Assist with interviewees that don't have licenses yet.	1/12/2015 7:41 PM
24	Allow employees that have no license an opportunity to work	1/12/2015 6:35 PM
25	Our customers also use transit. Our current transit is very busy transporting school children so that creates a longer wait for employees and customers.	1/12/2015 5:30 PM
26	very little. Nearly all of our employees currently have personal transportation.	1/12/2015 3:39 PM
27	.	1/12/2015 3:25 PM
28	offer employees a different mode of transportaion	1/12/2015 3:01 PM
29	It would help immensely with our tourism season, as there currently is very limited transportation for visitors.	1/12/2015 11:24 AM
30	Not sure	1/6/2015 8:58 PM
31	npt sure	1/2/2015 11:33 PM

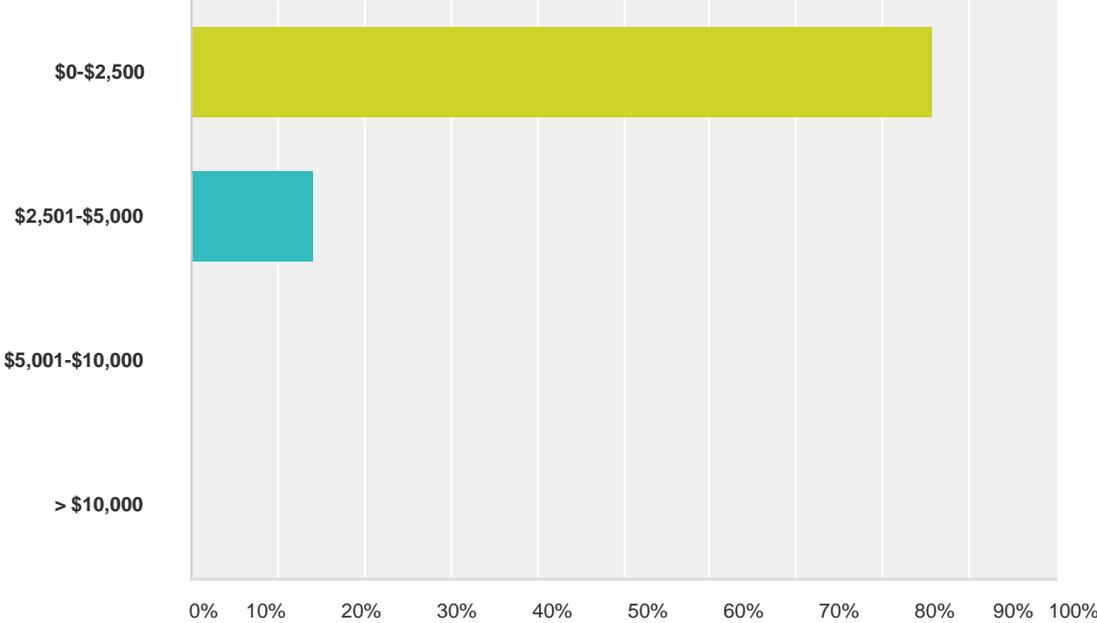
32	Possibly allow us to draw employment from a larger base.	12/29/2014 7:50 AM
33	We use it all the time!!	12/13/2014 8:07 AM

**Q39 Would your company be willing to help subsidize public transportation for employees so that this service could be offered in North Iowa?**



Answer Choices	Responses	
yes	18.18%	6
no	81.82%	27
<b>Total</b>		<b>33</b>

**Q40 If you answered yes to the previous question, please indicate an estimate of expected contribution:**



Answer Choices	Responses	
\$0-\$2,500	85.71%	6
\$2,501-\$5,000	14.29%	1
\$5,001-\$10,000	0.00%	0
> \$10,000	0.00%	0
<b>Total</b>		<b>7</b>