

CORRIDOR MPO

Smarter Transportation, Better Community



Passenger Transportation Plan (PTP)

Fiscal Year 2011 - 2015

MEMBERS:

Cedar Rapids
Marion
Robins
Hiawatha
Fairfax
Ely
Linn County

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CREATING SUSTAINABLE COMMUNITIES
THROUGH REGIONAL PLANNING & CIVIC ENGAGEMENT





Table of Contents

Executive Summary..... 4

1. Introduction 6

 1.1. Overview 6

 1.2. Scope of Work 6

 1.3. History of Passenger Transportation Plan (PTP) 7

 1.4. Public Involvement & Interagency Cooperation 8

2. Inventory of Transportation Providers 14

 2.1. Overview 14

 2.2. Public Transportation Providers 15

 2.3. School Districts Transportation Providers 18

 2.4. Private Transportation Providers 20

 2.5 Care Center Providers 22

 2.6 Humans service providers 27

 2.7 Sheltered Workshop 29

 2.8 Air and Rail Transportation Providers 30

3. Assessment of Transportation Needs..... 32

 3.1. Overview 32

 3.2. Demographic Profile 32

 3.3. Population & Employment Forecast 39

 3.4. Transportation Needs Assessment 39

 3.5. Transportation Service Needs 43

 3.6. Management Needs 45

 3.7. Fleet Needs 45

 3.8. Facility / Equipment Needs 45

 3.9. Summary of Needs 46

4. Financial Resources..... 48

 4.1. Overview 48



4.2. Federal Funding Resources	48
4.3. State Funding Resources	52
4.4. Other Funding Resources.....	54
5. Recommended Program of Projects	61
5.1. Recommended Projects, FY 2011	61
5.2. Recommended projects, FY 2012-2015	65
Appendice.....	67



Executive Summary

Transportation system is a major backbone of any community's development and has direct impact on its residents. Various forms of private and public modes of transportation create an overall transportation system. Residents in a community use various forms of transportation to employment, recreational facilities, social functions and other services. Depending on the nature of travel requirements, people might use private vehicles or public transit. The majority of people in US use private mode of transportation and Cedar Rapids metro-area is no exception. The use of private vehicle provides more flexibility to their travel patterns. However, every community has certain segment of population who are dependent on public transportation system, either due to their financial situation or personal choice or other medical conditions. For these people, public transportation plays an important role in connecting their daily lives with their social, work or other activities.

As per the requirement to coordinate human services and transportation planning activities outlined in current transportation bill, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Iowa Department of Transportation requires all Metropolitan Planning Organizations (MPOs) to create a Passenger Transportation Plan (PTP). The development of PTP is a joint effort of human service agencies, private transportation providers and the public transportation providers in the metro-area. The PTP documents future need of transportation providers that might require any form of funding from federal and state transportation programs.

The Fiscal Year 2011-2015 Passenger Transportation Plan (PTP) attempts to analyze the passenger transportation system available in the Cedar Rapids Metropolitan area. The purpose of this plan is to provide information on passenger transportation and to identify needs and services which can be utilized by local transit managers, policy makers, member jurisdictions, human service agencies, and the public. Information contained can be used by the Corridor Metropolitan Planning Organization (Corridor MPO) and its members in making future passenger transportation decisions. The current Corridor MPO planning areas include the City of Cedar Rapids, Marion, Robins, Hiawatha, Ely, Fairfax, Shueyville and some portion of unincorporated Linn County.

The Human Services and Transportation Advisory Group (HSTAG) comprised of local private and public transportation providers, human service agencies, school districts, government representatives and other interested parties are involved in preparation of the PTP for Corridor MPOs planning area. The diverse representation of agencies in HSTAG explores the transportation needs for every facets of population in the planning area. The coordinated PTP provides the following:

- Inventory of available services and providers in the area,
- Service and equipment needs,
- Management or staffing needs,
- Facility needs,
- Needs for persons with disabilities,



- Identification of coordination efforts,
- New strategies.

In addition, the plan identifies financial resources for the next year and expectations for the next three years; and an anticipated passenger transportation investment program for both the upcoming year and the next three years.

The FY 2011-2015 PTP identifies and prioritized some of the unmet transportation needs in the Cedar Rapids metropolitan Area. Providing public transportation options to low-income individuals is one of the high priorities, as identified by the HSTAG. The current transit schedule is not well-suited to individual working nights and weekends. CRT through NTS and JARC program is providing some services to meet the needs of night and weekends workers, but the supply of services is lower compared to the increasing demand. A HSTAG subcommittee has been created to identify means to meet these special needs transportation.

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

The HSTAG members have raised concerns about the lack of information on current bus routes and operation hours to general public. Improving Marketing and public education on existing transportation providers in the metro-area is one of the identified priorities of the HSTAG. A subcommittee within HSTAG has been assigned to work with the mobility manager to provide more public outreach activities. HSTAG will soon be engaged in preparing its missions, goals and actions plan to meet public transportation needs in the Cedar Rapids metro-area.



1. Introduction

1.1. Overview

The Fiscal Year (FY) 2011-2015 Passenger and Transportation Plan (PTP) for the Corridor Metropolitan Planning Organization (Corridor MPO) serve as a resource on existing public transportation system in the corridor MPO planning area. The Corridor MPO planning area currently includes the City of Cedar Rapids, Marion, Robins, Hiawatha, Fairfax, Ely, Shueyville and some portion of unincorporated Linn County. The PTP is intended to provide a comprehensive analysis on existing public transportation system within the Corridor MPOs planning area. This document is often used by local private and public transportation providers, human service agencies, school districts, local organizations, government agencies and other interested parties. The FY 2011-2015 PTP documents the socio-economic profile of the planning area, inventory of existing transportation providers, analysis of unmet passenger transportation needs, available federal, state and local funding sources and recommended program for next five years.

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

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

1.2. Scope of Work

The information contained in FY 2011-2015 Passenger Transportation Plan (PTP) is limited to the Corridor MPO planning area and represents Corridor MPO member jurisdiction. As of current fiscal year, Corridor MPO planning area members include the City of Cedar Rapids, Marion, Robins, Hiawatha, Fairfax, Ely, Shueyville and some portion of unincorporated Linn County. Figure 2 illustrates the Corridor MPO's planning area.

The Corridor MPO is made up of the elected officials within the Corridor MPO Planning Area and their appointed representatives. Membership representation on the Policy Board is based on population for the participating cities and county, and includes at least one elected official from each governing body. Each city or county may have one member for each 10,000 people for the first 50,000 population plus

one additional member for each 25,000 persons over 50,000 populations, based on the latest Federal Decennial Census. The local cost of each program component of the annual work program is shared by each member city and county based on population.

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

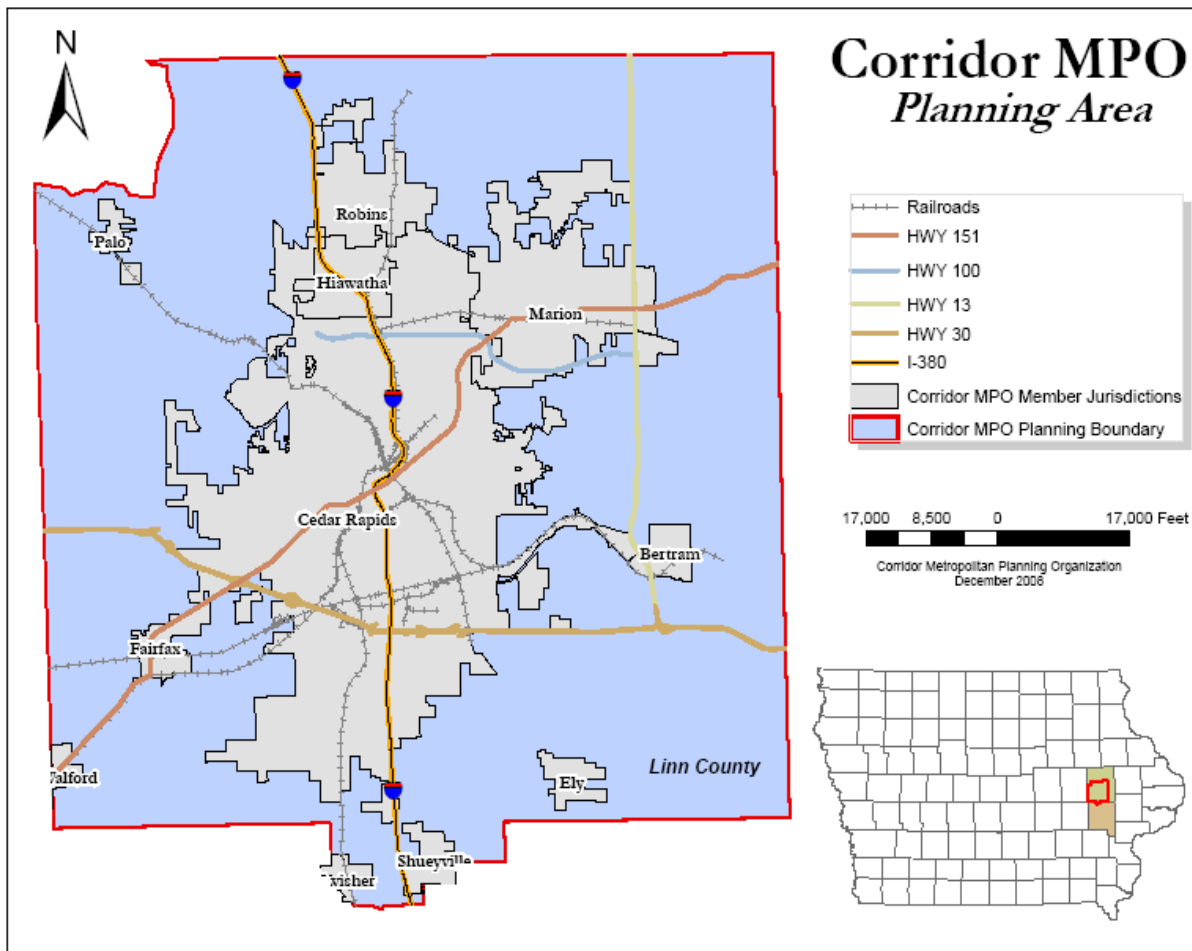


Figure 1: Corridor MPO Planning Area



1.3. History of Passenger Transportation Plan (PTP)

Transportation plays a vital role in the development of a community, as it connects people to their work, social lives, recreational opportunities, medical and other special needs. The form of transportation, private or public, chosen by individuals vary depending on their economic condition, medical condition or special interest. The PTP is more focused on identifying the shortfalls and needs of people relying on passenger transportation. As reported by American Public Transportation Association (APTA)¹ the public transportation ridership in US is up by 32 percent since 1995. The association also reports that Americans took 10.3 billion trips on public transportation in 2007, the highest ridership level in 50 years. This clearly indicated the increasing interest of communities towards public transportation system.

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

The Fiscal Year (FY) 2011-2015 PTP is an update to the FY 2010-2013 Passenger Transportation Plan prepared by Corridor MPO in March of 2009. Following is the list of PTP developed by Corridor MPO to this date;

- FY 2010 Passenger Transportation Development Plan, March 2009
- FY 2009 Passenger Transportation Development Plan, March 2008
- FY 2008 Passenger Transportation Development Plan, March 2007

1.4. Public Involvement & Interagency Cooperation – Information Added/revised

Corridor MPO understands the importance of public involvement and values public input in any of its planning activities. As part of this commitment, Corridor MPO recently revised and adopted its Communication and Outreach Plan (OCP). The OCP identifies the stakeholders in the Corridor MPO planning area and summarizes several techniques MPO uses to involve public in its planning efforts. Corridor MPO has coordinated local passenger transportation planning with the member jurisdictions and the local transit agencies since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The coordination with local Human Service agencies began in November of 2005.

¹ <http://www.publictransportation.org/facts/>



Corridor MPO called and individually met with representatives from various human service agencies within the area. Through these meetings, Corridor MPO staff discussed their responsibilities and desire to assist in greater coordination of transportation needs. In April of 2006, Corridor MPO hosted a public meeting and invited all the human service agencies previously contacted as well as the local municipal transportation providers, and the general public. Local staff and officials discussed services provided and plans for improvements, while others attending discussed current transportation opportunities, needs, and plans for the future. In October of 2006, the United Way of East Central Iowa (UWECI) started a focus group with a follow up meeting in December to identify transportation areas where coordination may be effective. The United Way is connected to over 30 human service agencies in the area and can greatly simplify the coordination process. Table 1 lists the member primary agencies that represent the HSTAG.

Table 1: Human Services and Transportation Advisory group (HSTAG) Member

HSTAG Members	HSTAG Members
Abbe Center for Mental Health	Goodwill Industries
Aging Services, Inc.	Hawkeye Area Community Action Program
Alzheimer's Association	H.D. Youth Center
American Cancer Society	Healthy Linn Care Network
Area Ambulance	Horizons, A Family Service Alliance
Area Substance Abuse Council - Heart of Iowa	Iowa Department of Transportation
Area Substance Abuse Council - Novus Center	Iowa Workforce Development
Big Brothers Big Sisters	Jane Boyd
Boys and Girls Club	Jones County Jets
Benton County Coalition	Kirkwood - Skills to Employment
Benton County Transit	Linn County Community Services
Benton County Volunteer Transportation	Linn County General Assistance
Catherine McAuley Center	Linn County LIFTS
Cedar Rapids Transit	Linn Marr School District
Cedar Rapids Community Schools	Mercy Medical Center
Cedar Rapids Recreation Department	Neighborhood Transportation Systems
Churches United	Options of Linn County
Community Health Free Clinic	RSVP of Linn and Jones County
Conner Center for Independent Living	Southeast Linn Community Center
Corridor MPO	The Arc of East Central Iowa
Cross Roads Mission	The Heritage Area Agency on Aging
Coralville Transit	United Way of East Central Iowa
Discovery Living	Volunteer Services of Cedar County
East Central Iowa Council of Governments	Willis Dady Shelter
Empower Iowa	Witwer Senior Center
Foundation 2	YMCA
Four Oaks	Young Parents Network

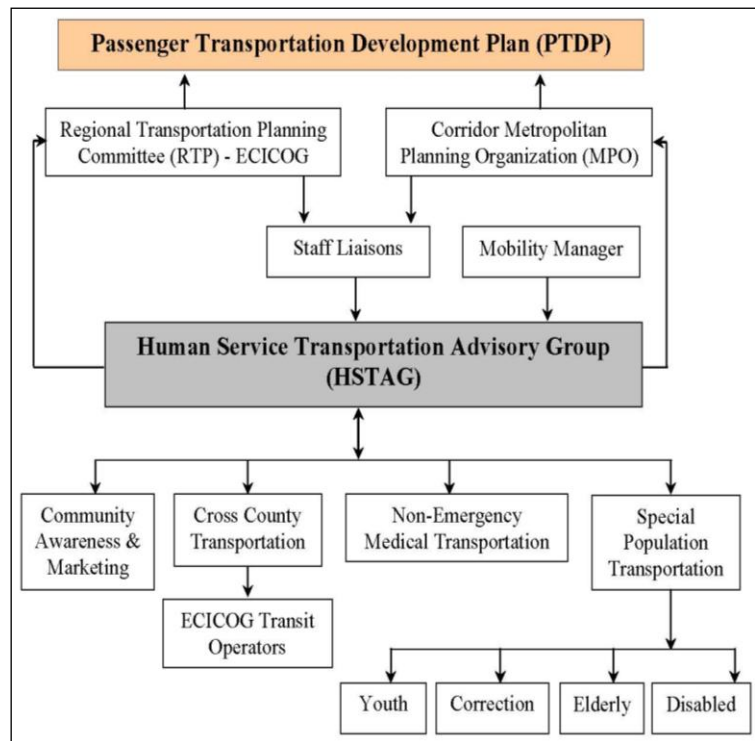
Numerous meetings and discussions regarding “next steps” between the agency partners, ECICOG, Corridor MPO and UWECEI and several HSTAG meetings later, it was decided that our efforts would be best served if a mobility manager were hired to help identify mobility management activities and their benefits. In November of 2008, ECICOG hired a mobility manager who took over the responsibility of preparing the agenda and staffing the quarterly HSTAG meetings. The mobility manager has spent a good portion of the past year meeting people and building relationships with transit, medical and human service providers. This includes listening at county coalition meetings, discussing at one-on-one meetings and scheduling meetings when a coordination effort and relationship was beneficial to the greater cause of mobility.

Human Services and Transportation Advisory Group (HSTAG)

The Corridor MPO meets with HSTAG quarterly to identify the private/public/human services passenger transportation providers listed in this plan, and will continue to expand that data in the future. Corridor MPO staff has been involved with this group, now known as the Human Service Transportation Advisory Group (HSTAG), since its inception and will continue participation to improve coordination efforts throughout the area.

Since that time the HSTAG has continued to meet on a regular basis throughout the last year. They have identified multiple gaps in service and have begun to focus on possible solutions. The mobility manager coordinates most of the following passenger transportation planning meetings and facilitates the discussions. The group identified that many of the gaps seemed to fit into categories, such as work trips, medical trips, and recreational or educational trips so they created subcommittees to address these specifically with those persons most involved in those trips. Figure 2 summarizes various subcommittees within the HSTAG and the involvement of Corridor MPO with HSTAG to prepare the Passenger Transportation Plan (PTP).

Figure 2: HSTAG and Subcommittees





Various Passenger Transportation plan meetings were held with HSTAG, HSTAG staff liaisons and HSTAG sub-committees to discuss the transportation needs and assets. The following HSTAG meetings were held and were facilitated by mobility manager and staff liaisons. Detailed documentation on these meeting is provided in appendix 2

Human Services and Transportation Advisory Group (HSTAG) Meetings

- Thursday, December 11, 2008
- Tuesday, January 20, 2009
- Wednesday, April 8, 2009
- Wednesday, July 8, 2009
- Wednesday, October 14, 2009
- Wednesday, January 27, 2010

Highlights of the HSTAG Meeting:

- PTP discussions and approval
- NTS Coordination with other HSTAG members to fulfill some shuttle needs
- Transportation need assessment facilitation by the mobility manager
- Creation of HSTAG mission and branding
- On-going coordination and education efforts

HSTAG - Staff Liaison Meetings

- May 22, 2009
- August 18, 2009
- November 10, 2009
- December 3, 2009

Highlights of the HSTAG – Staff Liaison Meeting:

- Discuss HSTAG agenda items
- Review Mobility Manager’s work plan
- Transportation forum for next year

HSTAG – Marketing and Education Committee Meetings

- February 2, 2009
- March 13, 2009
- April 6, 2009
- May 4, 2009
- June 8, 2009
- August 19, 2009
- October 8, 2009
- November 23, 2009
- December 9, 2009
- January 5, 2010

Highlights of the HSTAG – Staff Liaison Meeting:

- Organize and host Easter Seals Project Action event for transit, CPCs and consumers
- Develop mission and vision statements
- Develop HSTAG brochure
- Develop Regional Transportation resources guide
- Organize Community Transportation Forums

Human Service Coalitions and Community Meetings

The Mobility Manager, for both the Corridor MPO and ECICOG, participates in various community meetings and events to raise awareness on passenger transportation issues in our area. Through these meetings, the Mobility Manager raises awareness on various transportation coordination efforts and establishes new partnerships. Some of the meetings attended by the Mobility Manger are listed below:



- United Way's Health Solutions Team Meeting
- Linn County's Healthy Living Coalition
- Benton County Coalition
- Continuum of Care
- Washington County Healthy Communities
- Jones County Community Services Coalition
- United Way's Food Security Team Meeting

Training and Education Efforts

The Marketing and Education Committee of HSTAG applied for and was granted an Easter Seals Project Action distance learning event called Communities on the Move: Using All Transportation Options (ADA and beyond) (see Appendix 2). The training was held in Johnson County in the new Johnson County SEATS building and meeting room. The information was presented to 25 participants via video conferencing equipment with local support from the mobility manager. Public, private and volunteer transportation providers in each of the six counties were invited as were the six Central Point of Coordination (CPC) in each county. Several disability consumer groups were invited as well. The presentation included modules titled Sensitivity Training and ADA Questions and Answers. Modules were presented in a variety of ways including opportunity for small group interaction and brainstorming sessions. The participant feedback indicated attendees felt that the training had been very worthwhile.

The mobility manager was able to attend two Community Transportation Association of America (CTAA) trainings in the past year. Transportation Solutions Coordinator Training was a train-the-trainer workshop that focused on teaching mobility managers to organize community transportation resources in an accessible format and to provide these resources to agencies with brief training to agency supervisors. ECICOG's Regional Transportation Resource Guide (see Appendix 5) is the fundamental transportation guide provided to agency supervisors toward this effort. Resources and programs listed within this guide are discussed and clarified to supervisors who in turn are able to answer employees' transportation questions.

Several TAG members attended a CTAA Employment Transportation Forum. Panelist and speakers provided the audience with a wide range of examples of successful employment transportation efforts that included vanpools, carpools, opportunities for tax credits to employers and employees, and many other creative ways of getting people to work. Members of the HSTAG that attended this forum have been meeting to discuss employment transportation and most recently organized a webinar presentation of the alternative transportation software, GreenRide. The Marketing and Education HSTAG has decided to include a speaker/current user of GreenRide on the June 2010, Community Transportation Forum Agenda.

Finally, two members of HSTAG attended CTAA's Annual Conference in Rhode Island in 2009. It was an excellent opportunity for both attendees to learn what other communities are doing to advance



transportation coordination. The conference offered numerous workshops and speakers with a range of practices outside the traditional transit paradigm.

Transportation Forums

The Marketing and Education subgroup of HSTAG is currently planning a second Community Transportation Forum. The group has secured Mercy Medical Center's Hallagan Education Center for Wednesday, June 2, 2010. Similar forum was held on May 7th, 2008. The forum will give attendees the opportunity to hear about mobility management activities under way and to hear from the mobility manager regarding first year successes and barriers. The forum agenda will include informational opportunities for human service and healthcare providers and will include an update on the Iowa Medicaid Transportation Brokerage and a panel of regional transportation providers to describe services and answer questions.

The event will also include speakers and concepts that represent alternative transportation. The business community and chambers of commerce will be included in the invitee list and will be targeted with information about tax credits for businesses that promote alternative transportation, education about how they can support bicycling, carpooling and vanpooling as transportation and also offer the business community an opportunity to become involved in the planning.

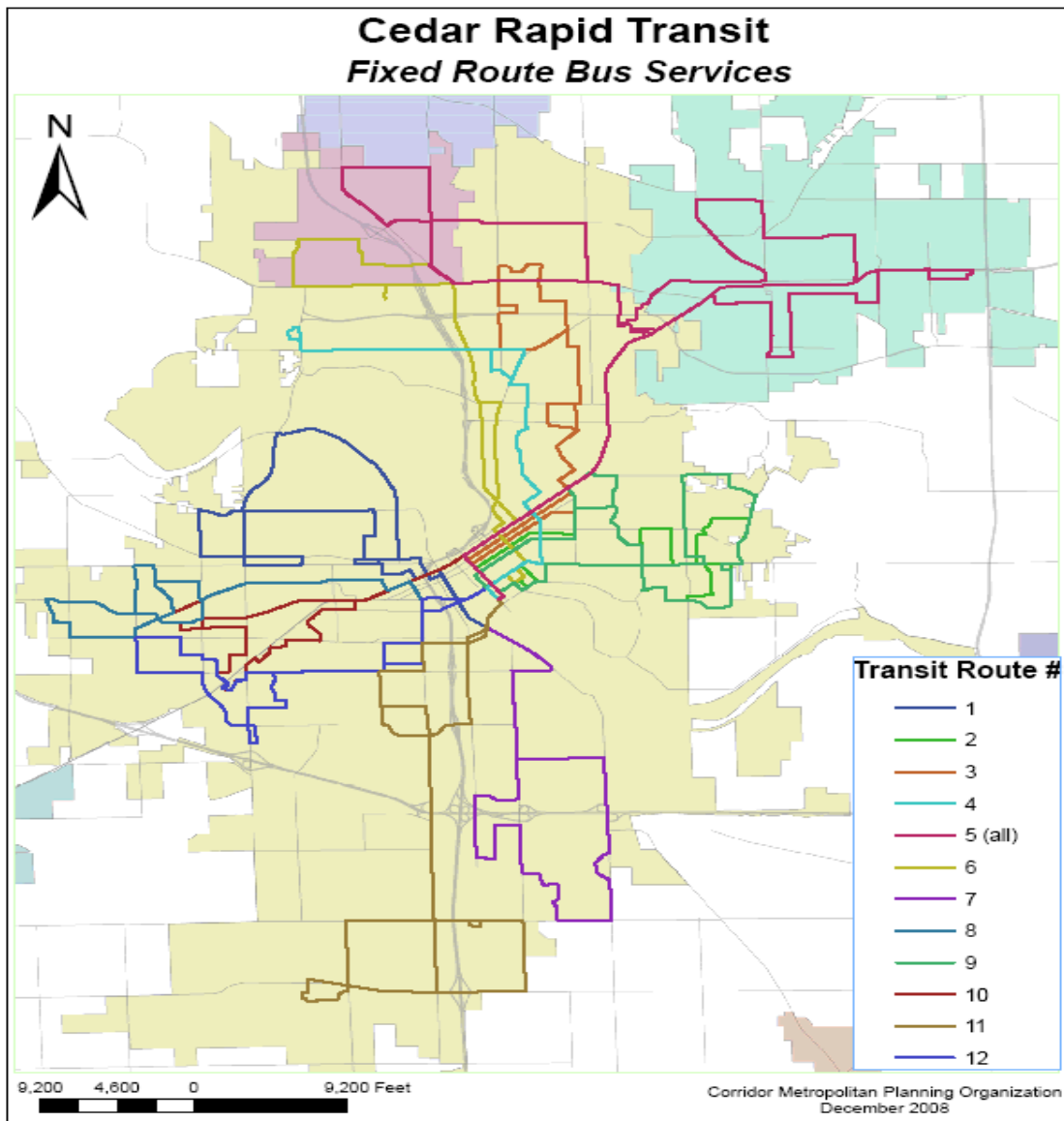
The HSTAG has determined that hosting transportation forums is a great opportunity to educate consumers and providers of service. A benefit of hosting the forum in Cedar Rapids and in June is that C. R. Transit will be implementing an ADA Eligibility process in the summer of 2010 and the director will be invited to speak about the FTA-mandated process. The audience attending the forum will be an asset for disseminating accurate information about the ADA-eligibility process as it is revealed to Linn County residents. In addition, the Iowa Medicaid Enterprise is scheduled to begin operating the Iowa Medicaid Transportation Brokerage in the fall and the forum will be an excellent opportunity to educate the region's providers and consumers about how this process will change.

2. Inventory of Transportation Providers

2.1. Overview

Public Transportation services are available throughout the Corridor MPO planning area for a variety of uses and purposes. The metro area is served most regularly by the fixed route bus service operated by Cedar Rapids Transit, and is augmented by several other programs. These include a demand responsive “door-to-door” service, Para-transit service for the disabled, and a discounted taxi service available 24 hours a day. Figure 3 illustrates the existing CRT transit routes.

Figure 3: Cedar Rapids Fixed Route Transit Routes



Private and human service agencies also provide various transportation solutions. Those mentioned previously are in no way an exhaustive example of what is available, but rather those that chose to respond in the time provided. Most of these include volunteers who assist those in need to reach medical appointments, work, school, and other life necessities.

The human service agencies and local agency passenger transportation providers are meeting a great variety of passenger needs throughout the planning area; however, it is simply not possible or financially practical to meet all the demands in the area. The private services listed demonstrate a need that has not or cannot be met by public providers.

The following section identifies various transportation providers within the Corridor MPO planning area. The information presented in this section as gathered through surveys and/or direct conversation with our Mobility Manager. Each transportation providers include information on various statistics such as the type of service offered, hours of operation, ADA eligibility, operating expenses and revenues, where applicable. The information is not included in the following section where it was requested but was not available from the provider.

2.2. Public Transportation Providers

The Corridor MPO does not provide public transportation, but rather provides planning and coordination services to the local agencies. There are several public passenger transportation providers within the Corridor MPO planning area. The City of Cedar Rapids operates and maintains a fixed route service through the Cedar Rapids Transit department (CRT). Additionally, CRT provides support for a “demand responsive” transportation service for the hours that fixed route service is unavailable, called the Neighborhood Transportation Service (NTS). The Coalition to Augment the Bus System (CABS) program provides rides via taxi when bus service is not available. Accessible transportation is augmented by a “roll-out” taxi program which is done through a partnership with CRT and a local taxi company. The Job Access Reverse Commute (JARC) program provides discounted transportation opportunities to and from work.

Transportation for the metro area residents who are elderly or have disabilities and are unable to ride the fixed route bus system is provided through a contract with Linn County, and their para-transit bus system known as the Linn Intracounty Facilitating Transportation System (LIFTS). Included here is further description of the public services provided and, where possible, a cost value breakdown of costs per trip and per ride. Other costs, such as cost per hour, can be found in the appendix.

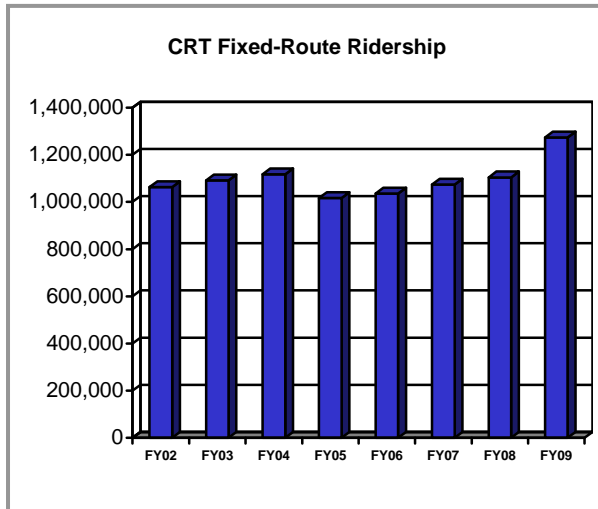
Cedar Rapids Transit (CRT)

The CRT fixed route bus service provides conventional passenger transportation services through 14 fixed bus routes and a fixed route fleet of 37 busses that currently operate from a downtown “Park and Ride” lot. Prior to the flood of June 2008, the CRT operated from Ground Transportation Center (GTC), referred to as a “hub and



spoke” system of bus routes which then spread out like spokes from this central location to span most of the metropolitan area like spokes on a wheel. The routes converge on the Park & Ride lot at approximately the same time to allow for simple and timely transfers to other routes.

Figure 4: CRT Fixed Route Transit Ridership



The CRT bus service is available to the general public from Monday through Friday 5:30 am to 6:40 pm; and Saturdays from 7:55 am to 4:15 pm. Full price fare is one dollar, however reduced fares are available for children, seniors, students, the disabled, and low-income riders. All of the 37 vehicles owned and operated by CRT are wheelchair accessible. CRT currently has 6 full-time administrative staff, 40 full-time drivers and 4 part-time drivers. In addition to the fixed route service, CRT offered a downtown shuttle service, which is out-of-service since the flood of June 2008.

The Cedar Rapids Transit also contracts with Linn County LIFTS to provide complementary paratransit service for elderly and persons with disabilities in the metro area. These vehicles are equipped with bike racks that are utilized by transit riders. In fiscal year 2009, C.R. Transit provided 1,156,975 rides and 888,917 revenue miles of service. In addition, C.R. Transit operates a JARC program in collaboration with Neighborhood Transportation Service (NTS). C.R. Transit is also one of three primary partners in the Cedar Rapids’ metro-based C.A.B.S. Program. Please refer to appendices for additional details on Cedar Rapids Transit.

Ridership trends in the area for most of the public transportation agencies have been relatively flat over recent years. Although a slight ridership increase has been noted by a number of agencies likely in response to the increase in the price of gasoline the total increased ridership is still fairly small. However, the cost of providing transportation has continually increased while funding has decreased. Operational costs for CRT have risen over five percent per year for the last four years, while the tax levy income has only increased by an average of one-and-one-half percent per year. The Cedar Rapids City Council has increased the transit levy to 75 cents for FY 2009 (Figure 5). The rate is substantially higher compared to that of last year.

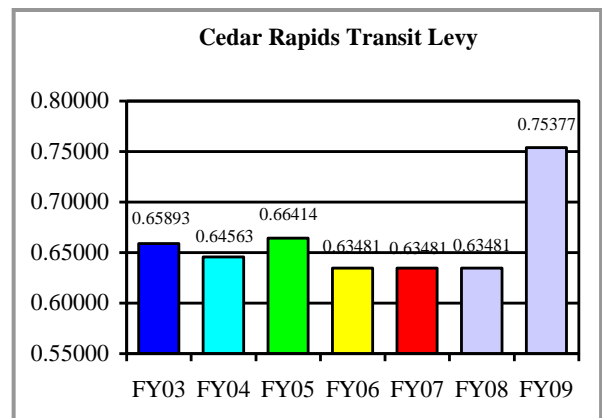


Figure 5: Cedar Rapids Transit Levy



The local public agencies, due to financial, operational, or other reasons, will probably never have the ability to meet every passenger transportation need in the area. However, CRT and the Corridor MPO are continually looking to improve efficiencies and services. In 2004 CRT and Corridor MPO contracted a study of the effectiveness of services with McDonald Transit Associates Inc., and CRT is in the process of implementing many of the changes recommended. In the last year both agencies cooperated again to conduct a ridership and marketing survey of all the services currently provided and make recommendations for improvements or additions to those services. In the past, this survey has provided staff with effective tools that increased both ridership and efficiency. For example, the last survey was completed in 1997 and CRT staff implemented nearly every recommendation with great success. Staff members of both agencies are expecting similar successes in implementing new recommendations over the coming years.

Neighborhood Transportation Service (NTS)

Neighborhood Transportation Service (NTS) is a demand responsive, Cedar Rapids-metro area service that operates the hours public transit does not. The NTS has a fleet of seven vehicles, all of which are provided and replaced by CRT. Three of these seven vehicles are equipped with wheelchair lifts/ramps. This service is offered as curb to curb demand responsive to provide rides to citizens of Cedar Rapids, Marion and Hiawatha from 6:30 pm to 6:30 am when the conventional fixed route bus system is not available. NTS also provides a monthly shuttle services between Iowa City and Cedar Rapids. NTS currently have 13 administrative staff, 10 of which are volunteers, 2 full-time and 1 on a part-time basis. NTS has 4 full-time drivers and 4 part-time drivers serving the residents in the metro-area. All of the fleet and maintenance services to NTS are provided by Cedar Rapids Transit. Eligible rides are for trips to work, school, or life skills classes. Tickets are purchased in advance at a variety of locations throughout the area, and rides must be scheduled at least 24 hours in advance of the time needed. The one-way tickets currently cost five dollars but discount trips are available to C.A.B.S and JARC participants. Generally, trips are limited to work, school, job training and work readiness programs. In addition to these trips (which are partially JARC funded) NTS contracts with several human service agencies to provide transportation to help meet agency needs.

NTS currently has contracts with REM Sheltered Workshop, Milestones Adult Day Care, Jane Boyd after School Program, Jane Boyd Pre-School Program, Four Oaks The Bridge, Coe Friends, Heart of Iowa (ASAC Transitional Housing), Witwer Senior Center, ARC Summer Day Program, and HACAP. NTS continues to accommodate pockets of human service transportation need.

In fiscal year 2009, NTS provided 43,000 rides and 215,000 revenue miles with 8 vehicles in their fleet. The agency employs 5 full-time and 11 part-time staff. NTS office was also displaced by the flood but has been able to (temporarily) relocate their administrative offices and dispatch to space in the Harambee House. Please see the attached fact Sheet on appendices for more detailed information.

Linn County LIFTS

Linn Intracounty Facilitating Transportation System (LIFTS) is operated by Linn County and provides rides for general public, seniors and persons with disabilities within the metro-area. Although primarily designed for riders outside the metropolitan area, CRT has contracted with LIFTS to provide complimentary para-transit service as required by the Americans with Disabilities Act (ADA) which augments CRT services for metro area seniors and persons with disabilities. Riders within the metro area must be 60 or older or have a disability that prevents them from riding one of the fixed route busses to be eligible for LIFTS service. All county residents outside the metro area are eligible for service. LIFTS is a demand responsive service and as such reservations must be made in advance. Rides are available the next day, but LIFTS staff prefers three to seven days advance notice.



Linn County LIFTS provided 47,571 demand-response trips and 198,809 revenue miles of service to rural residents of Linn County in fiscal year 2009. In addition, LIFTS provided 36,450 rides and 140,524 revenue miles of complementary paratransit service to metropolitan areas of Linn County. LIFTS, employs 22 full-time and 2 part-time staff, and LIFTS' drivers are unionized. LIFTS operates 11 regional vehicles with daily routes going to rural Linn County, Monday through Friday. LIFTS also operates 13 urban vehicles from 6:30 a.m. to 6:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturday. All of LIFTS' vehicles are ADA accessible. The LIFTS facility, located in Cedar Rapids, includes administrative offices, an employee break room & conference space, maintenance facility and outdoor parking for vehicles.

LIFTS provide complementary paratransit service on behalf of C.R. Transit in Cedar Rapids, Marion and Hiawatha. In Cedar Rapids, Marion, and Hiawatha, eligibility will be by C. R. Transit's ADA eligibility process (to be implemented in the summer of 2010). These metro-area fares are \$2 one-way. Rides outside the metro area are \$4 one-way. LIFTS offer a scheduled trip to Iowa City the 1st Wednesday and 3rd Thursday of each month. The cost for this service is \$4 one-way for elderly and disabled and \$7 one-way for general public. Please see appendices for more information.

2.3. School Districts Transportation Providers

Corridor MPO planning area includes three different school districts and one community college district. The major transportation users for these providers are the students. None of these transportation providers are providing any transportation services to the community or groups for non-student transportation. **The information on revenue mile, operating expenses and other data were requested and provided below where available.**

Cedar Rapids Community School District

The Cedar Rapids School District encompasses most of the urban area, with a total area of approximately 121 square miles. The district has a fleet of 116 busses and provides transportation to and from schools within the district for students living at least two miles from school. Last year the district transported nearly 5,000 students. There is no direct fare structure for this service.



With a total student enrollment of 16,735, the Cedar Rapids School District transported an average of 5,911 students last year. The reported annual route mile was around 917,577 with a net operating cost of \$3,232,477 and average cost per mile reported was \$3.52.

Linn-Mar School District

The Linn-Mar School District includes the northeastern portion of the metro area including most of north Marion, northeast Cedar Rapids and rural Linn County, with a total area of 63 square miles. The district has a fleet of 55 busses and provides transportation to and from schools within the district for students living at least two miles from school. Last year they transported over 3,000 students. There is no direct fare structure for this service.

With a total student enrollment of 5,891, the Linn-Mar School District transported an average of 3,193 students last year. The reported annual route mile was around 294,401 with a net operating cost of \$1,494,649 and average cost per mile reported was \$5.08.

Marion Independent School District

The Marion Independent School District includes central Marion, with a total area of 4 square miles. The district has a fleet of 13 busses and provides transportation to and from schools within the district for students living at least two miles from school. Last year they transported approximately 400 students. There is no direct fare structure for this service.

With a total student enrollment of 2,019, the Cedar Rapids School District transported an average of 417 students last year. The reported annual route mile was around 34,966 with a net operating cost of \$141,122 and average cost per mile reported was \$4.03.

College Community Schools District

The College Community School District includes most of the area south of US Hwy 30 within the Corridor MPO planning boundary, with a total district area of 137 square miles. The district has a fleet of 47 busses and provides transportation to and from schools within the district for students living at

least two miles from school. Last year they transported nearly 2,600 students. There is no direct fare structure for this service.

2.4. Private Transportation Providers

Various agencies throughout the region provide transportation services to their clients in an effort to better serve their needs. Human service agencies have found transportation to be a major concern for their users. For example, The United Way of East Central Iowa recently conducted a survey in which they found that the number one concern for their clientele was transportation to health and human service providers.

Many human service agencies were contacted and requested to participate in the creation of this plan (see appendix). Some did not or could not reply in a timely fashion. The agencies that responded are described here and Corridor MPO staff has attempted to list other agencies with known information, but this information was not always made available. Contact information for these agencies is available in the appendix. **The providers listed below were requested with information on annual revenues, ridership etc and are documented where available.**

Burlington Trailways

Burlington Trailways operated an intercity bus service out of the GTC in downtown Cedar Rapids. After the flood of June 2008, they have moved their location to the eastern Iowa Airport. This bus service provides transportation to most major cities throughout the Midwest, and is available to the general public. Currently, there is a inter city bus services between Iowa City and Cedar rapids open to the general public. This service is available twice a day from Cedar Rapids, 9:15 am in the morning and 2:15 pm in the afternoon. Currently, the established fare is \$ 8.50 one-way and \$13.0 two ways. **The Burlington Trailways in Cedar Rapids currently operate 5 vehicles that go in and out of Cedar Rapids. The estimated annual mile of travel is 789,130. As of today, 77% of their total fleet is ADA accessible. If a passenger requires assistance, they can call 1-800-992-4618 to request a lift-equipped bus.**



Coalition to Augment the Bus Service (CABS)

Coalition to Augment the Bus Service (CABS) is provided as a partnership between Linn County, CRT, and the local taxi companies. Disabled persons are eligible to ride a taxi to and from work at a reduced fare. The CABS Program began as a program specifically for those employed to receive reduced cab rates to or from work when no other transportation is available. In 2000, the program expanded to include a personal use component. The personal use component of the program allows riders to go where they need to go for personal needs, including grocery shopping, doctor appointments, church, visit a friend, see a movie, or participate in community activities when other forms of transportation are



not available. Personal use is limited by budgetary constraints and participants receive a designated number of passes per month.

The fare schedule is set by the taxi companies, and the service is available 24 hours a day. CRT and Linn County cover two-thirds of the cost of one-way trips, with the rider being responsible for the remaining share. Linn County Community Services administers the payments and appropriate billing and provides details to the two associated government agencies.

Accessible Taxi

Master Cab of Cedar Rapids offers one van equipped with a “low-floor” to allow for an easy roll-in and roll-out access for persons with disabilities. This taxi is available to the general public to cover the necessary costs but preference is given to the disabled. They are available 24 hours a day, with a fare schedule that matches the regular taxi fees.

Riders Club of Iowa

This is a new (as of November, 2009) for-profit transportation provider that utilizes volunteer drivers. Riders Club of Iowa will provide transportation within the Cedar Rapids metro area, 24 hours a day, 7 days a week. There is an annual fee and prepaid cost per destination (~\$5). Riders must be 55 years of age or older.

Private Cabs and Limousine

Several private cabs, shuttles and limousines operate within the Corridor MPO planning area. Airport Shuttle, Century Cab, Corporate Limousine Services, Express Limousine Services are the major companies operating in the Area.

Century Cab has been providing service to the Cedar Rapids metro-area since 1971. Currently, Century cab maintains a fleet of 18 taxi cabs. The fare for the cab varies with the total miles traveled. Century Cab currently participates in “CABS” and JARC program in partnership with Cedar Rapids Transit.

American Class Taxi is a taxicab service based in Cedar Rapids. American Class Taxi (ACT) operates 6 non-accessible-vehicles which function 24 hours a day and 7 days a week. American Class Taxi’s owner estimates his yearly ridership is between 1,500-3,000 and 10,000- 50,000 revenue miles. ACT provides rides for C.A.B.S. and JARC participants when needed. ACT contract with two drivers full-time and contract with five drivers part-time. ACT will provide rides anywhere in Iowa.



Master Cab of C.R. is a demand responsive taxi service based in Cedar Rapids. In fiscal year 2009, Master Cab of C.R. provided 6,000 rides and 60,000 revenue miles. Master Cab of C.R. operates one handicap accessible vehicle that can accommodate 2 wheelchairs and 7 passengers in a trip. They also have two non-accessible vehicles in their fleet. Master Cab of C.R. will transport groups and offers special out of town rates. Master Cab of C.R. can travel anywhere in the continental U.S. Master Cabs of C.R. will provide rides for C.A.B.S. and JARC participants when needed.

Yellow Cab contracts with drivers to provide taxi service. They are based in Cedar Rapids. Yellow Cab operates only cars and has no handicap accessible vehicles. Yellow Cab provides rides for C.A.B.S. and JARC participants when needed.

Airport Shuttle has a pool of 9 vans that provide services from/to Eastern Iowa Airport to Cedar Rapids, Iowa City and other surrounding cities. They operate between 4 am to 12 pm and charge a fare ranging between \$10 - 35, depending on the requested destination.

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

Corporate Limousine Services, founded in 1997 provides services to Cedar Rapids and the surrounding area with a first rate limousine and sedan service for all occasions. They are the only Limousine Company in the state of Iowa that is involved in the Certification Program by the National Limousine Association. The fare ranges from \$60 - \$125, varying with the types of fleet and its capacity.

Express Limousine Services offer chauffeured ground transportation in Cedar Rapids and surrounding cities. They specialize in airport transportation, corporate travel and any special occasion. Their large fleet consists of shuttle vans, Town car sedans, Yukon Denali XLs, Tiffany stretch-8 passenger, SUV Excursion stretch, Hummer H2 super stretch & both Limo & Party Buses.

2.5 Employment Transportation – Section added/revised

The following section documents the various employment transportation providers in the Corridor MPO's planning area. The providers listed below were requested with information on annual revenues, ridership etc and are documented where available.

Job Access Reverse Commute (JARC)

The Cedar Rapids Job Access/Reverse Commute (JARC) program provides coordinated, reduced-cost transportation services to work, school, and life skills classes for low-income individuals. The program



is a cooperative venture between Cedar Rapids area human service agencies and transportation providers and is coordinated by Cedar Rapids Transit. The JARC Program allows low-income individuals to continue improving their job skills without barriers created by a lack of transportation. The program has also allowed CRT to expand its fixed route service to include many of the employment centers and increase peak hour frequency. This has assisted numerous public transportation users in obtaining and keeping employment.

The program has a 12 month time limit. The fees are progressive from “free” for the first month and increase at two dollars per month through the twelfth month. Reduced fare for NTS or Century Cab taxi rides may be available when there are no other transportation options. Since August 2000, the JARC program has grown steadily and has now served approximately 7,100 low-income participants. The program accepts an average of 10 new applications each week. Applicants for this program must be referred by a qualified human service agency.

Ways to Work Program

Ways to Work Program offers a low interest rate loan to the residents with bad credit in the Cedar Rapids metro-area. This program is designed to meet the needs of low income population and provides up to \$4,000 to purchase a used vehicle. The program also offers up to \$800 to repair the vehicles purchased through this program. Ways to Work program is funded by United Way and local banks and administered by Horizons.

University of Iowa (U of I) Employee Vanpool Program

The University of Iowa operates an Employee Vanpool Program which many Corridor MPO area residents use to commute. The program began with four vans and 48 employees in 1978 and has grown to 85 vans and 870 employees, as of 2008. This program offers the use of passenger vans for employees and students to ride to and from the U of I campus. One employee is designated as the driver and caretaker of the vehicle, other employees sign-up to ride. The cost for this service varies dependent on the length of trip and the number of passengers in the van, and is set by the U of I.

Temporary Assistance to Needy Families (TANF)

Temporary Assistance to Needy Families (TANF) is a federal program administered by each state. In the State of Iowa, TANF is called Family Investment Program (FIP) and the TANF block grant is administered by Iowa Department of Human Services. The purpose of the program is to provide assistance and work opportunities to needy families and to allow states wide flexibility to develop and implement their own welfare programs. The assistance is time-limited and promotes work, responsibility and self-sufficiency. Transportation support is considered a potential basic need within this program. Many FIP participants receive financial support for transit or for gasoline if they own or have access to a car.



2.6 Medical Transportation Providers – Section added/revised

The following section documents the various medical transportation providers in the Corridor MPO's planning area. The providers listed below were requested with information on annual revenues, ridership etc and are documented where available.

Access to Recovery

Access to Recovery is a Grantee-run voucher program for clinical substance abuse treatment and recovery support services. A transportation benefit can be one of the support services built into a participant's case plan. These vouchers can be used as support for transit or for gasoline if they own or have access to a car. This program is available throughout the State of Iowa.

American Cancer Society – Road to Recovery

American Cancer Society-Road to Recovery is service that assists cancer patients and their families with transportation to and from treatment facilities. Volunteer drivers are utilized. The cities of Cedar Rapids and Iowa City also have American Cancer Society's Patient Navigators housed at Mercy Medical Center and University of Iowa Hospitals, respectively. The patient navigators not only identify and coordinate volunteer transportation for patients, but they can also support and "navigate" patients with other barriers. The American Cancer Society has also built a Hope Lodge in the Iowa City area. This home-like environment provides, free temporary sleeping accommodations for cancer patients undergoing treatment and their family members. Many rural county residents who are receiving cancer treatment must travel to Johnson County for radiation or chemotherapy treatment and utilize this service. Patient navigators can schedule access to services by arranging volunteer transportation, scheduling overnight stays at Hope Lodge, or a combination of both. Transportation is also available to patients who live within Linn and Johnson where they are receiving treatment. Within Linn County, volunteers provide between 40-80 rides per month.

IowaCare Transportation

IowaCare Transportation is a benefit of the IowaCare program. The University of Iowa Hospitals is the medical home for IowaCare patients who come from 98 of the 99 Iowa Counties. Broadlawn serves as the medical home for Polk County residents. In 2005, the long standing state/county-funded indigent care programs at Broadlawns and University of Iowa Hospitals converted to IowaCare. Generally, IowaCare covers consumers that are 19-64 years of age who are at 200% of the federal poverty level. All former "state papers" were grandfathered in. The success of the program is evident by the rapid growth of the program from 8,400 members in 2006 to over 32,000 members in 2009. This program covers many inpatient & outpatient services, some dental, yearly physicals, smoking cessation and prescription drug benefits.



The IowaCare program has a full-time administrative staff that arranges (free) transportation for patients who require it to access services. The program employs 10 full-time drivers who operate 10 E350 Ford vans. The vans are 8-passenger, handicap accessible vans, each equipped with a cot in the back for patients who need it. Two-thirds of the trips made are completed in a one-day radius and one-third of the trips require a two-day radius. The IowaCare program will pay for lodging for the two-day trips.

Linn County Veterans Affairs

The Veterans Affairs office offers van rides to and from the VA medical center in Iowa City. This service, paid by the Veterans Administration is provided to eligible veterans who have been referred to the Disabled American Veteran (DAV) Transportation office. Currently one van is provided by DAV to transport veterans with medical appointments. Clients must have a scheduled appointment at the VA medical center. This service is available Monday through Friday 8:00 am to 4:00 pm. There is no cost to the user for this service.

The VA Travel Office in Iowa City requires veterans to qualify for the transportation benefit they provide. The patient can qualify with a service-connected benefit and/or qualify under an income-based benefit. Veterans, or their driver, are reimbursed \$.41 ½ per mile. If a veteran does not have a driver to take them or if they need handicap accessible transportation, public or private providers will be paid the same rate for providing the service. All seven transit providers in ECICOG's region have provided veterans in their respective county access to medical care with transportation.

The Iowa Department of Veterans Affairs is attempting to increase access to veterans by developing more community-based clinics. The Coralville and Cedar Rapids areas have benefited from this outreach and both have clinics that operate five days a week.

Medicaid Transportation

The Medicaid Transportation benefit is available to Iowa's Medicaid recipients who are receiving medical care outside the community in which they live. This benefit allows access to thousands of Iowans who would otherwise not have the ability to get to medical care. As mentioned above, all public transit providers within the planning area are Medicaid Transportation Providers. The for-profit, authorized Medicaid Transportation providers within the region are Southeast Iowa Wheelchair Service, To The Rescue and Washington County Ambulance Wheelchair Van Service (others likely exist).

Medicaid Waiver or Medicaid Home and Community Based Services Program

Medicaid Waiver, or Medicaid Home and Community Based Services Program (HCBS), is a Medicaid Program from the federal government in which rules have been set aside, or 'waived.' This gives a client more choice about how and where they receive service. Waivers are available to people with disabilities and older Iowans who need services and supports to remain as independent as possible.




Each of the seven waiver programs has a program facilitator that utilizes case managers to develop case plans waiver benefit plans for consumers.

Four of these waiver programs include transportation as an option on the menu of services. The four waivers are: Elderly, Mental Retardation, Brain Injury and Physical Disability. Again, all seven public transit providers within ECICOG’s planning area are Medicaid Waiver Transportation Providers. As with Medicaid Insurance, the for-profit transportation providers within the region are Southeast Iowa Wheelchair Service, To The Rescue and Washington County Ambulance Wheelchair Van Service. Within Linn County, a total of 61 consumers are enrolled in Brain Injury Waiver Program, 583 in the Elderly Waiver program, 733 in the Intellectual Disability Waiver program and 53 in the Physical Disability Waiver Program.

2.7 Care Center Providers

Several Care Center providers in the Cedar Rapids metro-area were contacted to identify the transportation services provided by them. The Care Centers use the combinations of both private and public transportation systems to meet their client’s transportation needs. The following table outlines the various Care Centers in the metro-area and their transportation services.

Table 2: Care Center Providers

CARE CENTERS	CAR	VAN	BUS		PURPOSE
Cottage Grove Place	1		2	2 Buses	<i>Shopping, group activities, medical appointments</i>
Silver Pines		1		1 Van	<i>Recreational use only</i>
Bickford Cottage					<i>Utilize employee cars for medical appointments</i>
Garnett Place		1			<i>Weekly groceries, shopping & medical appointments</i>
Keystone Cedars	1		2	1Bus	<i>Weekly scheduled outings, medical appointments Tuesday & Thursday</i>
Methwick Manor Methwick Community	1	1			<i>Recreational activities & medical appointments</i>
Village Ridge		1			<i>As needed</i>
Linn Manor Care		1	1	<u>1 Van</u>	<i>Lunch monthly & special outings. Allows family to use van to take residents to medical appointments</i>
Mercy Hallmar			1	<u>1 Bus</u>	<i>Recreational use only</i>
Brook View Senior Living Meadowview Memory Care Ridgeview Assisted	1	2			<i>Medical appointments & recreational use</i>
Northbrook Manor Care Center			2		<i>Recreational use only, no medical appointments</i>
Willow Gardens Care		1		<u>1</u>	<i>Vehicle not operating</i>



Center					
West Ridge Care Center			1	1	<i>Recreational use only, no medical appointments</i>
Evergreen Estates I Evergreen Estates II Evergreen Estates III		1			<i>Recreational use only, no medical appointments</i>
Higley Mansion Care Center		1			<i>As needed</i>

** Vehicles are shared if more than one property is listed under agency

2.8 Humans Service Providers

The Corridor MPO planning area has several Human Service Agencies that provide direct or indirect transportations services to their clients. Following sections summarizes the various agencies in the area. These providers were requested data on their operating expenses, revenue miles etc and are provided where applicable – missing data means provider was unwilling to share the information or data was unavailable.

Heritage Area Agency on Aging (Aging Services)

A department of Kirkwood Community College, The Heritage Area Agency on Aging plans, coordinates, and funds a system of home and community based programs and services that support the independence and dignity of the more than 60,000 older adults in East Central Iowa.

Heritage also plans, funds, and advocates for services in volunteer transportation programs offered through many of their member agencies, three of which are in the Corridor MPO area. Those three volunteer programs are operated through *Aging Services*, *Pathways*, and *Milestones*. Volunteer rides are available Monday through Friday from 8:00 am to 4:30 pm. There is no fare for these rides, however users must be 60 years of age or older to participate.

Southeast Linn Community Center

Southeast Linn Community Center offers volunteer transportation services to residents who are 60 and older who need transportation to medical appointments in Cedar Rapids or Iowa City. Coordinating the volunteer transportation is one duty of a full-time staff at the community center. Southeast Linn funds their transportation program by grants from Heritage Area on Aging. They provide about 360 rides a year.

To The Rescue

To The Rescue is a new home health care and business service in Linn County. There are many other home health agencies within our region, but “To The Rescue” is different in that they are a Medicaid



Provider and they operate a 10- passenger, accessible vehicle for clients that need a lift and/or for group trips.

ARC of East Central Iowa

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

Boys and Girls Club

Boys and Girls Club is an agency that provides programs and services that promote and enhance the development of boys and girls while instilling a sense of competence, usefulness, belonging and influence. There are four clubs in the Cedar Rapids metro area that share two 10-passenger vehicles.

SouthEast Ambulance Service

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

Case Worker Transportation

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

Discovery Living Inc

Discovery Living, Inc. provides community living support services for adult men and women whose primary disability is mental retardation. Discovery Living Inc. provides this service in Linn County and other surrounding counties. Discovery Living, Inc. operates 25 vehicles, 2 that are handicap accessible.



Milestone Adult Day Care

Milestones Adult Day Care operates four vehicles between their two centers. The Marion Center operates a 9 passenger accessible vehicle and the Cedar Rapids Center operates a 16 passenger, accessible bus and two 7-passenger vans that are not accessible. These vehicles are used exclusively for adult daycare transportation in the mornings from 7:30-9:00 a.m. and afternoons from 3:00-4:30 p.m. The cost for this transportation is included in the daycare charge. Staffs from Milestones are used to operate the vehicles.

Access to Recovery

Access to Recovery is a Grantee-run voucher program for clinical substance abuse treatment and recovery support services. Transportation benefit can be one of the support services built into a participant's case plan. This program is available throughout the State of Iowa.

2.9 Sheltered Workshop

A sheltered workshop is an organization that provides employment opportunities for people with disabilities and/or those from disadvantaged backgrounds, such as ethnic minority groups, the long-term unemployed, and those returning to the workforce after a period of rehabilitation. Following two agencies provided sheltered workshop in the Corridor MPO planning area.

Goodwill of the Heartland

Goodwill of the Heartland provides a variety of Employment Support and Training services for people from a variety of backgrounds and with a range of disabilities or other barriers to employment. Goodwill has over 20 years of experience working with business and matching individuals with jobs. We have an established track record as a leading provider of supported employment in Iowa.

In addition to services for people with disabilities or other disadvantaging conditions, Goodwill offers some specific services for students still in High School and Veterans. Goodwill qualifies for the ½ priced daily transit tickets.

Options of Linn County

For more than 40 years, Options of Linn County has formed partnerships between local, regional, and national businesses and persons with disability, enabling both to grow and thrive. They employ more than 350 individuals, and are the only county operated employment agency for people with disabilities in Iowa. Options of Linn County qualify for the ½ priced daily transit tickets



Table 3: CR Transit Blue Vendor List

Cedar Rapids Transit - Blue Vendor List**	
Abbe Center for Community Health	IA Workforce Development
ASAC	John XXIII Church
Catherine McAuley Center	Linn County Extension
Catholic Worker House	Linn County General Assistance
CR Community Schools	Linn County Youth Services
College Community Schools	Linn County Veteran Affairs
CrossRoads Mission	Mercy Medical Center
Options of Linn County	Olivet Neighborhood Mission
First Presbyterian Church	Partnership for Safe Families
Foundation 2	Safe Place Foundation
Four Oaks	Salvation Army
Goodwill Industries	St Luke's Hospital
Green Square Meals	St Paul's United Methodist Church
Helping Hands Ministry	Waypoint Services
House of Hope	Willis Dady Emergency Shelter
IA Dept of Corrections	

** Blue Vendor is a term Cedar Rapids Transit uses for agencies that receive ½ priced daily tickets. Offer not valid with monthly passes. Agencies can make a request with CR Transit to be listed on the Blue Vendor list to qualify for reduce fare.

2.10 Air and Rail Transportation Providers

Eastern Iowa Airport located at 2515 Wright Brothers Boulevard S.W., on the south side of Cedar Rapids has easy access from Interstate 380 or Highway 30. The number of customers using the airport has steadily increased over the years. In 2000, one million passengers were served in one year, marking a milestone in the airport’s history. The Eastern Iowa Airport is owned by the City of Cedar Rapids and operated by the Cedar Rapids Airport Commission. Allegiant Air, American Airlines, Delta and United Express operate daily flights from this airport.

There are two airport shuttles that operate airport transportation. The *Airport Shuttle Service* operates 2-10 passenger vehicles and 6 minivans and transports passenger anywhere within the State of Iowa. These vehicles are not handicap accessible. *Airport Express* is a division of *Express Limousine Service* and they have a variety of vehicles (12) available to them for passenger transportation services. They have one vehicle in their fleet that is handicap accessible. There are four Linn County-based taxicab companies that will provide airport transportation. The Eastern Iowa Airport has an Avis, Hertz, National and Enterprise car rental counter in the terminal.

Passenger Rail Service is not available within the Cedar Rapids metropolitan area. However, there has been a strong interest in having a passenger rails services between the Cedar Rapids and Iowa City



Corridor, which would later connect to the Amtrak lines. Cedar Rapids and Iowa City completed a study in 2006 to determine the viability of passenger rail service between the two communities. The study recommended *“It is apparent that excursion service-either special event or regularly scheduled tours-is an option that is feasible to pursue immediately. The regular commuter service options between North Liberty and Iowa City, the Eastern Iowa Airport and Iowa City and on all three corridors between Cedar Rapids, Iowa City and the Amana Colonies are more expensive and the timing of implementation is a decision to be weighed by the communities as demand grows and funding becomes available”*. The recent (2009) Statewide Passenger Transportation Study indicated the similar findings. More detailed study needed to see the feasibility of transit in this corridor.

Amtrak service is available to the counties south of the region’s boundaries. The Illinois Department of Transportation and Iowa Department of Transportation have also conducted a study regarding the feasibility of a Chicago-Iowa City via Quad Cities Amtrak Route. Iowa City Passenger Rail Coalition is a group advocating for and soliciting support for an Amtrak route to Iowa City.



3. Assessment of Transportation Needs

3.1. Overview

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

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

3.2. Demographic Profile

A sustainable public transportation system is dependent on the demographic profile of a community. The demographic information such as population, housing patterns, employment centers, individual travel behavior, income etc play an important role in identifying the transportation needs and a feasible transportation system for an area. The analysis of demographic profile within Corridor MPOs planning area will help understand the existing commuting pattern and forecast future transportation needs in the area. The following sections will provide an overview on the population, housing, employment, poverty, disability and vehicle occupancy in the Corridor MPO planning area. Specifically, the data will reflect the demographic profile of Corridor MPO member jurisdictions and are derived from the year 2000 US Bureau of Census report.

Corridor MPO's planning area includes the Cities of Cedar Rapids, Marion, Robins, Hiawatha, Ely, Fairfax, Shueyville, Swisher, Bertram, portion of Walford and portion of Linn County. Not all of these jurisdictions within the planning area are currently a member of Corridor MPO. The Corridor MPO members include Cedar Rapids, Marion, Robins, Hiawatha, Fairfax, Ely, Shueyville and Linn County. The data presented in the following section will only represent the MPOs member jurisdictions.

Population and Housing Characteristic

According to the United States Census Bureau's 2000 report on population and housing, approximately 191,700 people lived in Linn County. The housing units in Linn County were recorded to be around 80,551. Approximately 120,563 Linn County residents live within the corporate boundary of City of Cedar Rapids and occupy 52,169 housing units. Figure 6 summarizes the population and housing distribution in Linn County and MPO's member jurisdictions. City of Shueyville is the smallest member jurisdiction with around 273 people living in 98 housing units.

Figure 6: Total Population and Housing Units in 2000

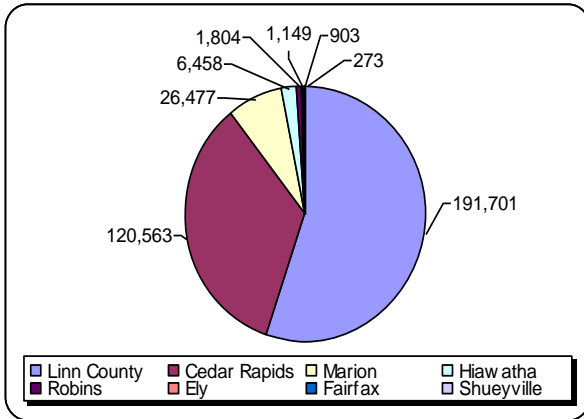


Figure: Population Distribution

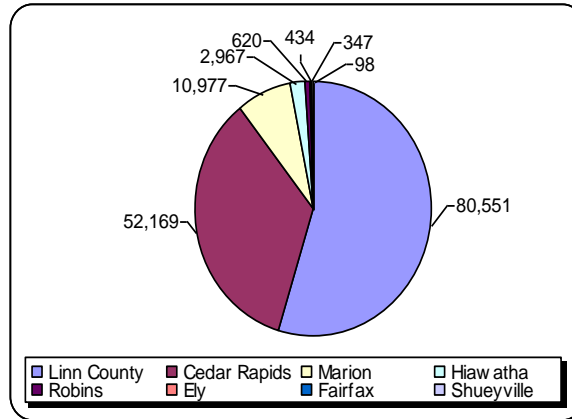


Figure: Housing Units

Source: US Census Bureau 2000

The 2006 population estimates² by US Census Bureau indicate the Linn County population has reached 201,853 and the housing units have reached a total of 90,855. Table 4 shows the population change in Linn County and its major cities. The following table also shows the density in the MPO area based on census 2000 population. The efficient and frequent public transportation system is heavily dependent on the density of population or housing units. As indicated by Dunphy and Fisher (D&F)³, there is a strong correlation between population density and transit ridership. Typically, the public transit ridership increase in a linear pattern with increases in population density above 4,500 per square mile. The higher the density, higher is the chances of increment in transit trips per person. As indicated by D&F, cities with population density of 2,000 persons per square mile, transit trips usually account for 0.08 trips per person. Based on this study, Cedar Rapids and Hiawatha have some density to support a public transit with very low ridership.

Table 4: Population, Housing Units and Population Density

MPO members	Total population (2000)	Total population (2006 estimates)	Housing units (2000)	Housing units (2006 estimates)	Area (Sq. Mile)	Density (based on 2000 population)
Linn County	191,701 (21258)	201,853	80,551	90,855	717.44	267
Cedar Rapids	120,563	124,417	52,169	52,240	63.00	1,914
Marion	26,477	31,084	10,977	10,968	12.00	2,206
Hiawatha	6,458	N/A	2,967	N/A	3.82	1,691
Robins	1,804	N/A	620	N/A	3.50	515
Ely	1,149	N/A	434	N/A	1.40	821
Fairfax	903	N/A	347	N/A	1.40	645
Shueyville	273	N/A	98	N/A	1.49	183

² <http://quickfacts.census.gov/qfd/states/19/19113.html>

³ Dunphy & Fisher, "Transportation, Congestion, and Density: New Insights," Transportation Research Record, No. 1552



Source: US Census Bureau 2000 and 2006 Census Population Estimates

Population with Special Needs

Population with special need for the purpose of this plan refers to the facets of population living below poverty, elderly population and disabled population. These special groups often fall under the category of likely transportation-disadvantaged population. Because of their economic status, age or physical condition, they often rely on public transportation to commute to their work, social centers, grocery or any other events. Table 5 shows the population living under poverty in 2000.

Table 5: Population Living Under Poverty

MPO members	Total population	Population for whom poverty status is determined	Population below poverty	% of population below poverty
Linn County	191,701	186,839	12,150	7
Cedar Rapids	120,563	117,240	8,843	8
Marion	26,477	26,193	1,374	5
Hiawatha	6,458	6,403	288	4
Robins	1,804	1,804	22	1
Ely	1,149	1,146	67	6
Fairfax	903	902	26	3
Shueyville	273	271	5	2

Source: US Bureau Census 2000

Approximately 12,150 people living in Linn County were under poverty in 2000. The percentage of people living under poverty grew from around 7 percent in 2000 to around 9 percent in 2004⁴. Majority of the Linn County poor people reside within City of Cedar Rapids and Marion. Approximately 8 and 5 percent of poor people live in Cedar Rapids and Marion respectively. Although a small fraction of the



population in the Corridor MPO planning area lives under poverty, there is a need to provide better public transportation to these people who are economically limited to afford their own private vehicles. Figure 7 illustrates the total population for whom poverty status was determined and the percentage of population living under poverty in 2000.

Figure 7: Population and Poverty in 2000 Source: US Census Bureau 2000

⁴ <http://quickfacts.census.gov/qfd/states/19/19113.html>

Another special needs group is the population over age of 65, often referred to as elderly population. People in this category are often physically challenged or economically distressed to afford a private automobile. These people rely on public transportation to meet their mobility needs. In year 2000, Linn County had about 23,483 elderly people which represent 12 percent of total population in the county. Table 6 summarizes the total population, number of elderly population and the percentage of elderly population for Corridor MPO member jurisdictions.

Table 6: Elderly population in 2000

Source: US Census Bureau 2000

MPO members	Total population	Population 65 years and over	% of population 65 years and over
Linn County	191,701	23,483	12
Cedar Rapids	120,563	15,810	13
Marion	26,477	2,965	11
Hiawatha	6,458	631	10
Robins	1,804	76	4
Ely	1,149	82	7
Fairfax	903	102	11
Shueyville	273	24	9

According to the US Census Bureau, the ratio of elderly population to total population in 2006⁵ has only grown by 0.7 percent, increasing the elderly population percentage from 12 percent in 2000 to 12.7% in 2006. Although the ratio has not shown significant change, the actual number of elderly population has grown from 23,483 in 2000 to 25,636 in 2006.

Providing public transportation for physically, mentally or sensory disabled people is a significant challenge to transportation providers in Corridor MPO planning area. As of 2000 census, Linn County had about 46,096 disabled people which represent around 24 percent of total population. Figure 8 summarizes the distribution of disabled population in the metro-area.

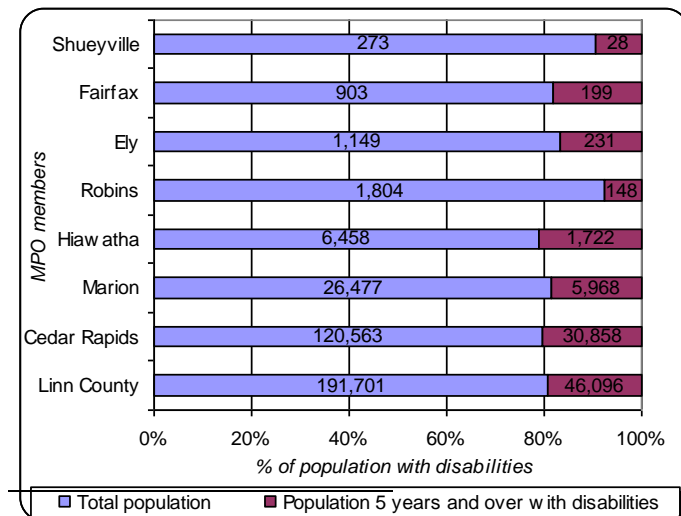


Figure 8: Population 5 years and over with disabilities in 2000

Source: US Census Bureau 2000

⁵ <http://quickfacts.census.gov/qfd/states/19/19113.html>

Employment, Basic Services and Commute Patterns

Employment centers and basic services like hospitals, shopping, municipal facilities, cemetery, post office etc are the likely trip generators. The US Census Bureau 2000 estimated the total number of workers in Linn County to be 102,234. This number includes the workers that are 16 years and older. The majority of workers in Linn County are within the corporate limits of Cedar Rapids, Marion and Hiawatha. According to US Census 2000, Cedar Rapids has around 64,000 workers; City of Marion has around 15,000 workers and Hiawatha has around 4,000 workers. Figure 9 summarizes the population distribution and the total numbers of workers in Corridor MPO planning area.

Figure 9: Total Number of Workers in 2000
Source: US Census Bureau 2000

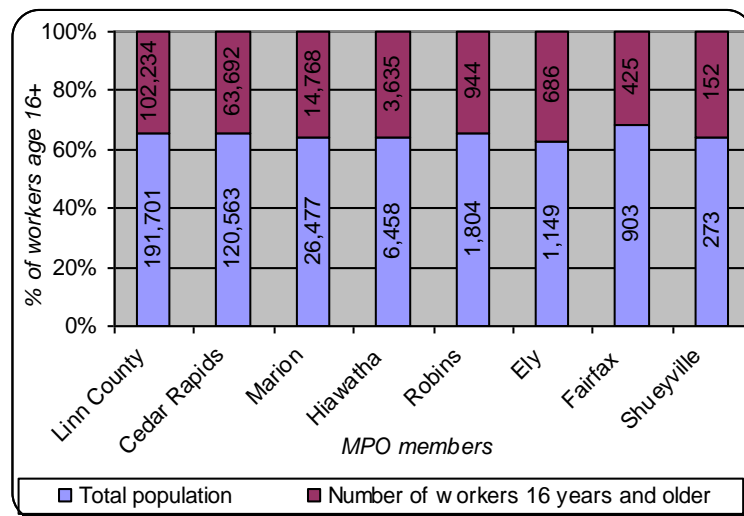


Figure 10: Density of Workers per Sq. Mile

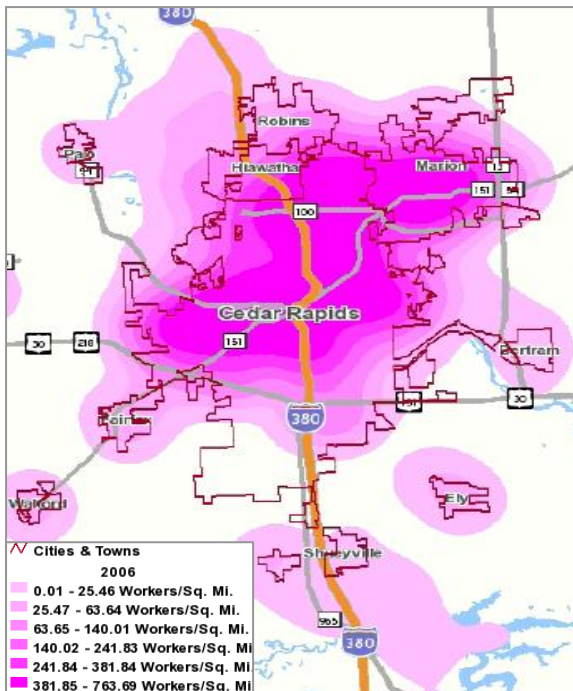


Figure 10 illustrates the concentration of workers in the Cedar Rapids Metropolitan Area. The darker color indicates the higher concentration of workers per square mile in Cedar Rapids and surrounding areas.

The figure, based on the data derived from US Census Bureau, LED Origin-Destination Database, illustrates that the majority of workers are concentrated in Central Cedar Rapids, Marion and Hiawatha. Figure 8 illustrates the location of basic services throughout the planning area. City of Cedar Rapids being the largest City in the metro area has more services to offer compared to other surrounding cities. Major medical centers like Mercy and St Lukes are based in Cedar Rapids. Similarly, major grocery stores, shopping center, industrial establishments and municipal



services seem to be concentrated in Cedar Rapids. The only commercial airport in the planning area is located in the southern corner of Cedar Rapids. Figure 11 also illustrates the location of cemetery, parks, golf courses, post offices where people tend to drive more often (trip generators). People in the Corridor MPO planning area seem to rely heavily on private automobiles to move from origin to destination. According to US Census 2000, almost 95,000 (out of 102,234) workers in Linn County use private vehicles as a primary means of transportation to their workplace. Around 1,000 workers in the county use some form of public transportation to commute to their work. Only, 857 employees in Cedar Rapids make use of existing public transportation and around 59,000 use their private vehicles to commute to work. Table 5 summarizes the total numbers of workers and their means of transportation to work for MPO member jurisdictions.

Table 7 illustrates that around 3,000 workers in Linn County walked to their work. The number of workers walking to work is higher than those using the public transportation. This scenario is no different in Cedar Rapids. The reason could be lack of available public transportation or inability to afford either private automobile and/or public transportation services. The following section analyses the availability of vehicles in occupied housing units within the MPO planning area.

Table 7: Means to Work

MPO members	Workers 16 years and older	Means to Work					
		Private vehicles	Public transportation	Motorcycle	Bicycle	Walked	Other means
Linn County	102,234	94,633	1,155	55	298	2,707	388
Cedar Rapids	63,692	59,221	857	44	238	1,571	267
Marion	14,768	13,868	201	7	39	123	75
Hiawatha	3,635	3,442	78	0	9	52	0
Robins	944	894	4	0	3	2	0
Ely	686	642	0	0	7	16	0
Fairfax	425	399	0	0	0	15	0
Shueyville	152	144	0	0	0	2	0

Source: US Census Bureau, 2000

Every resident in the MPO planning area is not fortunate to have their own private automobile and enjoy the flexibility of choosing their means of transportation to work and other social activities. There are very few who do not possess the vehicles by choice, for most of the residents, it is initiated either by their physical or financial status. As indicated by US Census 2000, around 6 percent of households in the Linn County do not own a private vehicle. Among the Cities in Linn County, Cedar Rapids have the higher percentage of households without access to a private vehicle. Around 8 percent of the housing units in Cedar Rapids have no vehicles. Table 8 illustrates the total occupied housing units in the planning area and housing units with no vehicles.

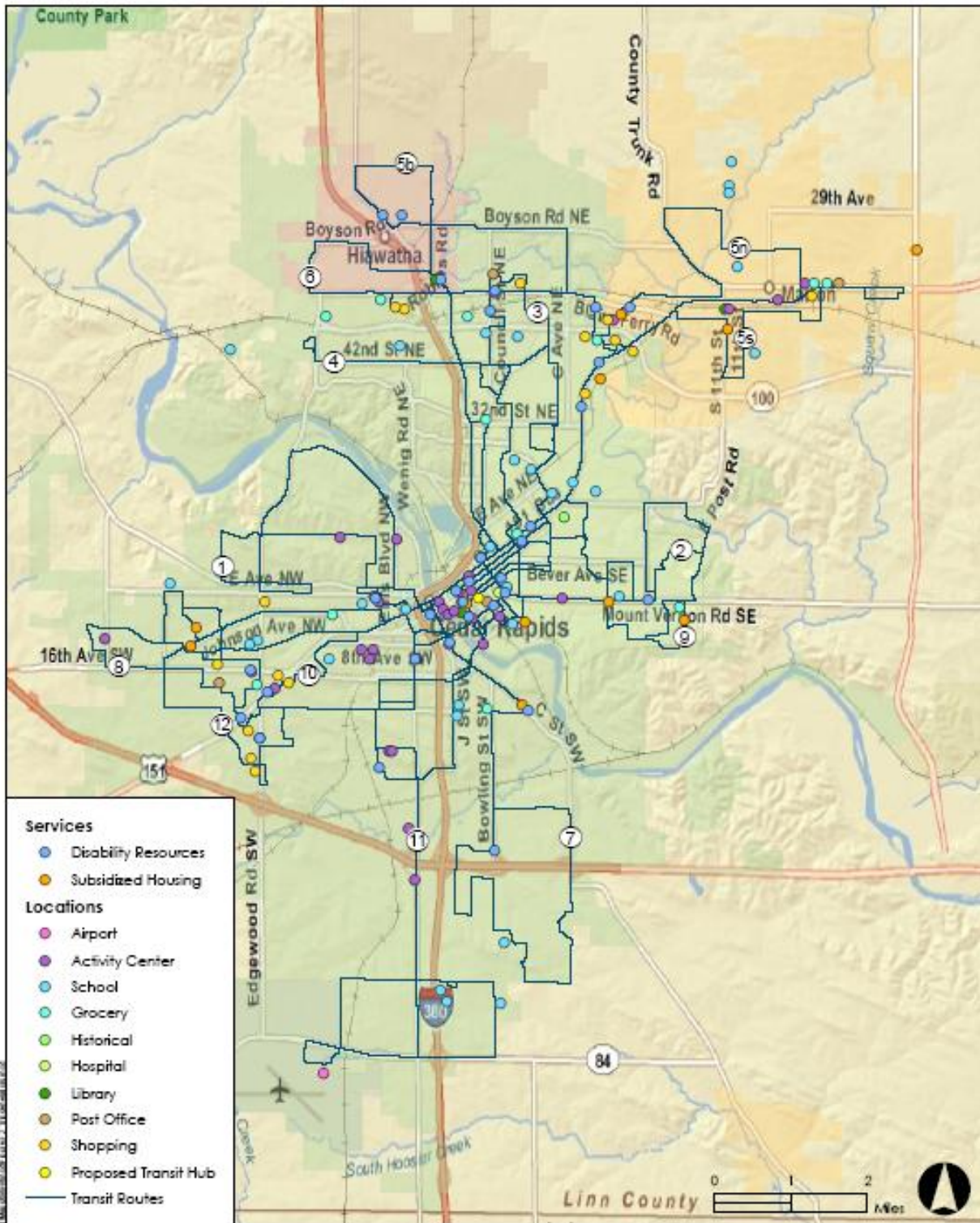


Figure 11: Trip Generators in the metro-area



Table 8: Housing Units with No Vehicles

Source: US Census Bureau 2000

MPO members	Total occupied housing units	HH with "no" vehicles	% of HH with "no" vehicles
Linn County	76,753	4,742	6
Cedar Rapids	49,810	3,750	8
Marion	10,464	518	5
Hiawatha	2,854	98	3
Robins	605	6	1
Ely	426	6	1
Fairfax	329	3	1
Shueyville	95	0	0

3.3. Population & Employment Forecast

In May 2004, the Corridor MPO approved new population forecasts for Linn County and the Corridor MPO planning area. Linn County’s population is forecasted to grow by about 64% or 123,622 persons between 2000 and 2040, while the planning area is forecasted to grow by nearly 70% or 119,230 persons between 2000 and 2040. It is anticipated there may be some population losses in or near industrial and commercial areas because of expansion of those uses. It is also anticipated that many areas are completely “built out” and will have little or no population change, and that areas on the fringe of the region are expected to grow more rapidly.

Linn County employment is forecasted to grow by 52.8% from 2000 to 2040. The level of employment is expected to recover from losses experienced at the beginning of the present decade, and overall growth from 2000 to 2010 is forecast to be 5.9%. Employment is expected to increase 14% from 2010 to 2020, 13% from 2020 to 2030, and 12% from 2030 to 2040 as shown. It is expected that areas of major employment growth are generally located within or adjoining existing employment centers and/or adjacent to major streets and transportation facilities.

The anticipated growth in both population and employment coupled with the increases in elderly and low-income populations will certainly result in an increased demand for public transportation services. Figure 9 summarizes the forecasted population and employment numbers for Linn County and the MPO planning area.

3.4. Transportation Needs Assessment

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



3.4.1. Prior Public Input and Status

Last year, the Corridor MPO surveyed the local transportation providers and human service agencies to determine the transportation needs in the Corridor MPO planning area. Of the 106 agencies surveyed, 33 agencies (31%) responded. Please see appendices for the summary of results. Also, the newly appointed Mobility Manager consulted one-on-one with several HSTAG members to identify the unmet transportation needs. These needs from two different surveys were combined and presented to the HSTAG and were prioritized.

Among the various needs identified above, the need to provide public transportation services to low-income population, better marketing and information availability of transportation resources, and expansion of public transportation operation hours were identified as top three unmet needs in the metro-area.

Over the course of last year, Corridor MPO and HSTAG have accomplished various successes. The Mobility Manager completed one-on-one communication with various transportation and human service providers in the area. Table 9 summarizes status of needs identified lay year;

Table 9: Prior Needs and Status

Needs Identified Last Year	Status
Expand, explore and improve transportation services and options to low-income workers	<ul style="list-style-type: none"> • Corridor MPO funded a study to analyze the Cedar Rapids Transit System and recommend route changes improve transit efficiency. • The recommended changes to be implemented with Cedar Rapids City Council approval, as needed • Mobility Manager and HSTAG members attended CTAA’s Employment Transportation Conference to explore other ways to meet the needs.
More marketing of transportation information and make information easier to access	<ul style="list-style-type: none"> • The HSTAG Marketing and Education Committee and staff worked together to prepare HSTAG Brochure and Regional Transportation resources Guide (See appendix)
Improve transportation to the general public by extending hours of bus services (weekday and weekend)	<ul style="list-style-type: none"> • The need was analyzed as part of the Cedar Rapids Transit Study. Some of the schedules adjustment has been recommended – not yet implemented.
Maintain and expand services in the rural area (rural Linn & Johnson), Benton, Jones, Washington and Iowa	<ul style="list-style-type: none"> • Mobility Manager working with rural transit providers to coordinate efforts to meet the needs – ongoing effort



Needs Identified Last Year	Status
Improve transportation to employment, shopping, medical and dental appointments and other needs	<ul style="list-style-type: none"> • Mobility manager working with transit and human service provider – ongoing effort
Expand, explore and improve transportation services and options to elderly	<ul style="list-style-type: none"> • Mobility Manager continuously exploring potential partnerships to fulfill this growing need – ongoing effort
Improve door-to-door services to the disabled population	<ul style="list-style-type: none"> • Neighborhood Transportation Services (NTS) and LIFTS efforts
Maintain and expand existing services in the metro area (Cedar Rapids, Hiawatha and Marion)	<ul style="list-style-type: none"> • The need was analyzed as part of the Cedar Rapids Transit Study. Some of the service adjustments have been recommended – not yet implemented.
More public, driver and service transportation education	<ul style="list-style-type: none"> • This is part of the continued education efforts by the Cedar Rapids Transit
More bus shelters and cleaner buses	<ul style="list-style-type: none"> • Cedar Rapids Transit Manager working with a private advertising agency to secure shelters for all the bus stops – ongoing. • Cedar Rapids bought 8 new bus fleets – more on the works
Higher frequency of bus routes	<ul style="list-style-type: none"> • The need was analyzed as part of the Cedar Rapids Transit Study. Some of the frequency adjustments have been recommended – not yet implemented.
Expand, explore and improve transportation services and options to youth	<ul style="list-style-type: none"> • The need was analyzed as part of the Cedar Rapids Transit Study. Some of the ways to expand services to youth and other minorities group have been recommended as part of the overall route changes and service adjustments – not yet implemented.

3.4.2. Recent Developments

Corridor MPO is assisting City of Cedar Rapids in the planning of new Intermodal Transportation Facility (ITF) to replace the flooded Ground Transportation Center (GTC). A Site/location feasibility study and environmental assessment documents have been submitted to Federal Transit Administration (FTA) for review.

The Cedar Rapids City Council is considering a change in their taxicab ordinance. If adopted, the change would require that taxicabs not charge over a set rate but would be able to negotiate with customers and groups for a lower rate. This change could be very helpful to the C.A.B.S. Task Forces’ budget and to other groups who frequently use Cedar Rapids-based taxicabs.



Cedar Rapids Transit will be implementing an ADA Eligibility process in the summer of 2010. It is not yet clear how this process will unfold. Implementation of this process may be painful but with appropriate information and education, Linn County residents should embrace the potential cost savings of the program and its ability to offer more transportation to the disabled who qualify.

3.4.3. Unmet Transportation Needs

As part of analyzing the Cedar Rapids Transit System, Corridor MPO did a community-wide survey to gauge the level of need for transit services within the Cedar Rapids community, as well to gather input from the public. A total of 677 respondents participated in the web-based community survey, which includes approximately 65 paper-based copies that were added electronically. The most pressing needs identified in the survey are summarized below:

- Only 36 percent of current bus users felt the system met most or all of their travel needs
- The most frequent trip purpose for current bus users was to/from work (53 percent)
- More than 75 percent of respondents supported the addition of a downtown circulator bus service to connect people to entertainment venues in Cedar Rapids
- 59 percent of respondents believe that high quality transit service is very important in the community
- Nearly half of respondents believe providing a transportation choice for the community is the most important reason to provide transit service in Cedar Rapids (48 percent)
- 31 percent of respondents believe that providing access for people who cannot drive is the most important reason to provide transit service
- 41 percent of respondents would consider using transit if service was substantially expanded
- 31 percent of respondents would consider using transit if a fast commuter service was provided to downtown

Corridor MPO and East Central Iowa Council of Governments (ECICOG) partnered to develop one PTP survey to distribute to the urban and rural areas. Following general information, the user was prompted to pick a track for urban or rural. A Word-document survey was also offered. The survey was sent to HSTAG members, county coalitions and hospital social work staff. The mobility manager also called care facilities in the region to ask how they transported their residents. Ten of the care facilities agreed to complete a survey if one were mailed to them. In total, we received 60 responses, 50 from online users and 10 Word-document surveys.

This section of the document will discuss the needs identified this year through the passenger transportation plan meetings (including HSTAG), through the PTP survey process, the public input meeting and other meetings and networking the mobility manager has been a part of. Table 10 identifies needs and the source of identification:

Table 10: Current Transportation Needs

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

3.5. Transportation Service Needs

Most of the public agencies are understaffed and are working diligently to manage their assets and make the most of the services available; however, as addressed previously, the needs are increasing. The transit levy for Cedar Rapids Transit (CRT) has increased from 63 cents last year to 75 cents for this fiscal year. This increase in funding revenue provides some opportunity to expand the transit services in the metro-area. As identified in the unmet needs section, the passenger transportation services in Cedar Rapids metro area is very limited. Among several identified unmet needs, there is a need to expand the current hours of bus operations and provide more frequent bus services. Table 11 illustrates the existing time intervals for each route.

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

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

Table 11: Cedar Rapids Transit Route Interval

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

The HSTAG members have raised concerns about the lack of information on current bus routes and operation hours to general public. Improving Marketing and public education on existing transportation providers in the metro-area is one of the identified priorities of the HSTAG. A subcommittee within HSTAG has been assigned to work with the mobility manager to provide more public outreach activities. HSTAG will soon be engaged in preparing its missions, goals and actions plan to meet public transportation needs in the Cedar Rapids metro-area. Table 12 summarizes the level of service (LOS) for various categories.

Table 12: CR Transit Level of Services (LOS)

Level of Service (LOS)	Assessment Categories	Comments
D – F (30 – 60 min)	Service Frequency	<ul style="list-style-type: none"> • Service unattractive to choice riders • Service available during hour • Service unattractive to all riders
D (12 – 13 hrs)	Hours of Service	<ul style="list-style-type: none"> • Daytime service provided
A – D (0 – 1.25)	Load Factor (Passenger/Seat)	<ul style="list-style-type: none"> • No passenger need sit next to another • Passengers can choose where to sit • All passengers can sit • Comfortable standee load for vehicle design
C – F (15 – 60 min)	Travel Time Difference Bus vs. Auto	<ul style="list-style-type: none"> • Tolerable for choice riders • Round trip at least an hour longer by transit • Tedious for all riders • Unacceptable for most riders
B (80 -90 %)	Service Coverage Area	<ul style="list-style-type: none"> • Most major origins and destinations served

3.6. Management Needs

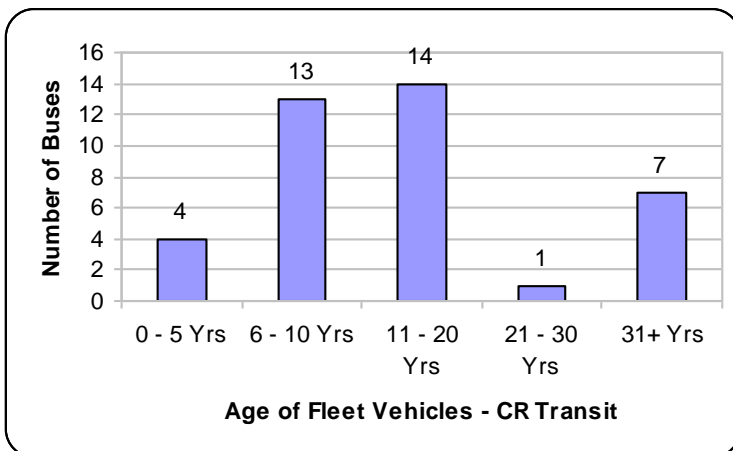
The Cedar Rapids Transit, which is the only fixed-route public transportation provider in the metro-area is operated by City of Cedar Rapids Transit Division. Although owned and operated by City of Cedar Rapids, the transit services is provided to the entire metro-area including, City of Marion, Robins,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

The CABS program operated by Cedar Rapids Transit is understaffed and need additional staff for proper management and administration of the program. A part-time administrative position to oversee the CABS program is beneficial for participants with documented disability and limited transportation option.

3.7. Fleet Needs

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

Figure 12: Age of Fleets



The Cedar Rapids Transit (CRT) lost 8 of its fleets to the flood of June 2008. Post flood, CRT bought 8 replacement buses. Along with the fleet, fleet accessories such as security cameras, Global Positioning Systems (GPS) units, and radios will need to be replaced regularly as they depreciate and cease to function correctly. The recommended project, as submitted by Cedar Rapids Transit and other transit providers is summarized in the appendices. As indicated in the figure 12, most of the vehicles owned by CR Transit are older and

need to be replaced. See appendix for fleet needs as requested by CR Transit.

3.8. Facility / Equipment Needs

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

LIFTS has full service facilities for maintenance, administration, and vehicle parking. Other providers contract out their maintenance or have agreements with CRT to provide vehicle maintenance. There is no central facility for all maintenance or administrative operations. Administrative offices are spread throughout the area, with most in or near downtown Cedar Rapids and the maintenance facility is just outside the downtown.



CRT was able to secure a grant for an Intermodal Transportation Facility (ITF) in the southern portion of downtown Cedar Rapids. This facility will have the potential to address some of the needs mentioned previously. For example the ITF is planned to have centralized offices for CRT, NTS, Trailways, and a LIFTS staff member thereby increasing the accessibility and efficiency of transit options for all of our riders. The new facility will be state-of-the-art which may help improve the negative image and meet the demands associated with the expected growth. At this time, a site location feasibility and environmental assessment report for the new ITF site has been submitted to FTA for review.

As these facilities age, upkeep is essential. The CRT maintenance garage is long overdue for maintenance and a remodel to make better use of space. The age of the building and the amount of work performed there has caused serious wear. CRT is continuing an upgrade to the vehicle fleet and a remodeling of this facility will make for more efficient use of the space and ultimately better care for the fleet.






3.9. Summary of Needs

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

The major unmet needs, as identified by HSTAG members seems to revolve around better communication, public outreach activities, maintain the existing transit services and expand the hours

of operation to meet the need of general population as well as those with special needs. The major special needs people are the workers with limited access to person vehicles and people with transportation needs to medical and dental appointments. Based on the assessment done using one-on-one communication with transportation and humans services providers and survey results, following are a summary of needs:

- Need to construct an Intermodal Transportation Facility (ITF) in downtown Cedar Rapids. As indicated in earlier sections, the planning and environmental assessment documents have been submitted to FTA for their review.
- Need to maintain and fund the Mobility Manager position. This position is crucial to continue with ongoing communication and coordination efforts with various transportation and human service providers in the area. New Freedom fund is sought to fund this position.
- Need to support part-time staff to support the 20+ year-old CABS program. Staff will provide tasks that in-kind staff support has coordinated on historically. Staff will also be available to market & educate about program and explore new funding opportunities.
- Need to support the public transportation system along the Cedar Rapids – Iowa City Corridor. There has been enough interest expressed for this need. Although a light- rail might not be an immediate option, a feasibility study needs to be conducted to analyze the possibility of running a shuttle service along this corridor.
- Most of the fleet owned by CR Transit is old and inefficient. A newer pool of vehicles is needed to enhance the public transit experience.
- Need to prepare and circulate a dual-sided transit map that contains information on all fixed route transit system in the region. The map should be prepared in accordance to the ADA requirements.
- Need to update technology when and wherever necessary, to continue to enhance the ability to plan effectively and market efficiently the use of public transportation.
- Need to coordinate meetings with private and public transportation providers and local human service agencies to increase efficiency and eliminate duplication of services.
- Need to reduce the headway and provide more flexible and frequent service to the riders. Corridor MPO and CRT are looking at a possibility of establishing various satellite stations in different parts of the metro-area.
- Need to improve transportation services to medical-outpatient treatment services.
- Need to improve transportation services to low-income, disabled and elderly population.
- Continuous educational workshops and transportation forums.

	Transit Coverage	The transit coverage area within the Corridor MPO is generally good with approximately 50 percent of the urban region being within 1/4 mile of a transit stop.	
	Transit Access to Downtown Cedar Rapids	The existing transit service is a hub and spoke type transit system which provides regional connections to downtown Cedar Rapids.	
	Transit Service Throughout the Region	With a hub and spoke type transit network, transit service from one part of the region to another part requires travel to the downtown then a transfer to a connecting route to the final destination. This hub and spoke type transit service can both add extended travel times and can be difficult to understand.	
	Transit Expansion	With the trend toward homogeneous land uses with lower density development in outlying areas, it becomes more difficult to provide new transit services to these low density areas. Viable transit requires both higher density and mix of uses for transit passengers to travel from and to.	



4. Financial Resources

4.1. Overview

The Corridor Metropolitan Planning Organization provides funding to the local designated public transportation provider, CRT, through both funds dedicated to planning and the local Surface Transportation Program. However, the majority of funding available for transportation providers is available through other sources, as outlined here. Allocation of these funding sources locally can be found in Corridor MPO's Transportation Improvement Program (TIP). The various funding sources information provided in this chapter were made available by Iowa Department of Transportation (DOT), Office of Public Transit (OPT). The funding source information included in this chapter is applicable to metropolitan areas with population 50,000 and greater.

4.2. Federal Funding Resources

Federal funds for passenger transportation are made available largely through the Federal Transit Administration (FTA) and distributed to local transit operators directly or through the state departments of transportation. The federal transportation bill, Safe Accountable Flexible Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), and title 49 of the United States code provides the authorization for dissemination and use of these funds. Generally these funds are described by their section number within title 49. The following section describes the several federal funding sources available for public transportation.

Section 5303 Metropolitan Planning Program

This is a FTA program to support planning activities in metropolitan areas on an 80% federal, 20% non-federal basis. By law, the state is the direct recipient of the funding. In Iowa, these funds are administered by the Iowa DOT's Office of Systems Planning and are distributed to each of the state's Metropolitan Planning Organizations (MPOs). Annual allocations of 5303 funds are based on a formula that guarantees each MPO an amount of funds equal to what they received in 1992, plus a share of the additional funds proportionate to their share of the statewide metropolitan population total. The 5303 funds are administered jointly with Metropolitan Planning "PL" funds available through the Federal Highway Administration as part of a Consolidated Planning Grant. The 5303 and PL funds can support any MPO costs related to intermodal transportation planning activities for the urbanized area.

Section 5307 Urbanized Area Formula Program

This is a federal program for support of urban transit systems serving communities with more than 50,000 in population. In all urbanized areas, 5307 funds can be used for capital improvements, including preventive maintenance activities, or planning activities on an 80% federal, 20% nonfederal basis. Purchase and installation of special equipment or features required by the Americans with Disabilities Act or the Clean Air Act Amendments, and certain bicycle accommodation projects are eligible for 90% federal assistance. FTA has allowed revenue vehicles with required ADA and clean air



equipment to be purchased at a blended participation rate of 83% federal, 17% non-federal. Transit systems may use up to 10 percent of their total 5307 funds to pay for ADA para-transit costs on an 80% federal, 20% non-federal basis.

Each area over 200,000 in population receives its own 5307 allocation directly from FTA. The allocations are based partially on population and population density, and partially on performance factors, including passenger miles of service provided. Within each of these larger urbanized areas, at least one percent of the 5307 funds must be set aside for transit enhancement activities. Within each area, the MPO is responsible for programming the funds as part of the Transportation Improvement Program.

Each state receives a single allocation of 5307 funds for use in the smaller urbanized areas, with population from 50,000-200,000. This 'Governor's Apportionment' includes a base allocation calculated strictly on population and population density of the state's communities in that size range, plus a "growing states" allocation, based on projected population growth. There is also now a "small transit intensive cities" tier that provides additional funding if any of the small urbanized areas in the state exceed the average performance of the larger communities across the nation on one or more of six specified performance measures. The state is responsible for deciding how 5307 Governor's Apportionment funds are distributed. Cedar Rapids Transit (CRT) is one of the recipients of this funding from the Iowa Governor's Apportionment.

The Iowa DOT determines the allocation of the 5307 Governor's Apportionment funds after the federal appropriation process is completed, usually sometime from October to December.

Section 5309 Capital Investment Program

This is a federal program for support of transit capital needs that exceed what can be funded under the federal formula programs. All public transit systems are eligible for these funds. Public agencies may receive these funds directly. Private non-profit transit agencies may not apply directly, but can be part of a statewide application. This federal program provides discretionary funding of transit capital improvements on an 80% federal, 20% non-federal matching basis (83% federal, 17% non-federal for vehicles equipped to meet ADA and Clean Air standards).

In most recent years, all 5309 funding has been earmarked by Congress through the authorization or appropriation processes. Iowa's Congressional delegation has been successful in capturing a portion of these funds for both individual system earmarks and a statewide bus earmark. The statewide funds are allocated to rolling stock replacement/rehabilitation projects in the Statewide Transportation Improvement Program (STIP) using a ranking process based on the age and accumulated mileage of vehicles being replaced / rehabilitated.



Section 5310 Elderly and Persons with Disabilities

This is a federal program for support of transit services serving elderly and disabled persons. These funds are allocated to Iowa on the basis of the number of persons who are elderly or have disabilities within the state compared to other states. By law, the state is the direct recipient of the funding. Public agencies responsible for coordinating human service transportation are eligible, as are private not-for-profit agencies. Because Iowa requires the designated public transit systems to coordinate all publicly-funded passenger transportation services, Iowa distributes these funds to the public transit agencies. The funds may be used for the cost of contracted operations, equipment and passenger or vehicle shelters on an 80% federal, and 20% non-federal basis. Purchase of vehicles equipped for access by persons with disabilities can be funded at 83% federal participation. Facilities other than passenger or vehicle shelters are not eligible.

The Iowa DOT's OPT is the recipient of the 5310 funds from FTA. Seventy percent of the annual funding is distributed to Iowa's large urban transit systems to support services to qualifying persons living in urbanized areas. These funds are distributed based on the same formula used for the rural systems, but with each transit system developing its own eligible project. The remaining 30% of the funds are administered and distributed in conjunction with Non-urbanized Area Formula Program 5311 funds. To simplify administration, the 5310 funds going to rural systems are only distributed to transit systems that purchase contracted transportation services. All projects using 5310 funding must derive from the Passenger Transportation Plan (PTP) prepared by the respective metropolitan or regional planning agency through their joint public transit/human service transportation planning process. All services supported with 5310 funding must be operated open to the general public. Complementary ADA para-transit meets this requirement, so long as it matches up with an urban transit system's fixed-route hours and service area. CRT expects to receive around \$90,000 from Section 5310 for this FY 2009.

Section 5316 Job Access and Reverse Commute (JARC) Program

This is a federal program established to provide transportation services to access employment opportunities and support services (such as training and child care) for welfare recipients and low-income individuals. Services designed for these purposes may be used by the general public for any trip purpose.

Each urbanized area over 200,000 in population receives a separate annual apportionment of funding, and each state receives both an apportionment for use in urbanized areas under 200,000 in population and a second apportionment for use in non-urbanized areas. The federal apportionments are based on census data concerning the number of low income individuals in each area, but the law requires that a competitive project selection process must be administered for each of these apportionment areas.

All projects must derive from the area's Passenger Transportation Plan (PTP) developed through collaboration of public transit and human service interests. Required match (50% of net cost for



operating projects and 80% for capital [83% for ADA vehicles]) can come from any non-DOT federal funds, as well as from state or local government or from private sources.

The OPT accepts applications for JARC projects under the small urbanized areas apportionment or the non-urbanized areas apportionment as part of its Consolidated Transit Funding Application due the first business day of May each year. If any funding remains unobligated after those applications are processed, a second round of applications may be solicited. The majority of the grants in Iowa are to transit agencies to extend hours into the evenings and weekends. Other projects established new services to connect employment centers not previously served by transit, or purchased vehicles used for service expansions. JARC funds received by CRT are currently utilized to support NTS, CABS program, subsidized cab services and reduced fare to low-income families.

Section 5317 New Freedom

This is a federal program established under SAFETEA-LU to support new services or accommodations for persons with disabilities that go beyond the minimums established by the rules implementing the Americans with Disabilities Act. “New” is defined as projects that were not implemented or programmed prior to the signing of SAFETEA-LU (August 10, 2005). Each urbanized area over 200,000 in population receives a separate annual apportionment of funding, and each state receives both an apportionment for use in urbanized areas under 200,000 in population and a second apportionment for use in non-urbanized areas.

The federal apportionments are based on census data concerning the number of persons with disabilities in each area, but the law requires that a competitive project selection process must be administered for each of these apportionments. All projects must derive from the area’s Passenger Transportation Plan (PTP), developed through collaboration of public transit and human service interests. Required match (50% of net cost for operating projects and 80% for capital [83% for ADA vehicles]) can come from any non-DOT federal funds, as well as from state or local government or from private sources.

The OPT accepts applications for New Freedom projects under the small urbanized areas apportionment or the non-urbanized areas apportionment as part of its Consolidated Transit Funding Application due the first business day of May each year. If any funding remains unobligated after those applications are processed, a second round of applications may be solicited. CRT receives New Freedom funds and expects to continue receiving in future.

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 highways, transit or bicycle/pedestrian uses. Nationally, the Congestion Mitigation/Air Quality (CMAQ) program is intended to fund transportation projects to assist metropolitan areas in violation of Clean Air Act standards. In those states with areas in violation, most or all 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 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 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 statewide grant under either the 5307 or 5311 programs depending on whether the projects are in urbanized or non-urbanized areas.

Surface Transportation Program (STP)

This is another of FHWA's core programs. These funds come to the state based on a number of factors including Vehicle Miles of Travel, Highway Lane Miles and the Number and Size of Bridges. The funds can be used for roadway, transit capital projects, pedestrian/bikeway projects, or intermodal planning projects on an 80% federal, 20% local basis. In Iowa, a portion of these funds is programmed by local governments acting through metropolitan or regional planning agencies. Nearly all of Iowa RPAs and some MPOs fund a portion of their intermodal transportation planning activities from STP funds. Most transit systems have also been successful in receiving STP funding from their local MPO or RPA. When programmed for transit or planning projects, these funds are transferred from FHWA to FTA for administration, either through a direct 5307 grant for large urban transit systems, through a statewide 5311 grant for small urban or regional systems, or through the statewide consolidated planning grant for planning projects. OPT administers the statewide grant for individual small urban and regional transit systems. The Office of Systems Planning administers the planning grant.

Over-the-Road Bus Accessibility Program (OTRB)

Grants are provided directly from FTA to operators of over-the-road buses to help finance incremental capital and training costs to implement the final accessibility rule under the Americans with Disabilities Act (ADA). Providers of intercity fixed-route service, commuter service, and charter and tour service may apply directly to FTA for annual grants. FTA announces its solicitation for applications each year through a notice in the Federal Register.

4.3. State Funding Resources

The State of Iowa makes various funding opportunities available to assist local agencies and jurisdictions in providing transportation to those who need it most. The following section describes the various sources of state funds.

State Transit Assistance (STA)

All public transit systems are eligible for funding under the STA program, which began in 1976. Since 1984, STA funding is has been derived from a dedicated portion (currently 1/20th) of the first four cents



of the state “use tax” imposed on the sale of motor vehicles and accessory equipment. STA funds are provided to support public transit services and may be used for either operating or capital projects.

STA Formula Program

The majority of the state transit assistance funds received in a fiscal year is distributed to individual transit systems on the basis of a formula using performance statistics from the most recent available year. Each month, the dollars received in the fund during the prior month are allocated to the transit agencies. These funds can be used by the public transit system for operating, capital or planning expenses related to the provision of open-to-the-public passenger transportation.

The STA formula funds are first split between urban and regional systems on the basis of total revenue miles of service provided by each group. The funds are then split among individual systems in each category, 50 percent on the basis of locally determined income (LDI), 25 percent on the basis of rides per dollar of expense, and 25 percent on the basis of revenue miles per dollar of expenditure. OPT calculates LDI by subtracting FTA and STA formula funds from the system's operating expenses.

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.

STA Coordination Special Projects

The projects are 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. Projects are intended to assist with start-up of new services that have been identified as needs by health, employment or human service agencies participating in the Passenger Transportation Planning process. Most projects will fall within the \$5,000-\$25,000 range. Projects shall be for no more than one year, but a second year of funding can be applied for separately. Priority is given to projects which include a contribution from human service agencies as well.

Public Transit Infrastructure Grant (PTIG)

In 2006, the Iowa Legislature established a new program to fund some of the vertical infrastructure needs of Iowa’s transit systems. Applications are accepted as part of the annual Consolidated Transit Funding Applications. Projects can involve new construction, reconstruction or remodeling, but must include a vertical component to qualify. They are evaluated based on the anticipated benefits to transit, as well as the ability to have projects completed quickly. The infrastructure program participation in the cost of transit-related elements of a facility project is limited to 80% and cannot, in combination with



federal funding, exceed that number. Also no single system can receive more than 40% of the available infrastructure funding in a given year.

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.

4.4. Other Funding Resources

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

Municipal Transit Levy

Iowa law authorizes municipalities to levy up to 95 cents per \$1,000 assessed property valuation to support the cost of a public transit system. Most of Iowa's larger communities levy for support of their urban transit systems. Cedar Rapids Transit (CRT) currently received a municipal transit levy of approximately 63 cents last year and the transit levy for this year has increased to 75 cents.

Regional Transit Levy

In 2005, the Iowa legislature authorized Iowa's two largest counties to form special taxing districts, under the control of the county, for support of area-wide public transit services. Once formed, adjacent counties can become part of the district, or municipalities in non-participating adjacent counties can join. The district can levy up to the 95 cents per \$1,000 assessed valuation; but, unlike the provisions in the municipal levy, the regional transit districts can set differing levy rates across their territory. As of July 2007, only Polk County has chosen to form a district, and has, so far, limited its geographic coverage to just their county. Nearly all municipalities within the county have opted to participate.



General Fund Levy

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

Advertising Revenues

Sale of on-board advertising or advertising space in brochures, etc., can provide some additional revenues to the transit program. Cedar Rapids Transit (CRT) budget for FY2011 includes advertising revenue of \$71,580.

Table 13: Cedar Rapids Transit Sources of revenue

Source of Revenue	Amount
FTA Operations	\$ 2,442,347
State Operations	\$ 375,576
Local Property Tax	\$ 3,984,886
JARC Funds	\$ 221,650
Local Govt. Fee(Marion and Hiawatha)	\$ 185,900
Advertising	\$ 71,580
Bus Fares	\$ 780,000
Rent/air rights	\$ 31,700

4.5. Non-DOT Funding Sources- Section added

Besides the direct funding available through various federal, state and local agencies, the following non-DOT funds are available through various agencies to meet human services and transportation needs.

Funding Program	Agency/Administration	Federal Department
Food Stamp, Employment and Training Program.	Food and Nutrition Service	Department of Agriculture
Voluntary Public School Choice.	Office of Innovation and Improvement	Department of Agriculture



Funding Program	Agency/Administration	Federal Department
Assistance for Education of All Children with Disabilities- IDEA.	Office of Special Education and Rehabilitative Services.	Department of Education
Centers for Independent Living	Office of Special Education and Rehabilitative Services.	Department of Education.
Independent Living for Older Individuals Who Are Blind	Office of Special Education and Rehabilitative Services.	Department of Education.
Independent Living State Grants	Office of Special Education and Rehabilitative Services.	Department of Education.
Supported Employment Services for Individuals with Most Significant Disabilities.	Office of Special Education and Rehabilitative Services.	Department of Education.
Vocational Rehabilitative Grants	Office of Special Education and Rehabilitative Services.	Department of Education.
Social Service Block Grant	Administration for Children and Families	Department of Health and Human Services
Child Care and Development Fund	Administration for Children and Families	Department of Health and Human Services
Head Start	Administration for Children and Families	Department of Health and Human Services
Refugee and Entrant Assistance Discretionary Grants	Administration for Children and Families	Department of Health and Human Services



Funding Program	Agency/Administration	Federal Department
Refugee and Entrant Assistance State Administered Programs	Administration for Children and Families	Department of Health and Human Services
Refugee and Entrant Targeted Assistance	Administration for Children and Families	Department of Health and Human Services
Refugee and Entrant Assistance Voluntary Agency Programs	Administration for Children and Families	Department of Health and Human Services
State Development Disabilities Council and Protection & Advocacy	Administration for Children and Families	Department of Health and Human Services
Temporary Assistance to Needy Families	Administration for Children and Families	Department of Health and Human Services
Community Services Block Grant	Administration for Children and Families	Department of Health and Human Services
Promoting Safe and Stable Families	Administration for Children and Families	Department of Health and Human Services
Developmental Disabilities Projects of National Significance	Administration for Children and Families	Department of Health and Human Services
Grants for Supportive Services and Senior Centers	Administration on Aging	Department of Health and Human Services
Programs for American Indian, Alaskan Native and Native Hawaii Elders	Administration on Aging	Department of Health and Human Services



Funding Program	Agency/Administration	Federal Department
Medicaid	Centers for Medicaid and Medicare	Department of Health and Human Services
State Health Insurance Program	Centers for Medicaid and Medicare	Department of Health and Human Services
Home and Community Base Waiver	Centers for Medicaid and Medicare	Department of Health and Human Services
Community Health Centers	Health Resources and Services Administration	Department of Health and Human Services
Healthy Communities	Health Resources and Services Administration	Department of Health and Human Services
HIV Care Formula Program	Health Resources and Services Administration	Department of Health and Human Services
Maternal and Child Health Block Grant	Health Resources and Services Administration	Department of Health and Human Services
Rural Health Care Network	Health Resources and Services Administration	Department of Health and Human Services
Rural Health Care Outreach Program	Health Resources and Services Administration	Department of Health and Human Services
Health Start Initiative	Health Resources and Services Administration	Department of Health and Human Services
Ryan White Care Act Pro-grams	Health Resources and Services Administration	Department of Health and Human Services
Substance Abuse Prevention and Treatment Block Grant	Substance Abuse and Mental Health Services Administration	Department of Health and Human Services



Funding Program	Agency/Administration	Federal Department
Prevention and Texas Block Grant	Substance Abuse and Mental Health Services Administration	Department of Health and Human Services
Community Development Block Grant	Community Planning and Development	Department of Health and Human Services
Housing Opportunities for Persons with AIDS	Community Planning and Development	Department of Health and Human Services
Supportive Housing Pro-gram	Community Planning and Development	Department of Health and Human Services
Revitalization of Severely Distressed Public Housing	Public and Indian Housing	Department of Health and Human Services
Indian Employment Assistance	Bureau of Indian Affairs	Department of the Interior
Indian Employment, Training, and Related Services	Bureau of Indian Affairs	Department of the Interior
Black Lung Benefits	Employment Standards Administration	Department of Labor
Senior Community Services Employment Program	Employment Standards Administration	Department of Labor
Job Corps	Employment Standards Administration	Department of Labor
Migrant and Seasonal Farm Worker	Employment Standards Administration	Department of Labor
Native American Employment and Training	Employment and Training Administration	Department of Labor



Funding Program	Agency/Administration	Federal Department
Welfare to Work Grants for Tribes	Employment and Training Administration	Department of Labor
Welfare to Work for States and Locals	Employment and Training Administration	Department of Labor
Work Incentive Grants	Employment and Training Administration	Department of Labor
Workforce Investment Act Adult Services Program	Employment and Training Administration	Department of Labor
Workforce Investment Act Adult Dislocated Worker Program	Employment and Training Administration	Department of Labor
Workforce Investment Act Youth Activities Program	Employment and Training Administration	Department of Labor
Homeless Veterans Reintegration Program	Veterans Employment & Training Service	Department of Labor
Veterans Employment Program	Veterans Employment & Training Service	Department of Labor



5. Recommended Program of Projects

This section of PTP summarizes the transit projects throughout the Corridor MPO planning area that will seek federal and state funding. The following section provides a detailed program of projects recommended for FY 2011 and a sketch program for next three year, FY 2012 through FY 2015.

5.1. Recommended Projects, FY 2011

Cedar Rapids Transit (CRT), a major public transportation provider in the Corridor MPO planning area has immediate needs following the flood of June 2008. CRT's general operations, administration and maintenance projects are required to ensure the continuation of transit services in the metro-area. Maintaining the existing transit services and improving them to better serve the communities is one of the various needs identified by HSTAG. The following section outlines the various recommended projects and their funding sources. Also, Table 14 provides a summary of recommended projects for FY 2011.

Table 14: Recommended Projects FY 2011

Transportation Provider	Project Description	Type	Estimated Cost	Proposed Funding		Needs Addressed**
				Potential Source	Amount	
CR Transit	General Operation, Administration and Maintenance	Operations	\$8,000,000	5307 , STA-F	\$2,800,000	- Need to maintain and expand existing transit services
CR Transit	ADA Complimentary Para-transit services	Operations	\$500,000	5310	\$100,000	- Need to maintain and improve transportation to disabled population.
CR Transit	Replace 8 Heavy Duty Buses	Capital	\$2,912,000	5309, STP	\$2,416,960	- Need to replace the older fleet stocks owned by CR Transit
CR Transit	Replace 2 Medium Duty Buses	Capital	\$284,000	5307, 5309, STP	\$235,720	- Need to replace the older fleet stocks owned by CR Transit
CR Transit	Replace 2 Light Duty Buses	Capital	\$146,000	5306, 5309, STP	\$121,180	- Need to replace the older fleet stocks owned by CR Transit
CR Transit	Replace 2 Minivans	Capital	\$84,000	5306, 5309, STP	\$69,720	- Need to replace the older fleet stocks owned by CR Transit



Transportation Provider	Project Description	Type	Estimated Cost	Proposed Funding		Needs Addressed**
				Potential Source	Amount	
CR Transit	Replace Bus Garage	Capital	\$5,000,000	5309, PTIG	\$4,000,000	- Need to replace the bus garage damaged by the flood of 2008
CR Transit	Construction of ITF	Capital	\$12,000,000	5309, PTIG	\$9,600,000	- Need to construct a new facility to replace the flooded GTC in downtown Cedar Rapids.
JARC Program	JARC support for NTS and Taxi Cab Services	Operations	\$600,000	5316, Local Match	\$300,000	- Need to expand services beyond normal CR Transit operating hours and services to low-income workers.
Linn County LIFTS	Replace twelve (12) buses with ID # 45, 100, 200, 250, 251, 252, 254, 255, 299, 300, 301, and 700	Capital	\$90,000 each (Total amount of \$1,080,000)	5309, STA, Local Match	-	- Need to maintain the fleets to provide transportation to disabled and elderly population.
CABS Program	Use CABS for personal use program	Operations	\$90,000	5317, Local Match	\$45,500	- Need to provide transportation services to disabled at reduced rate. Expand services beyond CR Transit hours.
CABS Program	CABS program Staff position	Capital	\$81,250	5317, Local Match	\$65,000	- Need to provide staff support to administration of CABS Program
NTS	Dispatch Software with GPS and text ability	Capital	\$50,000	5309, STP	-	- Need to improve efficiency of existing transportation services
NTS	Security Cameras	Capital	\$20,000	5309, STP	-	- Need to improve safety of passengers

**** The needs addressed are drawn from Needs Assessment as described in Chapter 3 of this document**

ADA Complimentary Para-transit Services (5310 Funding)

Linn County LIFTS is operated by Linn County and provides rides for seniors and persons with disabilities. Although primarily designed for riders outside the metropolitan area, CRT has contracted



with LIFTS to provide complimentary para transit service as required by the ADA. Riders within the metro area must be 60 or older or have a disability that prevents them from riding one of the fixed route buses to be eligible for LIFTS service. CRT would use the FTA 5310 funds to subcontract paratransit services to LIFTS.

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

JARC Program (JARC Funding)

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

The Neighborhood Transportation Service (NTS) is a shared ride service that provides curb-to-curb transportation to and from work, school, job training, and life skill classes at night and on weekends primarily when the fixed-route bus service is not in operation. There are five components of the NTS service: expanded night service, subsidized JARC rides, REM shuttle, and YPN shuttle. NTS provides a much needed service to low income participants struggling with transportation to and from second and third shift jobs. Without NTS, many of these individuals would not be able to continue employment at those employment sites.

The Century Cab taxi ride component of the JARC program provides reduced cost taxi rides to JARC participants when the fixed-route bus service or NTS service is not available. This service provides a critical backup option and ensures transportation service available for JARC participants all hours of the day. Continued JARC funding is requested for the subsidized client co-pays to buy down the cost of the ride. The Century Cab taxi ride component is essential for low income participants to have available and affordable transportation 24 hours per day, every day of the year. Since August 2000, the JARC program has grown steadily, and we have now served approximately 6,600 low-income participants. We accept an average of 15 new applications each week.

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



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

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

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

The personal use portion of the C.A.B.S. program is an extremely valuable resource for the participants. Most participants use the tickets for everyday outings that most people without a disability take for granted. The personal use tickets give the participants an independent means of transportation. There are approximately 457 rides per month for the personal use portion of the C.A.B.S. program. **There is an ever growing need of a CABS program position that will oversee the program and travel training instructions.**

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

Replacement of Vehicles (5309, STP)

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

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

Replacement of Bus Garage (5309, PTIG)

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



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

Construction of Intermodal Transportation Facility (5309, PTIG)

The need for a new facility was determined prior to the flood, but the flood damage to the existing GTC has increased the immediate need for a new facility. In 2002, CRT was awarded an FTA grant to construct this facility and it was scheduled to begin during FY 07. The initial site was deemed unfit for the new facility and the project was put on hold to find a better located for the proposed Intermodal Transportation Facility (ITF).

City of Cedar Rapids is currently exploring the two sites for a potential location for the new ITF. The new ITF will meet several of the unmet needs mentioned previously. Increased accessibility to childcare and human service agencies and the intercity bus terminal should boost ridership and ease the burdens of current riders. The safety improvements will encourage an increase in pedestrian and bicycle usage. The co-location of CRT, NTS, JARC, Trailways, and even a LIFTS staff member will increase efficiencies and help to identify any duplication in services.

5.2. Recommended projects, FY 2012-2015

The HSTAG is continuing to develop ideas and plans for other improvement areas like youth transportation, medical transportation, recreational transportation, and mobility management. Various subcommittees have been formed and are meeting regularly and reporting back to the larger group quarterly. With the appointment of new position mobility manager, HSTAG is more focused on defining the vision, their goals and objectives, projects for the next year. Table 15 summarizes the various projects anticipated for FY 2012 through 2015.

Table 15: Recommended Projects FY 2012 – FY 2015

Transportation Provider	Project Description	Type	Estimated Cost	Proposed Funding		Needs Addressed**
				Potential Source	Amount	
JARC Program	JARC support for NTS and Taxi Cab Services	Operations	\$400,000	5316, Local Match	\$200,000	- Need to expand services beyond normal CR Transit operating hours and services to low-income workers.
CABS Program	Use CABS for personal use program	Operations	\$90,000	5317, Local Match	\$45,500	- Need to provide transportation services to disabled at reduced rate. Expand services beyond CR Transit hours



Transportation Provider	Project Description	Type	Estimated Cost	Proposed Funding		Needs Addressed**
				Potential Source	Amount	
CABS Program	CABS Program staff position	Operations	\$81,250	5317, Local Match	\$65,000	- Need to provide staff support to administration of CABS Program
CR Transit	Replace 10 Heavy Duty Buses	Capital	\$3,640,000	5309, STP	\$3,021,200	- Need to replace the older fleet stocks owned by CR Transit
CR Transit	General Operation, Administration and Maintenance	Operations	\$24,000,000	5307, STA-F	\$12,000,000	- Need to maintain and expand existing transit services
CR Transit	ADA Complimentary Para-transit services	Operations	\$1,500,000	5310	\$500,000	- Need to maintain and improve transportation to disabled population

**** The needs addressed are drawn from Needs Assessment as described in Chapter 3 of this document**

All of the providers are planning to maintain or improve their existing services. The increased tax levy for Cedar Rapids Transit (CRT) is a positive sign of interest of City towards public transportation. Additional funding research is ongoing in an attempt to secure the necessary budgets for these services. As coordination and cooperation continue, it is expected that new programs will be developed to meet the needs identified and unnecessary redundancies will be eliminated.

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



Smarter Transportation, Better Community

Appendices



Smarter Transportation, Better Community

Appendix 1: Acronyms



Acronym	Description
ADA	Americans with Disabilities Act
CABS	Coalition to Augment the Bus Service
ECICOG	East Central Iowa Council of Governments
FHWA	Federal Highway Administration
CRT	Cedar Rapids Transit
FTA	Federal Transit Administration
GPS	Global Positioning Systems
GTC	Ground Transportation Center
ICAAP	Iowa Clean Air Attainment Program
IDOT	Iowa Department of Transportation
ISTEA	Intermodal Surface Transportation Efficiency Act
ITF	Intermodal Transportation Facility
JARC	Job Access Reverse Commute
Corridor MPO	Corridor Metropolitan Planning Organization
LIFTS	Linn Intracounty Facilitating Transportation System
MAP	Mobility Action Planning
MPO	Metropolitan Planning Organization
NTS	Neighborhood Transportation Service
PEFTAC	Population and Employment Forecasting Technical Advisory Committee
PTP	Passenger Transportation Plan
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act - a Legacy for Users
STA	State Transit Assistance
TE	Transportation Enhancements
TIP	Transportation Improvement Program
U of I	University of Iowa
UZA	Urbanized Areas
VA	Veterans Affairs



Smarter Transportation, Better Community

Appendix 2: HSTAG Meeting Schedules



Meeting Date	Agenda Items	Location
December 11, 2008	Welcome and Introduction, Catching Up: Community Transportation Forum & New Transportation Needs Post-Flood, Review HSTAG flow-chart, Review PTDP, Quarterly meeting schedule, Small groups and goals and other business	United Way, St. Luke's Boardroom, 1030 5 th Ave. S.E.
January 20, 2009	Welcome and Introductions, Review PTDP- Needs and Progress, Overview of Needs Assessment Survey, Group activity to prioritize needs, Small group and leader identification, Specific Iowa city shuttle dates and New business	United Way, St. Luke's Boardroom, 1030 5 th Ave. S.E.
April 8, 2009	Welcome and Introduction, Easter Seals ADA Training, review final PTDP, United we ride grant, HSTAG mission statement and brand, Linn County resource sheet, small group report and other business	United Way, St. Luke's Boardroom, 1030 5 th Ave. S.E.
July 8, 2009	Welcome, review mission and vision statements, New LIFTS director, Devt of eligibility process to ride Cedar Rapids ADA complementary paratransit LIFTS, Cedar Rapids Transit Study updates, Iowa Medicaid brokerage system, new transportation providers in the area and other business	United Way, St. Luke's Boardroom, 1030 5 th Ave. S.E.
October 14, 2009	Welcome and Introductions, Distribution and comments on flyer, AARP driver safety program, IDOT website resource for seniors and disabled, Transit studies, Jones county transportation coordination, employment transportation conference, PTP update, CR Transit Bus bike racks update, request for letter of support for Medicaid funded transportation and other business	United Way, St. Luke's Boardroom, 1030 5 th Ave. S.E.
January 27, 2009	Welcome and Introductions, HSTAG Small Groups Update, Iowa City/CR Shuttle Update, Medicaid Brokerage System Discussion	Cedar Rapids City Hall North Conference Room 3851 River Ridge Dr NE



Human Service Transportation Advisory Group
Thursday, December 11, 2008
St. Luke's Boardroom, 1030-5th Ave. S.E.

Present:

Bill Hoekstra, Department of Corrections
Kay Fisk, NTS
Chris Juett, United Way 211
Mike Barnhart, NTS
Barbara Hoffman, RSVP
Cherie Clark, PADS
Dusty Noble, Willis Dady Shelter
Neal Currell, Linn Community Care
Jamie Nagel, HACAP/United Way Intern
Heather Armstrong, Healthy Linn Care Network
Carlos Vega, Iowa Workforce Development
Eugenia Vavra, United Way of East Central Iowa

Lisa Bender, HACAP
Denny Schreckengast, LIFTS
Tom Doermann, ARC
Kathi Moss, Horizons
Wanda Mokry-Sellers, Heart of Iowa
Ron Rath, AARP
Sushil Nepal, Corridor MPO
Mary Rump, ECICOG
Jesse Hurley, HACAP
Steve Nylin, Young Parents Network
Gina Johnson, ECICOG

Introductions were made. The HSTAG Flowchart was reviewed and the following changes were made:

1. Marketing is a component added to the Community Awareness subcommittee.
2. Non-Emergency Medical Transportation will be the sole focus in this subcommittee.
3. Special Populations Transportation is a subcommittee further broken down into groupings titled Youth, Elderly, Disabled and Corrections.

Sign up sheet for these subcommittees was passed and those who wanted to, committed to one or more subcommittees. This sheet will be passed again at the January 14th HSTAG meeting.

It was decided by vote that our quarterly, large-group HSTAG meetings for 2009 will be held on the 2nd Wednesdays of these months at 2:00 in the St. Luke's Boardroom, outside the United Way offices. These dates are January 14, April 8, July 8 and October 14.

It was suggested that a regional transit survey be completed as we move forward in our coordination effort. Potential funding sources for this survey were discussed.

The Passenger Transportation Development Plan (PTDP) was explained. It is in these documents (ECICOG and Corridor MPO both complete one) that our human service needs are identified based on the transportation assessments we complete. If we have not met yet, please let me know when you are available to complete this assessment. Discussion and agreement was made in regards to adding Burlington and (future) Jefferson bus lines to the Linn County Transportation Resource Sheet. Suggestions for other changes or additions to this resource sheet are appreciated! We will be using this resource as we move forward in using 211 as a starting point for a potential call center for our region.

Happy Holidays and I hope to see you January 14th!



Human Service Transportation Advisory Group
Tuesday, January 20, 2009
United Way, 1030 5th Ave. S.E.

Present

Eugenia Vavra, United Way of East Central Iowa
Teresa Robinson, Aging Services
Jonathan Ice, Iowa Department of the Blind
Sushil Nepal, Corridor MPO
Gina Johnson, East Central Iowa Council of Governments
Linda Homan, Linn County General Assistance
Mary Rump, East Central Iowa Council of Governments
Ryan Bobst, Intern, United Way of East Central Iowa
Ron Rath, AARP
Barbara Hoffman, RSVP
Kathi Moss, Horizons
Reggie Ancelet, Options
Mary Shedek, Linn Community Care
Heather Ehlers, Linn Community Care
Neal Currell, Linn Community Care

Welcome

Gina Johnson called the meeting to order at 10:05 a.m. Introductions were made.

Passenger Transportation Development Plan 2008, (PTDP) - Needs and Progress

Sushil Nepal explained the PTDP, specifically the needs section of this document. The 2008 PTDP needs section was passed for review. Gina Johnson spoke of the progress and accomplishments our HSTAG has accomplished in the two years we've been meeting, including:

- NTS Youth Shuttles: collaboration with the Bridge, Harambee House and Young Parents Network
- NTS-IWD: collaboration which transports people to Iowa City from Cedar Rapids one week out of the month (open to the public, see attached schedule)
- Successful Transportation Forum in May 2008
- Mobility Management training by Community Transportation Association of America and United We Ride in May 2008
- Hired a regional Mobility Manager in November of 2008
- Small group traveled to Washington DC to the Institute for Transportation Coordination in August 2007



- Maintained our existing public transit fleets
- Continued dialogue with 211 to explore using this as a transportation one-call center

Review of Needs Assessment Surveys and Group Activity to Prioritize Needs

Copies of the results of Sushil Nepal's online needs assessment survey and Gina Johnson's one-on-one needs assessment survey were distributed and reviewed (attachments included). Large post-it sheets with these needs listed were hung on the wall and the group was asked to, with 5 different color stickers, identify their Top 5 needs. Each need was weighted by the color and number of stickers it received: i.e. red=5, orange=4, green=3, yellow=2 and small green=1. Following is the list of needs awarded points by this group with this method:

- Need to expand, explore and improve transportation services and options to low-income workers-**34 points** (this point value is a combination of points assigned to Sushil's and Gina's identified low-income worker need)
- Need for more marketing of transportation information and make information easier to access-**33 points**
- Need to improve transportation to the general public by extending hours of bus services (weekday and weekend)-**25 points**
- Need to maintain and expand services in the rural area (rural Linn & Johnson), Benton, Jones, Washington and Iowa-**16 points**
- Need to improve transportation to medical and dental appointments-**12 points**
- Need to improve transportation to employment, shopping, medical and other needs-**12 points**
- Need to expand, explore and improve transportation services and options to elderly-**11 points**
- Need to improve door-to-door services to the disabled population-**5 points**
- Need to work to make policy changes and to involve local governments-**4 points**
- Need to maintain and expand existing services in the metro area (Cedar Rapids, Hiawatha and Marion)-**4 points**
- Need to have more public, driver and service transportation education-**2 points**



- Need more bus shelters and cleaner buses-**2 points**
- Need a higher frequency of bus routes-**1 point**
- Need to expand, explore and improve transportation services and options to youth-**1 point**

Small Group and Leader Identification

The small group sign-up list was passed today and at our last HSTAG meeting. It was suggested that these small groups meet at least two times in the coming months, before our scheduled quarterly HSTAG meeting on Wednesday, April 8. Gina will be emailing members of each small group to arrange a first meeting and will attend each group's first meeting. Following is the list with the leader in CAPS and listed first:

- Community Awareness-Transportation
 - ANN HEARN
 - Kay Fisk
 - Heather Armstrong
 - Steve Nylin
- Cross-County Transportation
 - DENNY SCHRECKENGAST
 - Carlos Vega
 - Bill Hoekstra
 - Reggie Ancelet
- Elderly Transportation
 - TERESA ROBINSON
 - Bill Hoekstra
 - Chris Juett
 - Barbara Hoffman
 - Myrt Bowers
- Disabled Transportation
 - CHERIE CLARK & RON RATH
 - Chris Juett
 - Tom Doermann
 - Shannon Jamison
 - Jonathan Ice
- Non-emergency Medical Transportation
 - EUGENIA VAVRA
 - Neal Currell
 - Mike Barnhart
- Youth Transportation
 - MIKE BARNHART



- Chris Juett
- Heather Armstrong
- Henry Davidson
- John Tursi
- Corrections Transportation
 - BILL HOEKSTRA
 - Heather Armstrong
- Other Transportation
 - Kathi Moss Dusty Noble
 - Linda Homan Jesse Hurley
 - Lisa Bender

Iowa City Shuttle Dates

A list was compiled and shared that builds on NTS/IWD one week out of each month shuttle to Iowa City. Jonathan Ice shared that the Burlington Line that leaves the Cedar Rapids Airport to Iowa City doesn't connect well with the Cedar Rapids/Metro Bus route. Please see Iowa City Shuttle attachment and share with any coworkers or clients.

New Business

It was mentioned that NTS has scheduled a fundraiser on February 27 at the Clarion Hotel. Call Mike or Kay at NTS with questions at 286-5725.

Gina Johnson mentioned that the Cedar Rapids/Metro Bus extended its service by almost an hour later in August of 2008. Sushil Nepal stated that the city and the Corridor MPO are also exploring options related to satellite bus stations in which there could be more options in transferring.

Gina Johnson had submitted an application for an Easter Seals Project ACTION one-day, individualized "train-the-trainer" initiative. She announced that our HSTAG was selected to receive this individualized training as a distance-learning event. This event is scheduled for Wednesday, March 18. More information to come!

Kathi Moss presented information about the Ways to Work program. This program was scheduled for "kick off" right before the flood and has been on the back burner while Horizons was displaced. Back in their building, Kathi states they are ready to move ahead and encouraged referrals to this program. Loan and eligibility criteria are attached. Kathi also asked for volunteers to form a second Volunteer Loan Committee. Please call Kathi at 398-3576 if interested.

Mary Rump and Gina Johnson talked about a United We Ride Coordination Grant we are considering applying for. Some grant ideas were discussed including: creating a "brand" that represents our group and its mission, developing a 4-tiered educational/informational resource for regional mobility and transportation options which could include a trifold brochure, a booklet of all regional transportation resources, a web-based transportation information station and continued coordination with 211 to move



toward creating a one-call transportation center. We also discussed the possibility of including disaster recovery information and how it relates to transportation in the grant.

Linda Homan suggested we look at Potawattimee County's travel website at www.countyconnection.org. Linda thinks it has some nice features and may be a resource in terms of ideas for what we may want in a mobility website.



Human Services Transportation Advisory Group (HSTAG)
Wednesday, April 8, 2009 @ 2:00
United Way Building, St. Luke's Boardroom

Present

Ann Hearn, Linn County Community Services
Teresa Robinson, Aging Services
Kay Fisk, Neighborhood Transportation Services
Tom Brase, Johnson County SEATS
Mary Kay Pinckney, Linn County General Assistance
Jennifer Tibbetts, Catherine McAuley Center
Beth Ureel, HACAP-Transitional Housing
Lisa Bender, HACAP-Transitional Housing
Jonathan Ice, Iowa Department for the Blind
Steve Nylin, Young Parents Network
Chris Juett, United Way 211
Eugenia Vavra, United Way of East Central Iowa
Mike Barnhart, Neighborhood Transportation Services
Stacia Fall, Goodwill of the Heartland
Wayne Springfield, Peer Action Disability Support
Mary Rump, East Central Iowa Council of Governments
Sushil Nepal, Corridor MPO
Gina Johnson, East Central Iowa Council of Governments

Welcome and Introductions

Gina Johnson called the meeting to order at 2:00. Introductions were made.

Easter Seals Project Action ADA Training

Ann Hearn attended the morning sessions of the Easter Seals training and reported that 25 people registered for the training and 20 people attended. All six counties were represented. This was the first distance-based Communities on the Move training provided by Easter Seals and they were very happy with how it went, felt that our group was interactive but felt that it could have been a shorter training. Participant feedback indicated that the training was beneficial and well organized but they also felt that the training could have been shorter-possibly ¾ day training. Several issues surfaced during and as a result of this training including the need to offer travel training and travel training resources (including maps) and the need to develop ADA criteria/eligibility to qualify for para transit.

Review Passenger Transportation Development Plan (PTDP)

Sushil Nepal asked the group if they'd had a chance to review the draft PTDP. Most in the group had not had the opportunity to review the whole document and Sushil, Corridor MPO, and Mary, East Central Iowa Council of Governments, encouraged the group to send any comments to either of them until the end of April when the final document is due. Gina asked Sushil to explain the PTPD process, as there were new people at the table. Mary asked the agency representatives to report any agency-



owned vehicles that they use to provide transportation to their clients as the IDOT want the PTDPs to include this information. Mary talked about the PTDP process and how she hopes that eventually the MPOs and RPA could eventually draft one document for the six-county region. Mary explained that the HSTAG was now officially an advisory body for recommending approval of the Passenger Transportation Development Plan for the Corridor MPO and for the RPA.

Thoughts and comments were solicited and Mike asked about funding for further transit projects. He asked if he was correct in that some of the potential transit funds were being used to build new roads and upgrades in lieu of supporting transit and providing more transit service. Sushil responded that this is true of the STA funds, which could be used for roads or transit, and if the need were identified or if residents of the metro area indicate they would support more funding for public transit, all the STA funds could potentially be used for public transit. Discussion followed about the problems clients face with the fixed-route system, including lack of maps (although Sushil provided a system map to all who were present) and the length of time riders must spend on a route(s) to get where they need to go. Sushil suggested that a transfer station in each quadrant and a B.R.T. (Bus Rapid Transit) could be future options but both are only conceptual ideas.

Eugenia pointed out that she had not seen a demographical breakdown of racial types and suggested that this may be helpful. She suggested that the Corridor MPO include a cost analysis in their PTDP.

United We Ride Grant

Gina explained the projects that are included in the United We Ride Grant proposal. Project #1 is to develop, implement and evaluate strategies to enhance resource materials for mobility management to include: brochures summarizing the mission, goals and activities of HSTAG, web-based information station detailing traditional and non-traditional transportation services and a resource handbook detailing web information for non-internet users. Project #2 is to develop, implement and evaluate strategies to build partnerships to include: Train-the-Trainer programs to target direct service providers using prepared resource materials and travel training programs for consumers and community partners.

HSTAG Mission Statement and Brand

Mission and vision statements that had been discussed at prior HSTAG meetings were shared with the group. After some discussion, it was decided that the marketing and education small group would work to develop better mission and vision statements to more appropriately reflect our goals and vision. Chris offered to send the marketing and education group a mapping exercise that she had used to develop 211 mission and vision statements. Next marketing and education task group meeting is May 4, 2009, at 1:00 at ECICOG. All are welcome to come and to be a part of developing our statements.

Linn County Resource Sheets and Other Resources

Linn County Resource Sheet information was shared and the site where they can be found at www.linncounty.org. Additional ADA resources from Easter Seals training were also made available.

Small Group Reports



Non-emergency medical, disability and elderly transportation small groups had met twice since the last quarterly meeting. Low-income worker and youth transportation met once. As the small groups reported their goals, it became apparent that many of the goals identified were similar in groups or the small groups had identified goals that will benefit all riders and potential riders. That said, it was suggested and agreed that we develop task-focused groups versus special population-focused groups. Below are the task-focused groups that were identified.

- 1) Task-focused team to develop ADA Eligibility Criteria to make a recommendation to CR Transit.
- 2) Task-focused team to market and educate regarding HSTAG information and developed resources. This group will be meeting to develop mission and vision statements and to prepare letters of introduction to city councils and other agencies.
- 3) Task-focused team to identify, explore and coordinate volunteer transportation programs in the region.
- 4) Task-focused team to develop complete streets policies to address sidewalk, curb cut and other mobility-barrier issues. We should be able to coordinate our efforts with other efforts in the city. See www.completestreets.org for national efforts and support that may be available to us.

Please contact Gina Johnson at 365-9941 ext 137 or gina.johnson@ecicog.org if you are interested in being a part of these task-focused efforts.

The meeting was adjourned at 3:10. The next quarterly HSTAG meeting is scheduled for Wednesday, July 8, 2009, at 2:00 at United Way.

Happy Spring!
Gina Johnson



Human Services Transportation Advisory Group (HSTAG)

2:30 p.m., Wednesday, July 8, 2009

United Way Building

1030 5th Avenue S.E.

Present:

Reggie Ancelet, Options

Gale Pierce, Vision Enhancement

Ron Rath, AARP

Kellie Spahn, Horizons

Amy McNeal, CR Transit

Teresa Robinson, Aging Services

Ann Hearn, Linn County Community Services

Brad DeBrower, CR Transit

Tom Hardecopf, LIFTS

Mike Barnhart, NTS

Tom Doermann, The Arc

Barbara Hoffman, RSVP

Bob Sprengeler, HACAP

Linda Homan, General Assistance

Chris Juett, United Way 211

Eugenia Vavra, United Way of East Central Iowa

Shannon Jamison, Goodwill

Jill Roeder, Healthy Linn Care Network

Margi Ness, CTAA Ambassador

Jennifer Tibbitts, Catherine McAuley

Welcome and Introductions

Gina Johnson called the meeting to order at 2:00 p.m. Introductions were made.

Review Mission and Vision Statements

Ann Hearn read aloud the mission and vision statements. Ann mentioned there had been several changes to the statements based on feedback the Marketing and Education Task Group had gotten from the larger HSTAG. Margi Ness, CTAA Ambassador, suggested we remove the words “remove barriers to urban and rural transportation” from the mission statement. Chris Juett, United Way 211, agreed with this and thought it would give the mission statement longer life. The group agreed that the mission and vision statements would read as follows:

The mission of the Human Services Transportation Advisory Group is to coordinate convenient, reliable, affordable, accessible transportation services to residents of Benton, Iowa, Johnson, Jones, Linn, Washington counties and surrounding communities.



All residents receive the transportation services they need to promote their independence and enhance their quality of life through a variety of mobility options.

Introduction of Tom Hardecopf, LIFTS Director

Tom Hardecopf introduced himself as new to transportation but excited about the opportunity he has with LIFTS and in helping the population LIFTS serves. Tom stated he would like to see a focus change at LIFTS to embrace what customers want rather than what LIFTS can do. He sees opportunity to improve the current service and has an open door policy extended to consumers, advocates and human service providers.

Development of ADA Eligibility Process - Cedar Rapids Transit

Brad DeBrower, Cedar Rapids Transit Manager, stated that a recent FTA audit had determined that the transit system needed to develop an ADA eligibility process. Brad indicated that the 2,000 current LIFTS riders would be “grandfathered” in for the time being. New riders would eventually have to go through an eligibility process. Brad, Tom and others have looked at about a dozen ADA eligibility application examples. They have not developed one yet, but as they do, intend to keep it as concise, yet thorough, as possible. Brad stressed that the purpose of an eligibility process is to protect capacity for those who really need the additional services.

Brad took the opportunity to discuss the rollout taxi and its recent removal from service. He indicated it had been taken off the road due to an insurance issue one driver at the taxi cab company had. Brad said that information about this issue had been forwarded to the city manager and it was up to him and/or city council to determine how to proceed with the vehicle’s use.

Cedar Rapids Transit Study (see attached Q & A)

Sushil Nepal, Corridor MPO, was not present but Brad DeBrower felt he could offer additional information about how this study transpired and its purpose. The city had received feedback from its Neighborhood Planning Process, which revealed a desire for improved transit services with the possible inclusion of a downtown circular, more frequency of routes and service to outreaching areas. Brad indicated the city would be hosting three open houses to gather resident’s ideas and suggestions. Reggie Ancelot, Options, suggested it would be helpful if the city offered small focus groups at work sites of users (like Options). Shannon Jamison, Goodwill, agreed that the clients at Goodwill would be best heard if a focus group was held at this worksite. Brad encouraged the group to forward these requests to Sushil at the Corridor MPO.

Iowa Medicaid Brokerage

Gina mentioned she had attended the Interagency Transportation Coordination Council (ITCC) in Des Moines several months ago and learned that DHS is researching transportation brokerages and hope to have an RFP out by the end of August. This brokerage would facilitate non-emergency medical transportation (NEMT) for Medicaid and Medicaid Waiver clients and possibly/potentially other medical transportation as well.



New Providers

Gina presented information about new transportation providers for our region including Master Cabs of Iowa and To the Rescue. Discussion followed regarding Master Cabs of Iowa's desire to operate the rollout taxi if this becomes an option. This possibility had been discussed in a CABS meeting the week before. Teresa Robinson, Aging Services, mentioned a To the Rescue presentation she had participated in. This is a for-profit home health agency that offers transportation as part of their service. She was impressed with the information they presented.

Travel Training Task Group

Gina mentioned she had registered for a Travel Training Instruction Conference for the weekend of July 31-August 2. She asked for volunteers from HSTAG who would be interested in developing travel-training programs for our region. Reggie Ancelot, Options, expressed interest and Gina encouraged others to contact her if interested.

Introduction of Margi Ness, Region 7's United We Ride Ambassador

Margi Ness introduced herself and shared information about her 30+ years of experience in the transportation field. Margi made several observations about the HSTAG group, what had been discussed in the meeting and the potential such a group has in terms of collaborative power. She encouraged and suggested our group make use of this effort to approach businesses, advocacy groups and public leaders to secure support for our cause.

Other Business

Kellie Spahn, Horizons, mentioned that Horizons is forming another Ways to Work Loan Committee and is in need of volunteers. This committee will meet the 3rd Thursday of the month from noon-1:30 p.m. Lunch will be provided.

CTAA Joblinks, will be hosting Community Transportation: Partnering with Business and Workforce Development, Transportation Solutions to the Workplace in Des Moines on Sept. 15 and 16, 2009. This conference will explore new directions for collaboration and networking and shares innovative approaches taken by employers, transit providers and others to promote transportation-to-work options. (see attached)



Human Services Transportation Advisory Group (HSTAG)
Wednesday, October 14, 2009, 2:00-3:30 p.m.
United Way of East Central Iowa
1030 5th Avenue SE, Cedar Rapids

Present:

Sushil Nepal, Corridor MPO
Wayne Springfield, PADS
Lou Montuoro, To The Rescue
Linda Homan, General Assistance
Patrick Williams, To The Rescue
Rachel Menard, RSVP of Jones County
Jill Roeder, Healthy Linn Care Network
Ann Hearn, Linn County Community Services
Tom Brase, Johnson County SEATS
Kathy Koerperich, Jones County JETS

Shannon Jamison, Goodwill
Carlos Vega, Iowa Workforce Development
Kay Fisk, NTS
Amy McNeal, CR Transit
Tamara Milton, U.S. Senator Tom Harkin's Office
Martin Wissenberg, Riders Club of America
Isaac DeLong, HACAP
Lisa Bender, HACAP Community Development
Eugenia Vavra, United Way of East Central Iowa
Larry Neppel, AARP Driver Safety Program
Chris Juett, United Way 211
Reggie Ancelet, Options of Linn County
Gina Johnson, ECICOG

Welcome and Introductions

Gina Johnson called the meeting to order at 2:00 p.m. Introductions were made.

AARP Driver Safety Program

Larry Neppel accepted an invitation to speak at HSTAG meeting about his role as Iowa State Coordinator for AARP Driver Safety Program. He explained the AARP Driver Safety Program has been operating for 30+ years and is geared for drivers 50+, but all drivers are welcome. Larry described three programs and their curriculum: Driver Safety Program, CarFit and We Need to Talk. The Driver Safety Program is a course that can be taught anywhere and will accommodate 10-35 participants. This 4-hour class is a refresher driver safety class with no driving or written tests. CarFit helps seniors better understand their vehicles. This program requires seniors to drive their car to the event and, as



they remain in their vehicle, volunteers gauge how well the vehicle “fits them”. Trained volunteers observe a checklist of items including distance between driver and the steering wheel, mirror and seat placement and knowledge of vehicle controls. An assessment will be provided to each participant. Larry and his group of volunteers will be hosting another CarFit indoor event in November or December 2009. We Need to Talk is a 90-minute class that helps concerned family and friends identify ways to approach the subject of retirement from driving. There is a We Need to Talk class offered in Iowa City on November 19, 2009.

IDOT Website

Check out the new website at: www.iowasafeandmobileseniors.com

The Iowa Department of Transportation and its partners has developed this website as a single point of contact that will help older persons and individuals who interact with the senior population find up-to-date information on the road user, the roadway, the vehicle, Iowa’s laws governing senior mobility, and how individuals can find a ride in their communities.

Transit Studies

Sushil updated the group about the CR Transit Study. He restated that this study was a result of feedback from the city’s open houses where participants had indicated several issues with CR Transit’s service. Sushil said there would be three open houses to gather community input. The first open house was held at Crowne Plaza on September 22, in which 50+ people attended. Two sessions will be held on October 20, from 1:00-3:00 p.m. at the African American Museum and from 6:00-8:00 p.m. at Crowne Plaza Five Seasons Hotel. There will be a final open house on November 24 (location TBD) to present information and recommendations from the study. Sushil was asked if there would be transportation available to attendees after the evening open house on October 20, and he indicated that there would be.

Eugenia gave an update on the Statewide Passenger Transportation Funding Study and provided a handout. The advisory group has been meeting since March of 2009 to help identify statewide current and future needs, gaps analysis, and potential funding mechanisms. Strategies will be presented to the legislature in December of 2009.

Jones County Transportation Coordination

Kathy Koerperich, JETS, and Rachel Menard, RSVP of Jones County Volunteer Transportation, shared information about their programs and how they work together to help consumers find the appropriate service. Kathy described her service as the public transit service that is open to the public. JETS provides rides within Jones county, within town at \$2/one way and outside town (example: Anamosa to Monticello) for \$3/one way. JETS goes to Cedar Rapids almost every day (M-F) where they take riders to dialysis, Mercy and St. Luke’s Hospitals and shopping/leisure trips at \$25/hour. JETS employs 11 people (2 full time) and operate 11 vehicles, 9 accessible and 2 minivans. JETS makes trips to Dubuque, Jackson and Delaware Counties. Rides can be scheduled at 319-462-2143 or 800-735-2942.



Rachel explained that her job responsibilities include arranging volunteers for all programming RSVP provides in Linn and Jones Counties and facilitating the volunteer transportation program at RSVP is a piece of what she does. Transportation clients must be 55+, ambulatory and seeking non-emergency medical transportation outside of Jones County. In the past year, RSVP has provided 80-120 rides per month to the Jones County elderly. Because of the dramatic increase in demand and limited funding, RSVP has implemented a “suggested donation” policy. Volunteer drivers are paid mileage for the trip. For more information or to arrange a ride call 319-560-0811.

CTAA Employment Transportation Conference

Kay shared how Mike Barnhart came back from the CTAA conference with lots of ideas. She spoke about the Transportation Toolkit CTAA has developed, tax incentives and other benefits, the “green” movement, vanpools/carpools and the inevitability of rising gases prices. She said a group had met since the conference to brainstorm about how to approach businesses to gather support for this initiative. Kay said it was a goal of the group to partner with businesses, business groups, chambers and bicycling groups to market the effort. Jill mentioned that Healthy Linn Care Network has a Healthy Workplace Award and this is something she thought they could add as a goal.

PTP Update

Sushil briefed the group about the Passenger Transportation Plan (PTP) that is a requirement of the IDOT. He said that the Corridor MPO and ECICOG would both be completing a PTP with a draft due in February of 2010. Sushil reminded the group that they had been a source of information and input for this document in the past and would be in the coming months as the documents are drafted.

CR Transit Bike Racks/CR Bicycle Advisory Committee

Gina said a connection was made with CR Transit and the CR Bicycle Advisory Committee when the committee had a bicycle coral at the last Downtown Farmer’s Market. Brad, CR Transit, provided a parked bus downtown for the event and the committee was able to show bicyclist and other participants how easy it is to use the bike rack. Amy said that all CR Transit vehicles now have bike racks and that they are being used. She indicated that it is easy to put your bike on and the driver could help “walk riders through” the first time.

Request for Letters of Support/Medicaid-funded Transportation

Gina had received an email via IPTA from CTAA requesting Iowans to write a letter of support to Senator Harkin’s office in support of adding non-emergency medical transportation to the list of mandated services that are covered by Medicaid. Evidently, Senator Harkin is willing to include this in the health reform bill if he hears that this is important to his constituents in Iowa. Emails can be sent to Richard Bender at richard_bender@harkin.senate.gov. Tamara indicated that Senator Harkin’s office has been receiving a lot of correspondence recently about transportation and that it has become a very big issue.



Other Business

Martin, Riders' Club of America, is developing a service that will offer 60+ and visual & hearing impaired individuals rides via volunteer drivers. He intends to start offering rides on November 30, 2009. For more information call 573-6866.

Patrick and Lou, To The Rescue, said their agency offers services to individuals and businesses. Transportation is a service they offer, as is maintenance, landscaping, home modification and other traditional in-home cares. Waiver programs qualify for some of their services. For more information call 319-550-1890.

Carlos, IWD, provided flyers for an upcoming Service Employment Job Fair to be held at Iowa Workforce Development on Tuesday, October 20 from 5:00-7:30 p.m.

Linda, General Assistance, said that GA had spent \$25,000 on bus tickets and gas vouchers this year. She mentioned she was unable to purchase the monthly passes at half price since the fare increase.

Lisa, HACAP, noted that the Regional Transportation Resource guide indicates North Liberty Community Center provides free daily parking (Park and Ride) for those who use transit. Discussion followed about how this type of arrangement could be replicated in other communities in the region.

**Next Meeting: Wednesday, December 9, 2009
North Conference Room, City Hall
3851 River Ridge Drive NE
Cedar Rapids, Iowa**



**Human Services Transportation Advisory Group (HSTAG)
Wednesday, January 27, 2010, 2:00-3:30 p.m.
North Conference Room, City Hall
3851 River Ridge Drive NE, Cedar Rapids IA 52401**

Present

Reggie Ancelot, Options of Linn County
Kay Fisk, Neighborhood Transportation Services
Vikki Matthias, Mercy Medical Center
Wendy Beattie, To The Rescue
Dave Koch, Healthy Linn Care Network
Tom Doerman, The Arc of East Central Iowa
Patrick Williams, To The Rescue
Martin Wissenberg, Riders Club of America
Peter Hallock, Iowa Department of Public Transit
Kimberly Anderson, FHWA-Iowa Division
Eugenia Vavra, United Way of East Central Iowa
Amy McNeal, CR Transit
Sushil Nepal, Corridor MPO
Jonathan Ice, Iowa Department of the Blind
Linda Homan, General Assistance
Gina Johnson, East Central Iowa Council of Governments

Welcome and Introductions

Gina Johnson welcomed the group and introductions were made.

Regional Transportation Resource Guide

Gina offered copies of the Regional Transportation Resource Guide. This resource is also available on ECICOG's website at www.ecicog.org. She also had copies of the updated, 2010 Linn County Transportation Resource Sheets which are available at www.linncounty.org.

Martin shared a Linn County transportation resource he developed for Riders Club of America clients. He offered to share this resource with the group, as well. All of these resources are available as attachments of this email.

2nd Community Transportation Forum

Kay Fisk shared information about the Community Transportation Forum that the Marketing and Education HSTAG is planning. The event is planned for Wednesday, June 2, 2010, at Hallagan Education Center at Mercy Medical Center. Although specific times are not yet set, the event will be approximately from 8:30 a.m.-3:30 p.m.

Kay said the event will be appropriate for business community members and human services. Some of the topics and presentations include: alternative transportation tax credits for employers, mobility



manager refresher, panel with a variety of transportation providers, IWD to discuss employment commuting patterns, Medicaid Transportation Brokerage, CR Transits' ADA Eligibility and the GreenRide product which is a ridesharing software that can be used for individuals, businesses, communities, human services, etc.

Review Survey Results

There were 52 responses from the online Transportation Needs Survey and 10 Word responses mailed in. 21 respondents answered questions regarding the Cedar Rapids Metro-area and 41 respondents answered for Outside Cedar Rapids Metro area. The following include highlights of the results:

Some results from CR Metro-area are as follows:

1. Low-income persons and persons with disabilities were scored to have the greatest unmet transportation need.
2. Top 3 needs for additional transportation services were weekdays after 5p, weekends after 5p, and weekends from 7a-5p
3. More on-demand and door-to-door transportation services were identified as top two "types of service" needs.
4. Medical appointment trips and shopping were identified as #1 and #2 trips that clients need assistance with.
5. Expensive fares and limited hours of operation were the two top barriers that are preventing clients from accessing services.

Some results from Outside Cedar Rapids Metro-area are as follows:

1. Medical appointment trips and shopping were identified as #1 and #2 trips that clients need assistance with (same as CR metro area).
2. Additional transportation service (in order) of need: door-to-door, curb-to-curb, door-through-door
3. Additional transportation area (in order) of need: outside county, within your county, within your community
4. Additional transportation times (in order) of need: weekday 7a-5p, weekday after 5p, weekend 7a-5p

Passenger Transportation Plan (PTP)-Projects

After reviewing the survey results, the group discussed ideas for potential projects and how these projects relate to the PTP. Much of the discussion focused on transportation for job seekers and those applying for SSI-Disability in Linn County. The JARC program was discussed, Amy provided some input, and offered the suggestion that non-profits help fund people on this program as opposed to handing out individual bus tickets. Kay said that she has a relationship with the chamber and the business community to make sure they are aware of NTS' service and she provides employers with a NTS Welcome Packet for new employees.

Although specific projects were not identified, it was suggested that Linn County and the City of Cedar Rapids and other stakeholders (nonprofits and business community) coordinate to find solutions as to how to provide transportation to those who are trying to secure employment and SSI benefits.



Iowa Mobility Manager Network (IMMN)

There are now three mobility managers working in the state of Iowa. In addition to the ECICOG region, the other two are in the Dubuque area and Council Bluffs/Omaha area. The three have formed a group, IMMN, which provides a supportive network and allows them to promote these new positions.

2010 Quarterly Meeting Dates

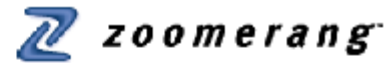
The next HSTAG meeting will be Wednesday, April 21, 2010, 2:00 p.m.-3:30 p.m. @ United Way of East Central Iowa, 1030 5th Avenue S.E.



Smarter Transportation, Better Community

Appendix 3: Corridor MPO Needs Assessment Survey

Transportation Service Needs Assessment Survey 2009-2010 Results Overview



Date: 2/5/2010 11:21 AM PST
 Responses: Completes
 Filter: No filter applied

Section 1: Please Provide Us With Your Contact Information

Section 2: Tell Us About Your Organization

2. Which of the following best describes your agency/organization?

Private / Non-profit		30	60%
Private / For-profit		0	0%
Public		17	34%
Consumer		1	2%
Other, please specify		5	10%

3. Please indicate the total number of clients your agency or organization serves?

1 to 50		6	12%
50 to 100		5	10%
100 and above		39	78%
Total		50	100%

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

Adult Day Care		8	16%
Child Day Care		8	16%
Chore Services		3	6%
Congregate Nutrition		4	8%
Counseling		12	24%
Education / Training		14	27%
Head Start		4	8%
Home-Delivered Meals		3	6%
Job Placement		8	16%
Medicaid		7	14%
Medical / Dental		7	14%
Mental Health /		17	33%



Special Needs			
Recreational / Social		7	14%
Rehabilitation		6	12%
Residential Care		4	8%
Senior Care		6	12%
Sheltered Employment		4	8%
Transportation		13	25%
Volunteer Opportunities		14	27%
Welfare / Food Stamps		2	4%
Other, please specify		23	45%

5. Does your agency / company provide transportation services in any of the following ways?




Not involved in transportation services		17	33%
Direct Transportation Services / Operate Service (even if you only operate one vehicle)		17	33%
Contract with other transportation provider to serve clients		12	23%
Purchase subsidized fare / passes for clients from local transportation providers		6	12%
Total		52	100%

Section 3: Tell Us About the Transportation Services / Assistance Your Agency Provides





6. What types of transportation services does your agency provide? (select all that apply)

Fixed-route Bus Service (fixed schedule and stops)		3	10%
On Demand (riders schedule pick up)		12	39%
Volunteer Transportation Services		7	23%
Use of Agency-owned Vehicles for Clients		8	26%
Other, please specify		16	52%

7. What are your agency's primary service hours? (select all that apply)

Weekdays - Approximately 8 a.m to 5 p.m		19	58%
Weekdays and weekends - Approximately 8 a.m to 5 p.m		0	0%
24 hours/day - 7 days/week		9	27%
Other, please specify		8	24%





8. What are the hours your agency operate vehicles to provide transportation? (select all that apply)

Weekdays - Approximately 8 a.m to 5 p.m		12	41%
Weekdays and weekends - Approximately 8 a.m to 5 p.m		3	10%
24 hours/day - 7 days/week		4	14%
Other, please specify		14	48%








9. Does your agency have any of the following restrictions or eligibility requirements for clients to use your service? (select all that apply)

None		9	30%
Gender		1	3%
Age		6	20%
Disability		8	27%
Income		6	20%
Special needs (medical trips, work trips, after-school trips etc)		3	10%
Other, please specify		8	27%

10. How does your organization provide transportation services?



Paid Agency Staff		10	34%
Professional Drivers		5	17%
Volunteer Drivers		8	28%
Other, please specify		10	34%

11. How does your agency get funds to provide transportation services? (select all that apply)

Agency funding (100 % agency funds, no public funding)		8	27%
Rider Fares		5	17%
City / County Assistance		9	30%
Metropolitan Planning Organization (MPO)		0	0%
East Central Iowa Council of Governments (COG)		3	10%
Department of Transportation (DOT)		0	0%
Taxes / Levies		5	17%
Volunteer-based		7	23%
Other, please specify		16	53%







Section 4: Tell Us About your Transportation and / or Human Services Area

12. Please indicate if you are a resident, transportation or human service provider in the following area?

Cedar Rapids Metro-area (City of Cedar Rapids, Marion, Hiawatha and Robins)		21	40%
Outside Cedar Rapids Metro-area (County (ies): (Benton, Cedar, Iowa, Johnson, Jones, Linn and Washington)		31	60%
Total		52	100%







Section 4: Transportation Needs Assessment (Cedar Rapids Metro-Area)

13. Which of the following groups have unmet transportation needs in the Cedar Rapids Metropolitan Area? (select all that apply)






Don't Know		2	10%
General public		7	33%
Elderly persons		7	33%
Low-income persons		16	76%
Persons with disabilities		14	67%
Students		4	19%
		4	19%

Children			
Other, please specify		1	5%








15. Please identify additional transportation service needs (time of service) in the Cedar Rapids Metropolitan Area? (select all that apply)

Weekday trips (7 a.m to 5 p.m)		2	11%
Weekday trips (after 5 p.m)		13	68%
Weekend trips (7 a.m to 5 p.m)		8	42%
Weekend trips (after 5 p.m)		11	58%
All of the above		6	32%
Other, please specify		2	11%

16. Please identify additional transportation service needs (type of service) in the Cedar Rapids Metropolitan Area? (select all that apply)





Fixed-route scheduled		4	21%
On-demand		12	63%
Door to Door (for persons with special needs)		12	63%
After School (for children)		2	11%
Other, please specify		4	21%

17. What trips do your clients need transportation assistance with? (select all that apply)


Shopping/groceries		11	52%
medical/dental		13	62%
Employment		9	43%
Social/entertainment		7	33%
Education/training		8	38%
Religious		8	38%
Other, please specify		3	14%

18. Please indicate any barriers that are preventing your clients from accessing your current services. (select all that apply)

Insufficient transportation services		10	50%
Expensive fares		15	75%




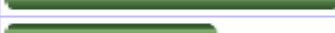


Limited hours of operation		15	75%
Limited transportation service areas		10	50%
Do not meet eligibility requirements		1	5%
Other, please specify		2	10%

20. Would you be interested to involve yourself or your agency in a collaborative effort of coordinating transportation services in Cedar Rapids Metropolitan Area?








Yes		11	55%
No		9	45%
Total		20	100%

Section 4: Transportation Needs Assessment (Outside Cedar Rapids Metro-area)

21. Indicate the County(ies) in which you or your clients use transportation services? (select all that apply)

Benton		13	45%
Iowa		4	14%
Johnson		4	14%
Jones		18	62%
Linn		11	38%
Washington		3	10%

22. What trips do you or your clients need transportation assistance with? (select all that apply)

Shopping/groceries		21	70%
medical/dental		26	87%
Employment		17	57%
Social/entertainment		12	40%
Education/training		16	53%
Religious		12	40%
Other, please specify		7	23%

23. Please identify any additional transportation services needs in your area. (select all that apply)

Door to Door		12	57%
Door through Door		7	33%
Curb to Curb		9	43%



Demand Reponsive (On demand)		13	62%
Other, please specify		5	24%

24. Please identify transportation service area needs. (select all that apply)

Within your community		18	62%
Within your County		23	79%
Outside your County		24	83%
Other, please specify		2	7%

25. What times are the transportation services needed in your area? (select all that apply)

Weekday 7 am to 5 pm		20	69%
Weekday after 5 pm		17	59%
Weekday before 7 am		6	21%
Weekend 7 am to 5 pm		14	48%
Weekend before 7 am		6	21%
Weekend after 5 pm		12	41%
Other, please specify		4	14%

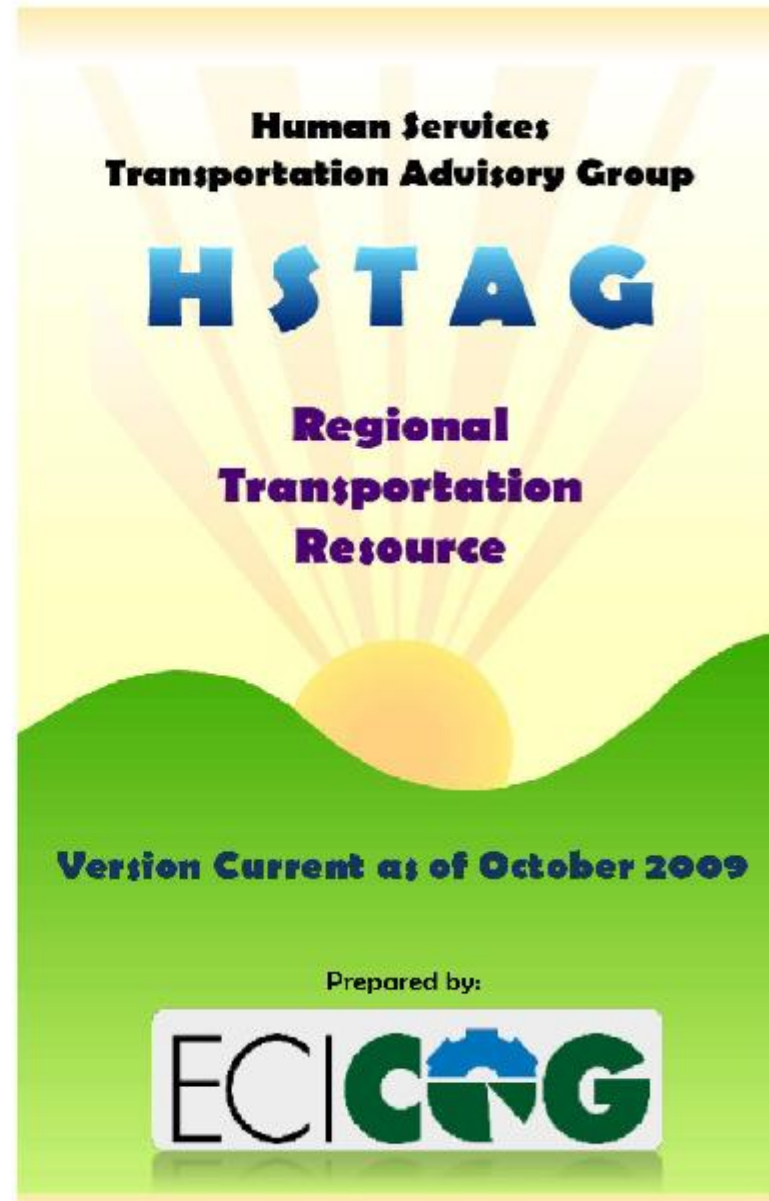


Smarter Transportation, Better Community

Appendix 4: Transportation Resources Guide



Smarter Transportation, Better Community





Smarter Transportation, Better Community

Index	
<u>Benton County</u>	<u>1</u>
<u>Iowa County</u>	<u>3</u>
<u>Johnson County</u>	<u>4</u>
<u>Jones County</u>	<u>8</u>
<u>Linn County</u>	<u>10</u>
<u>Washington County</u>	<u>15</u>
<u>Regional and State Transportation Resources</u>	<u>16</u>
<u>Medical Transportation for Those Qualified</u>	<u>17</u>
<u>Employment and Driver Safety Programs</u>	<u>19</u>
<u>National Transportation Programs</u>	<u>20</u>

If you have questions, or would like additional copies of this brochure, please contact:

Human Services Transportation Advisory Group
HSTAG



Information provided by:

Human Services Transportation Advisory Group and
the East Central Iowa Council of Governments



c/o Gina Johnson
Mobility Manager, ECICOG
700 16th St NE, Suite 301
Cedar Rapids, IA 52402
Phone: 319-365-9941 ext. 137

www.ecicog.org/hstag

First printing, October 2009



Notes

Benton County **1**

Benton County Transportation

205 Second Avenue
Vinton, Iowa 52349
319-472-2413

hcctrans@co.benton.ia.us

Contact: Mary Halstead

Eligibility: All persons

Cost: \$2/roundtrip within community
\$10/scheduled roundtrip to Cedar Rapids (M, T, Th, F)
\$20/hour for special trips

Benton County Transportation is a demand-response public transit provider operating on behalf of East Central Iowa Transit. Benton County Transportation operates in Benton County and surrounding communities and is open to the public.

Benton County Volunteer Transportation-Vinton

303 1st Avenue
Vinton, Iowa 52349
319-472-2830

bcbvp-vinton@mebbs.com

Contact: Alberta Reifenthal

Eligibility: Non-emergency medical appointments outside community for elderly

Cost: Suggested donation of \$10

Benton County Volunteer Transportation is a volunteer transportation program that utilizes volunteers from the community. This service offers non-emergency medical appointment rides to elderly residents of Benton County.



Benton County

2

Notes

Benton County Volunteer Transportation-Belle Plaine

1309 5th Avenue
Belle Plaine, Iowa 52208
319-434-6078
dpcorp@netins.net

Contact: Pat Franzenburg

Eligibility: Non-emergency medical appointments outside community for elderly

Cost: Suggested donation of \$10

Benton County Volunteer Transportation is a volunteer transportation program that utilizes volunteers from the community. This service offers non-emergency medical appointment rides to elderly residents of Benton County.



Notes

Iowa County 3

Iowa County Transportation

1680 Franklin Avenue
Marengo, Iowa 52301
319-642-7615
icot@iowatelecom.net

- Contact:** Sam Gipple
Eligibility: All persons
Cost: Local trip rates are \$3/one-way. Other rates are dependant on mileage and destination.

Iowa County Transportation is a demand-response public transit provider operating on behalf of East Central Iowa Transit. Iowa County Transportation operates in Iowa County and surrounding communities and is open to the public.

RSVP of Iowa County Volunteer Transportation North English

210 South Main Street
North English, Iowa 52316
319-664-3283
communitycenter@netins.net

- Contact:** Maxine Goode
Eligibility: Non-emergency medical appointments outside community for elderly
Cost: Suggested donation of \$10

Iowa County Volunteer Transportation is a volunteer transportation program that utilizes volunteers from the community. This service offers non-emergency medical appointment rides to elderly residents of Iowa County.



Johnson County

4

Johnson County SEATS

4810 Melrose Avenue
Iowa City, Iowa 52246
319-339-6128

thrase@co.johnson.ia.us

Contact: Tom Brase

Eligibility: In Iowa City, Coralville, North Liberty and University Heights eligibility is determined by each community's transit system based on the ADA guidelines and categories. People who live in a community without a transit system or live in the unincorporated areas of Johnson Co. may call SEATS to arrange a ride.

Cost: \$2 one-way fare for rural residents and \$1.50 one-way fare for eligible riders in Iowa City, Coralville, North Liberty and University Heights.

Johnson Co. SEATS is a demand-response public transit provider operating on behalf of ECI Transit in rural Johnson Co. SEATS provides complimentary paratransit service for Iowa City, Coralville and University Heights. SEATS provides service daily, weather permitting, and operates from 6:00 a.m. to 11:30 p.m., Mon-Fri, from 6:00 a.m. to 7:30 p.m. on Sat and 8:00 a.m. to 2:00 p.m. on Sun.

Cambus, The University of Iowa

Stadium Drive, 100 Cambus Office
Iowa City, Iowa 52242
319-335-8633

brian-mcclatchey@uiowa.edu

Contact: Brian McClatchey

Eligibility: All persons

Cost: No fare

Cambus is a fixed-route public transit provider operating from 6:30 a.m. to 12:00 a.m., Monday-Friday. Weekend service. Space at the front of the bus for seniors and disabled. Vehicles are accessible.

Glossary of Transit Terms

21

Accessibility:

The extent to which places and equipment, including transit vehicles, are barrier-free and can be used by people who have disabilities, including those who use wheelchairs.

Fixed-route:

Transit services where vehicles run on regular, predetermined, prescheduled routes, with no variation. Fixed-route services typically use printed schedules or timetables and designated bus stops where passengers board and get off the vehicle.

Demand-Response Service:

Transit service that allows passengers to request transportation from a specific location to another specific location at a certain time. Vehicles providing demand-response service do not follow a fixed-route, but travel throughout the community transporting passengers according to their specific requests.

Complementary Paratransit:

Paratransit service that is required as part of the Americans with Disabilities Act (ADA) to complement, or serve in addition to, already available fixed-route transit service.

Volunteer Transportation:

Volunteer transportation programs provide an organized method for volunteer drivers to help seniors within their community. Volunteer transportation fills the gap in service that cannot be met by traditional transit services by offering more support to senior passengers who have limitations.



National Transportation Resources 20

National Center on Senior Transportation (NCST)

www.seniortransportation.net

NCST assists in the development, collection and distribution of information and resources for communities, transportation providers, state and local governments, aging and human service providers, and older adults and their caregivers. Technical assistance, research toward solutions, strategic communications and building partnerships among stakeholders are additional functions of the center.

Project Action, Easter Seals

www.projectaction.org

800-659-6428 or 202-347-3066

Project Seals Project Action's mission is to promote universal access to transportation for people with disabilities under federal law and beyond by partnering with transportation providers, the disability community and others through the provision of training, technical assistance, applied research, outreach and communication.

Community Transportation Association of America (CTAA)

www.ctaa.org

800-891-0590

CTAA is a resource for information and assistance in strengthening public and community transportation networks.

United We Ride

www.unitedweride.gov

800-527-8279

United We Ride is an interagency federal initiative supporting states & localities in developing coordinated human service delivery systems.

FTA Region 7 Office

816-329-3920

Mokhtee Ahmad, Regional Administrator

901 Locust, Room 404

Kansas City, MO 64106

Johnson County 5

Coralville Transit

708 East 2nd Avenue
Coralville, Iowa 52241
319-248-1790

vrobrock@ci.coralville.ia.us

Contact: Vicky Robrock

Eligibility: All persons

Cost: Standard fare of \$.75 for adults and children (under 5 free), 65 years+ and disabled Coralville residents free any time with a Coralville senior/disabled pass. Reduced fares of \$.35 for those who show a Medicare Card on Monday through Friday, 9:00 a.m. to 3:00p.m., after 6:00 p.m. and all day Saturday. 31-day pass is \$35 and 20-ride pass is \$15.

Coralville Transit is a fixed-route public transit provider that operates from 6:00 a.m. to 11:45 p.m., Monday-Friday and 7:15 a.m. to 7:30 p.m. on Saturdays. Transfers are available and honored by Iowa City.

Iowa City Transit

1200 South Riverside Drive
Iowa City, Iowa 52240
319-356-5155

barb-morck@iowa-city.org

Contact: Barb Morck

Eligibility: All persons

Cost: Standard fare of \$.75 for 18+, \$.50 for K-12 & children under 5 with an adult ride for free. 10-ride pass is \$6.50, 31-day pass is \$25 for adult & \$20 for youth.

Iowa City Transit is a fixed-route public transit provider that provides service every half hour 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:30 p.m. during "rush hours". Hourly service runs from 9:00 a.m. to 3:00 p.m. and 6:30 p.m. to 10:30 p.m. Buses run Saturday from 6:00 a.m. to 7:00 p.m. Transfers are available and honored by Coralville.



Johnson County

6

City of North Liberty

5 E. Cherry Street
North Liberty, Iowa 52317
319-626-5700
tmulcahey@ci.north-liberty.ia.us

Contact: Tracey Mulcahey
Eligibility: All persons
Cost: \$.75 per one-way ride

Service leaves North Liberty Community Center, 520 W. Cherry Street at 7:05 a.m. and arrives downtown Iowa City at 7:50 a.m. Bus returns to North Liberty leaving Iowa City Pentacrest at 5:10 p.m. and arrives at the North Liberty Community Center at 5:45 p.m. Free parking at the North Liberty Community Center. Transfers are available.

Solon Senior Advocates

P.O. Box 99
Solon, Iowa 52333
319-624-2710
sandrahanson@southsloane.net

Contact: Sandy Hanson
Eligibility: Solon seniors and those in need in Solon
Cost: Suggested donation of \$.75 one-way to senior dining site

Service is dependant on having a driver available. Services could include transportation to senior dining, appointments and sponsored pleasure trips.

Employment and Driver Safety Programs

19

Ways to Work Loan Program

Horizons
810-5th Street SE
Cedar Rapids, Iowa 52401
319-398-3576 or 800-826-3574
www.horizonsfamily.org

Contact: Kathi Moss
Eligibility: Determined by application from residents of Linn, Benton, Iowa, Jones, Cedar or Washington Counties.
Cost: Loan terms will be determined.

Program provides small loans for vehicles or other purposes that allow low income families to stay on the job or in school.

AARP Driver Safety Program

State of Iowa
888-OUR-AARP or 888-687-2277
www.aarp.org

Programs and classes include *We Need to Talk*, *CarFit* and *Driver Safety Program*.

Driving Retirement: Planning and Making It Work

Iowa Department of Transportation
www.dot.state.ia.us/mvd/ods/drivingretirement.pdf

This brochure is targeted to the older adult and provides worksheets to assist individuals in identifying their transportation options and developing a personal transportation plan.

Safe and Mobile Seniors

The IDOT website devoted to transportation need of Iowa seniors and disabled: www.iowasafeandmobileseniors.com



Medical Transportation for Those Qualified 18

American Cancer Society

Road to Recovery
800-ACS-2345 or 319-365-5242
www.cancer.org

Contact: Road to Recovery
Eligibility: Cancer patients
Cost: Free

Volunteers assist cancer patients and their families with transportation to and from treatment facilities and medical appointments, as available. Five working days notice is recommended. Patients must be ambulatory.

Access to Recovery

Iowa Department of Public Health
866-923-1085
www.idph.state.ia.us/atr

Contact: County public health department where you are receiving substance or alcohol treatment.
Eligibility: 18+ years old, Iowa resident, diagnosed with substance abuse problem, at or below 200% Federal Poverty Level

Contact the Care Coordinator who administers the program in the county in which you are seeking treatment. A recovery plan will be developed after applicants are determined eligible. Transportation benefits are included in a list of supportive services.

Johnson County 7

Southeast Iowa Wheelchair Service

1132 1st Street NW
Cedar Rapids, Iowa 52405
319-366-1900

Contact: Dispatch office
Eligibility: Open to the public
Cost: Rates dependant on mileage and destination

Southeast Iowa Wheelchair operates 7 days a week, 24 hours a day. Rates are dependant on mileage and destination.

Numerous taxicabs operate in Iowa City, Coralville and throughout Johnson County. They are listed in the yellow pages of the local phone book.



Jones County

8

Jones County JETS

100 Park Avenue
Anamosa, Iowa 52205
319-462-2143
jets@co.jones.ia.us

Contact: Kathy Koerperich

Eligibility: All persons

Cost: \$2 one-way within city
\$3 one-way outside city, within Jones County
\$25 an hour outside Jones County

Jones County JETS is a demand-response public transit provider operating on behalf of East Central Iowa Transit. Jones County JETS operates in Jones County and surrounding communities and is open to the public.

RSVP of Jones County, Elderly Outreach Transportation Program

104 Broadway Place
Anamosa, Iowa 52205
319-462-6135 ext. 6364
menardrm@crstlukes.com

Contact: Rachel Menard

Eligibility: Non-emergency medical appointments outside Jones County for elderly

Cost: Suggested donation based on destination city

RSVP of Jones County, Elderly Outreach Transportation Program is a volunteer transportation program that utilizes volunteers from the community. This service offers non-emergency medical appointment rides to elderly residents of Jones County.

Medical Transportation for Those Qualified

17

Disabled American Veteran Transportation (VA)

601 Highway 6W
Iowa City, Iowa 52246
319-339-706 or 800-637-0128

Contact: DAV Van Office

Eligibility: Eligible veterans who have a scheduled appointment at the VA

Cost: Free to those who qualify

Clients must have a scheduled appointment at Veteran's Administration Medical Center.

IowaCare Assistance Center-Patient Transportation

University of Iowa Hospitals & Clinics
Iowa City, Iowa 52242
319-356-2346
www.uihealthcare.com

Contact: Patient Transportation

Contact: Local DHS provider for more information regarding IowaCare benefits and eligibility

Eligibility: Must have IowaCare benefits. It is best to schedule your ride when you schedule your medical appointment

Cost: Free to those who qualify for IowaCare benefits

Free transportation for scheduled appointments at the University of Iowa Hospitals and Clinics for qualified IowaCare patients.

Medicaid Transportation Benefit

Contact: If you currently receive Medicaid benefits, contact your case manager. If you do not currently receive Medicaid benefits, contact the DHS office in your county.



Regional and State Transportation Resources 16

Office of Public Transit, Iowa Department of Transportation

800 Lincoln Way
Ames, Iowa 50010
515-233-7870
www.iatransit.com

Iowa Office of Public Transit administers federal and state transit grants and provides technical assistance to Iowa's 19 urban public transit systems and 16 regional public transit systems. Every county in Iowa is served by a regional system. Large urban, regional and small urban transit agencies are listed online.

Burlington Trailways

906 Broadway
P.O. Box 531
West Burlington, Iowa 52655-0531
319-753-2864 or 800-992-4618
www.burlingtontrailways.com

Burlington Trailways is an intercity bus service providing transportation across Iowa and surrounding states.

Greyhound Lines

P.O. Box 660362
Dallas, Texas 75266-0362
800-231-2222
www.greyhound.com

Greyhound Lines is an intercity bus service providing transportation across Iowa and surrounding states.

Jones County 9

Monticello Wheelchair Van

220 East South Street
Monticello, Iowa 52310
319-465-4560
tmalchow@monticellopublicsafety.us

Contact: Tim Malchow
Eligibility: Open to the public
Cost: Rates dependant on destination and wait time

Monticello Wheelchair Van operates within Jones County and can also accommodate trips to Dyersville, Cedar Rapids, Dubuque, Iowa City and Davenport.



Linn County

10

Linn County LIFTS

625 31st Avenue SW
Cedar Rapids, Iowa 52404
319-892-5170

www.linncounty.org

Contact: Tom Hardecopf

Eligibility: Cedar Rapids Transit certified ADA eligible riders.

Service is open to the public in rural Linn County.

Cost: \$2 one-way fare in metro area and \$4 outside metro area. \$4 for elderly and disabled and \$7 for public for Iowa City trips

Linn County LIFTS is a demand-response public transit provider operating on behalf of East Central Iowa Transit in rural Linn Co. Linn County LIFTS also provides complimentary paratransit service for Cedar Rapids Transit in Cedar Rapids, Hiawatha, and Marion. Linn County LIFTS operates from 6:30 a.m. to 6:00 p.m., Monday through Friday and 8:00 a.m. to 5:00 p.m., Saturdays. Transportation is available to Iowa City the 1st Wednesday and 3rd Thursday of each month.

Neighborhood Transportation Services (NTS)

404 17th Street SE, 2nd floor
Cedar Rapids, Iowa 52401
319-286-5725

www.nts-cr.org

Contact: Mike Barnhart

Eligibility: Transportation to employment, school or work/study.

Cost: \$5 per ride

NTS (Neighborhood Transportation Service) is a shared ride transportation service that provides rides to and from work, school, and/or training. NTS provides rides during hours that the fixed route city buses are not running.

Washington County

15

Washington County Mini Bus

1010 West Fifth
Washington, Iowa 52353
319-653-2853

Contact: Terri Huffman

Eligibility: All persons

Cost: \$2.50/one-way fare within each of the following cities: Washington, Wellman, Riverside and Kalona. Other rates are dependant on mileage and destination.

Washington County Mini Bus is a demand-response public transit provider operating on behalf of East Central Iowa Transit. Washington County Mini Bus operates in Washington County and surrounding communities and is open to the public.



Linn County 14

Subsidized Transportation Programs operating in Cedar Rapids Metro Area:

Coalition to Augment the Bus System (CABS)

P.O. Box 8083
Cedar Rapids, IA 52408-8083
319-365-9941 ext. 137

Contact: Gina Johnson
Eligibility: Transportation program for people with disabilities. Referral-based program or documentation of disability from physician required.
Cost: Application fee \$10

CABS passes are to be used when fixed-route and demand-response public transit system are not operating.

Job Access Reverse Commute (JARC)

P.O. Box 8083
Cedar Rapids, Iowa 52408-8083

Eligibility: Referral-based program for low-income families needing transportation to work, school and life skill classes. Referrals could come from human service Providers such as the Dept of Human Services (DHS), counselors or employment agencies such as Iowa Workforce Development (IWD).
Cost: Transportation fees are progressive from “free” the first month.

JARC program is limited to 10 months of transportation support. Public transportation providers are utilized to provide transportation service.

Linn County 11

Cedar Rapids Transit

Parking Lot #44
12th Avenue & 2nd Street SE
Cedar Rapids, Iowa 52403
319-286-5573
www.cedar-rapids.org/transit

Contact: Brad DeBrower
Eligibility: All persons
Cost: Standard fare of \$1.25 for adults, \$1.00 for students, \$.50 for elderly and disabled and children 4 & under are free. 31-day passes are \$36 for adults, \$30 for students and \$24 for elderly and disabled. 10-ride passes are \$12.50 for adults, \$10 for students and \$5 for elderly and disabled.

Cedar Rapids Transit is fixed-route, public transit service with routes throughout Cedar Rapids, Marion and Hiawatha. Service runs from 5:15 a.m. to 6:40 p.m., Monday through Friday and Saturdays from 7:45 a.m. to 4:15 p.m.

Special K's Transport

3109 6th Street
Marion, Iowa 52302
319-373-5555

Contact: Dispatch office
Eligibility: Open to the public
Cost: Rates dependant on mileage and destination

Wheelchair transports to doctor appointments, dialysis, weddings, funerals, church services and social events. Call for a fee schedule.



Smarter Transportation, Better Community

Appendix 5: Transportation Providers Survey



Transportation Provider Survey

Agency Contact Information

Agency Name: Cedar Rapids Transit
 Contact: Brad DeBrower
 Address: 427 8th St NW
Cedar Rapids IA 52405
 Phone No. (319) 286-5560 Fax No. (319) 286-5509
 Email Address: b.debrower@cedar-rapids.org

Service Information

Type of Service (demand responsive, fixed route): Fixed Route
 Service Hours: 5:30a – 6:40p
 Annual Ridership: 1,156,975 Annual Revenue Miles: 888,917
 Annual Operating Cost: \$8,000,000
 Number of Employees: Full-time 51 Part-time 0
 Number of Vehicles: 34 Number of Vehicles Used at Peak Hours: 21

Service Needs

Identify the unmet needs of your agency and/or your service area:

- Replacement buses;
- Increased service frequency;
- Expanded service hours;
- Replace or repair flood-damaged transit facilities

Recommended Projects for FY 2011-2014

(Note equipment/operating needs below and vehicle needs on page 2)

Project Description	Type*	Estimated Cost	Estimated Year	Recommended Funding Source**
General Operations	O	\$32,000,000	2011-14	5307, STA
ADA Paratransit service	O	\$2,000,000	2011-14	5310
Replace 18 HD buses	C	\$6,552,000	2011-14	5307, 5309, STP
Replace 4 MD buses	C	\$568,000	2011-14	5307, 5309, STP
Replace 2 LD buses	C	\$146,000	2011-14	5307, 5309, STP
Replace 2 minivans	C	\$84,000	2011-14	5307, 5309, STP
Bus Garage Replacement	C	\$5,000,000	2011-12	PTIG
Construction of Intermodal Transit Facility	C	\$12,000,000	2011-13	5309, PTIG

* Type Codes: O = Operations, C= Capital, P = Planning

** Funding Source Codes: FTA Programs: 5307 = Urbanized Formula, 5309 = Capital Investment Grants, 5310 = Special Needs, 5311 = Non-Urbanized Formula, 5316 = Job Access/Reverse Commute, 5317 = New Freedom, 5339 = Alternative Analysis Funding. ICCAP = Iowa's Clean Air Attainment. STA Programs: STA-F = State Transit Formula, STA-S= State Transit Special Projects, PTIG = Public Transit Infrastructure Grant. STP = Surface Transportation Program (flex funds). HHS Programs: HS = Head Start, OAA = Oder Americans Act, WTF = Welfare to Work. DHS = Dept. of Homeland Security.



FLEET UTILIZATION ANALYSIS

Transportation Provider: CEDAR RAPIDS TRANSIT

Vehicle: Model Year/Body Manufacturer and Model	Fleet ID	No. of Seats/Whe elchairs	Base Location (Where is it housed)	What Type of Service is it Providing?	No. of Hours per Week Used	Is it Used Evg/Wknd	Vehicle Equipment (see codes below)	Lifetime Mileage as of 12/31/09	Year for Replaceme nt (2011-2014)
1978 GMC RTS	12	35/2	CR Transit	Fixed Route	varies	Sat	L; MR; F; MDT;SC	890,797	2011
1978 GMC RTS	16	35/2	CR Transit	Fixed Route	varies	Sat	L; MR; F; MDT;SC	977,744	Funded
1978 GMC RTS	17	35/2	CR Transit	Fixed Route	varies	Sat	L; MR; F; MDT;SC	949,335	2011
1978 GMC RTS	19	35/2	CR Transit	Fixed Route	varies	Sat	L; MR; F; MDT;SC	953,608	2011
1978 GMC RTS	20	35/2	CR Transit	Fixed Route	varies	Sat	L; MR; F; MDT;SC	893,053	Funded
2001 Thomas	201	18/2	CR Transit	Fixed Route	varies	Sat	R; MR; F; MDT; SC	126,808	2012
2002 Thomas	202	31/2	CR Transit	Fixed Route	varies	Sat	R; MR; F; MDT; SC	62,472	2014
1990 GMC RTS	290	28/2	CR Transit	Fixed Route	varies	Sat	L; MR; F; MDT; SC	775,791	2011
2002 Thomas	302	31/2	CR Transit	Fixed Route	varies	Sat	R; MR; F; MDT; SC	74,489	2014
1989 Gillig Phantom	389	28/2	CR Transit	Fixed Route	varies	Sat	L; MR; F; MDT; SC	532,818	2011
1990 GMC RTS	390	28/2	CR Transit	Fixed Route	varies	Sat	L; MR; F; MDT; SC	757,043	2011
1979 GMC RTS	401	39/2	CR Transit	Fixed Route	varies	Sat	L; MR; F; MDT; SC	786,763	Funded
1979 GMC RTS	402	39/2	CR Transit	Fixed Route	varies	Sat	L; MR; F; MDT; SC	797,154	Funded
1990 GMC RTS	490	28/2	CR Transit	Fixed Route	varies	Sat	L; MR; F; MDT; SC	686,861	2011



2000 Thomas	500	18/2	CR Transit	Fixed Route	varies	Sat	R; MR; F; MDT; SC	101,501	2012
2002 Thomas	502	31/2	CR Transit	Fixed Route	varies	Sat	R; MR; F; MDT; SC	100,888	2014
1990 GMC RTS	590	28/2	CR Transit	Fixed Route	varies	Sat	L; MR; F; MDT; SC	761,779	2011
2000 Thomas	600	18/2	CR Transit	Fixed Route	varies	Sat	R; MR; F; MDT; SC	117,656	2012
2001 Thomas	601	18/2	CR Transit	Fixed Route	varies	Sat	R; MR; F; MDT; SC	102,308	2012
1990 GMC RTS	690	28/2	CR Transit	Fixed Route	varies	Sat	L; MR; F; MDT; SC	764,946	2011
2001 Thomas	701	18/2	CR Transit	Fixed Route	varies	Sat	R; MR; F; MDT; SC	109,121	2012
2001 Thomas	801	18/2	CR Transit	Fixed Route	varies	Sat	R; MR; F; MDT; SC	104,566	2012
2001 Thomas	901	18/2	CR Transit	Fixed Route	varies	Sat	R; MR; F; MDT; SC	103,916	2012
2009 Gillig	2091	32/2	CR Transit	Fixed Route	varies	Sat	R; MR; F; SC	20,180	-
2009 Gillig	2092	32/2	CR Transit	Fixed Route	varies	Sat	R; MR; F; SC	21,176	-
2009 Gillig	2093	32/2	CR Transit	Fixed Route	varies	Sat	R; MR; F; SC	19,017	-
2009 Gillig	2094	32/2	CR Transit	Fixed Route	varies	Sat	R; MR; F; SC	21,655	-
1992 GMC RTS	2921	43/2	CR Transit	Fixed Route	varies	Sat	L; MR; F; SC	591,862	-
1992 GMC RTS	2922	43/2	CR Transit	Fixed Route	varies	Sat	L; MR; F; SC	109,907	-
1992 GMC RTS	2923	43/2	CR Transit	Fixed Route	varies	Sat	L; MR; F; SC	565,320	-
1992 GMC RTS	2924	43/2	CR Transit	Fixed Route	varies	Sat	L; MR; F; SC	624,240	-
1992 GMC RTS	2925	43/2	CR Transit	Fixed Route	varies	Sat	L; MR; F; SC	721,954	-
1992 GMC RTS	2926	43/2	CR Transit	Fixed Route	varies	Sat	L; MR; F; SC	674,993	-



1992 GMC RTS	2927	43/2	CR Transit	Fixed Route	varies	Sat	L; MR; F; SC	215,243	-
1992 GMC RTS	2928	43/2	CR Transit	Fixed Route	varies	Sat	L; MR; F; SC	696,613	-
									-
1994 Thomas	49	18/2	LIFTS	Paratransit	Varies	Sat	L; MR; F	320,048	-
2000 Thomas	100	18/2	LIFTS	Paratransit	Varies	Sat	L; MR; F	70,489	-
2001 Bluebird	102	18/2	LIFTS	Paratransit	Varies	Sat	L; MR; F	150,590	-
2000 Thomas	200	18/2	LIFTS	Paratransit	Varies	Sat	L; MR; F	59,676	-
1992 Wayne Int	922	29/2	LIFTS	Paratransit	Varies	Sat	L; MR; F	361,441	-
2009 Chev/Supreme	2401	28/4	LIFTS	Paratransit	Varies	Sat	L; MR; F	9036	-
2009 Chev/Supreme	2402	28/4	LIFTS	Paratransit	Varies	Sat	L; MR; F	927	-
2009 Chev/Supreme	2403	28/4	LIFTS	Paratransit	Varies	Sat	L; MR; F	698	-
2008 Chev Uplander	108	5/2	NTS	Night Service	Varies	Sat/Sun	MR	38,549	-
1999 Dodge Caravan	199	7/0	NTS	Night Service	Varies	Sat/Sun	MR	345,811	-
2002 Ford Supreme	265	14/2	NTS	Night Service	Varies	Sat/Sun	MR	247,259	-
2002 Ford Supreme	267	14/2	NTS	Night Service	Varies	Sat/Sun	MR	53,843	-
2008 Dodge Caravan	871	6/0	NTS	Night Service	Varies	Sat/Sun	MR	60,705	-
2008 Dodge Caravan	872	6/0	NTS	Night Service	Varies	Sat/Sun	MR	55,671	-
2008 Dodge Caravan	873	6/0	NTS	Night Service	Varies	Sat/Sun	MR	52,810	-
2001 Eldorado National	9734	20/2	NTS	Night Service	Varies	Sat/Sun	MR	260,742	-

Service Type: HS = Head Start

Equipment Code: L = Wheelchair Lift; R = Wheelchair Ramp; MR = Mobile Radio; F = Farebox;

MDT = Mobile Data Terminal/Computer; SC = Security Camera



Transportation Provider Survey

Agency Contact Information

Agency Name: Linn County LIFTS
 Contact: Tom Hardecopf
 Address: 625 31st Ave SW
Cedar Rapids, Iowa 52404
 Phone No. 892-5170 Fax No. 892-5179
 Email Address: tom.hardecopf@linncounty.org

Service Information

Type of Service (demand responsive, fixed route): Demand Response
 Service Hours: M-F 6:30am - 6pm Sat 8-5
 Annual Ridership: 84,000 Annual Revenue Miles: 339333
 Annual Operating Cost: 1663001
 Number of Employees: Full-time 22 Part-time 2
 Number of Vehicles: 24 Number of Vehicles Used at Peak Hours: 13

Service Needs

Identify the unmet needs of your agency and/or your service area:
We need more service available during peak hours.

Recommended Projects for FY 2011-2014

(Note equipment/operating needs below and vehicle needs on page 2)

Project Description	Type*	Estimated Cost	Estimated Year	Recommended Funding Source**

* Type Codes: O = Operations, C= Capital, P = Planning
 ** Funding Source Codes: FTA Programs: 5307 = Urbanized Formula, 5309 = Capital Investment Grants, 5310 = Special Needs, 5311 = Non-Urbanized Formula, 5316 = Job Access/Reverse Commute, 5317 = New Freedom, 5339 = Alternative Analysis Funding. ICCAP = Iowa's Clean Air Attainment. STA Programs: STA-F = State Transit Formula, STA-S= State Transit Special Projects, PTIG = Public Transit Infrastructure Grant. STP = Surface Transportation Program (flex funds). HHS Programs: HS = Head Start, OAA = Oder Americans Act, WTF = Welfare to Work. DHS = Dept. of Homeland Security.



FLEET UTILIZATION ANALYSIS

Transportation Provider: Linn County LIFTS

Vehicle: Model Year/Body Manufacturer and Model	Fleet ID	No. of Seats/Whe elchairs	Base Location (Where is it housed)	What Type of Service is it Providing?	No. of Hours per Week Used	Is it Used Evg/Wknd	Vehicle Equipment (see codes below)	Mileage as of today	Year for Replaceme nt (2011-2014)
Example: 1996 El Dorado Aerotech	157	20/3	Story City	HS	35	Evg.	L; MR; F; SC	279,633	2011
2001 Bluebird	45	24/4	Cedar Rapids	DR	32	N	MDT;L;MR; F	127222	2011
2002 Bluebird	46	22/8	Cedar Rapids	DR	32	N	MDT;l;MR; F	112020	2012
2000 Thomas	100	19/4	Cedr Rapids	DR	32	N	MDT;R;MR: F	79680	2011
2003 Bluebird	102	28/4	Cedar Rapids	DR	4	N	MDT;L;MR; F	116087	2013
2000 Thomas	200	19/4	Cedr Rapids	DR	32	N	MDT;R;MR; F	69900	2011
2001 Thomas	250	20/3	Cedar Rapids	DR	4	N	MDT;L;MR; F	216935	2011
2001 Thomas	251	20/3	Cedar Rapids	DR	4	N	MDT;L;MR; F	165650	2011
2001 Thomas	252	20/3	Cedar Rapids	DR	4	N	MDT;L;MR; F	8770	2011
2004 Freightliner	254	13/3	Cedar Rapids	DR	32	N	MDT;R;MR; F	136088	2011
2004 Freightliner	255	13 /4	Cedar Rapids	DR	32	N	MDT;R;MR; F	100985	2011
2006 Eldorado	256	16/3	Cedar Rpids	DR	12	Wkd	MDT;L;MR; F	92984	2012
2006 Eldorado	257	16/3	Cedar Rapids	DR	4	N	MDT;L;MR;	68983	2012
2007 Chevy Supreme	258	28/7	Cedar Rapids	DR	32	N	MDT;L;MR; F	528937690 0	2014



2007 Supreme	Chevy	259	28/7	Cedar Rapids	DR	32	N	MDT;L;MR; F	66598	2014
2009 Supreme	Chevy	260	28/7	Cedar Rapids	DR	32	N	MDT;L;MR; F	27450	2016
2009 Aerotech	Eldorado	261	18/4	Cedar Rapids	DR	40	Wkd	MDT;L;MR; F	10107	2016
2004 Freightliner		262	14/7	Cedar Rapids	DR	4	N	MDT;R;MR; F	38343	2016
1999 Thomas		299	21/3	Cedar Rapids	DR	4	N	MDT,R,MR, F	6254	2011
2000 Thomas		300	21/3	Cedar Rapids	DR	4	N	MDT,R,MR, F	76900	2011
2000 Thomas		301	21/3	Cedar Rapids	DR	4	N	MDT,R,MR, F	12140	2011
2009 Supreme	Chevy	2401	25/12	Cedar Rapids	DR	32	N	MDT,R,MR, F	20562	2016
2009 Supreme	Chevy	2402	25/12	Cedar Rapids	DR	32	N	MDT,R,MR, F	9792	2016
2009 Supreme	Chevy	2403	25/12	Cedar Rapids	DR	32	N	MDT,R,MR, F	2409	2016
1993 Thomas		156	20/3	Cedar Rapids	DR	4	N	MDT,R,MR, F	343600	----
1999 Thomas		700	21/3	Cedar Rapids	DR	4	N	MDT,R,MR, F	99826	2011



Transportation Provider Survey

Agency Contact Information

Agency Name: Nighborhood Transportation Service Inc
 Contact: Mike Barnhart
 Address: 404 17th St SE
Cedar Rapids, Iowa 52403
 Phone No. 286-5725 Fax No. 363-1876
 Email Address: m.barnhart@nts-cr.org

Service Information

Type of Service (demand responsive, fixed route): Demand response
 Service Hours: 6:30 pm – 6:00 am, m – f, Sat 5pm – mon 6:00 am
 Annual Ridership: 43,000 Annual Revenue Miles: 215,000
 Annual Operating Cost: \$565,000
 Number of Employees: Full-time 5 Part-time 11
 Number of Vehicles: 8 Number of Vehicles Used at Peak Hours: 5

Service Needs

Identify the unmet needs of your agency and/or your service area:
Substance abuse treatment & counseling appointments

Recommended Projects for FY 2011-2014

(Note equipment/operating needs below and vehicle needs on page 2)

Project Description	Type*	Estimated Cost	Estimated Year	Recommended Funding Source**
Dispatch Software with GPS and the capability to automatically text message riders their ride is near.	C	50,000	2011	?
Security Cameras	c	20,000	2011	?

* Type Codes: O = Operations, C= Capital, P = Planning

** Funding Source Codes: FTA Programs: 5307 = Urbanized Formula, 5309 = Capital Investment Grants, 5310 = Special Needs, 5311 = Non-Urbanized Formula, 5316 = Job Access/Reverse Commute, 5317 = New Freedom, 5339 = Alternative Analysis Funding. ICCAP = Iowa's Clean Air Attainment. STA Programs: STA-F = State Transit Formula, STA-S= State Transit Special Projects, PTIG = Public Transit Infrastructure Grant. STP = Surface Transportation Program (flex funds). HHS Programs: HS = Head Start, OAA = Oder Americans Act, WTF = Welfare to Work. DHS = Dept. of Homeland Security



FLEET UTILIZATION ANALYSIS

Transportation Provider: Neighborhood Transportation Services Inc

Vehicle: Model Year/Body Manufacturer and Model	Fleet ID	No. of Seats/Wheelchairs	Base Location (Where is it housed)	What Type of Service is it Providing?	No. of Hours per Week Used	Is it Used Evg/Wknd	Vehicle Equipment (see codes below)	Mileage as of today	Year for Replacement (2011-2014)
2001 Eldorado	9734	20/4	Cedar Rapids	Demand Response	40	yes	L; MR	264,107	2010
2001 Supreme	265	20/2	Cedar Rapids	Demand Response	40	yes	L, MR	251,262	2011
2008 Chev Uplander	108	4/2	Cedar Rapids	Demand Response	50	yes	R, MR	44,000	?
2001 Supreme	267	20/2	Cedar Rapids	Demand Response	40	yes	L, MR	65,000	?
2008 Dodge Caravan	872	6	Cedar Rapids	Demand Response	90	yes	MR	85,000	?
2008 Dodge Caravan	873	6	Cedar Rapids	Demand Response	90	yes	MR	75,000	?
2008 Dodge Caravan	871	6	Cedar Rapids	Demand Response	90	yes	MR	90,000	?
2004 Chevrolet 2500 Van	80	10	Cedar Rapids	Demand Response	60	yes	MR	258,000	?

Service Type: HS = Head Start
 Equipment Code: L = Wheelchair Lift; R = Wheelchair Ramp; MR = Mobile Radio; F = Farebox;
 MDT = Mobile Data Terminal/Computer; SC = Security Camera



Transportation Provider Survey

Agency Contact Information

Agency Name: Cedar Rapids Transit
 Contact: Amy McNeal
 Address: 427 8th Street NW
 Phone No. 319-286-5537 Fax No. 319-286-5509
 Email Address: a.mcneal@cedar-rapids.org

Service Information

JARC Program
 Type of Service (demand responsive, fixed route): Mixed fixed route & demand response
 Service Hours: 24 hours/ 7 days per week/ 365 days per year
 Annual Ridership: 74,410 Annual Revenue Miles: 220,647
 Annual Operating Cost: \$492,120
 Number of Employees: Full-time 0 Part-time 1
 Number of Vehicles: 0 Number of Vehicles Used at Peak Hours: 0

Service Needs

Identify the unmet needs of your agency and/or your service area:
 The current JARC Program has offered reduced cost rides to over 7,100 low-income participants. The program is very needed in this community and has steadily grown since 2000. Without this program, many low-income families would not have reliable, affordable transportation to secure employment, attend school, and life skill classes. The one unmet need of the JARC program is an extension to the time limit that participants can utilize the JARC services.

Recommended Projects for FY 2011-2014

(Note equipment/operating needs below and vehicle needs on page 2)

Project Description	Type*	Estimated Cost	Estimated Year	Recommended Funding Source**
JARC support for NTS and Taxi cab services	Operations	\$300,000	FY2011	5316, local match
JARC support for NTS and Taxi cab service	Operations	\$300,000	FY2012	5316, local match
JARC support for NTS and Taxi cab service	Operations	\$300,000	FY2013	5316, local match
JARC support for NTS and Taxi cab service	Operations	\$300,000	FY2014	5316, local match

* Type Codes: O = Operations, C= Capital, P = Planning

** Funding Source Codes: FTA Programs: 5307 = Urbanized Formula, 5309 = Capital Investment Grants, 5310 = Special Needs, 5311 = Non-Urbanized Formula, 5316 = Job Access/Reverse Commute, 5317 = New Freedom, 5339 = Alternative Analysis Funding. ICCAP = Iowa's Clean Air Attainment. STA Programs: STA-F = State Transit Formula, STA-S= State Transit Special Projects, PTIG = Public Transit Infrastructure Grant. STP = Surface Transportation Program (flex funds). HHS Programs: HS = Head Start, OAA = Older Americans Act, WTF = Welfare to Work. DHS = Dept. of Homeland Security.



Transportation Provider Survey

Agency Contact Information

Agency Name: Cedar Rapids Transit
 Contact: Amy McNeal
 Address: 427 8th Street NW
 Phone No. 319-286-5537 Fax No. 319-286-5509
 Email Address: a.mcneal@cedar-rapids.org

Service Information

C.A.B.S. Program
 Type of Service (demand responsive, fixed route): Demand responsive
 Service Hours: 24 hours/ 7 days per week/ 365 days per year
 Annual Ridership: 11,833 Annual Revenue Miles: _____
 Annual Operating Cost: \$196,805
 Number of Employees: Full-time 0 Part-time 0
 Number of Vehicles: 0 Number of Vehicles Used at Peak Hours: 0

Service Needs

Identify the unmet needs of your agency and/or your service area:
 Limited funding equals limited Personal Use tickets on a monthly basis. One unmet need is the limit of personal use tickets.
 Another unmet need is the limited man-power for the C.A.B.S. Program. A part-time administrative position to oversee the C.A.B.S. Program would prove beneficial for participants who have a documented disability and who need financial help with transportation.

Recommended Projects for FY 2011-2014

(Note equipment/operating needs below and vehicle needs on page 2)

Project Description	Type*	Estimated Cost	Estimated Year	Recommended Funding Source**
C.A.B.S. Program	Operations	\$70,000	FY2011	5317, local match
C.A.B.S. Program	Operations	\$70,000	FY2012	5317, local match
C.A.B.S. Program	Operations	\$70,000	FY2013	5317, local match
C.A.B.S. Program	Operations	\$70,000	FY2014	5317, local match

* Type Codes: O = Operations, C = Capital, P = Planning

** Funding Source Codes: FTA Programs: 5307 = Urbanized Formula, 5309 = Capital Investment Grants, 5310 = Special Needs, 5311 = Non-Urbanized Formula, 5316 = Job Access/Reverse Commute, 5317 = New Freedom, 5339 = Alternative Analysis Funding. ICCAP = Iowa's Clean Air Attainment. STA Programs: STA-F = State Transit Formula, STA-S = State Transit Special Projects, PTIG = Public Transit Infrastructure Grant. STP = Surface Transportation Program (flex funds). HHS Programs: HS = Head Start, OAA = Older Americans Act, WTF = Welfare to Work. DHS = Dept. of Homeland Security.



Transportation Provider Survey

Agency Contact Information

Agency Name: American Class Taxi, Inc.
 Contact: Nazar Osman
 Address: 3007 First Avenue SW, Cedar Rapids, Iowa 52405
 Phone No. 319-363-8294 Fax No. 319-366-7033
 Email Address: service@americanclasstaxi.com

Service Information

Type of Service (demand responsive, fixed route): Taxi Services
 Service Hours: 24 hours 7 days
 Annual Ridership: 1,500-3,000 Annual Revenue Miles: 10,000-50,000
 (estimated)

Annual Operating Cost: \$25,000 - \$35,000
 Number of Full-time Part-time 5**
 Employees:8** FT FT

Number of Vehicles: 6 Number of Vehicles Used at Peak Hours: 6

** Employees (Drivers) = 1 company owner (PT) + 2 Contract Drivers (FT) + 5 Contract Drivers (PT)

Service Needs

Identify the unmet needs of your agency and/or your service area:

More traffic (business) to increase our revenue and income.

Recommended Projects for FY 2011-2014

(Note equipment/operating needs below and vehicle needs on page 2)

Project Description	Type*	Estimated Cost	Estimated Year	Recommended Funding Source**
Handicap Access. Van	O	\$150,000 - \$200,000	2-5	Any
Office & Shop.	O	\$10,000 - \$20,000	1-2	Any

* Type Codes: O = Operations, C= Capital, P = Planning

** Funding Source Codes: FTA Programs: 5307 = Urbanized Formula, 5309 = Capital Investment Grants, 5310 = Special Needs, 5311 = Non-Urbanized Formula, 5316 = Job Access/Reverse Commute, 5317 = New Freedom, 5339 = Alternative Analysis Funding. ICCAP = Iowa's Clean Air Attainment. STA Programs: STA-F = State Transit Formula, STA-S= State Transit Special Projects, PTIG = Public Transit Infrastructure Grant. STP = Surface Transportation Program (flex funds). HHS Programs: HS = Head Start, OAA = Older Americans Act, WTF = Welfare to Work. DHS = Dept. of Homeland Security.



FLEET UTILIZATION ANALYSIS

Transportation Provider: American Class Taxi

Vehicle: Model Year/Body Manufacturer and Model	Fleet ID	No. of Seats/Wh eelchairs	Base Location (Where is it housed)	What Type of Service is it Providing?	No. of Hours per Week Used	Is it Used Evg/Wknd	Vehicle Equipment (see codes below)	Mileage as of today	Year for Replaceme nt (2011-2014)
Example: 1996 El Dorado Aerotech	157	20/3	Story City	HS	35	Evg.	L; MR; F; SC	279,633	2011
2001 Chrysler PT	6	4/0	Cedar Rapids/ Iowa City		0 - 10	Evg/Wknd	Meter / GPS	154,000+	2013
2001 Chrysler PT	7	4/0	Cedar Rapids		80 - 100	Evg/Wknd	Meter / GPS	160,000+	2010
2003 Chrysler PT	9	4/0	Cedar Rapids/ Iowa City		30- 60	Evg/Wknd	Meter / GPS	145,000+	2014
1997 Honda Odsy	11	6/0	Cedar Rapids		60-80	Evg/Wknd	Meter / GPS	220,000+	2010
1996 Nissan Qwest	97	6/0	Cedar Rapids/ Iowa City		0	Evg/Wknd	Meter / GPS	162,000+	2010
2004 Chevy Lumina (privately owned)	16	6/0	Cedar Rapids		30-40	Evg/Wknd	Meter / GPS	230,000+	2010

Service Type: HS = Head Start
 Equipment Code: L = Wheelchair Lift; R = Wheelchair Ramp; MR = Mobile Radio; F = Farebox;
 MDT = Mobile Data Terminal/Computer; SC = Security Camera



Transportation Provider Survey

Agency Contact Information

Agency Name: To The Rescue, A PRK Williams, Inc. Company
 Contact: Wendy Beattie
 Address: 3725 Center Point Road NE, Suite 200
Cedar Rapids, IA, 52402
 Phone No. 319-550-1890 Fax No. 866-397-3834
 Email Address: prkwilliams@totherescue.net ; wbeattie@totherescue.net

Service Information

Type of Service (demand responsive, fixed route): Demand responsive, group transit
 Service Hours: 24 hours
 Annual Ridership: n/a Annual Revenue Miles: n/a
 Annual Operating Cost: _____
 Number of Employees: Full-time 50 Part-time 125
 Number of Vehicles: 4 Number of Vehicles Used at Peak Hours: 4

Service Needs

Identify the unmet needs of your agency and/or your service All types of low area:
income transit, medical appointment transit, grocery shopping, ect.

Recommended Projects for FY 2011-2014

(Note equipment/operating needs below and vehicle needs on page 2)

Project Description	Type*	Estimated Cost	Estimated Year	Recommended Funding Source**

* Type Codes: O = Operations, C= Capital, P = Planning
 ** Funding Source Codes: FTA Programs: 5307 = Urbanized Formula, 5309 = Capital Investment Grants, 5310 = Special Needs, 5311 = Non-Urbanized Formula, 5316 = Job Access/Reverse Commute, 5317 = New Freedom, 5339 = Alternative Analysis Funding. ICCAP = Iowa's Clean Air Attainment. STA Programs: STA-F = State Transit Formula, STA-S= State Transit Special Projects, PTIG = Public Transit Infrastructure Grant. STP = Surface Transportation Program (flex funds). HHS Programs: HS = Head Start, OAA = Oder Americans Act, WTF = Welfare to Work. DHS = Dept. of Homeland Security.



Transportation Provider Survey

Agency Contact Information

Agency Name: Master Cab of C.R.
 Contact: PJ Swentik
 Address: 222 3rd Street SE
Cedar Rapids, IA. 52233
 Phone No. 319-365-9000 Fax No. 319-363-1048
 Email Address: _____

Service Information

Type of Service (demand responsive, fixed route): Demand responsive Taxi
 Service Hours: 24/7
 Annual Ridership: 6,000 Annual Revenue Miles: 60,000 estimate
 Annual Operating Cost: 43,000
 Number of Employees: Full-time 2 Part-time 1
 Number of Vehicles: 3 Number of Vehicles Used at Peak Hours: 2

Service Needs

Identify the unmet needs of your agency and/or your service area: _____
 Handicap accessible vehicles, accessible entrances for disabled who cannot open regular heavy glass doors, especially when handles are above their reach. Roads that are not torn up, split and full of pot holes & cracks that are very bumpy for passengers and damage transportation vehicles. Passengers cannot always support themselves while traveling on bad roads. Ramps closer to entrances not at the end of a parking lot. Require business and complexes to clean surfaces off when there is snow or ice so wheelchairs do not slip and slide. Easier to enter ramps or lifts. Designated loading/unloading areas around larger stores/businesses to unload/load passengers.

Recommended Projects for FY 2011-2014

(Note equipment/operating needs below and vehicle needs on page 2)

Project Description	Type*	Estimated Cost	Estimated Year	Recommended Funding Source**
Replace bad roads	O	\$150,000,000.00	ASAP	STP/PTIG
Accessible entrances	P/C	Varies per doors	ASAP	5310/5316/OAA
Ramp accessibility	O/P/C	\$2,000 p/ramp	ASAP	5310/5316/5309
Business zones for loading/unloading wheelchairs	O/P	Up to \$10,000 Each.	Should be Done already	5307/5310/5316/5309/5339/STA-OAA

* Type Codes: O = Operations, C= Capital, P = Planning

** Funding Source Codes: FTA Programs: 5307 = Urbanized Formula, 5309 = Capital Investment Grants, 5310 = Special Needs, 5311 = Non-Urbanized Formula, 5316 = Job Access/Reverse Commute, 5317 = New Freedom, 5339 = Alternative Analysis Funding. ICCAP = Iowa's Clean Air Attainment. STA Programs: STA-F = State Transit Formula, STA-S= State Transit Special Projects, PTIG = Public Transit Infrastructure Grant. STP = Surface Transportation Program (flex funds). HHS Programs: HS = Head Start, OAA = Older Americans Act, WTF = Welfare to Work. DHS = Dept. of Homeland Security.



FLEET UTILIZATION ANALYSIS

Transportation Provider: Master Cab of C.R.

Vehicle: Model Year/Body Manufacturer and Model	Fleet ID	No. of Seats/Wheelchairs	Base Location (Where is it housed)	What Type of Service is it Providing?	No. of Hours per Week Used	Is it Used Evg/Wknd	Vehicle Equipment (see codes below)	Mileage as of today	Year for Replacement (2011-2014)
1996 El Dorado Aerolite	3	2 Wheel/7seat	Hiawatha	Accessible Taxi	60	Day/EvgWknd.	L,/F	245,133	2010-2011
2005 Dodge Grand Caravan	1	6 seats	Hiawatha	Taxi	20	Day/Evg/Wknd	F	124031	2012
2002 Chrysler T/C	77	6 seats	Hiawatha	Taxi	40	Evg.Wk	F		2011

Service Type: HS = Head Start
 Equipment Code: L = Wheelchair Lift; R = Wheelchair Ramp; MR = Mobile Radio; F = Farebox;
 MDT = Mobile Data Terminal/Computer; SC = Security C