

# ECICOG Passenger Transportation Plan

FY2012 Annual Update

April 2011

The purpose of this update is to explain the progress of goals and projects set forth in the East Central Iowa Council of Governments (ECICOG) 2011-2015 Passenger Transportation Plan (PTP), and to document changes in passenger transportation planning throughout the six county region. ECI Transit is coordinated by ECICOG, with each county in the region managing their own fleet of vehicles for the purpose of providing public transit service to residents without access to fixed-route transit service. Additionally, a variety of private organizations provide transportation service throughout the region, and the coordination of these services with ECI Transit is a major objective of the PTP.

The 2011 PTP heavily emphasized transportation coordination efforts undertaken by a mobility manager. Since publication of the 2011 PTP, staffing changes at ECICOG resulted in the loss of a full-time mobility manager, and have therefore changed the emphasis of mobility management from the perspective of ECICOG. Mobility management continues to be a major need of transportation and human service providers in the region, and efforts to meet these needs have been handled by a variety of organizations. Quarterly meetings in which ECICOG, human service providers, and transit managers all participate handle the facilitation of the PTP and mobility management related needs; however a more efficient coordination process will likely be explored in the next few years.

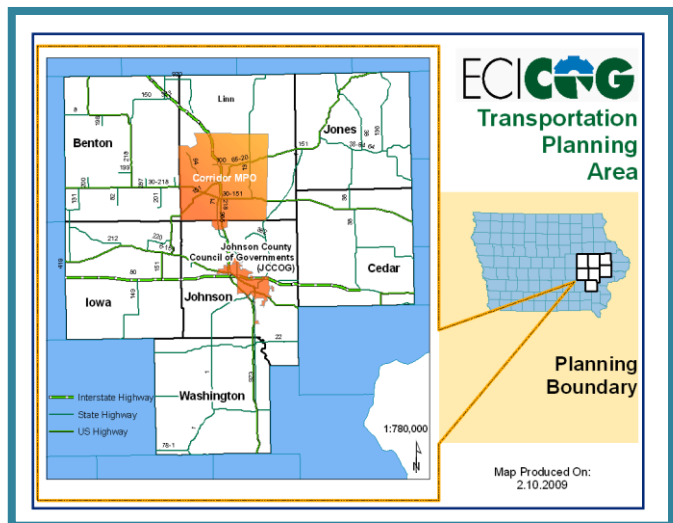


Figure 1: Map of ECICOG Region

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## Process:

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### *Past input on needs*

ECICOG has partnered with the Cedar Rapids Metropolitan Planning Organization (Corridor MPO) and the Johnson County Council of Governments (JCCOG) in past years to identify transportation needs related to human service organizations and a workgroup was created that serves as a vehicle to address such

needs. As a result, the Human Service Transportation Advisory Group (HSTAG) formed, and one of its responsibilities has been to advise the Corridor MPO and ECICOG on needs and projects related to the PTP.

The HSTAG is comprised of transit providers and representatives of human service agencies from each of ECICOG’s six counties. Each member of the group has a vested interest in public transportation, and by participating in the group they demonstrate a desire to improve and enhance the quality and usefulness of transportation services in the region. Members of the group have close relationships with people who utilize the transportation systems, thereby effectively representing these people and their needs when discussing unmet regional transportation needs.

ECICOG staff conducted one-on-one surveys with transit managers and human service providers when compiling the 2011 PTP. These interviews resulted in a broad list of needs and gaps, which were presented to the HSTAG for review. The following list of needs was prioritized by the HSTAG and included in the 2011 PTP:

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

These needs continue to represent the region. Having this list of needs helps to guide priorities in establishing future projects, priorities, and work among various organizations towards efficient collaboration.

*Passenger Transportation Meetings*

The following is a list of meetings from the past year in which transportation issues relating to the PTP were discussed, along with scheduled meetings to finalize this annual update to the PTP.

Date	Meeting	Purpose
April 21, 2010	HSTAG	Approve 2011-2015 PTP
June 2, 2010	Community Transportation Forum	Discuss transportation needs and ideas for community
July 27, 2010	HSTAG	Review needs and projects in 2011 PTP
January 18, 2011	HSTAG	Update needs and status of projects of 2011 PTP
April 2011	HSTAG	Review and approve 2012 update to PTP
April 29, 2011	ECICOG Board	Public Hearing, Approval of Update by ECICOG Board

### *Public Input on Needs*

Aside from collecting input from the HSTAG, the 2011 PTP relied on one-on-one meetings with transit providers, a specific PTP survey, and several public meetings. The survey and meetings were meant to gather input from the general public on shortfalls and needs of passenger transportation across the ECICOG region. This input proved very helpful in assisting the HSTAG develop and prioritize needs.

From the HSTAG group, meetings with transit providers, public meetings, and the PTP survey conducted in 2009, detailed needs for public transportation were broken down into four areas: Service, Management, Fleet, and Facilities. The majority of public input focused on service needs, while management, fleet, and facility needs were the primary focus of transit providers.

Two of the most evident needs that arose from public input meetings were transportation to medical and dental appointments, and making transportation more affordable. Results from the PTP survey yielded a wider variety of service needs ranging from improved medical and dental transportation services to more outreach and travel training for rural service areas.

Since the adoption of the 2011 PTP, the general public has been welcome to attend HSTAG meetings but no public input has been received during this time on passenger transportation needs of the region. Individual transit providers regularly hear from their constituents – from daily conversations and during quarterly advisory meetings – and take this input into account when adjusting the services they offer and planning for future service. Many documented needs in the PTP stem from public input, both direct and indirect, through transit and human service providers who interact with the general public most often.

On June 2<sup>nd</sup> 2010, ECICOG helped host a community transportation forum in Cedar Rapids. While the forum did not have a sole focus on passenger transportation, it included sessions on the different options of transportation available and how they can be improved. The forum was open to anyone interested in transportation issues, and included representatives from across Eastern Iowa in fields such as human services, local government planners, non-profit agencies, and transit providers. Input from this forum included discussions on mobility management, one-call centers for arranging/dispatching transit rides, efficiencies in transit providers, environmentally friendly transportation options, and implementing ADA accessibility requirements.

The HSTAG met on July 27, 2010 to review input and comments regarding the June 2<sup>nd</sup> transportation forum. The purpose of reviewing the input was to compile a summary of the forum and to help in planning future forums. Ideas and input from attendees of the forum were also discussed at the HSTAG meeting in regard to passenger transportation needs of the region, but no specific needs or goals were developed in relation to the PTP update. This HSTAG also included discussion on the

statewide Medicaid transportation brokerage and how it affects transportation in the local area.

Several new and modified needs were discussed at a January 18<sup>th</sup> 2011 HSTAG meeting (appendix 1). The following needs are meant to supplement the already developed needs and help achieve more efficient passenger transportation options for residents of the region:

- **Need to connect transportation services**
- **Accessibility of bus stops/shelters (mostly for disabled people) e.g. Goodwill**
- **Maintenance of Bus shelters / snow removal**
- **Travel Training – how to use the transit system for riders**
- **Lack of accessible Taxi Service – after hours**
- **Coordination of various transportation providers on the field – ITS Communication call center to coordinate.**
- **Create and maintain Jumpstart programming to help people in need to initially ride the transit system.**

#### *Results from previous public input*

Development of the PTP has helped create many projects meant to address the needs of passenger transportation in the region. Neighborhood Transportation Services recently hired a paid staff person to administer the Cabs to Augment the Bus System (CABS) program, which had previously been managed on a part time basis by several organizations. This project was specified as a strategy in the PTP and resulted from a proposal by a collaboration of transit and human service providers in Linn County.

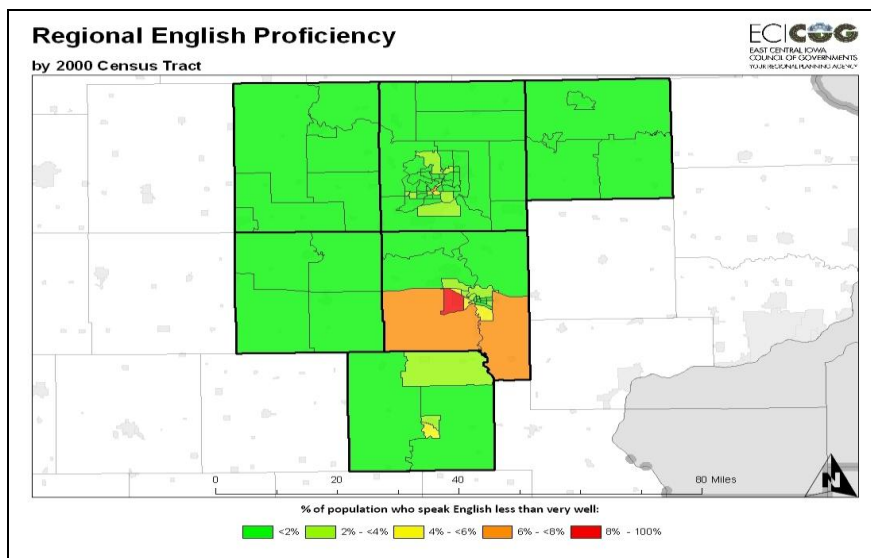
Ongoing fleet replacement and maintenance has occurred throughout the entire region, which is a central strategy outlined in the PTP. Updating and maintaining an efficient, modern fleet of transit vehicles helps ensure that many of the needs outlined in the PTP will be met, and that service levels for passenger transportation continue to meet demands.

Mobility management is a need identified in the PTP and has been identified by the HSTAG group as a continuing need for the 2012 update. Previously, a mobility manager has been employed by ECICOG, but since the 2011 PTP staffing changes in ECICOG have resulted in the mobility manager position no longer being employed. Because this continues to be an identified need, other agencies are exploring funding for hiring a mobility manager to serve the region.

#### *LEP Analysis*

In studying the ECICOG region based on limited English proficiency, it was determined that few areas have an LEP population. To determine populations in the region considered to have LEP, U.S. Census data on people who speak English “less than very

well” was utilized, analyzed by census tract level. **Figure 2** shows estimates of the percentage of people who claimed to speak English “less than very well” based on the U.S. Census American Community Survey from 2005-2009. The map demonstrates that the two metropolitan areas (Cedar Rapids and Iowa City) in the region have the highest levels of LEP. The metropolitan areas are not considered a part of the ECICOG region, and ECI Transit only serves the rural portions of the six counties. Outside of the metro areas, only two census tracts in southern Johnson County have a relatively high LEP of 6-8%. It is difficult to draw conclusions from these two census tracts due to their large size and proximity to the Iowa City metropolitan area, however their relatively high LEP percentage is noteworthy. One census tract in Washington has an LEP percentage of 4-6%.



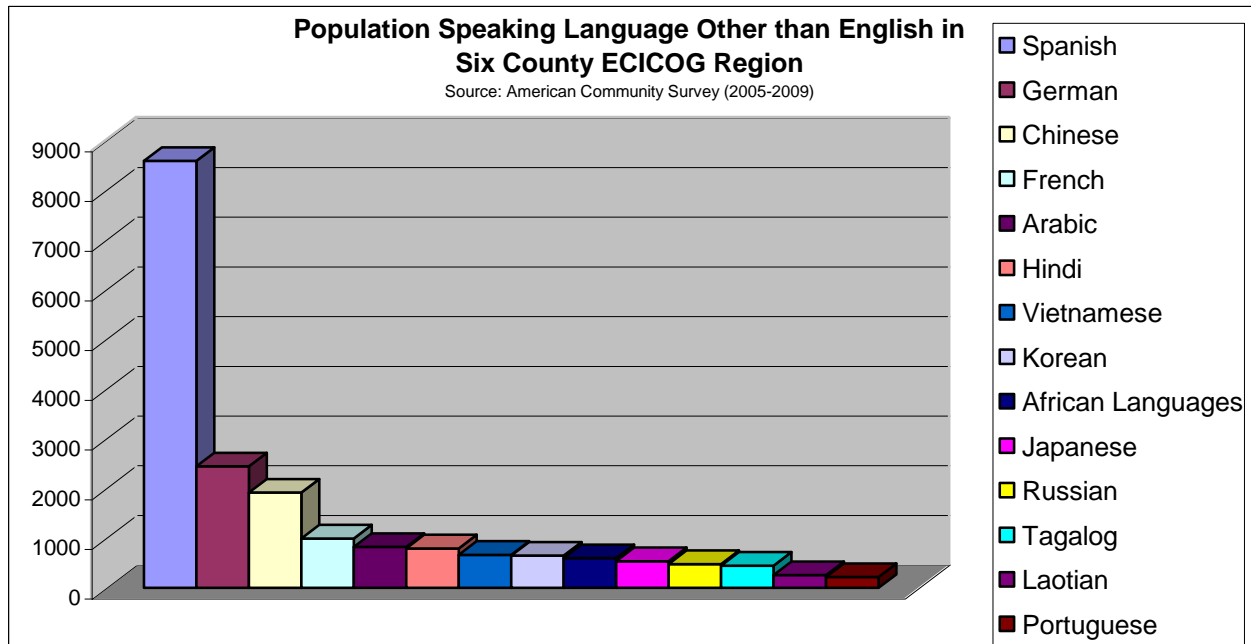
**Figure 2: LEP Population as Defined by the 2005-2009 American Community Survey**

**Table 1** shows the percentage of people in the six county ECICOG region that speak English less than “very well”. As the table shows, all counties have less than 4% of their population considered LEP, and three of the six counties have less than 1% LEP.

	<b>Benton</b>	<b>Iowa</b>	<b>Johnson</b>	<b>Jones</b>	<b>Linn</b>	<b>Washington</b>	<b>Total</b>
Total Population	26,628	15,840	125,810	20,365	204,955	21,152	414,750
Speak only English	24,449	14,321	106,200	18,778	182,050	17,809	363,607
Speak another language and speak English less than "Very Well"	210	59	4,340	125	2,611	561	7,906
Percent who speak another language and speak English less than "Very Well"	0.8%	0.4%	3.4%	0.6%	1.3%	2.7%	1.9%

**Table 1: LEP Statistics by County**

**Chart 1** below depicts the most common languages spoken in the ECICOG region. This analysis includes census data from the Cedar Rapids and Iowa City metropolitan areas, which likely represent a substantial foreign population who attend the University of Iowa. The chart clearly shows that Spanish is the most common language spoken other than English, with German and Chinese also having relatively high numbers. Iowa County likely contributes to the German speaking populations due to the Amana Colonies with a strong German heritage. Even though the total of the three most commonly spoken languages other than English depict relatively high levels of foreign languages, when combined they still represent less than 4% of the total regional population.



**Chart 1: Number of People who Speak Languages other than English in Region**

Based on this analysis of LEP populations from the most current census data, it is evident the highest LEP populations are concentrated in and around the two metropolitan areas, and that the total LEP population represents a small portion of the total region. Nevertheless, these analyses will help future efforts in identifying and serving LEP populations.

Johnson County SEATS offers informational material in Spanish, Korean, and Chinese languages that explain how a ride can be obtained. Efforts to implement LEP materials for transit riders throughout the entire region are ongoing. ECICOG can accommodate persons with LEP needs at public meetings, however this need has never been had. Discussions among transit providers regarding LEP needs have been held during Transit Operators Group meetings, however the demand for providing LEP services has

been found to not be a high priority among users of the transit system. Future efforts to address LEP needs will be addressed as needed

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**Project Status:**

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A list of projects outlined in the 2011-2015 PTP is shown below, along with a short description of the project, a timeline for project implementation, what need(s) the project will address, what group(s) originally proposed the project, and the current status of the project.

**Project:** Community Transportation Forum

**Description:** A full-day educational and outreach event to share ideas about transportation. Open to the public but particularly interested in reaching the business community, policy makers and human service & transit providers

<b>Timeline:</b>	June 2, 2010
<b>Need(s) Addressed:</b>	All identified needs
<b>Proposed by:</b>	All sources
<b>Current Status:</b>	Complete. Another forum in 2011 or 2012 is being considered.

**Project:** Mobility Manager Position

**Description:** A position that would continue to build on the existing transportation coordination effort

<b>Timeline:</b>	2010
<b>Need(s) Addressed:</b>	All identified needs
<b>Proposed by:</b>	All sources
<b>Current Status:</b>	Being explored by a collaboration of transportation and human service agencies, with Cedar Rapids Transit & Neighborhood Transportation Service taking the lead.

**Project:** Dual-sided Transit Route Map

**Description:** Map would have Cedar Rapids' (possible Iowa City & Coralville) fixed-route system on one side and entire region on the other. Info regarding transit services will be included within each county on regional map.

<b>Timeline:</b>	2011
<b>Need(s) Addressed:</b>	All identified needs
<b>Proposed by:</b>	All sources
<b>Current Status:</b>	Ongoing; coordination efforts between urban transit providers and regional providers will be explored as first step.

<b>Project:</b>	Cabs to Augment the Bus System (C.A.B.S.) Paid Staff Support
<b>Description:</b>	Part-time staff support for the 20+ year-old program. Staff will provide tasks that in-kind staff support has coordinated on historically.
<b>Timeline:</b>	2010
<b>Need (s) Addressed</b>	Need to improve transportation to the disabled Need more marketing and communication of transportation information Need for more transportation to grocery shopping and errands
<b>Proposed by:</b>	CABS Task Force (CR Transit, Linn County Community Services, Options of Linn County, Goodwill, ARC of Eastern Iowa, Abbe Community Care, PADS) and PTP survey
<b>Current Status:</b>	Complete. Staff position filled by Neighborhood Transportation Service.

<b>Project:</b>	Medical- Outpatient Treatment Transportation
<b>Description:</b>	Partner with volunteer & transit providers, AoA, UWECI, medical community to address need for transportation related to outpatient care
<b>Timeline:</b>	2011
<b>Need(s) Addressed:</b>	Need to improve transportation to medical and dental appointments Need to expand services in rural area and across county lines Need to improve transportation to the elderly, disabled and low-income
<b>Proposed by:</b>	All sources
<b>Current Status:</b>	Ongoing; coordination efforts underway between transit providers and volunteers to provide outpatient care. Increased efforts will continue to be explored.

<b>Project:</b>	Regional Volunteer Transportation Coordination Project
<b>Description:</b>	Partner with agencies who are currently funding volunteer transportation programs (AoA and United Way) to maximize efficiency and rides
<b>Timeline:</b>	2011
<b>Need(s) Addressed:</b>	Expand, explore and improve transportation services and options to elderly Expand, explore and improve transportation services and options to persons with disabilities Maintain and expand services in rural areas Need to make transportation more affordable
<b>Proposed by:</b>	Transportation and Coalition Meetings, PTP Survey, Public Input
<b>Current Status:</b>	Ongoing; identifying partners and determining responsibilities

<b>Project:</b>	Mobile Data Computers & Vanpool/Carpool Software
<b>Description:</b>	Allow for more efficiency in delivering rides. Possibly allow human service vehicles to coordinate seats and vehicles with one another and with public transit. Vanpool/carpool software will allow consumers to connect and businesses to be involved in ridesharing effort
<b>Timeline:</b>	2012
<b>Need(s)</b>	All identified needs
<b>Addressed:</b>	
<b>Proposed by:</b>	All sources
<b>Current Status:</b>	Continuing to explore potential funding sources

<b>Project:</b>	Cedar Rapids-Iowa City Shuttle Feasibility Study
<b>Description:</b>	Shuttle study to be completed after recently funded area wide study, will re evaluate the demand for a shuttle service between communities.
<b>Timeline:</b>	Spring 2012
<b>Need(s)</b>	Expand, explore and improve transportation services and options available to low income workers
<b>Addressed:</b>	More marketing/communication of transportation information Maintain and expand services in the rural areas Improve transportation to medical and dental appointments
<b>Proposed by:</b>	All Sources
<b>Current Status:</b>	Scheduled for 2012

<b>Project:</b>	ITS Investment in One- Call Transportation Center
<b>Description:</b>	Regional call center that would allow consumers to make one phone call to inquire transportation and to schedule trips
<b>Timeline:</b>	2013
<b>Need(s)</b>	All identified needs
<b>Addressed:</b>	
<b>Proposed by:</b>	All sources
<b>Current Status:</b>	Still on Schedule for 2013

<b>Project:</b>	Consolidated Transit Application
<b>Description:</b>	Annual application for transit funding
<b>Timeline:</b>	Annually, ongoing
<b>Need(s)</b>	All Identified Needs
<b>Addressed:</b>	
<b>Proposed by:</b>	RPA
<b>Current Status:</b>	Ongoing; FY2012 to be complete by May 1 <sup>st</sup> 2011

<b>Project:</b>	Fleet Maintenance and Expansion
<b>Description:</b>	Provide regular maintenance on existing fleet and secure vehicle improvements by following the regular replacement schedule.
<b>Timeline:</b>	Ongoing
<b>Need(s)</b>	All identified needs
<b>Addressed:</b>	
<b>Proposed by:</b>	All sources
<b>Current Status:</b>	Ongoing; draft TIP assembled for Consolidated Transit Application

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**Recommended Strategies since publication of the 2011 PTP:**

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The HSTAG discussed several ideas meant to address several of the passenger transportation needs of the region. The following strategies were discussed to offer ideas for future projects that may be included in the PTP:

<b>Strategy</b>	Alternative Transportation Methods (i.e. Vanpool and Carpools)
<b>Description:</b>	Provide option for commuters with similar schedules and destinations.
<b>Timeline:</b>	2014
<b>Need(s)</b>	Expand, explore and improve transportation services and options available to low income workers
<b>Addressed:</b>	More marketing/communication of transportation information Maintain and expand services in the rural areas Improve transportation to medical and dental appointments
<b>Proposed by:</b>	HSTAG
<b>Current Status:</b>	Exploratory

<b>Strategy</b>	Handicap Accessible Taxicabs
<b>Description:</b>	Program to encourage and/or fund taxicab to handle wheelchairs and other handicap devices.
<b>Timeline:</b>	2014
<b>Need(s)</b>	Expand, explore and improve transportation services and options to elderly
<b>Addressed:</b>	Expand, explore and improve transportation services and options to persons with disabilities Improve transportation to medical and dental appointments
<b>Proposed by:</b>	HSTAG
<b>Current Status:</b>	Exploratory

Capital replacement for vehicles in recent years has been exceptionally good due in large part to 100% federal funding from the American Recovery and Reinvestment Act of 2009 (ARRA). The table below shows vehicles that have been replaced since the 2011 PTP and those scheduled to be replaced within the next fiscal year should funds be made available.

Project	Provider	Estimated Cost	Fund Source	Status
Minivan (#282)	WCMB	\$42,000	ARRA	Replaced
176 LDB (#289)	WCMB	\$69,000	ARRA	Replaced
176 LDB (#227)	SEATS	\$69,000	ARRA	Replaced
176 LDB (#321)	SEATS	\$69,000	ARRA	Replaced
176 LDB (#325)	SEATS	\$69,000	ARRA	Replaced
158 LDB (#287)	WCMB	\$65,000	ARRA	Replaced
158 LDB (#288)	WCMB	\$65,000	ARRA	Replaced
138 LDB (#207)	BCOT	\$63,000	ARRA	Replaced
138 LDB (#206)	BCOT	\$63,000	ARRA	Replaced
158 LDB (#116)	ICOT	\$65,000	ARRA	Replaced
158 LDB (117)	ICOT	\$63,000	ARRA	Replaced
158 LDB (#148)	JETS	\$65,000	ARRA	Replaced
176 LDB (#283)	SEATS	\$79,001	5309	Replaced
176 LDB (#284)	SEATS	\$79,001	5309	Replaced
Minivan (#304)	BCT	\$42,000	ARRA	Replaced
Minivan (#305)	BCT	\$42,000	ARRA	Replaced
176 LDB (#390)	WCMB	\$73,000	ARRA	Replaced
158 LDB (#119)	ICOT	\$67,600	Good Bus Repair	State awarded, awaiting FTA
Minivan (#149)	JETS	\$43,680	Good Bus Repair	State awarded, awaiting FTA
Expansion vehicle	BCOT	\$42,000	2010 STP	Awaiting contract
Expansion vehicle	BCOT	\$42,000	2011 STP	Awaiting contract
Expansion vehicle	JETS	\$35,000	2009 STP	Complete
MD (#250)	LIFTS	\$147,000		Pending Federal Award
MD (#251)	LIFTS	\$147,000		Pending Federal Award
MD (#252)	LIFTS	\$147,000		Pending Federal Award
Minivan (#296)	WCMB	\$42,000		Pending Federal Award
Minivan (#210)	ICOT	\$42,000		Pending Federal Award
Minivan (#300)	BCOT	\$42,000		Pending Federal Award
Minivan (#202)	BCOT	\$42,000		Pending Federal Award
Minivan (#203)	BCOT	\$42,000		Pending Federal Award
MD (#255)	LIFTS	\$150,000		Pending Federal Award
MD (#253)	LIFTS	\$150,000		Pending Federal Award
176 LDB (#290)	WCMB	\$74,000		Pending Federal Award
138 LDB (#242)	JETS	\$67,000		Pending Federal Award
138 LDB (#241)	JETS	\$67,000		Pending Federal Award
138 LDB (#295)	WCMB	\$67,000		Pending Federal Award
158 LDB (#240)	JETS	\$69,000		Pending Federal Award
158 LDB (#299)	WCMB	\$69,000		Pending Federal Award
158 LDB (#113)	ICOT	\$69,000		Pending Federal Award

### Estimated funding for Region 10 Transit purposes

Funding Source	FY 2012	FY 2013	FY 2014	FY 2015
5309	\$963,364	\$663,420	\$613,502	\$1,260,287
FTA 5310/5311	\$518,500	\$539,200	\$560,700	\$583,100
STA	\$407,750	\$424,000	\$441,000	\$458,700
STA Special Projects	\$0	\$0	\$0	\$0
STP	\$34,860	\$0	\$0	\$0
Local Funding	\$2,355,069	\$2,298,230	\$2,374,345	\$2,596,989
JARC	\$0	\$0	\$0	\$0
New Freedom 5317	\$0	\$120,000	\$0	\$0
LOST*	\$170,000	\$170,000	\$170,000	\$170,000
<b>Total</b>	<b>\$4,449,543</b>	<b>\$4,214,850</b>	<b>\$4,159,547</b>	<b>\$5,069,076</b>

\*Local Option Sales Tax (LOST) is specific to Washington County Minibus

### Future Projects

#### FY12

Description	Fund	Total Cost	Federal Cost	State Cost	Local Cost
Operations	5310/5311/STA	\$2,808,000	\$484,600	\$407,750	\$1,915,000
Planning	P5311/SPR	\$165,100	\$33,900	\$0	\$131,200
Replace 3 LDB (138" wb)	5309	\$209,040	\$173,503	\$0	\$35,537
Replace 2 MDB-32'	5309	\$312,000	\$258,960	\$0	\$53,040
Replace 1 Mini Van	5309	\$43,680	\$36,254	\$0	\$7,426
Replace 6 LDB (158" wb)	5309	\$442,042	\$366,894	\$0	\$75,148
Replace 2 LDB (176" wb)	5309	\$153,920	\$127,753	\$0	\$26,167
Expansion - Minivan	STP	\$42,000	\$34,860	\$0	\$7,140
Transportation Forum		\$8,000	\$0	\$0	\$8,000
<b>Total</b>		<b>\$4,183,782</b>	<b>\$1,481,864</b>	<b>\$407,750</b>	<b>\$2,258,658</b>

#### FY13

Description	Fund	Total Cost	Federal Cost	State Cost	Local Cost
Operations	5310/5311/STA	\$2,920,300	\$504,000	\$424,000	\$1,992,300
Planning	5311/5310	\$171,800	\$35,200	\$0	\$136,600
Replace 3 MDB 32'	5309	\$486,720	\$403,977	\$0	\$82,743
Replace 4 LDB (176"wb)	5309	\$240,116	\$199,296	\$0	\$40,820
Replace 1 LDB (138"wb)	5309	\$72,467	\$60,147	\$0	\$12,320
Service Expansion to Rural	New Freedom	\$150,000	\$120,000	\$0	\$30,000
<b>Total</b>		<b>\$4,041,403</b>	<b>\$1,322,620</b>	<b>\$424,000</b>	<b>\$2,294,783</b>

#### FY14

Description	Fund	Total Cost	Federal Cost	State Cost	Local Cost
Operations	5310/5311/STA	\$3,037,000	\$524,000	\$441,000	\$2,072,000
Planning	5311/5310	\$178,600	\$36,700	\$0	\$141,900
Replace 1 LDB (138"wb)	5309	\$74,366	\$61,723	\$0	\$12,643
Replace 1 LDB (158"wb)	5309	\$77,616	\$64,421	\$0	\$13,195
Replace 5 LDB (176" wb)-Diesel	5309	\$249,720	\$207,267	\$0	\$42,453
Replace 2 MDB-32'	5309	\$337,460	\$280,091	\$0	\$57,369
<b>Total</b>		<b>\$3,954,762</b>	<b>\$1,174,202</b>	<b>\$441,000</b>	<b>\$2,339,560</b>

#### FY15

Description	Fund	Total Cost	Federal Cost	State Cost	Local Cost
Operations	5310/5311/STA	\$3,158,600	\$545,000	\$458,700	\$2,154,900
Planning	5311/5310	\$185,800	\$147,700	\$0	\$38,100
Replace 6 Mini Vans	5309	\$294,800	\$244,687	\$0	\$50,113
Replace 4 LDB (176" wb)	5309	\$346,300	\$287,400	\$0	\$58,900
Replace 5 MDB-32'	5309	\$877,400	\$728,200	\$0	\$149,200
<b>Total</b>		<b>\$4,862,900</b>	<b>\$1,952,987</b>	<b>\$458,700</b>	<b>\$2,451,213</b>

## **Recent Developments:**

### *Change for HSTAG*

In the next year, ECICOG will explore a different advisory group for the purpose of developing the PTP. The HSTAG has been a great resource to work with, however the size and organization of the group in recent years has created a discrepancy with truly representing the six-county ECICOG region. The majority of HSTAG members are from the metropolitan area of Cedar Rapids, and because the meeting locations are typically hosted in Cedar Rapids few members representing counties other than Linn County attend the meetings.

The six transit providers who comprise ECI Transit have quarterly meetings at alternating locations between all the counties, and the possibility of creating a PTP committee based off of this group is a possibility for future years. Such a committee would include representatives of human service providers from each county, and the scope of the group would remain focused on passenger transportation planning.

The HSTAG recommended adjusting needs of passenger transportation, but did not suggest specific changes to any recommended projects. Therefore, an amendment to ongoing projects will not be required to the PTP or the region 10 TIP.

The loss of the mobility manager staff position at ECICOG has shifted some of the priority of transportation planning activities away from human services. Much of the mobility manager job duties included coordination among human service providers and various transit providers, which led to many initiatives focused on collaboration and innovative strategies. While the need still exists for coordination, the onus of providing this service will be shifted to another agency with more focus on the Cedar Rapids metropolitan area, which should better meet the needs of mobility management. ECICOG will continue to move forward with transportation planning that involves various stakeholders including human services representatives, but instead of being a primary agency involved in such projects, it will serve in more of a supportive role.

## **Appendix 1:**

### HSTAG Meeting Notes & Attendance

HSTAG Quarterly Meeting  
1:30 P.M. January 18, 2010  
Cedar Rapids City Hall

#### **New Identified Needs for Passenger Transportation Plan**

- Need to connect transportation services
  - Home → Childcare → Work
- Metro – Bus rides are too long – impact on health, quality of life, work
- Accessibility of bus stops/shelters (mostly for disabled people) e.g. Goodwill
- Maintenance of Bus shelters / snow removal
- Travel Training – how to use the transit system for riders
- Lack of accessible Taxi Service – after hours
- Coordination of various transportation providers on the field – ITS Communication. Call center to coordinate.
- Create and maintain Jumpstart programming to help people in need to initially ride the transit system.

