

Passenger Transportation Plan

2026-2031

Region 10 Planning Agency
East Central Iowa Council Of Governments



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Resolution of Adoption

Region 10 Regional Planning Affiliation Resolution No. 2026-1

ADOPTION OF THE PASSENGER TRANSPORTATION PLAN – “Passenger Transportation Plan, 2026-2031”

WHEREAS, the Iowa Department of Transportation has requested that counties join together for the purposes of transportation planning; and

WHEREAS, the counties of Benton, Cedar, Iowa, Johnson, Jones, Linn, and Washington have joined together as the Region 10 Regional Planning Affiliation (RPA); and

WHEREAS, the Policy Committee is the policy board which governs the RPA; and

WHEREAS, the RPA has prepared a passenger transportation plan, “Passenger Transportation Plan, 2016-2031 (PTP)”;

WHEREAS, the preparation of the PTP has involved extensive public participation and outreach efforts; and

WHEREAS, the PTP plan encourages the development and utilization of a variety of public transportation services; and

WHEREAS, the PTP has been available for public comment, and significant comments have been incorporated into the final draft; and

BE IT RESOLVED, that the Region 10 Policy Committee adopts the “ Passenger Transportation Plan, 2016-2031”.

Adopted this 30th day of April 2026, and signed this 30th day of April 2026 by the Policy Committee chairperson.

Robert D. Fangmann

Chairperson

Robyn Jacobson

Robyn Jacobson (Apr 30, 2026 13:38:32 CDT)

Attested

Section 1: Introduction and Process Discussion

The purpose of the East Central Iowa Council of Governments FY2026-2031 Passenger Transportation Plan (PTP) is to coordinate services of passenger transportation providers in the area and ensure citizens have access to safe, effective, and affordable passenger transportation options. The Passenger Transportation Plan is meant to incorporate federal and state requirements for coordinated planning and provide needs-based justification for passenger transportation projects.

The goals of the 2026 PTP are:

1. Improve transportation services to Iowans.
2. Increase passenger transportation coordination regionally and statewide.
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. Highlight justification for future passenger transportation investments.
7. Save dollars and eliminate overlapping of services.

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

The Passenger Transportation Plan is divided into five sections: The first section, Introduction and Process Discussion, will acknowledge principal participants and describe meeting content and purpose. The Inventory of Providers and Area Profile section will provide an overview of existing passenger transportation operations in Region 10, including public transit systems, private transportation providers, volunteer transportation programs, medical transportation providers, and human service transportation providers.

The evaluation of passenger transportation services is undertaken in the third section of the PTP Transportation Needs and Coordination. The fourth section in the PTP will identify Priorities and Strategies based on the identified needs. Lastly, the fifth section of the PTP will identify and describe Funding that is pertinent to passenger transportation in the region.

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

Coordination and Development of PTP

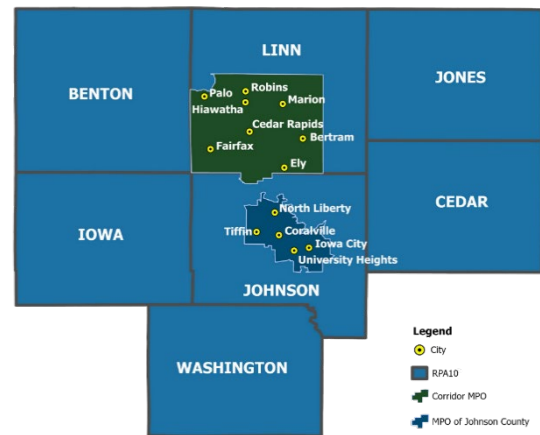
The ECICOG Passenger Transportation Plan was developed by ECICOG staff and primarily guided by the Passenger Transportation Advisory Committee (PTAC). In addition, numerous other groups, committees, and planning processes have been used in the creation of this plan, as well as extensive guidance and consultation a mobility coordinator in region 10, employed by Johnson County. The ECICOG region has a multitude of transportation providers and groups that advocate and support passenger transportation, especially in the urban areas of Cedar Rapids and Iowa City. A brief summary of relevant meetings and processes used for input for this plan is discussed in the following section.

Input for this plan was solicited from agencies dealing with transportation via an online survey, and from the general public via a separate online survey. The outreach efforts for this study occurred in fall of 2025. Two surveys were made available, one for the public and one for service providers. Demographic data was collected to assist in understanding unmet needs in the region, as well as assembling relevant data from previous studies focusing on passenger transportation in the region. American Community Survey Data was utilized to capture a bigger picture of our region.

Passenger Transportation Plan Meetings

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

Figure 1: ECICOG Boundary and MPOs within the Region



Highlights of PTAC Meetings**ECICOG Passenger Transportation Advisory Committee (PTAC)**

Approve PTP

Input from MHDD Region
RepresentativesParticipation by MPO and Mobility
Managers

This is a standing committee with appointees from the seven county boards of supervisors that comprise representatives from public transportation and human services. This committee oversees development of the PTP and typically meets quarterly or as needed. Agendas and minutes from the 2025 PTAC meetings can be found in the appendix.

June 2025

September 2025

March 2026 (Anticipated)

Highlights of TAG Meetings**Linn County Transportation Advisory Group (TAG)**Representation from Public and Private
Transportation ProvidersCollaboration on Issues Affecting MPO
Area and ECICOG Region

The Linn County TAG discusses regional transportation issues as well as issues of the metropolitan area of Cedar Rapids, as many problems and solutions relating to passenger transportation span planning area boundaries.

January 2025

February 2026 (planned)

Highlights of MPOJC PTP Committee**MPOJC PTP Committee**Review of transportation issues in
Johnson County

Input from variety of stakeholders

The MPOJC PTP committee guides development of the PTP for MPOJC which will begin next year. While much of the focus will be on issues in the urbanized area of Johnson County there is still an overlap of issues with the rural portion of Johnson County and the seven county ECICOG PTP region as the labor shed and healthcare providers in Johnson County draw from a large geography.

November 2025

Section 2: Inventory of Providers and Area Profile

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

Airport and Car Rentals

The Eastern Iowa Airport is located at 2515 Wright Brothers Boulevard S.W., on the south side of Cedar Rapids, easily accessible from both Interstate 380 and Highway 30. The airport was known as The Cedar Rapids Airport until 1997, when the name was changed to The Eastern Iowa Airport or (CID) to better reflect the area the airport serves. The number of customers using the airport has steadily increased over the years. In 2024 they achieved a new record of 1.5 million riders. A 9% increase from 2023. Numerous taxicab companies and Rideshare companies provide airport transportation. According to survey data more riders are searching for public transit options to and from the airport to surrounding communities.

Rental car services are available at the airport, and at numerous sites across the Cedar Rapids and Iowa City metropolitan area.

Intercity Bus and Rail Service

Megabus operate intercity bus routes in Region 10 and route their services through Cedar Rapids and/or Iowa City. Regional charter service providers include Cedar Valley World Travel, Kings & Queen Coaches, Windstar Lines, All Iowa Charter, and The Party Bus. The 380Express began offering commuter service between Cedar Rapids and Iowa City in 2018 and is described in more detail in the following pages.

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

Rural Public Transportation Providers

ECICOG contracts with transit providers in six of the counties within Region 10 to provide public transit service on behalf of CorridorRides, as well as a vanpool program and an express commuter bus service between Cedar Rapids and Iowa City. The providers are Benton County Transportation; Iowa County Transportation; Johnson County Seats; Jones County JETS; Linn County LIFTS, Washington County Minibus, CorridorRides vanpool operated by Commute by Enterprise, and the 380Express operated by Windstar Inc. The six rural transit providers, as well as the vanpool and 380Express operate independently comprise the regional transit system known as CorridorRides. Services outside of the county of origination are also offered to provide access to essential services, which are often located in the metropolitan areas of Cedar Rapids and Iowa City, but offered from within Johnson and Linn counties to surrounding counties. Since COVID-19 Ridership has met and surpassed expectations. Additional details on each provider are found below.

Benton County Transportation

Benton County Transportation (BCT) is operated by the County and is governed by the Benton County Board of Supervisors. Located in Vinton, Iowa, Benton County Transportation provides demand-response transit services, Monday through Friday from 7:00 a.m. to 4:00 p.m., to residents throughout the county. In fiscal year 2024, BCT provided 17,626 general public trips and 205,909 revenue miles of service. BCT operates 12 accessible vehicles.

BCT is located in Vinton. This location offers on-site, covered parking for vehicles, space for administration, a wash-bay, and light maintenance. BCT also parks and operates two vehicles in Belle Plaine, in an effort to minimize costs. BCT staff is composed of 3 office staff and 13 drivers.

Iowa County Transportation

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

In fiscal year 2024, ICT provided 42,674 rides, and 179,975 revenue miles with the 10 ADA accessible vehicles in their fleet. ICT employs 3 office staff and 9 drivers.

Johnson County Seats

Johnson County SEATS, operated by Johnson County, provided 20,606 demand-response trips and 127,751 revenue miles of service to rural residents of Johnson County in FY2020. SEATS, whose drivers are unionized, employ 6 office staff and 42 drivers. SEATS operates 10 regional accessible vehicles from

8:30 a.m. to 4:30 p.m., Monday through Friday, servicing each rural community in the county three days a week.

In addition, SEATS provided complementary paratransit service to the metropolitan areas of Iowa City, Coralville, North Liberty, and University Heights in FY2020. SEATS operates 12 urban accessible vehicles from 6:00 a.m. to 10:30 p.m., Monday through Saturday. Eligibility for the complementary paratransit service in Iowa City, Coralville, North Liberty and University Heights, is determined by each transit system's ADA eligibility.

SEATS operates in a building shared with Johnson County Secondary Roads. The facility, located in Iowa City, has spacious administrative and meeting areas and an enclosed parking area for vehicles.

Jones County JETS

Jones County JETS is a department of Jones County and is governed by the Jones County Board of Supervisors. Located in Monticello, Iowa, Jones County JETS offers demand-response public transit services, Monday through Friday, 7:00 a.m. to 5:00 p.m. JETS rates are dependent on distance traveled.

In fiscal year 2024, JETS provided 20,606 general public rides and completed 37,230 revenue miles. Jones County JETS operates 11 accessible vehicles and employs 3 office staff and 9 drivers. JETS administrative office and bus storage is located in Monticello in a building constructed in 2018 which also has space for a wash bay and light maintenance.

Linn County LIFTS

Linn County LIFTS provided 17,615 demand-response trips and 198,515 revenue miles of service to rural residents of Linn County in fiscal year 2024. In addition, LIFTS provided 7,510 rides and 127,752 revenue miles of complementary paratransit service to metropolitan areas of Linn County. LIFTS' employs 4 office staff, and 9 drivers and LIFTS' drivers are unionized. LIFTS operates 14 regional vehicles with daily routes going to rural Linn County, Monday through Friday. LIFTS also operates 14 urban vehicles from 5:15 a.m. to 7:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturday. All of LIFTS' vehicles are accessible. The LIFTS facility, located in Cedar Rapids, includes administrative offices, a driver break room, office space for the Linn County mobility coordinator conference space, maintenance facility, indoor and outdoor parking for buses.

LIFTS provide complementary paratransit service on behalf of C.R. Transit in Cedar Rapids, Marion, and Hiawatha. In Cedar Rapids, Marion, and Hiawatha, eligibility is determined by Cedar Rapids Transit's ADA eligibility process.

Washington County MINIBUS

Washington County Minibus provided 39,692 rides and 161,064 revenue miles to residents of Washington County in FY2024. Minibus is the only regional service provider that maintains nonprofit status. The Washington County Minibus organization is governed by a Board of Directors, whose membership includes representatives of area service organizations, elected officials, and local citizens.

The Minibus Board oversees the operation, which includes 15 accessible vehicles and 5 office staff and 21 drivers. The Minibus facility includes administrative offices, maintenance bays, and indoor parking for vehicles.

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

River Bend Transit

In addition to Benton, Johnson, Jones, Iowa, Linn and Washington Counties, Cedar County is within ECICOG's planning area. River Bend Transit provides the public transportation service for Cedar County. River Bend Transit provides demand-response transit services to Cedar, Clinton, Muscatine, and Scott Counties. In FY2019 River Bend Transit (RBT) provided 1,188 demand-response trips and 10,294 revenue miles of service to Cedar County residents.

The River Bend vehicles are ADA accessible. In rural areas, RBT serves a different portion of the county (which includes all of Cedar County) on a designated day, Monday through Friday. This process of providing service has been in place for several years. The cost of a round-trip ride is \$1.50 in town, \$3 for county service and \$6.50 for out of county service. On the trips RBT takes to the destination city, the \$6.50 fare pays for as many stops within that city that the rider needs to make. River Bend Transit has had and maintains a variety of contracts with schools and human services agencies.

CorridorRides Vanpool

Launched in October 2017, the CorridorRides vanpool program is available to anyone. The program is operated by Commute by Enterprise and provides users with a vehicle and coordination to find other passengers with similar origin and destinations. In FY2024 the vanpool program provided 47,662 rides and 438,965 revenue miles by fourteen vanpool groups. Vanpools can operate to and from any destination but can only receive a \$500/month subsidy from CorridorRides if the origin and destination are within their six-county transit region. As of 2020 the vanpool program operated 25 vehicles (Minivans and SUV's) and all existing vanpool groups had a destination of Johnson County, but originated in Linn, Washington, and Scott County. As of 2020 no vehicles were ADA accessible, but Enterprise is required to provide an accessible vehicle if requested by a member of the program.

380Express

As a joint effort between the Iowa DOT and ECICOG, the 380Express was launched in 2018 as a mitigation effort for commuters traveling the I-380Corridor between Cedar Rapids and Iowa City. In FY2024 the 380 Express program, provided 94,364 rides and 342,210 revenue miles by four vehicles. Funding for the service was provided by the Iowa DOT as part of the major reconstruction of the I-80/I-380 Interchange which is anticipated to last until 2029 Windstar Lines, Inc was selected as the operator

of the service, and as the operator they provide the buses, drivers, day to day operation of the service and handling customer support. Five motor coaches are utilized for the service, which operates from approximately 5:00 AM to 9:00 PM Monday through Friday with three stops in the Cedar Rapids area, and three stops in Coralville/Iowa City. All motor coaches used for the service are ADA accessible with a wheelchair lift and have been utilized by a number of passengers with mobility challenges since the service began.

Urban Public Transportation Providers

The ECICOG region contains two urbanized areas surrounding the cities of Iowa City and Cedar Rapids. The Iowa City Metropolitan area is served by three transit systems: *Coralville Transit*, *Iowa City Transit*, and the *University of Iowa CAMBUS*. All three systems operate ADA accessible, fixed routes that share a common transfer point in downtown Iowa City. Coralville also provides limited transit service on behalf of the City of North Liberty. Both Iowa City and Coralville contract with Johnson County SEATS for complementary paratransit service for elderly and people with disabilities who cannot utilize fixed-route public transit. Iowa City and Coralville's buses are equipped with bike racks. The CAMBUS system provides paratransit with its own fleet of accessible vehicles.

The Cedar Rapids Metropolitan Area is serviced by *Cedar Rapids Transit*, which provides ADA accessible, fixed-route service within the cities of Cedar Rapids, Marion, and Hiawatha. Cedar Rapids Transit also contracts with Linn County LIFTS to provide complementary paratransit service for elderly and persons with disabilities who cannot utilize fixed-route public transit in the metro area. C.R. Transit's service hours are 5:20 a.m. to 6:20 p.m., Monday through Friday and 8:25 a.m. to 4:15 p.m. on Saturday.

During the COVID-19 pandemic urban service providers reduced or modified the schedules of their services, and the return to pre-pandemic operations is uncertain as of the creation of this PTP.

Nonprofit Transportation Providers

Neighborhood Transportation Service Inc. is a demand responsive, Cedar Rapids-metro area service that operates during hours when C.R. Transit is not in service. Neighborhood Transportation Service (NTS) operates 6:30 p.m. – 6:00 a.m. Monday through Friday and Saturday after 5:00 p.m. and all-day Sunday. Trips are \$5 one-way. Generally, trips are limited to work, school, job training, and work readiness programs. In addition to these trips NTS contracts with human service agencies to provide transportation to help meet agency needs. NTS currently operates a fleet of 11 buses and vans, of which three are accessible.

Volunteer Transportation Programs

Volunteer transportation programs provide transportation service to many elderly residents who live in the seven-county planning area. These programs provide transportation to healthcare appointments and, in a few counties, attempt to accommodate transportation for outpatient treatments. Aging Service Transportation is the sole volunteer transportation program that offers trips for groceries. The

clients that utilize these programs are unable to ride on public transit vehicles because of physical restrictions or because of the need for one-on-one care to make the medical trip. Each program's administrative staff is either part-time or volunteer. Each of the volunteer transportation programs has an extensive volunteer driver pool that utilizes their personal vehicles for the cause. Programs can offer various mileage reimbursement rates. Many volunteer services paused or suspended their services during the COVID-19 pandemic and their status for resuming services is uncertain. Unless stated otherwise, all volunteer programs utilize vehicles owned by individual volunteers, which fluctuate based on availability and demand and are not ADA accessible.

Aging Services Volunteer Transportation

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

Benton County Volunteer Transportation

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

Solon Senior Advocates

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

Southeast Linn Community Center

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

United Way of Johnson and Washington Counties

Retired Senior Volunteer Program (RSVP) is a medical transportation program providing rides to seniors and disabled adults who have no other means of getting to medical appointments. Service is free and facilitated by the United Way of Johnson and Washington Counties. All transportation is provided by volunteers using their own vehicles for transportation, have a good driving record, a valid

driver's license, and verified auto insurance. One-week advance notice is helpful to coordinate volunteers. Rides are based on volunteer availability.

Private Transportation Providers and Taxi Cabs

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

Taxicab Companies

In the past five years taxicab providers in the region have dramatically reduced, due in large part to the prevalence of rideshare network growth.

Linn County Based

American Class Taxi

Master Cab of C.R.

Johnson County Based

Ben Ten Taxicab Private Transportation Providers

Riders Club of Iowa is a for-profit transportation provider that utilizes volunteer drivers. Riders Club is a community-driven transportation program dedicated to helping seniors and individuals with visual or hearing impairments maintain their independence. The organization offers scheduled, low-cost ride-share services designed to improve quality of life. Built on the principle of “people helping people,” Riders Club relies on volunteer drivers to provide safe, convenient, and affordable transportation. Caregivers can also ride at no additional cost, making the program a practical and supportive solution for those seeking mobility and autonomy.

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

Special K's Transportation provides reliable transportation across Eastern Iowa, serving Cedar Rapids, Marion, Hiawatha, Iowa City, Waterloo, and nearby communities. Specializing in wheelchair, senior, and special needs travel, they provide safe, accessible options for medical and non-medical destinations, including nursing and retirement homes. While focused on specialized care, their services are available to anyone needing dependable transportation.

CARE Ambulance offers all levels ambulance service and secure car transfers. CARE Ambulance is pleased to provide advanced life support for Emergency Medical Services for privately contracted functions, sporting events and ground and aerial transfers. The types of calls can dramatically vary, so Care Ambulance paramedics and nurses are trained to function under an assortment of circumstances

beyond the typical paramedic services. Care Ambulance paramedics can maintain proficient emergency care by providing care to nearly 10,000 patients each year.

Rapid Run Logistics LLC provides Non-Emergency Medical Transportation and private pay trips. The primary service area includes Johnson, Linn, Black Hawk, and Dubuque counties, with travel beyond these areas when drivers and vehicles are available. Typical hours are 6 AM – 8 PM Sunday–Thursday and 6 AM – 6 PM Friday. Requests outside these hours, including holidays, can be accommodated for an additional fee. Scheduled 72 hours in advance preferred, but same-day trips may be possible.

Compassion Home Health Services includes ADA compliant vehicles providing rides for non-emergency medical trips, work, shopping and errands, airport shuttle service and more. Regular trips between Cedar Rapids and Iowa City are available and other inter-city trips within a 50-mile radius.

Norse Transport operates Non-emergency wheelchair accessible transportation in the Cedar Rapids area. Vans are equipped with the latest 7-point safety restraint systems, on-board GPS, wheelchairs, and oxygen system.

To the Rescue offers service during Weekdays and limited rides weekends and holidays by appointment. Wheelchairs and ambulatory transportation provided to individuals with any need. To The Rescue is a full-service home health care company ready to assist with a wide range of needs.

Human Service Transportation

ARC of East Central Iowa

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

Boys and Girls Club

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

Case-Worker-Provided Transportation

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

Discovery Living, Inc.

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

Medicaid Transportation (Access 2 Care)

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

Neighborhood Transportation Service, Inc.

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

Veterans Affairs

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

Care Center Transportation

Many care centers own and operate vehicles throughout the region, with a higher concentration in the urban areas of Cedar Rapids and Iowa City. Some of the centers have activity directors whose job description includes operating the vehicle, while others have other staff or volunteers who operate the vehicles. Many care also use public & private transportation systems to meet their residents’ transportation needs. A comprehensive inventory and listing of all care centers and their privately owned vehicles throughout the region were not made available and often fluctuates year-to-year based on operating decisions of each facility.

Employment Transportation and Ridesharing Programs

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

University of Iowa Employee Van Pool

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

In recent years the program averaged 79 vans with 454 members. The vans traveled over 1.2 million miles with an average round trip of 61 miles. The vans currently serve Ainsworth, Amana, Cedar Rapids, Clarence, Columbus Junction, Conesville, Davenport, Hiawatha, Homestead, Kalona, Keota, Marengo, Marion, Mt. Pleasant, Mt. Vernon, Muscatine, North English, Olds, Parnell, Riverside, Shueyville, Solon, Tipton, Washington, Wellman, West Branch, West Liberty, and Williamsburg. Currently, the vehicles are not ADA accessible.

Iowa Rideshare

lowarideshare.org is a free statewide ridesharing platform meant to match people seeking carpool and ridesharing. The service was launched by the Iowa DOT in 2017 and has seen steady use. In Region 10, users of the platform view a customized landing page (CorridorRides) if they enter a zip code within the regional boundaries but utilize the same technology and have access to all users within the statewide database.

Uber & LYFT

Uber and LYFT are Transportation Network Companies (TNC) that have grown tremendously in popularity and use in recent years. Both companies rely on drivers utilizing their own vehicles to provide rides through a smartphone app, and rates vary based on time of day and distance traveled. Levels of service are highest in the dense metropolitan areas of Iowa City and Cedar Rapids, but service is available throughout the entire state. Operating statistics for the region by these companies were not provided.

School Districts

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

2023-2024 Annutal Transportation Data for Iowa Public Schools

District Name	Enrollment	Route Miles	Net Operating Cost (ATR)	Ave # Students Transported	Ave Cost Per Pupil Transported	Ave Cost Per Pupil Enrolled	Ave Cost Per Mile (Route)	Approx. Dist. Sq. Miles
Alburnett	542	60,884	\$ 423,012.39	292.75	\$ 1,444.96	\$ 780.32	\$ 6.95	65
Anamosa	1,257	86,415	\$ 452,194.64	575.55	\$ 785.67	\$ 359.80	\$ 5.23	134
Belle Plaine	474	35,359	\$ 127,108.79	74.01	\$ 1,717.45	\$ 268.16	\$ 3.59	105
Benton	1,482	391,922	\$ 1,270,899.53	1,466.11	\$ 866.85	\$ 857.85	\$ 3.24	331
Cedar Rapids	16,126	793,390	\$ 6,390,704.18	4,399.89	\$ 1,452.47	\$ 396.31	\$ 8.05	121
Center Point-Urbana	1,174	82,777	\$ 344,966.73	651.17	\$ 529.76	\$ 293.79	\$ 4.17	91
Central City	421	24,291	\$ 204,853.73	109.01	\$ 1,879.22	\$ 486.70	\$ 8.43	77
Clear Creek Amana	3,036	457,637	\$ 1,821,198.35	2,406.00	\$ 756.94	\$ 599.89	\$ 3.98	162
College	5,075	432,662	\$ 2,956,118.45	4,363.00	\$ 677.54	\$ 582.46	\$ 6.83	137
English Valleys	449	81,782	\$ 289,160.14	194.84	\$ 1,484.09	\$ 643.44	\$ 3.54	130
Highland	589	62,378	\$ 316,113.98	283.99	\$ 1,113.12	\$ 536.51	\$ 5.07	130
Iowa City	14,375	413,019	\$ 2,575,313.64	3,881.01	\$ 663.57	\$ 179.16	\$ 6.24	133
Iowa Valley	505	51,352	\$ 197,613.04	127.00	\$ 1,556.01	\$ 391.55	\$ 3.85	105
Linn-Mar	7,567	308,244	\$ 2,491,504.13	3,171.51	\$ 785.59	\$ 329.28	\$ 8.08	63
Lisbon	681	20,698	\$ 160,111.30	195.98	\$ 816.98	\$ 234.97	\$ 7.74	48
Lone Tree	308	24,814	\$ 124,964.11	81.02	\$ 1,542.39	\$ 405.73	\$ 5.04	96
Marion Independent	1,750	76,605	\$ 435,226.80	555.00	\$ 784.19	\$ 248.74	\$ 5.68	4
Mid-Prairie	1,194	223,018	\$ 940,546.59	690.00	\$ 1,363.11	\$ 787.86	\$ 4.22	237
Monticello	969	88,442	\$ 427,336.44	263.00	\$ 1,624.85	\$ 441.19	\$ 4.83	190
Mount Vernon	1,098	60,068	\$ 254,145.85	252.87	\$ 1,005.05	\$ 231.55	\$ 4.23	76
North Cedar	702	156,547	\$ 355,258.88	414.33	\$ 857.43	\$ 506.21	\$ 2.27	209
North Linn	545	80,905	\$ 345,887.18	284.00	\$ 1,217.91	\$ 634.42	\$ 4.28	151
Olin Consolidated	194	39,657	\$ 167,439.77	92.00	\$ 1,820.00	\$ 864.87	\$ 4.22	84
Solon	1,442	73,462	\$ 413,513.69	678.00	\$ 609.90	\$ 286.68	\$ 5.63	110
Springville	411	61,031	\$ 147,669.49	97.98	\$ 1,507.14	\$ 359.21	\$ 2.42	58
Tipton	810	50,561	\$ 368,186.82	368.00	\$ 1,000.51	\$ 454.66	\$ 7.28	138
Vinton-Shellsburg	1,612	141,613	\$ 633,571.32	531.98	\$ 1,190.97	\$ 392.94	\$ 4.47	235
Washington	1,647	94,872	\$ 683,257.44	512.75	\$ 1,332.54	\$ 414.82	\$ 7.20	208
West Branch	780	61,283	\$ 325,885.02	465.00	\$ 700.83	\$ 418.07	\$ 5.32	123
Williamsburg	1,150	166,656	\$ 475,962.22	497.01	\$ 957.65	\$ 413.74	\$ 2.86	202
Totals	68,363	4,702,344	\$ 26,119,724.64	27,974.76	\$ 933.69	\$ 382.07	\$ 5.55	3,953
*Source: Iowa Department of Education								

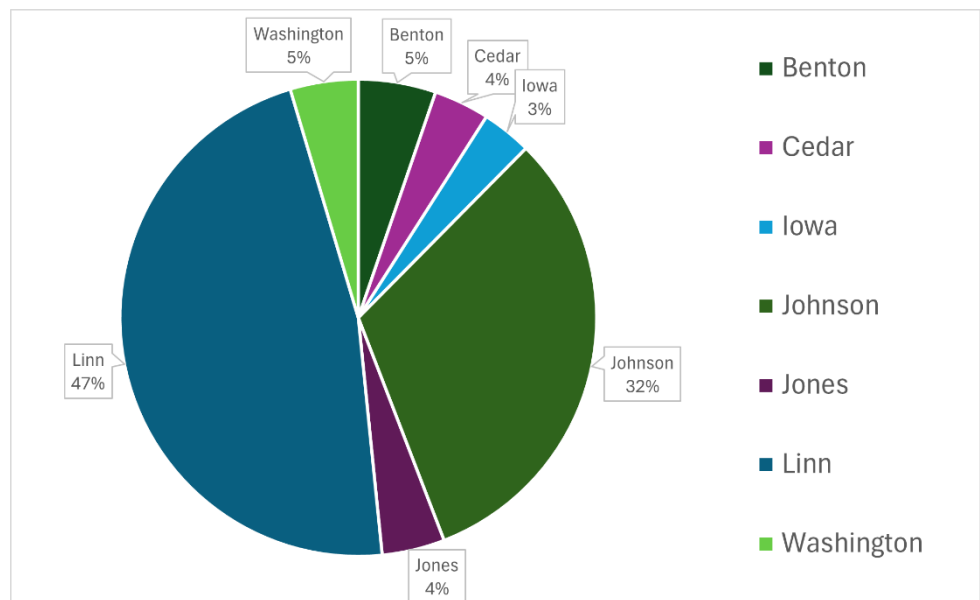
Overview of Demographics

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

According to the 2019 - 2023 Census American Community Survey Data, the total population in the ECICOG region was 488,335. Nearly half (47%) of the region's total population resides in Linn County, and slightly less than one third (33%) is in Johnson County. The remaining five rural counties are home to between 3% and 5% of the population each, with Iowa County being the least populous at 16,547 people and Benton County being the most populous rural county with 25,698 residents.

Figure 1: Regional Population Distribution

The ECICOG region is one of the fastest growing regions in the state. The metropolitan counties have historically experienced a larger rate of growth than the rural counties, due to migration to urban areas that has occurred over the past several decades. The following demographic information from the 2019-2023 American Community Survey 5-year estimates include general



population characteristics, social characteristics, employment characteristics and commuting characteristics for the seven-county service area. These characteristics were used as a starting point for passenger transportation planning. Of particular interest are the number of residents aged 65 and over, the number of people with a disability, the number of households without a car, and the number of people living below the poverty level. These subsets of the population tend to be transit dependent or have a greater need for public transit services.

The increase of more employers transitioning or allowing work from home permanently since COVID-19 can be seen in the increase in the population that works from home. While this number has grown ridership continues to grow. Shown below is the ACS data for each county in our region.

Table 1: Benton County Demographics

Benton County Population		
Total Population	25,698	100.0%
Under 5 years of age	1,492	5.8%
Ages 5 to 14	3,382	13.2%
Age 15-64	15,862	61.7%
Age 65 to 84	4,226	16.4%
Age 85 and over	736	2.9%
Means of Transportation to Work (ages 16 and over)		
Car, truck, van – drove alone	11,408	86.7%
Car, truck, van – carpooled	0	0%
Public transportation (excluding taxi)	31	0.2%
Walked	257	1.9%
Taxicab, motorcycle, bicycle, other means	86	0.7%
Worked at home	1373	10.5%
Poverty status in the Past 12 Months		
Persons below poverty line	2030	7.9%
Disability status for the Non-institutionalized Population 5 years and over		
With any disability	2,832	11.7%
Vehicles Available in Household		
No vehicle available	925	3.6%

Table 2: Cedar County Demographics

Cedar County Population		
Total Population	18,427	100.0%
Under 5 years of age	878	4.8%
Ages 5 to 14	2,318	12.6%
Age 15-64	11,443	62.1%
Age 65 to 84	3,217	17.4%
Age 85 and over	571	3.1%
Means of Transportation to Work (ages 16 and over)		
Car, truck, van – drove alone	7,965	87%
Car, truck, van – carpooled	0	0%
Public transportation (excluding taxi)	13	0.1%
Walked	161	1.8%
Taxicab, motorcycle, bicycle, other means	92	1%
Worked at home	927	10.1%
Poverty status in the Past 12 Months		
Persons below 149% of poverty level	683	4%
Disability status for the Non-institutionalized Population 5 years and over		
With any disability	2159	11.7%
Vehicles Available in Household		
No vehicle available	563	3.1%

Table 3: Iowa County Demographics

Iowa County Population		
Total Population	16,547	100.0%
Under 5 years of age	900	6%
Ages 5 to 14	2,275	13%
Age 15-64	10,144	63%
Age 65 to 84	2,784	16%
Age 85 and over	444	3%
Means of Transportation to Work (ages 16 and over)		
Car, truck, van – drove alone	7,337	87.2%
Car, truck, van – carpooled	0	0%
Public transportation (excluding taxi)	9	.1%
Walked	262	3.1%
Taxicab, motorcycle, bicycle, other means	120	1.4%
Worked at home	686	8.2%
Poverty status in the Past 12 Months		
Persons below 149% of poverty level	1,230	8%
Disability status for the Non-institutionalized Population 5 years and over		
With any disability	2,231	13.5%
Vehicles Available in Household		
No vehicle available	505	3.1%

Table 4: Johnson County Demographics

Johnson County Population		
Total Population	154,881	100.0%
Under 5 years of age	8,378	5.4%
Ages 5 to 14	16,886	10.9%
Age 15-64	109,666	70.8%
Age 65 to 84	17,715	11.5%
Age 85 and over	2,236	1.4%
Means of Transportation to Work (ages 16 and over)		
Car, truck, van – drove alone	60,710	72.4%
Car, truck, van – carpooled	0	0%
Public transportation (excluding taxi)	3,413	4.1%
Walked	6,638	7.9%
Taxicab, motorcycle, bicycle, other means	2,527	3%
Worked at home	10,553	12.5%
Poverty status in the Past 12 Months		
Persons below 149% of poverty level	10,400	7%
Disability status for the civil Non-institutionalized Population 5 years and over		
With any disability	13,939	9%
Vehicles Available in Household		
No vehicle available	10,868	7.1%

Table 5: Jones County Demographics

Jones County Population		
Total Population	20,800	100.0%
Under 5 years of age	1,075	5.2%
Ages 5 to 14	2,405	11.6%
Age 15-64	12,935	62.2%
Age 65 to 84	3,862	18.5%
Age 85 and over	523	2.5%
Means of Transportation to Work (ages 16 and over)		
Car, truck, van – drove alone	8,275	86.2%
Car, truck, van – carpooled	0	0%
Public transportation (excluding taxi)	21	.2%
Walked	171	1.7%
Taxicab, motorcycle, bicycle, other means	61	.6%
Worked at home	1,084	11.3%
Poverty status in the Past 12 Months		
Persons below 149% of poverty level	1,131	6%
Disability status for the Non-institutionalized Population 5 years and over		
With any disability	2,702	13.1%
Vehicles Available in Household		
No vehicle available	689	3.5%

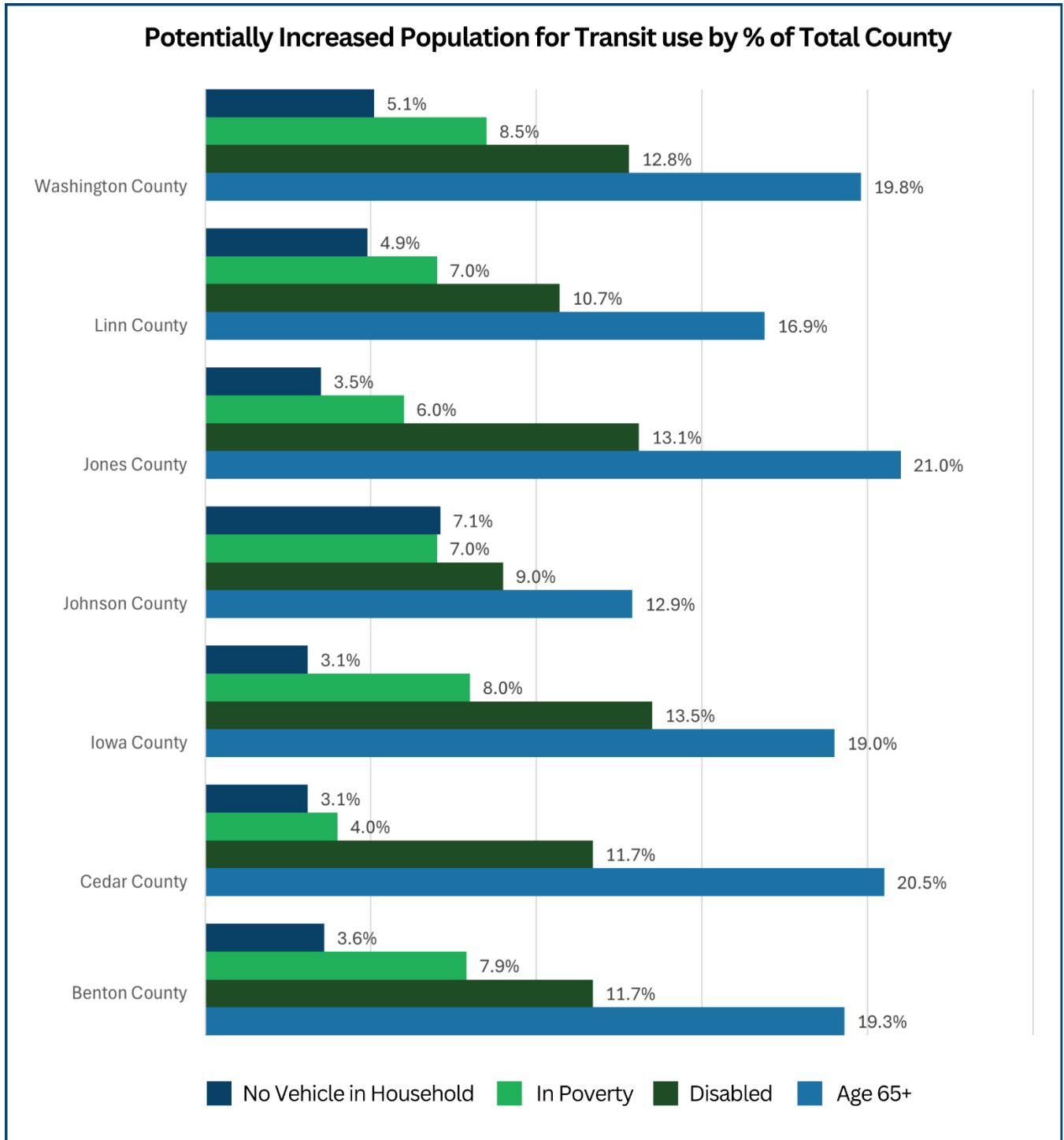
Table 6: Linn County Demographics

Linn County Population		
Total Population	229,443	100.0%
Under 5 years of age	13,573	5.9%
Ages 5 to 14	29,342	12.8%
Age 15-64	147,812	64.4%
Age 65 to 84	33,938	14.8%
Age 85 and over	4,778	2.1%
Means of Transportation to Work (ages 16 and over)		
Car, truck, van – drove alone	97,723	82.7%
Car, truck, van – carpooled	0	0%
Public transportation (excluding taxi)	714	.6%
Walked	2,227	1.9%
Taxicab, motorcycle, bicycle, other means	1,267	1.1%
Worked at home	16,237	13.7%
Poverty status in the Past 12 Months		
Persons below 149% of poverty level	15,894	7%
Disability status for the Non-institutionalized Population 5 years and over		
With any disability	25,671	10.7%
Vehicles Available in Household		
No vehicle available	11,143	4.9%

Table 7: Washington County Demographics

Washington County Population		
Total Population	22,539	100.0%
Under 5 years of age	1,419	6.3%
Ages 5 to 14	3,170	14.1%
Age 15-64	13,478	59.8%
Age 65 to 84	3,883	17.2%
Age 85 and over	589	2.6%
Means of Transportation to Work (ages 16 and over)		
Car, truck, van – drove alone	9,978	87%
Car, truck, van – carpooled	0	0%
Public transportation (excluding taxi)	112	.9%
Walked	292	2.5%
Taxicab, motorcycle, bicycle, other means	119	1.1%
Worked at home	970	8.5%
Poverty status in the Past 12 Months		
Persons below 149% of poverty level	1,790	8.5%
Disability status for the Non-institutionalized Population 5 years and over		
With any disability	2,987	12.8%
Vehicles Available in Household		
No vehicle available	1131	5.1%

Figure 3: Identified groups with increased likelihood of needing transit services.



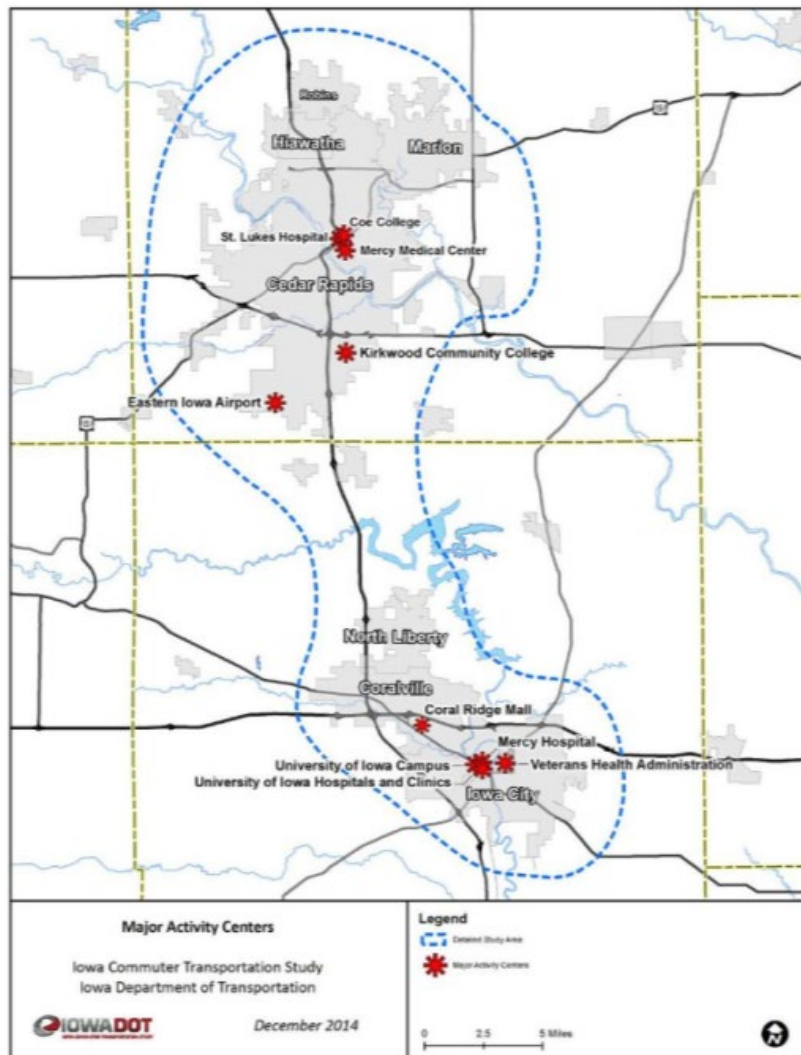
In the 2020 ACS data the number of people working from home has increased considerably in all counties ranging from 8.2% to 13.7% of the population in each county. This trend is likely due to the increased desire for work life balance, reduction of commute time, more workplaces allowing hybrid or

remote work options since COVID-19. Despite this increase in those working from home, there was growth in ridership, which has met and surpassed pre-COVID-19 expectations.

Major Destinations

The nature of regional public transportation in the seven counties contained in this plan is based on demand-response and subscripitive route transportation models – meaning public transit providers pick up passengers at their origin point and deliver them directly to their destination. Fixed route public transit providers (with designated bus routes and stops) operate only in the urban areas. Therefore, the regional transportation system in rural areas tends to serve major activity centers throughout the region. Figure 4 below was developed from the Iowa Commuter Transportation Study to highlight ten of the major activity centers in the region, and all locations are found in the metro areas of Cedar Rapids and Iowa City. This demonstrates that most trips associated with major activity centers in the region will have an origin inside one of the two metro areas.

Figure 4: Major Activity centers



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

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

Figure 5: Regional Hospitals and Wound Care Clinics



Not all communities or counties within the ECICOG region have medical facilities capable of providing specialized treatments such as wound care, chemotherapy, radiation, or dialysis. As a result, medical transportation frequently requires longer trips that take the client outside of the county of ride-origination. On the map above, hospitals are displayed in red and wound care centers are shown in white. Note that there are no hospitals in Cedar County, and no wound care sites in Cedar, Benton, Iowa, or Washington Counties.

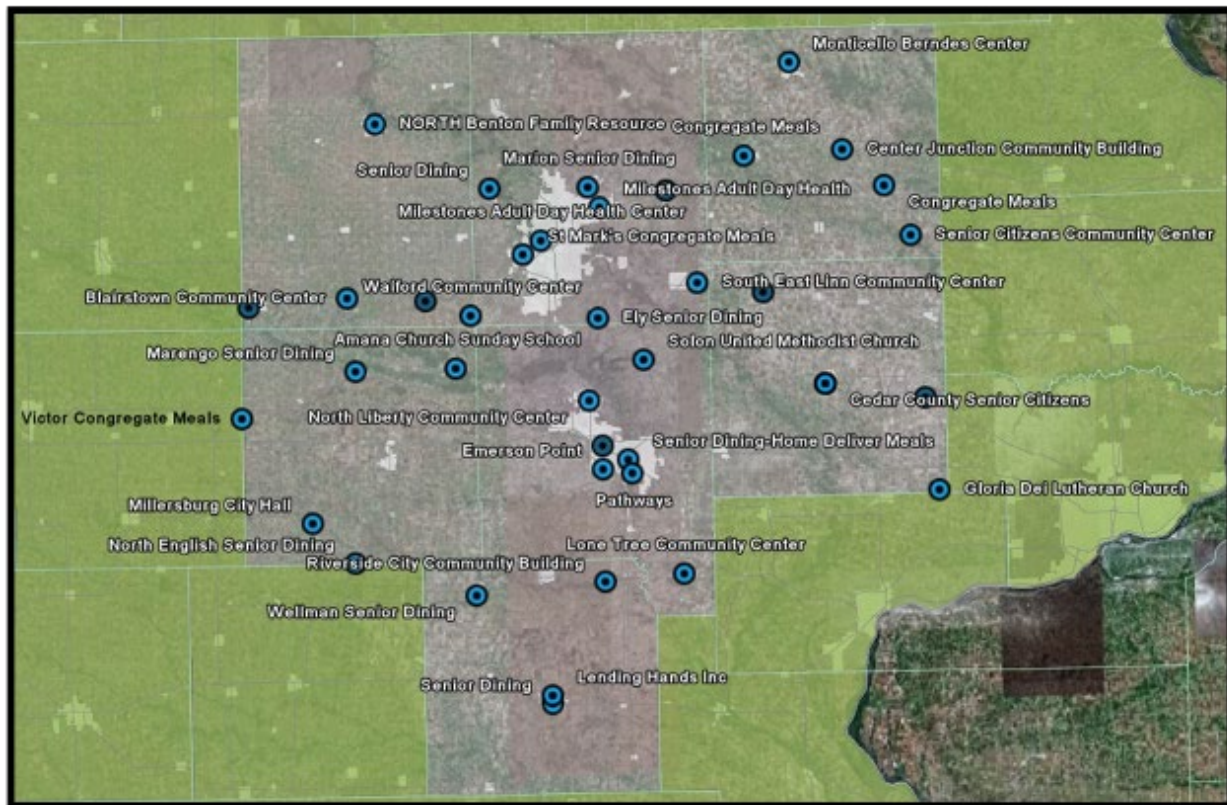
Figure 6: Regional Chemotherapy/Radiation and Dialysis



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

Not all medical trips require transportation to locations displayed on one of the above maps. Multiple communities within the region have at least one doctor's office, and healthcare transportation was often listed on the most-frequent-stops identified by CorridorRides transit providers.

Figure 7: Senior Dining Sites



Thirty-nine senior dining sites have been identified and mapped within the region. The majority of trips associated with senior dining require in town transportation, often provided by CorridorRides transit providers, nonprofit agencies, or volunteer transportation services. Many communities also have informal carpool arrangements where individuals transport neighbors or friends who no longer drive to the senior dining sites.

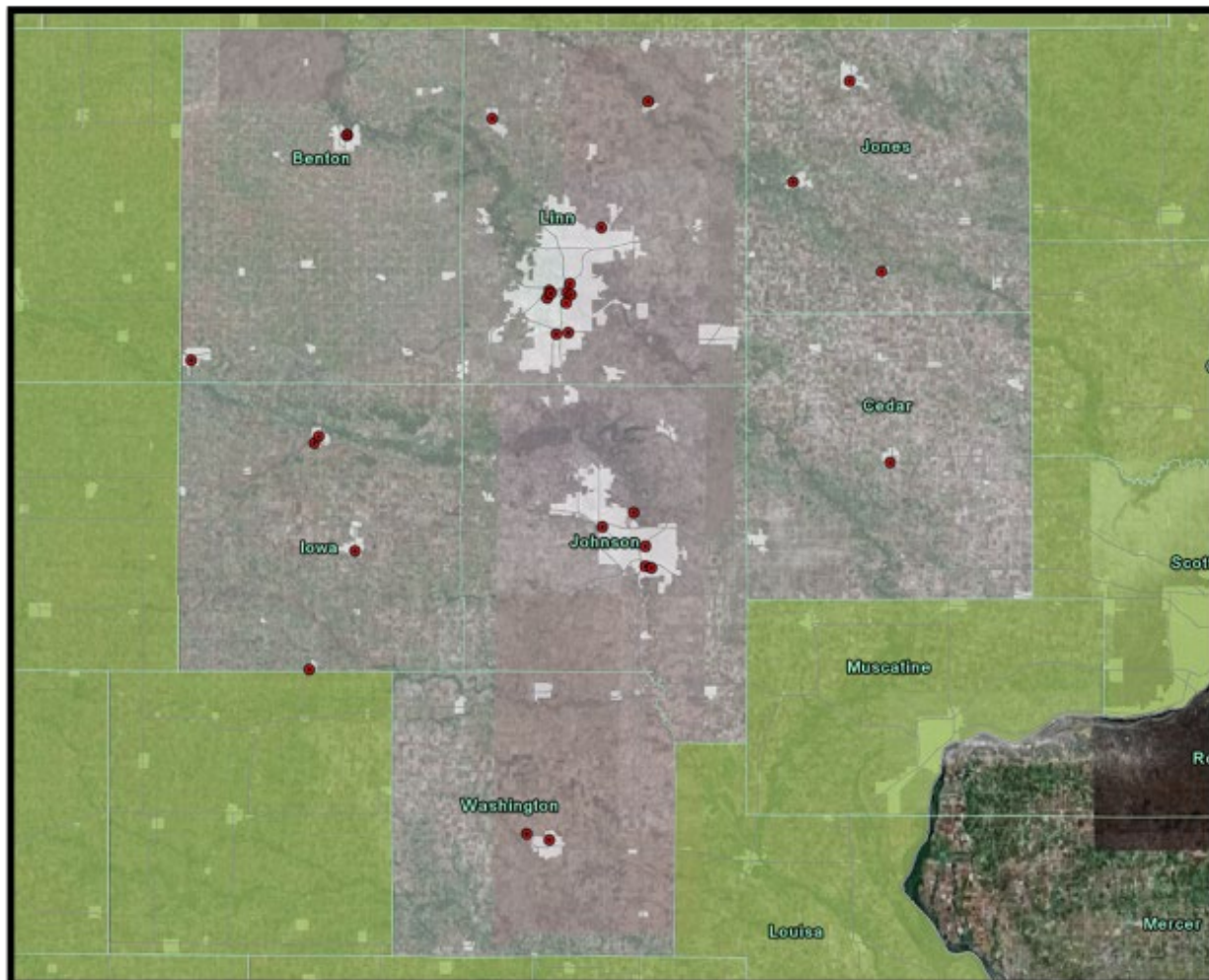
Transportation to grocery shopping sites is also an important service. Many of the communities within the region do not have grocery stores or have small convenience stores that may not meet all of the food and household supply needs of the community. Many residents must be transported outside of their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

Transportation Related to Children

The identified transportation needs of children are primarily related to education and childcare. Numerous preschool programs exist across the region, and several CorridorRides transit providers noted that the demand for transportation to programs such as Head Start and pre-schools is generally increasing. Transportation to Head Start locations pose particular challenges for the transit operators such as setting policy on how to contract for the service (either with the parent or with Head Start), how frequently to bill for the service, what to do with a child whose service fees are substantially

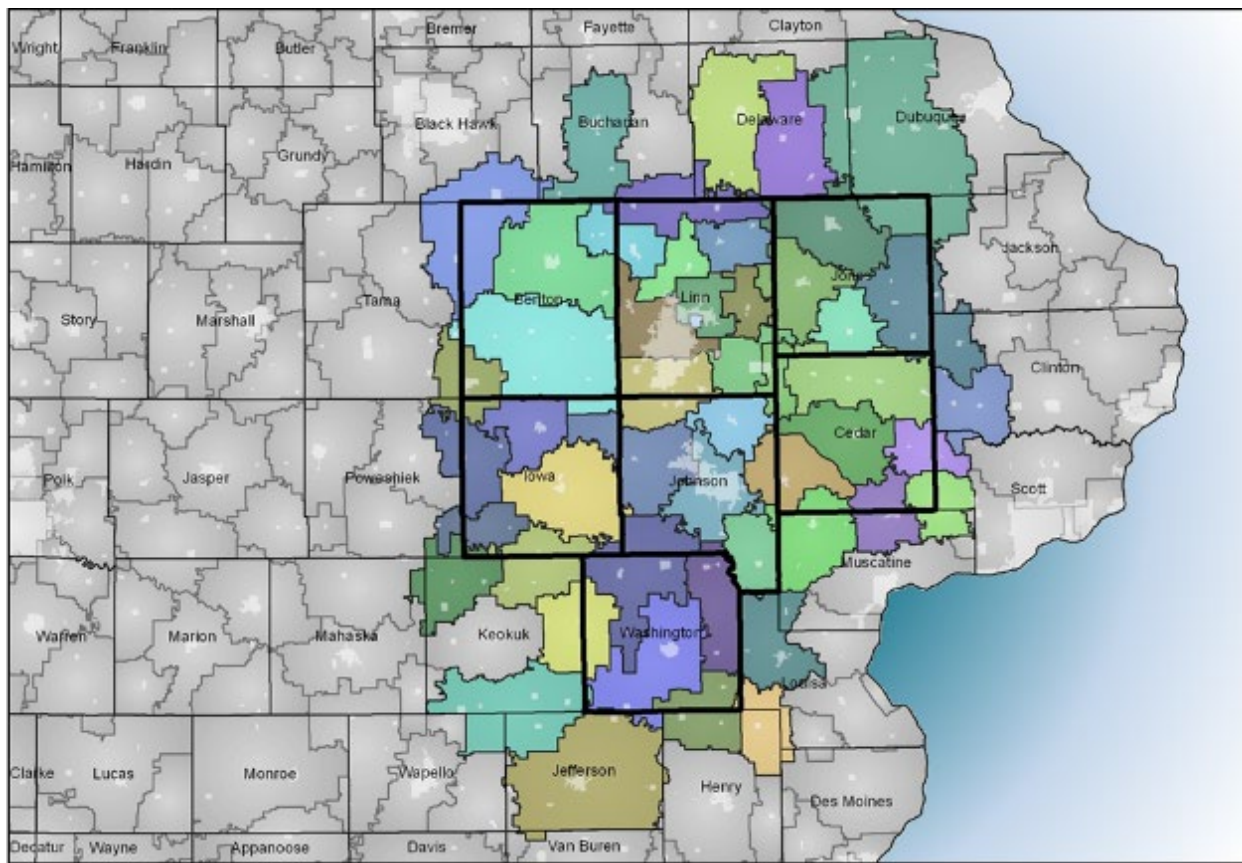
delinquent, and what type of supervision and/or additional safety measures to provide during the ride. The locations displayed on the map below are believed to be all of the Head Start sites within the region. This information was collected from the US Department of Health and Human Services.

Figure 8: Head Start Locations



Transportation needs of school-aged children are also substantial. Multiple districts exist with the ECICOG region, and the cost of busing children varies substantially from district to district, as detailed in the inventory of providers and programs section of this document. For families with children who are not eligible for school busing services, public transportation options have proven essential and should continue to be offered.

Figure 9: School Districts in the Region



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

Limited English Proficiency

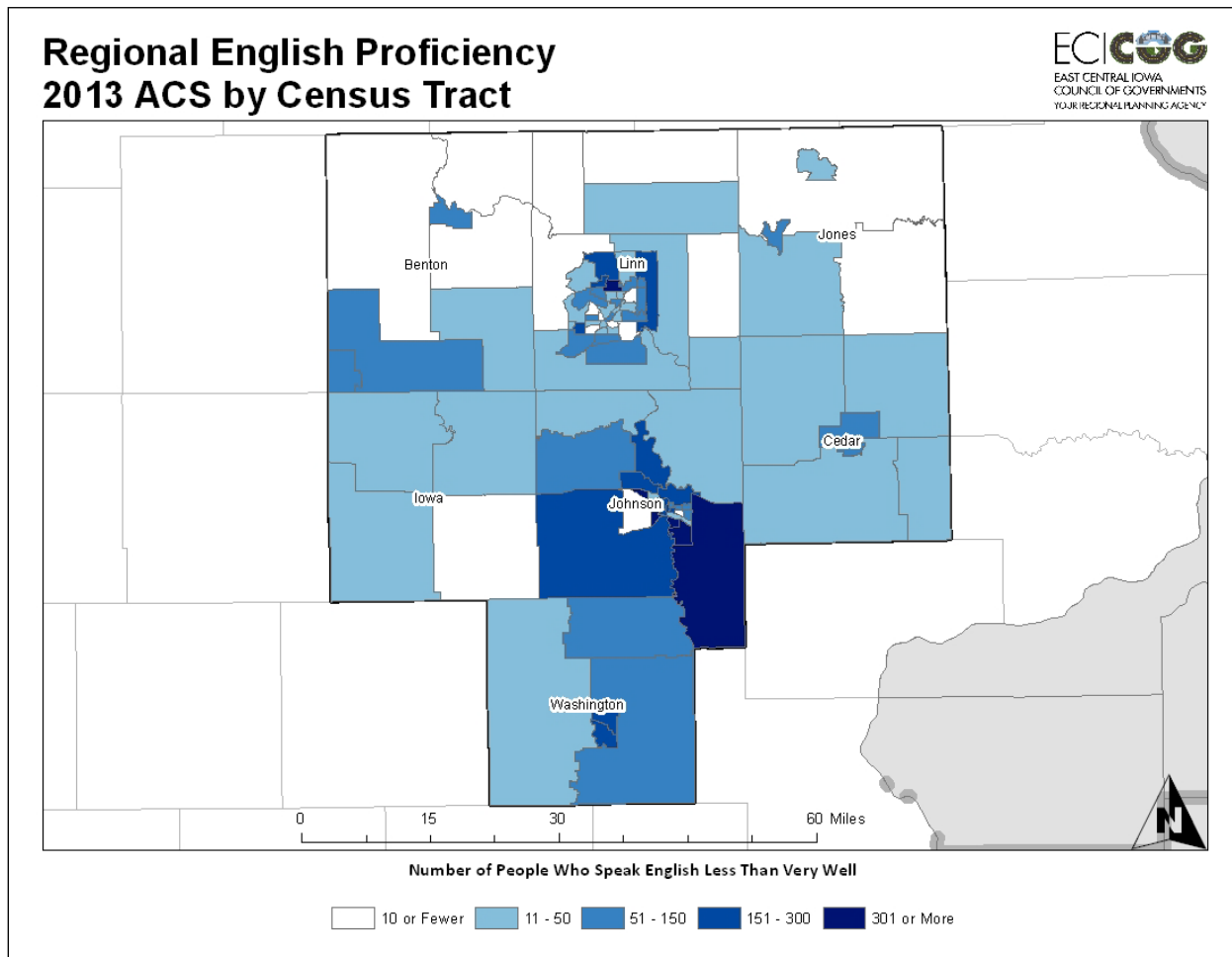
Data on the population of people who speak English “less than very well” was obtained from the U.S. Census to show areas where populations of such people are concentrated. Those who responded to the Census survey answering that they speak English less than very well are considered to have Limited English Proficiency (LEP) for the purpose of this analysis. Figure 10 shows the county level LEP populations, and Figure 11 shows the population totals of LEP by census tract.

Figure 10: Percentage of LEP Population by county

County	Population	Speak English less than Very Well (LEP)	% Population that Speak English "Very well"	% Population that Speak English less than Very Well (LEP)
Benton	25,645	410	98.40%	1.60%
Iowa	16,475	362	97.80%	2.20%
Jones	20,848	375	98.20%	1.80%
Johnson	156,420	24,402	84.40%	15.60%
Linn	226,709	10,882	95.20%	4.80%
Washington	22,247	1,023	95.40%	4.60%

Source: 2020 US Census

Figure 11: Total population of LEP by census tract

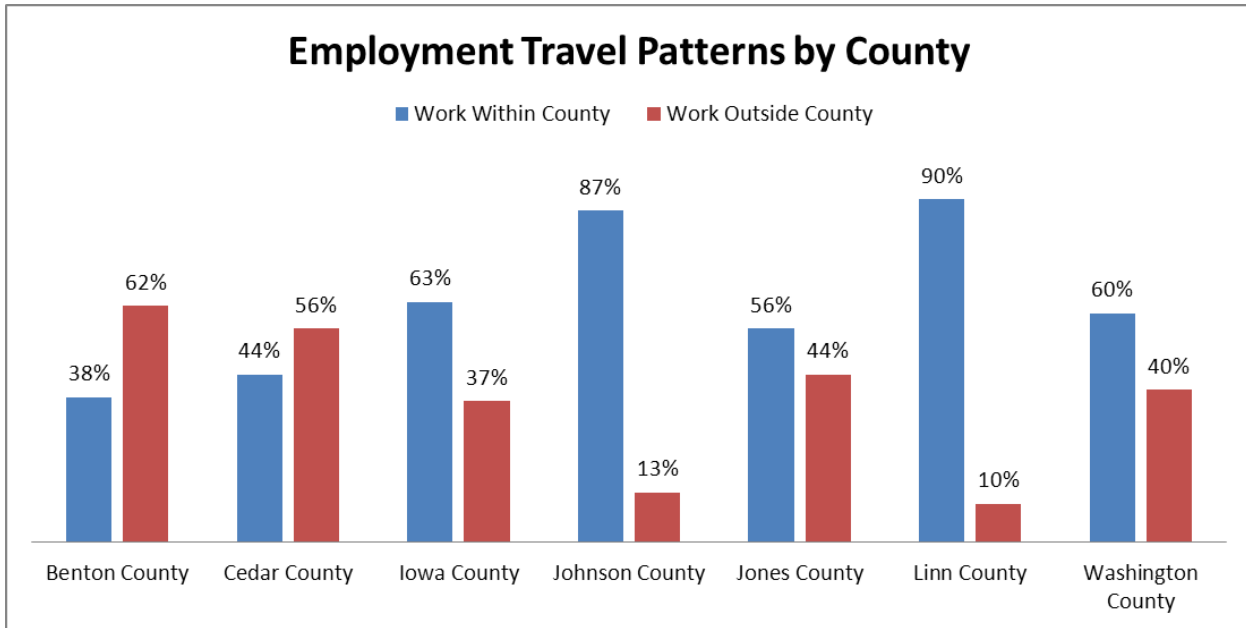


As Figures 10 and 11 demonstrate, few areas of the region have high LEP concentrations. High concentrated LEP areas are generally found in and around the metropolitan areas of Cedar Rapids and Iowa City, with locally higher amounts in Washington County. No census tract in the region has a LEP percentage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

Transportation Related to Employment

Transportation to employment is an important consideration when planning for and providing transportation services. As detailed below, the two urban counties (Johnson and Linn) display similarities, while the four rural counties show different trends. In Johnson County, 87% of workers lived and work in the county, and this number was slightly higher in Linn County, at 90%. The trend in rural counties was that fewer residents work in the county in which they live. This suggests that transportation to employment for those living in the rural counties consists of inter-county travel and is likely due to more employment opportunities in the urban counties.

Figure 12: Place of Residence and Employment

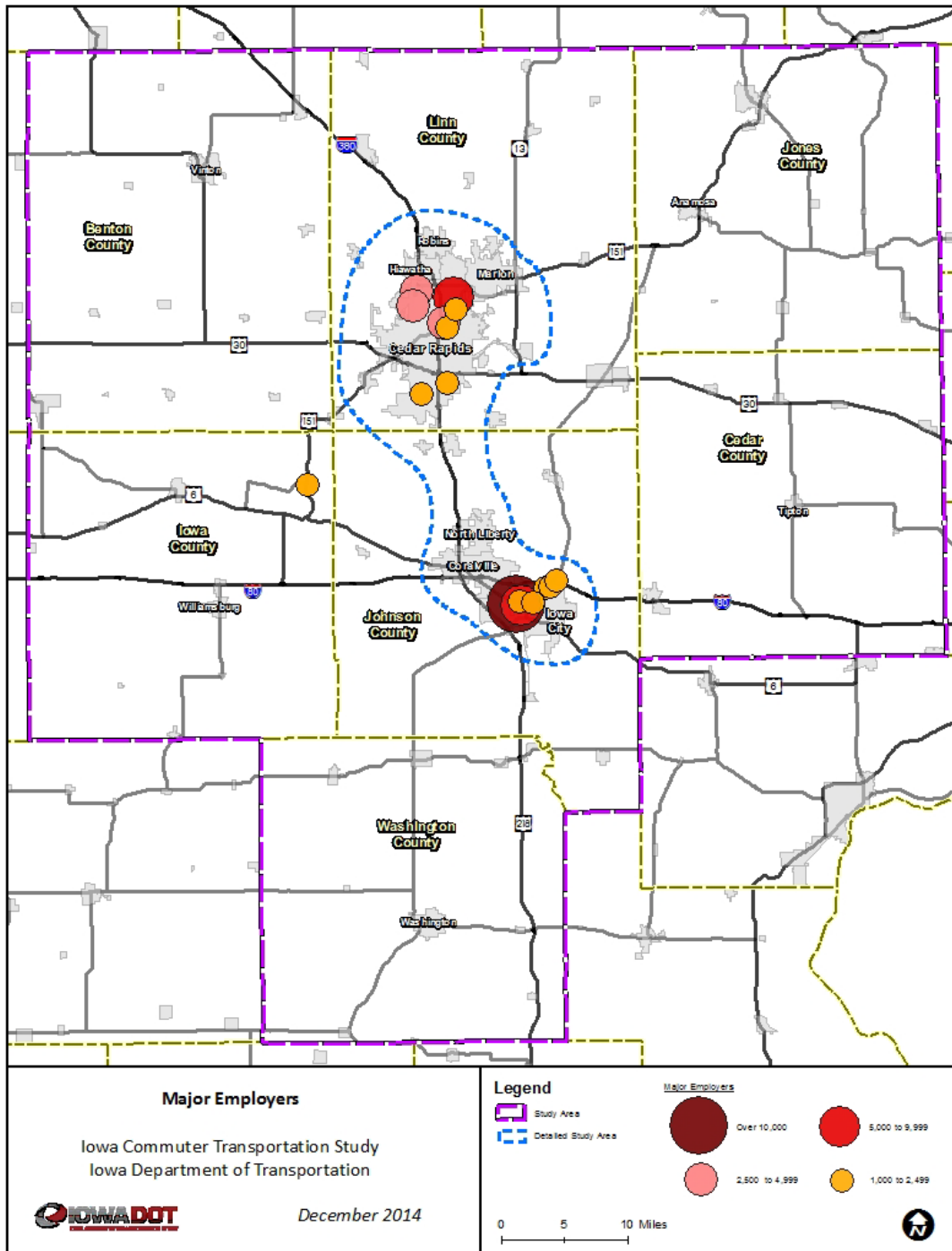


As seen in Figure 13 below, nearly all of the fifty largest employers in the region are in Linn and Johnson Counties. A few major employers in the rural areas rank within the top fifty, and those locations draw both from the surrounding rural areas as well as nearby urban areas. In the case of Whirlpool Inc. which employs approximately 2,200 in Iowa County, company officials have expressed the need that current and potential employees face regarding transportation from the metro areas of Cedar Rapids and Iowa City, and have even piloted private bus service for employees but suspended the service at the onset of COVID-19.

Figure 13: List of 50 largest employers in Region (Cedar Rapids Metro Economic Alliance)

Name	Employees	City
The University of Iowa	30,012	Iowa City
UI Health Care	10,288	Iowa City
Collins Aerospace	8,200	Cedar Rapids
Whirlpool	3,430	Amana
UnityPoint Health - St. Luke's Hospital	2,979	Cedar Rapids
Cedar Rapids Community School District	2,879	Cedar Rapids
Transamerica	2,500	Cedar Rapids
Hy-Vee	2,326	Cedar Rapids
Nordstrom Direct	2,150	Cedar Rapids
Mercy Medical Center	2,140	Cedar Rapids
Veterans Administration Medical Center	2,115	Iowa City
ACT Inc	1,350	Iowa City
City of Cedar Rapids	1,326	Cedar Rapids
Cedar Rapids City Hall	1,267	Cedar Rapids
UFG Insurance	1,200	Cedar Rapids
Iowa State University - CIRAS	1,000	Cedar Rapids
Linn-Mar Community School District	987	Marion
Quaker Foods & Snacks	975	Cedar Rapids
Pearson - Iowa City	930	Iowa City
Tata Consultancy Services	925	Cedar Rapids
Mercy Hospital Iowa City	900	Iowa City
College Community School District	850	Cedar Rapids
Alliant Energy	845	Cedar Rapids
Four Oaks	800	Cedar Rapids
West Side Transport	765	Cedar Rapids
General Dynamics	700	Coralville
Toyota/Lexus Financial Services	690	Cedar Rapids
Linn County Board of Supervisors	670	
MediRevv	650	Iowa City
General Mills	650	Cedar Rapids
PAETEC	647	Hiawatha
Proctor & Gamble	600	Iowa City
Hibu	600	Cedar Rapids
GreatAmerica Financial Services Corporation	600	Cedar Rapids
GoDaddy	600	Hiawatha
Oral B Laboratories	590	Iowa City
CRST International, Inc.	575	Cedar Rapids
Folience	572	Cedar Rapids
Wells Fargo Vendor Financial Services	560	Cedar Rapids
Frontier Co-Op	540	Norway
Riverside Casino & Golf Resort	534	Riverside
Van Meter	503	Cedar Rapids
Kinze	500	Williamsburg
Centro Inc.	500	North Liberty
ADM-Corn Processing Division	496	Cedar Rapids
GreenState Credit Union - North Liberty	492	North Liberty
PMX Industries Inc.	450	Cedar Rapids
HR Green Inc.	443	Cedar Rapids
Windstream	420	Hiawatha
NextEra Energy Duane Arnold Energy Center	420	Palo

Figure 14: Map of largest employers in region



Section 3: Transportation Needs and Coordination

The needs of the community constantly change as routes get combined, altered, removed or created; all affect the accessibility of transportation to individuals as well as the types of destinations that are available. in greatest demand.

Assessment of Recommended Projects: Needs and Status

The 2020 PTP identified five core needs relating to passenger transportation, in no particular order or priority:

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

These identified needs have steered concurrent PTP planning efforts in annual updates to the plan. The ECICOG PTAC facilitated the annual updates, and each year built on the core needs to reflect changes and new developments in the field of passenger transportation. The PTAC is representative of both passenger transportation users and agencies who offer and operate transit in their respective county, as well as human service providers. The composition of the PTAC makes it an ideal body to review and update passenger transportation needs in years between development of a PTP. A summary of the needs identified by the PTAC in years since the 2020 update are as follows, in no order:

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

The eight needs identified during annual PTP updates reflect the always transforming realm of passenger transportation and build on previously identified needs. The needs identified from the previous PTP serve as the basis of newly identified and updated needs for the 2026-2031 Passenger Transportation Plan.

Iowa Commuter Transportation Study

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

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

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

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

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

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

- Need to improve congestion and safety on Interstate 380
- Commuter transportation investments that can benefit employers by widening labor pool, and reducing current barriers to employment opportunities
- Availability of public transportation to provide options and opportunities
- Public transportation can enhance regional mobility and expand job opportunities.
- Reduce the cost of commuting.
- Provide equal opportunity for population subgroups including disabled and lower income persons.
- Student commuters in region have similar needs as employment related commuters.
- Reduce negative environmental effects associated with increased traffic volumes.

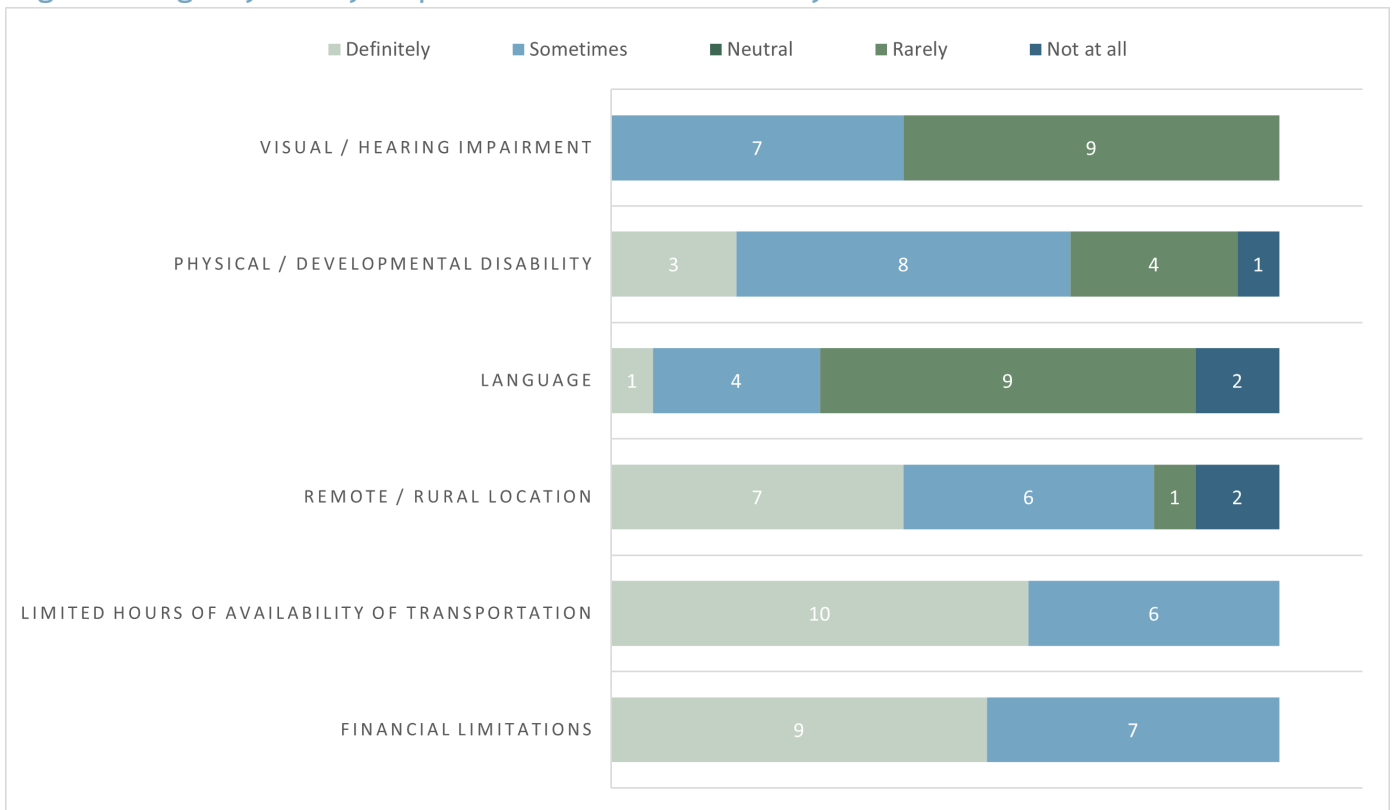
¹ The full study can be found at: http://www.iowadot.gov/commuterstudy/pdfs/ITC_FinalReport.pdf

PTP Survey Results

Two surveys were created to specifically gauge needs and input for the PTP update. One survey focused on agencies that deal with passenger transportation either by funding, contracting for, directly providing, or referring clients to passenger transportation services; this survey generated 14 responses. The second survey was focused on users and consumers of passenger transportation services, along with the general public; the user-survey generated 82 responses.

Survey responses from agencies who interact with passenger transportation clearly indicate the need for more availability of transportation services, with a vast majority stating limited hours of availability is a barrier faced by clients (Figure 16). Other barriers expressed include financial and services being in remote or rural locations.

Figure 16: Agency survey responses for barriers faced by clients.



Comments from survey respondents submitted by agencies support the need for greater transportation service options geographically and at more hours. The majority of written comments referred to the need for expanded times, days of the week, and options for traveling across county boundaries.

Survey results from transit users and the public show similar trends in that more transportation options for days of the week, times, and geography are the greatest needs. When asked the question of what reasons the public choose to not use public transportation the three most common reasons were “I would rather drive” and “Not available when or where I need it” (Figure 18). A recurring theme throughout survey responses from the public was a need for transportation to have greater availability

across the region and at more times, including numerous written comments attached to survey response.

Reasons for why respondents do use public transportation indicate that many people utilize to get to work or school, Shopping, and medical appointments. (Figure 19).

Figure 18: User survey responses for using public transportation.

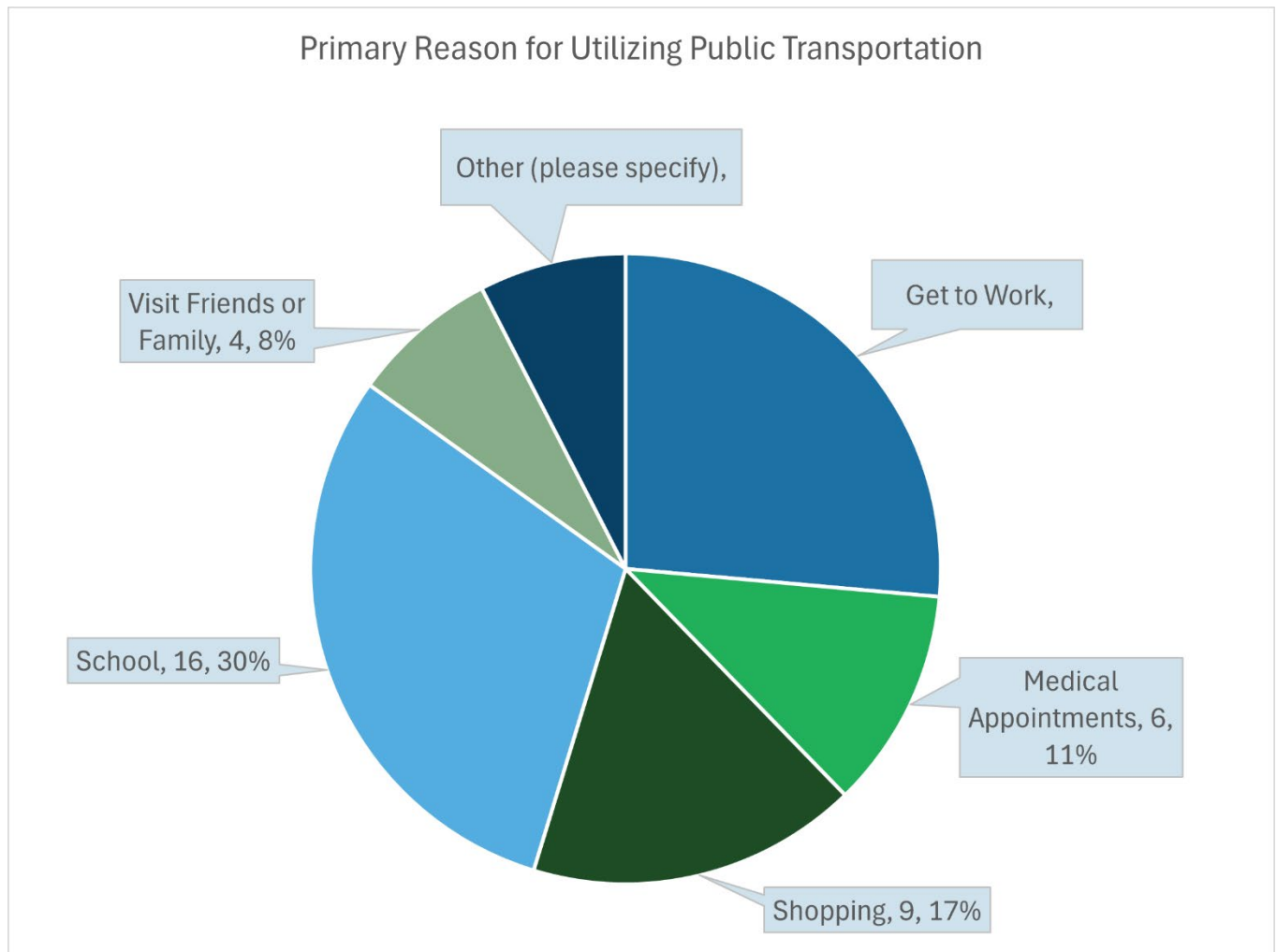


Figure 19: User survey responses for not using public transportation.

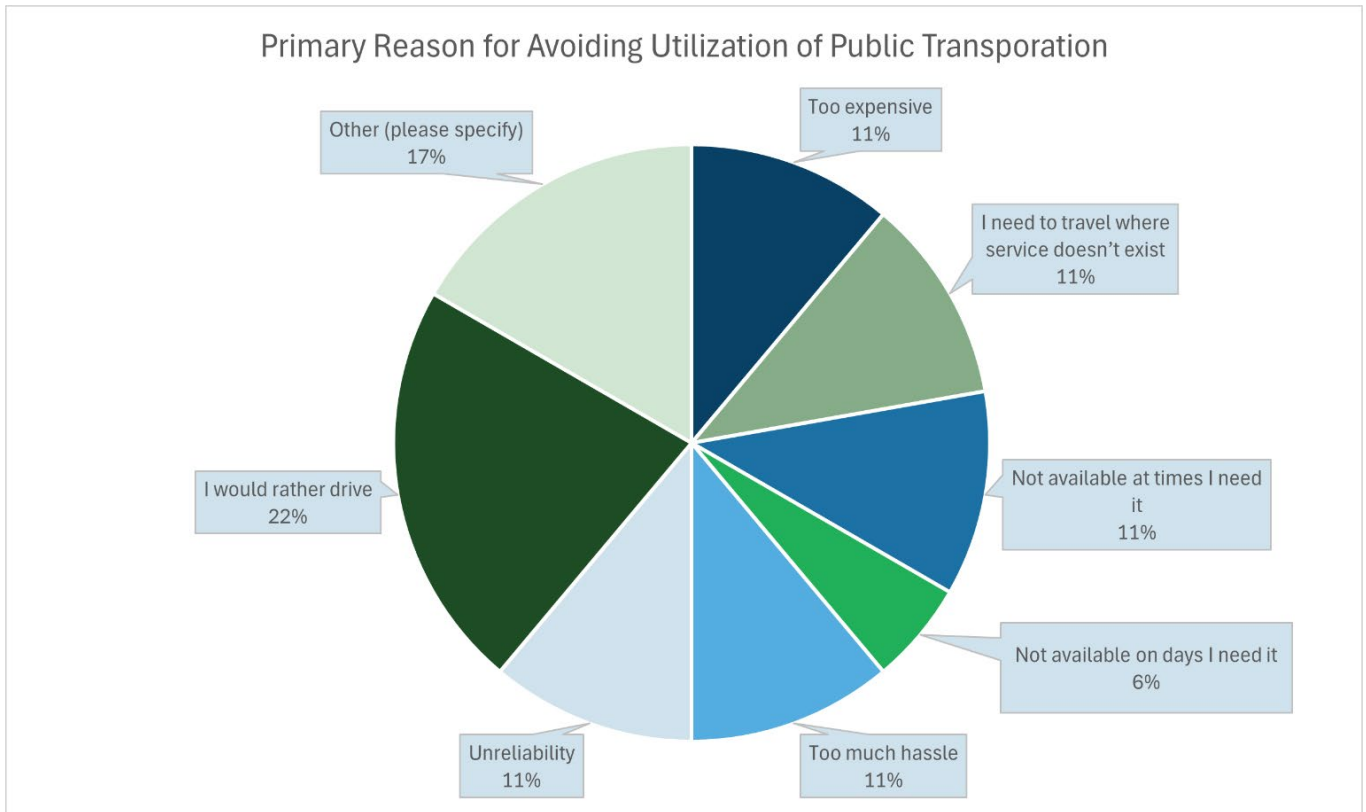
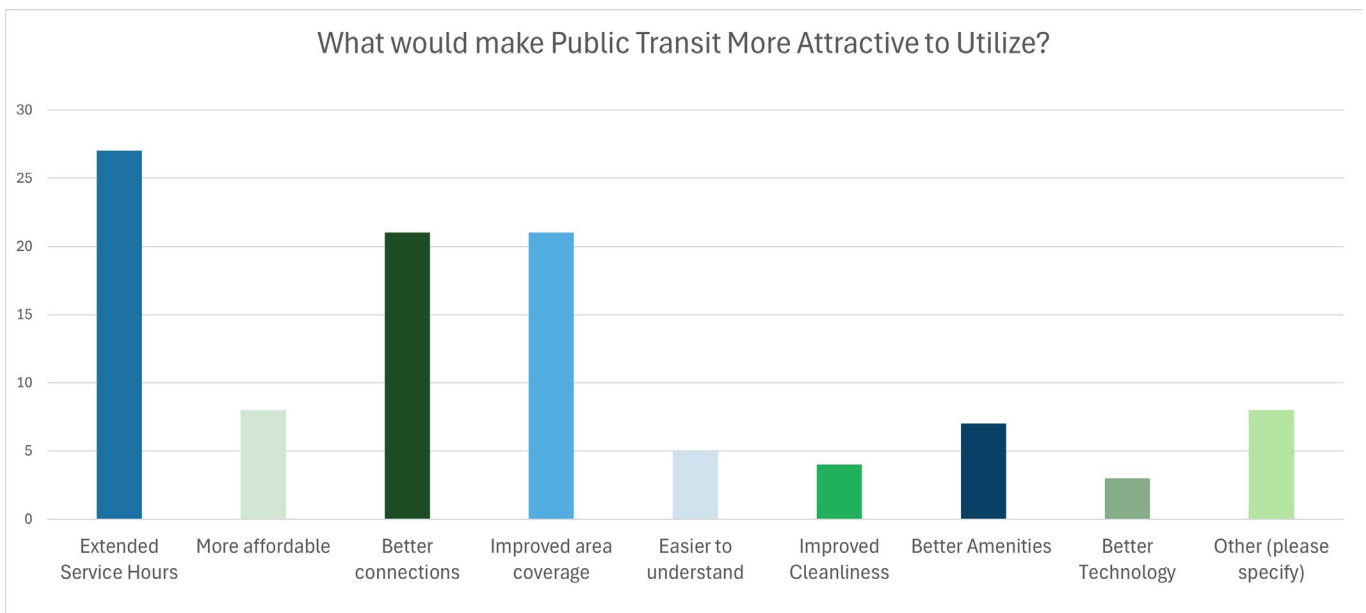
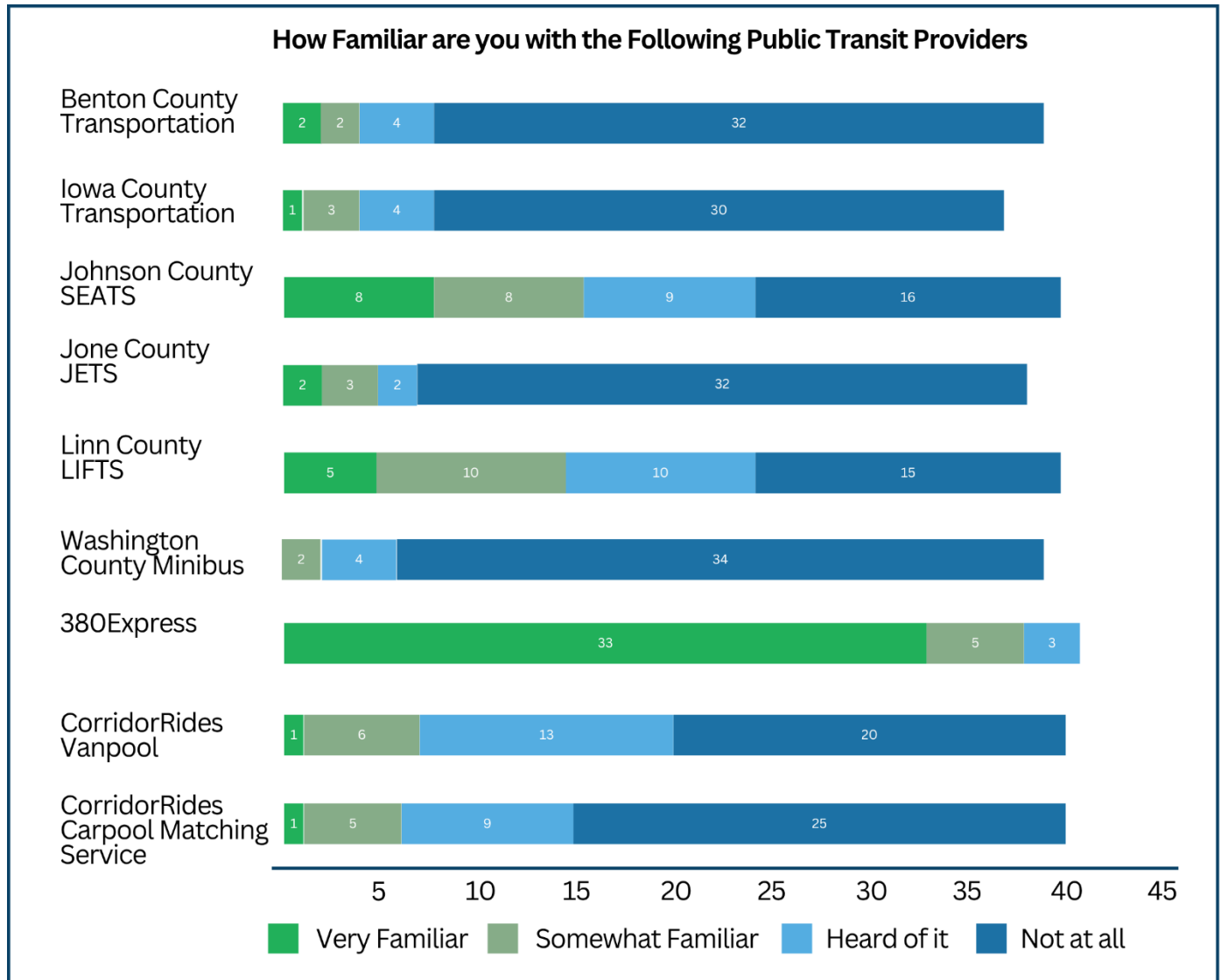


Figure 20: User survey responses for improving public transportation.



Although numerous transportation providers exist throughout the region, survey responses indicated that many providers are not widely recognized. Both the agency and public survey’s respondents were asked about familiarity with various transportation providers. Only Johnson County SEATS and the 380Express were transportation providers which more than 50% of respondents indicated having familiarity with. The rural county public transit providers and the CorridorRides carpool matching service demonstrated the least amount of familiarity as shown in Figures 20 and 21 below. Such results indicate efforts to promote awareness of transportation providers are necessary.

Figure 20: User survey responses for familiarity with public transit providers



A common theme expressed from written comments via the survey was a desire for passenger rail between Cedar Rapids, North Liberty, Coralville, and Iowa City, in addition to inter-city passenger rail service to Chicago. While this topic of study was not directly solicited for the ECCIOG PTP planning efforts, it was very clear that survey respondents felt this topic was relevant. The Johnson County MPO has been studying passenger rail possibilities along the Iowa City, North Liberty, and Cedar Rapids corridor for several years and will continue to lead those efforts.

Recent Developments

Since the 2020 PTP was published several notable developments have occurred that shaped passenger transportation in the region. Passenger transportation in the post-pandemic world has rebounded. More employees working are from home or work in hybrid arrangements, as seen by the 2020 ACS data the number of people working from home has increased considerably in all counties ranging from 8.2% to 13.7%. While that population has increased, ridership has also continued to increase. This could suggest the majority of people working from home have access to a car and utilize public transportation.

Johnson County is currently investigating passenger rail, with a company who would pilot the passenger train for a set duration and analyze the ridership information and help decide if a permanent train would be viable. This could help improve viability for passenger rail services in the region by having the option available to begin to highlight the demand for more alternatives. This could align with the greater goal of eventually connecting to Illinois' rail lines and joining the larger rail network.

The Eastern Iowa Airport (CID) is wrapping up their modernization upgrades this winter. The upgrades modernized the terminal and improved the user experience. Future improvements are planned with no set timeline; however, they are working towards shovel ready status. The airport is also working on improving education and job opportunities by working with local high schools and colleges to offer pilot and maintenance learning opportunities. The course is designed to create a pipeline for students who learn about plane maintenance and pilot ground courses. The course if started in high school could be completed in as little as two years within this college program. This program is a terrific opportunity to help connect local kids with an exciting future job opportunity with a major airline.

Mobility Management has continued to be a proven need in both the urban areas and the entire seven county region. Linn County no longer employs a Mobility Coordinator due to budget constraints, but Johnson County continues to have a successful mobility coordinator that has proven very beneficial. Although the Johnson County Mobility Coordinator primarily serves Johnson County, there have been countless examples of the coordinator assisting with transportation needs across the seven county region, due in large part to the University of Iowa Hospitals having a large footprint for employees and patients.

Another development in passenger transportation is the continual changes in Medicaid transportation, and how that is affecting both transportation providers and individuals needing medically related transportation. The transportation broker(s) for Iowa Medicaid transportation has changed numerous times since the last PTP, causing confusion for transportation brokers on how to go about scheduling, providing, and being reimbursed for rides. The continual changes have resulted in many small scale private transportation providers providing Medicaid rides, which riders have reported mixed results in safety and satisfaction compared to transportation providers that are well established. Medicaid transportation needs are substantial for individuals, case workers, and medical providers. The need for reliable, safe, and consistent Medicaid transportation has been a theme among various groups in recent years, and transportation providers will continue working to address those needs.

Section 4: Priorities and Strategies

Needs Overview

Taking all the input together with data on the seven county ECICOG region, three categories of passenger transportation needs were identified, with more specific subsets of needs based on the primary three. The three categories are listed and explained below, along with the associated, more specific needs. These three categories are similar to the 2020 PTP, and build upon recent changes in passenger transportation as well as needs expressed by human service agencies, planning agencies, individuals, and transportation providers across the region.

Need for **Expansion** of Transportation Services

A common theme expressed through input is the need to provide additional service both geographically, at greater frequency, and additional hours. Much input was focused on additional service to specific populations, and listed below is a summary of the expansion needs:

1. Support multi-modal programs.
 - a. (Passenger rail, vanpools, ride-sharing, bike & scooter)
2. Additional service options in rural areas, including across county boundaries.
3. Additional service for elderly, low income, and disabled population.
4. Seeking to attract choice riders to public transit.
5. Support and expand opportunities for employment related transportation.
 - a. (Vanpools, rideshare programs, commuter buses between cities)

Need for **Collaboration** Among Providers and Agencies

With a variety of transportation providers and governmental boundaries in the region, a common theme expressed was simplifying the rider experience for people needing transportation across boundaries (both real and perceived). In addition, the many human service agencies, healthcare providers, and municipalities across the region create a web of organizations that can be confusing and cumbersome. Through input gathered there was a clear need to work on collaboration among different agencies to improve efficiency, and work toward a more simplified transportation system. Below is a list of unprioritized specific needs relating to collaboration:

1. Need for a one-stop resource for information on all transportation services region wide.
2. Explore mobility coordinator serving entire region.
3. Collaboration among public transit systems to facilitate coordination of services.
4. Regular interaction among MHDS regions and transportation providers
5. Collaborative funding solutions, including private sector
6. Ensure duplication of similar transportation services is avoided.
7. Plan for and support growing communities near urban areas with transportation needs that do not have resources to support their own services.
8. Explore private and non-profit transportation providers for opportunities to meet unmet demands.

9. Seek simplified transportation solutions across current political, planning, and public transit boundaries.
10. Seek partnerships and support from statewide groups and agencies that focus on transportation and representative of passenger transportation users.
11. Collaboration with local emergency management agencies to prepare for transportation needs during disasters, including no-fare transportation trips when necessary. Restarting the Nuclear power facility in Palo will require partnerships with appropriate agencies.
12. Support planning efforts to explore regional transit districts and authorities, where appropriate.

Enhancement of Current Services and Embrace New Technologies

Embracing modern technologies relating to transportation that can improve the experience of the passenger or lead to efficiencies for transit operators was a common theme from input. In addition, new and emerging technologies and transportation models should be considered that will help individuals receive enhanced and better transportation services. While the concept of driverless vehicles may still be beyond the horizon of this PTP, concepts such as these should be monitored closely for consideration in how it can affect local passenger transportation services.

1. Increase marketing and outreach of current services to ensure current resources are maximized.
2. Modernize fleets and associated facilities.
3. Explore and consider alternative fueled vehicles.
4. Expand current mobility management and travel training, with consideration of such services for entire region.
5. Consider new partnerships to expand transit offerings.
 - a. Employers, community colleges, health care systems)
6. Explore innovative funding for capital replacement and expansion.
7. Offer amenities on vehicles and cell phone apps that passengers need and desire.
8. Consider Micro transit and private ride-share transportation solutions for unmet needs, especially in areas that are currently underserved.

Strategies

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

Project/Strategy: **Procure Replacement and Expansion Vehicles**

Timeline:	Annual
Need(s) Addressed:	Enhancement: 2, 3 & 6
Proposed by:	PTAC; Transit Operators; Survey Respondents
Description:	Replace public transit vehicles that have surpassed their federal useful life threshold; Procure new public transit vehicles to expand the CorridorRides and other public transit fleets.

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

Timeline:	2027 and beyond
Need(s) Addressed:	Expansion 2 & 5; Collaboration 7 & 12
Proposed by:	Transit Operators, Survey Respondents, planning agencies
Description:	Small towns such as Solon, Mount Vernon, Palo have expressed interest in transit service related to employment and medical services that cannot be met by current service offerings. Growing communities such as North Liberty, Tiffin, Ely and others are also facing needs to provide public transportation options.

Project/Strategy: **Support Public Vanpool Service**

Timeline:	Annual
Need(s) Addressed:	Expansion 1- 5; Collaboration 9; Enhancement 5
Proposed by:	Mobility Coordinators, Planning Agencies, PTAC
Description:	CorridorRides vanpool began in 2017 and has grown to over 25 active vanpool groups. Continuation of program will serve commuters and offer another modal choice for passenger transportation.

Project/Strategy: **380Express Bus Service**

Timeline:	Annual
Need(s) Addressed:	Expansion 1- 5; Collaboration 7; Enhancement 5 & 7
Proposed by:	Survey Results, Mobility Coordinators, Planning Agencies
Description:	Launched in 2018, the 380Express bus service has been well received by the public and proven to be viable option for commuters and public traveling between Cedar Rapids and Iowa City. Continuation of service after DOT funding lapses is critical.

Project/Strategy: **Park and Ride Facilities**

Timeline:	2027 and beyond
Need(s) Addressed:	Expansion 1-5; Collaboration 7, 9
Proposed by:	Corridor Commuter Study, PTAC
Description:	Seek locations that would serve park and ride functions; potentially linked to existing public transit service or with existing lots that could benefit private businesses or landowners. Coordinate efforts with DOT.

Project/Strategy: **Public Rideshare Program**

Timeline:	Annual
Need(s) Addressed:	Expansion 1-5; Collaboration 1, 6, 7; Enhancement 5, 8
Proposed by:	PTAC, Planning Agencies
Description:	Continue provision of iowarideshare.org to allow public to find and offer carpool options.

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

Timeline:	Annual or Bi-Annual
Need(s) Addressed:	Collaboration 4 & 10; Enhancement 1, 4, 5
Proposed by:	Survey Respondents, Mobility Coordinators
Description:	Schedule reoccurring meetings or events in which representatives from the MHDD regions meet with local transit providers to better understand needs and potential solutions.

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

Timeline:	Annual or Bi-Annual
Needs Addressed:	Collaboration 2, 3, 9, 12; Enhancement 1, 5
Proposed by:	Survey Respondents, Mobility Coordinators, Planning Agencies
Description:	Continue regular meetings and collaboration among bordering planning and transit agencies to improve communication and planning efforts.

Project/Strategy: **Regional One-Call Transportation Center**

Timeline:	2027
Needs Addressed:	Collaboration 1, 2, 5, 9; Enhancement 5
Proposed by:	PTAC, Survey Respondents, Mobility Coordinators
Description:	Regional call center, website, app that would allow consumers to make one inquiry regarding transportation and to schedule trips

Project/Strategy: **Marketing and Operations Study for Transit Providers**

Timeline:	2027
Needs Addressed:	Expansion 3; Collaboration 1,2,8,9; Enhancement 1,5, 7
Proposed by:	PTAC, Transit Providers, Survey Respondents, Planning Agencies
Description:	Conduct studies to seek best practice marketing efforts, identify populations that underutilize transit and how to reach those populations. Outcome of study could be a marketing plan to be used by transit systems.. Possible separate operations analysis study.

Project/Strategy **Fleet Maintenance and Expansion**

Timeline:	Annual
Needs Addressed:	Expansion 2-3; Enhancement 2, 7,8
Proposed by:	All sources
Description:	Provide regular maintenance and replacement of existing fleet and improve vehicle conditions.

Project/Strategy **Intelligent Transportation Solutions (ITS) Implementation**

Timeline:	2021; Annual
Needs Addressed:	Expansion 4; Enhancement 2, 6, 8
Proposed by:	PTAC, Survey Respondents
Description:	Implement technological improvements to transit systems that bolster the provision and availability of service, while also improving efficiencies

Project/Strategy **Evaluate Mobility Coordination for Entire Region**

Timeline:	2027
Needs Addressed:	Collaboration 1 & 2
Proposed by:	All Sources
Description:	Evaluate what would be needed to offer mobility coordination across the entire region, including funding, staff levels, potential work load, and expectations from existing transportation providers.

Project/Strategy **Plan for Transportation Needs Related to Restarting Palo Nuclear Power Facility**

Timeline:	2027 and beyond
Needs Addressed:	Collaboration 12
Proposed by:	Transit Providers, Planning Agencies
Description:	Work with Emergency Management agencies on the appropriate transportation needs and planning efforts related to the Palo Nuclear Facility that is scheduled to start generating power in the near future.

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

5310 Funded Projects

The following tables demonstrate the total operating and planning expenses associated with the CorridorRides public transit agency housed at the East Central Iowa Council of Governments. Planning expenses include administrative activities. Capital expenses are not included in these tables due to the speculative nature of available federal and state funding allocated to capital replacements, along with the uncertainty of prioritization in the statewide PTMS ranking system used to select capital replacements.

Operating expenses associated with the CorridorRides public transit agency will utilize 5310 funding. In particular, the 5310-funding made available to ECICOG from the Iowa DOT will be utilized by demand-response public transit providers under contract with ECICOG. The six public transit providers are Benton County Transportation, Iowa County Transportation, Johnson County SEATS, Jones County JETS, Linn County LIFTS, and Washington County Minibus.

Each public transit provider provides demand-response service within the county in which they are located, as well as service to surrounding counties. The primary users of these demand-response providers are elderly and persons with disabilities, even though the service is open to the public. In FY25 the six demand-response providers totaled 165,989 rides, of which 33,586 (20.2%) were for elderly passengers, and 82,784 (49.8%) were for elderly passengers. 5310 funds are essential for these providers to offer the levels of public transit service to elderly and disabled persons throughout the region. 5310 funding also helps leverage other funding sources from local governments in order to provide public transit service to citizens throughout the region that is affordable and reliable. Regarding specific needs identified in the PTP, 5310 funding will be used for expansion of transit for additional service across political boundaries, additional service to elderly, low income and disabled persons, and additional opportunities for employment related transportation.

Table 10: FY 2027 Program

Project	Fund	Total Cost	Federal Cost	State Cost	Local Cost
Operations	5310/5311/STA	\$6,075,000	\$1,718,000	\$850,000	\$3,507,000
Planning	5310/5311	\$165,000	\$132,000	\$0	\$33,000
Total		\$6,240,000	\$1,850,000	\$850,000	\$3,540,000

Table 11: FY 2028 Program

Project	Fund	Total Cost	Federal Cost	State Cost	Local Cost
Operations	5310/5311/STA	\$6,318,000	\$1,788,040	\$884,000	\$3,645,960
Planning	5311/5310	\$169,950	\$135,960	\$0	\$33,990
Total		\$6,487,950	\$1,924,000	\$884,000	\$3,679,950

Table 12: FY2029 Program

Investment	Fund	Total Cost	Federal Cost	State Cost	Local Cost
Operations	5310/5311/STA	\$6,570,720	\$1,860,921	\$919,360	\$3,790,439
Planning	5311/5310	\$175,049	\$140,039	\$0	\$35,010
Total		\$6,745,769	\$2,000,960	\$919,360	\$3,825,449

Table 13: FY2030 Program

Investment	Fund	Total Cost	Federal Cost	State Cost	Local Cost
Operations	5310/5311/STA	\$6,833,549	\$1,936,758	\$956,134	\$3,940,657
Planning	5311/5310	\$180,300	\$144,240	\$0	\$36,060
Total		\$7,013,849	\$2,080,998	\$956,134	\$3,976,717

Table 14: FY2031 Program

Investment	Fund	Total Cost	Federal Cost	State Cost	Local Cost
Operations	5310/5311/STA	\$7,106,891	\$2,015,671	\$994,380	\$4,096,840
Planning	5311/5310	\$185,709	\$148,567	\$0	\$37,142
Total		\$7,292,600	\$2,164,238	\$994,380	\$4,133,982

Section 5: Funding

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

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

Federal Transit Funds

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

5339 (Bus and bus facilities formula grants)

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

5310 (Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities)

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

5311 (Non-Urbanized Area Formula)

This federal program supports transit activities in rural areas and communities with populations under 50,000. These funds are allocated to Iowa based on the number of persons living outside urbanized areas compared to other states. The federal share is 50%. The region has and will seek these funds to support regional transit operations.

5311(b)(3) (Rural Technical Assistance Program)

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

Surface Transportation Block Grant Program Funds (STBG)

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

State of Iowa Transit Funds

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

ICAAP (Iowa Clean Air Attainment Program)

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

PTIG (Public Transit Infrastructure Grant)

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

Iowa STA (State Transit Assistance)

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

public transit system for operating, capital or planning expenses related to the provision of open-to-the-public passenger transportation. The region has and will seek these funds to support the regional transit operation.

STA Special Projects

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

AMOCO Loan

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

Local Funding Options

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

Municipal Transit Levy

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

Regional Transit Levy

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

General Fund Levy

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

Local Option Sales Tax (LOST)

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

Regional Community Foundations

Benton County Community Foundation

The Benton County Community Foundation is a local, non-profit, charitable affiliate of the Community Foundation of Northeast Iowa. Due to the generosity and vision of the Community Foundation of Northeast Iowa's donors, the Benton County Community Foundation was established to build stronger, healthier communities in Benton County. The foundation provides visionary leadership, effective grant-making and personalized endowment building services.

Greater Cedar Rapids Community Foundation

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

Jones County Endowment Fund

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

Iowa County Community Foundation

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

Community Foundation of Johnson County

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

Community Foundation of Washington County

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

Community Foundation of Cedar County

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

Projected Funding for CorridorRides

The following table illustrates the projected funding for CorridorRides for FY 2027 - 2031. The projects involving “operations” are the contracted service and administration of the CorridorRides public transit system but not estimated costs for capital replacements. Because CorridorRides operates as a brokered system, funds from the federal 5311 and 5310 source will be used by the contracted transit service providers to operate on behalf of CorridorRides, which includes Benton County Transportation, Iowa County Transportation, Johnson County SEATS, Jones County JETS, Linn County LIFS, Washington County Minibus, 380Express, and the vanpool program managed by Commute by Enterprise.

Table 9: Projected Capital and Operating Funds, FY 2027-2031

Funding Source	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
FTA 5310/5311	\$1,850,000	\$1,924,000	\$2,000,960	\$2,080,998	\$2,164,238
STA	\$850,000	\$884,000	\$919,360	\$956,134	\$994,380
Local Funding	\$3,375,000	\$3,510,000	\$3,650,400	\$3,796,416	\$3,948,273
Total	\$6,075,000	\$6,318,000	\$6,570,720	\$6,833,549	\$7,106,891

*Local Funding includes passenger, contract revenue, and local income from cities and counties

Appendices

PTAC Agendas/Minutes

ECICOG - REGION 10
Passenger Transportation Advisory Meeting - Held Jointly with Linn County
Transportation Advisory Group
January 23, 2025
10:00 AM.
ECICOG Conference Room (with virtual call-in)
700 16th Street Suite 301
Cedar Rapids, IA 52402
<https://us06web.zoom.us/j/81596539656>
Meeting ID: 815 9653 9656
1-312-626-6799

1.0 Routine Matters

- .1 Call to Order

2.0 New Business

- .1 Timeline for Update to ECICOG Passenger Transportation Plan
- .2 Review of Regional Passenger Transportation Needs and Priorities (page 2)
- .3 CR Transit Title VI and LEP Review
- .4 United Way Volunteer Reception Center

3.0 Old Business

4.0 Other Discussion Items

5.0 Set Next Meeting Date = Tentatively Thursday March 6th (Iowa County)

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

East Central Iowa Council of Governments
**Passenger Transportation Advisory Committee Meeting (Joint meeting with Corridor MPO Linn County
Transportation Advisory Group)**

ECICOG Conference Room

January 23, 2025

The following individuals were present or on the meeting via conference call:

- Kesha Billings; City of Hiawatha
- Jamie Ginter; Jones County JETS
- Dawn Alam; Johnson County SEATS
- Carter Baldwin; Linn County LIFTS
- Kelly Schneider; Johnson County Mobility Coordinator
- Marci Williams; Cedar Rapids Transit
- Mark Erickson; Benton County Transportation
- Sandy Weger; Neighborhood Transportation Services
- Karey Chase; United Way
- Hilary Hershner; Corridor MPO
- Brock Grenis; ECICOG

1.0 Routine Matters

.1 Call to Order Grenis called the meeting to order at 10:02 AM and made introductions.

2.0 New Business

.1 Timeline for Updates to Passenger Transportation Plans: Grenis and Hershner explained the timeline and process for updated the PTP's for their respective organizations. Both PTP's are due for an update to be complete in Spring 2026 and will have public input opportunities starting in 2025. The PTAC and TAG will both be advisory groups to help formation of the plans and ensure there is ample coordination with human service agencies and transportation providers.

.2 Review of Regional Passenger Transportation Needs and Priorities: The group reviewed a summary of past needs and priorities relating to passenger transportation in the region. Schneider discussed to recent issues that have seem to occur more often in dialysis transportation between Iowa City and Cedar Rapids, and veterans needing transportation to appointments in different counties that aren't covered by traditional veteran benefits. The group discussed how and why these issues have become more apparent, and what groups exist in the region to try and help find solutions. Williams discussed the possibility of Cedar Rapids Transit needing to consider becoming a transit authority after the 2030 census and how that could impact how the current system exists. Baldwin elaborated on the topic and discussed how this could also affect the 380Express service and the possibility of a regional transit authority operating that service. Weger spoke about Medicaid transportation and the process of becoming a provider of those rides.

The group discussed how more people with limited English rely on public transportation and the translation services needed so that they don't fall through the cracks when needed to access various services. Billings

brought up the role of artificial intelligence in helping schedule various rides with services and trip planning. The group went on to discuss AI and the role of mobility coordinator being used regionally to assist people needing transportation assistance. Baldwin brought up the increase in medically related trips and how beneficiaries for these rides include the medical providers and how it would be nice if medical providers shared in the costs to provide these types of services more than they currently do.

.3 CR Transit Title VI and LEP Review. Williams discussed the need for Cedar Rapids transit to review and update their title VI program related to non-discrimination as well as limited English proficiency. A handout summarizing the Title VI and LEP was reviewed and the group discussed various aspects of the plans.

.4 NTD Reporting: Grenis explained what NTD reporting is, and how he learned at a recent training that there is a possibility that each county provider may have to begin reporting to NTD directly.

.5 United Way Volunteer Reception Center: United Way staff had to leave the meeting prior to this topic and will be available to discuss this in more detail in future meetings.

3.0 **Old Business:** None

4.0 **Other Discussion Items:** None

5.0 **Set next Meeting date:**

Tentatively set for Thursday March 6th at Iowa County Transportation. Meeting adjourned at 11:45 AM.

ECICOG - REGION 10
Transit Operators Group and Passenger Transportation Advisory Committee
June 17th 2025
10:00 AM.
Linn County LIFTS
5815 4th St SW Cedar Rapids, IA 52404

1.0 Routine Matters

- .1 Call to Order
- .2 Approval of March 6, 2025 Minutes (page 2-3)

2.0 New Business

- .1 2026 Operating Assistance Updates (Estimated – page 4)
- .2 Scheduling Software Update
- .3 Bus Replacement Updates
- .4 Mobility Coordinator Updates
- .5 Updates from Each County

3.0 Old Business

4.0 Other Discussion Items

5.0 Set Next Meeting Date – Thursday September 4th (Washington County?)

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

East Central Iowa Council of Governments
Transit Operators Group (TOG) and
Passenger Transportation Advisory Committee (PTAC) Meeting
Linn County LIFTS
June 17, 2025

The following individuals were present or on the virtual conference call:

- Becky Fry; Iowa County Transportation
- Mark Erickson; Benton County Transportation
- Jamie Ginter; Jones County JETS
- Dawn Alam; Johnson County SEATS
- Carter Baldwin; Linn County LIFTS
- Cameron McKnight; Linn County
- Cris Gaughan; Washington County Minibus

ECICOG Staff:

- Brock Grenis; ECICOG

Others:

5.0 Routine Matters

- .1 Call to Order Grenis called the meeting to order at 10:00 AM.
- .2 Approval of Minutes Introductions were made, and then after review Ginter moved to approve the minutes from the March 6th meeting and was seconded by Baldwin. Motion carried unanimously.

6.0 New Business

- .1 2026 Operating Assistance Update: Grenis reviewed the spreadsheet showing the estimated amount of operating assistance due to each county in FY26, noting that the final amounts will be dependent on final FY25 statistics. The group discussed different factors that contribute to the formula, and possible changes at the federal level that could affect how much funding the region receives in future years.
- .2 Scheduling Software Update: Ginter stated that JETS is satisfied with the new software and has been learning many of the features. Fry talked about the software working well and new tablets for the software. Alam explained that SEATS has been pleased with the software, and is utilizing more features such as advanced notifications and billings. Erickson stated the new software has been working well and that the company is responsive to trainings. Baldwin said LIFTS has been satisfied with the transition so far and that there are several minor issues they are continuing to work through. Gaughan stated that Mini bus has been happy with the new software. The group discussed various reporting issues with the new software that are different compared to Routematch, and how to accomplish those tasks.
- .3 Bus Replacement Updates: The group discussed who has been able to order new buses recently and the estimated timelines for accepting delivery of those vehicles. The next round of funding for vehicles

should be announced in the next few months, of which a good number of buses in our region should be on the list. Prices continue to climb with new vehicles, as well as for the options and add-ons associated with new vehicles.

.4 Mobility Coordinator Updates: Because Schneider could not attend today, Grenis gave some updates on recent happenings including the Johnson County Trip Connect project, travel trainings, and coordination among the various Johnson County transit agencies.

.5 Updates from each county: Alam discussed SEATS being at a good staffing level, and adjusting to new ridership levels with Iowa City's fare-free transit now in place. Ginter discussed needing a lactation room in the JETS building, as well as the possibility of applying for a grant to expand the building. Fry stated that Iowa County is in a good position staff wise and adjusting to the summer schedule. Erickson talked about CDL training for new drivers and the options for where to get the trainings. Baldwin discussed LIFTS operations and recent compliance reviews with ECICOG and the City of Cedar Rapids. Gaughan mentioned Minibus getting along well even though several of the newer buses have had ongoing issues that shouldn't be expected of new vehicles.

.6 Passenger Transportation Needs in Region and PTP Update: Grenis reviewed passenger transportation needs from previous years with the group and discussed any updates needed. The group discussed how so many changes in private Medicaid transportation agencies makes it difficult to plan for future needs and consistent levels of service. There is also a sense that riders have changing technology expectations and want service be more like Uber/Lyft where they can book rides via an app, track when and where their ride will arrive, and be more seamless. Grenis went over the process for updating the PTP in 2025/2026 mentioning there will be a survey for the public and transportation providers, a draft of the plan for the PTAC to review, and opportunities to provide feedback on specific needs and strategies related to passenger transportation issues.

7.0 **Old Business:** None

8.0 **Other Discussion Items:** The group talked about upcoming transit conferences and trainings this coming year.

6.0 **Set next Meeting date:**

Tentatively set for Thursday September 4th at Washington County Minibus. Meeting adjourned at 11:15 AM.

ECICOG - REGION 10
Transit Operators Group and
September 11th 2025
2:00 PM (following PTAC Meeting)
ECICOG Conference Room
700 16th St NE Suite 301 Cedar Rapids, IA 52402

<https://us08web.zoom.us/j/5503342057?omn=87844238777>

Meeting ID: 550 334 2057

1.0 Routine Matters

- .1 Call to Order
- .2 Approval of June 17, 2025 Minutes (page 2-3)

2.0 New Business

- .1 2028 Operating Assistance Figures (page 4)
- .2 Bus Replacement Updates
- .3 ECICOG Safety Plan
- .4 Updates from Each County

3.0 Old Business

4.0 Other Discussion Items

5.0 Set Next Meeting Date – Thursday *December 4th* (Minibus?)

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

East Central Iowa Council of Governments
Passenger Transportation Advisory Committee Meeting
ECICOG Conference Room
September 11, 2025

The following individuals were present or on the meeting via conference call:

- Becky Fry; Iowa County Transportation
- Jamie Ginter; Jones County JETS
- Dawn Alam; Johnson County SEATS
- Carter Baldwin; Linn County LIFTS
- Kelly Schneider; Johnson County Mobility Coordinator
- Mark Erickson; Benton County Transportation
- Cris Gaughan; Washington County Minibus
- Zach Huggins; ECICOG
- Brock Grenis; ECICOG

9.0 Routine Matters

.1 Call to Order Grenis called the meeting to order at 10:02 AM and made introductions.

10.0 New Business

.1 Introduction and Purpose of the Passenger Transportation Plan: Grenis explained the purpose of the PTP as a document to identify all current passenger transportation providers in the region in order to avoid duplication of services, as well as identify needs and goals related to passenger transportation to help decision makers in a five year time period. The group discussed past transportation plans, as well as the roles of the Metropolitan Planning Organizations in the region that have their own PTP processes. Baldwin discussed recent changes to the mental health and disability regions at the state level and how those regions are being worked on locally that may have an impact on transportation in the coming years depending on how they are established.

.2 Transportation Updates: The group reviewed a summary of past needs and priorities relating to passenger transportation in the region. A document was reviewed that contained a summary of needs and goals from previous PTP updates based on enhancement, expansion, and collaboration of passenger transportation services in the region. Alam highlighted past efforts to establish a mobility coordinator for the region, and how many of those needs still exist. The group discussed the work that Schneider does as the Johnson County mobility coordinator and how those efforts would be great to offer the entire region. Alam mentioned the past need for a one-call/one-click resource to inventory all transportation providers in the region and make it easy for the public to access and use, and how that would also help the public transportation providers make referrals when they are asked to provide a service that they are unable to accommodate.

Schneider highlighted the past need for transportation solutions that span current political, and public transit boundaries and explained the process she uses when a request such as that is received. Schneider maintains data on the number of referrals made to various transportation providers, as well as

the amount of requests for services she receives and would be able to share that data in a PTP update if needed. Many times referrals are made to private or non-profit providers as they have more flexibility as to when they can provide services and their geography served.

The group then reviewed other transportation trends, including more need for dialysis trips across the region and in particular to clinics in Cedar Rapids. Schneider and Alam mentioned more need for people to travel from Johnson County to Cedar Rapids for dialysis treatment and that because the treatment wears people out navigating the 380Express bus and local connections is very difficult and impractical. The group also discussed transportation to and from the Cedar Rapids airport, and even though trip requests are infrequent they still occur.

Baldwin spoke about trip request between Linn and Johnson County that can't be adequately served by the 380Express and potential ideas including transfer points and shared pickup locations. The growing population in the 380 corridor and the need for trips along it have been growing steadily, in particular around North Liberty. Alam discussed various SEATS services related to North Liberty over the years and how they have had mixed results. The group discussed various trips that may be considered as emergency, but with such infrequency it is difficult to dedicate resources to single trips at the expense of services that may serve multiple riders on a shared trip, as well as a limited amount of drivers and vehicles available. Discussion on the topic wrapped up by agreeing that more flexible transportation options would be beneficial to the most people, as well as more opportunities for carpooling and ridesharing.

.3 Other Updates and Future Meeting Dates It was agreed that the next PTAC meeting would be held in December, at which point there should be a draft document for the update PTP to review. An exact meeting date, time and location will be shared with the group once finalized. Meeting adjourned at 1:55 PM.
