



RPA 14/ATURA

Passenger Transportation Plan

FY2012 Update

Final – March 8, 2011



Prepared by
**Southern Iowa Council of
Governments**
and
RPA 14 / ATURA
101 East Montgomery
Street, PO Box 102
Creston, IA 50801
(641) 782-8491
sicog@sicog.com


Adoption of the Fiscal Year 2012 Passenger Transportation Plan Update

WHEREAS, The RPA 14 / ATURA Transportation Planning Affiliation is organized to provide transportation planning recommendations for Region 14, and;

WHEREAS, the RPA 14 / ATURA Policy Board has reviewed and approved the Fiscal Year 2012 Passenger Transportation Plan Update;

THEREFORE, BE IT RESOLVED, that the RPA 14 / ATURA Transportation Planning Affiliation adopts the RPA 14 / ATURA FY2012 Passenger Transportation Plan Update.

Adopted by the ATURA Policy Board on March 8, 2011.

Signed: 

ATURA Chairperson

Signed: 

ATURA Vice-Chair/Secretary

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PROCESS

Public Input

Public input for previous RPA 14/ATURA Passenger Transportation Development Plans (PTDP's), now known as the Passenger Transportation Plan (PTP) was obtained through a variety of public input methods, including the following:

- Regional and local Mobility Action Plan (MAP) meetings
- ATURA PTP Advisory Group / Southern Iowa Trolley (SIT) Transportation Advisory Council (TAC)
- Iowa Workforce Development (IWD) – Region 14 Partners meetings
- Surveys mailed to health and human service providers
- Surveys mailed to transportation providers
- Meetings & Discussions with Southern Iowa Trolley staff
- RPA 14/ATURA Transportation Technical Committee meetings
- RPA 14/ATURA Policy Board Meetings

New public input was obtained during the past year through much the same methods. Specifically, information was gathered through the ATURA PTP Advisory Group / Southern Iowa Trolley Transportation Advisory Council (TAC) meetings, the Iowa Workforce Development – Region 14 Partners Group, Area 14 Agency on Aging – Advisory Council, RPA 14/ATURA Transportation Technical Committee meetings, RPA 14/ATURA Policy Board meetings, and through discussions with the staff at Southern Iowa Trolley throughout the year. Approval of the PTP Update prior to submission in final form will be secured through a similar process used for the FY2011 Passenger Transportation Plan Update, a process that includes opportunities for input and concurrence or approval by the ATURA PTP Advisory Group/SIT TAC, the RPA 14/ATURA Transportation Technical Committee and finally by the RPA 14/ATURA Policy Board. The following meetings provided opportunities for public input in the period since the last PTP Update was submitted for approval a year ago:

ATURA PTP Advisory Group Meetings

The RPA 14/ATURA PTP Advisory Group continues to meet in conjunction with the Southern Iowa Trolley Transportation Advisory Council (TAC).

February 17, 2010 ATURA PTP Advisory Group/Southern Iowa Trolley TAC meeting cancelled.

April 21, 2010 ATURA PTP Advisory Group/Southern Iowa Trolley TAC meeting

Present: Becky Nardy, SICOG – RPA 14/ATURA
 Robert Omer, Aging Representative
 Linda England, Adams County Supervisor

Myron Manley, Clarke County Supervisor
Larry Eastin, Decatur County Supervisor
Dale Walters, Ringgold County Supervisor
Bonnie Godden, Taylor County Supervisor
Bob Brown, Union County Supervisor
Steve Bolie, Executive Director Area Agency on Aging
Pam Stow, Transit Manager, Southern Iowa Trolley

Agenda items/discussions related to PTP:

Ridership is down across the board.

The Month of May is “Older Americans” month and SIT plans to begin offering \$.50 rides for senior citizens taking “in-town” rides. This service may be extended beyond the month of May. The Area Agency on Aging will make up the difference between the \$.50 fare and the usual rate using Older American Act Title 3-B funds. This promotion is being done in order to encourage seniors who are not currently utilizing public transit to try it and to address the often-identified need for more affordable transportation for seniors. *(The need for more affordable transportation for seniors has been identified through survey data and during discussions of this group. This \$.50 ride promotion is being used as a way to meet that need.)*

SIT also plans to offer their very popular “Summer Fun Bus” in the towns where they provide regular service during the summer months. This program allows students to ride to parent-approved destinations throughout their towns free of charge during the summer months. Ridership has increased substantially as a result of this program in previous years. *(The need for more affordable transportation for students has been identified through survey data and during discussions of this group. The free Summer Fun Bus promotion is being used as a way to address that need. Plans are to continue it again next summer.)*

Nardy, Transportation Planner with SICOG discussed the 2011 Passenger Transportation Plan Update and asked that those present continue to bring concerns or needs regarding passenger transportation to the SIT TAC group. Godden moved to approve the plan. Motion carried.

June 16, 2010 ATURA PTP Advisory Group/Southern Iowa Trolley TAC meeting cancelled.

September 2, 2010 ATURA PTP Advisory Group/Southern Iowa Trolley TAC meeting

Present: Becky Nardy, SICOG/ATURA
Julie Pribyl, Chariton Valley Planning/RPA 17
Robert Omer, Aging Representative
Carol Smith, Innovative Industries
Jackie Loomis, Southern Iowa Residential Facilities

Steve Shelley, Adair County Supervisor
Myron Manley, Clarke County Supervisor
Dale Walters, Ringgold County Supervisor
Bonnie Godden, Taylor County Supervisor
Steve Bolie, Executive Director Area Agency on Aging
Pam Stow, Transit Manager, Southern Iowa Trolley

Agenda items/discussions related to PTP:

Discussion was held on the new TMS brokerage system for non-emergency medical transportation coverage under Title XIX. Instead of calling directly to SIT, rides will be arranged by TMS and they will contact providers. Nursing homes are responsible for paying for Medicaid transportation for up to thirty miles one way. *(Affordable transportation that is less than thirty miles one way or transportation for those without Medicaid remain a concern.)*

Operating a van pool between Leon and Chariton was looked into to accommodate SCICAP employees whose jobs were relocated from Leon to Chariton. However, after looking into a number of things related to starting up the van pool, it was discovered that there would not be enough riders (only 3) to justify the route. *(Ways to address the need for affordable transportation from one small town to another remain a concern.)*

**Although these locations are located outside the RPA 14/ATURA region, SICOG staff worked together with SIT when looking into possible JARC or other funding sources and in gathering information from other RPA's that had received funding for van pools.*

Ridership has been down approximately 10% compared to the previous year. General public rides were down 33%. SIT no longer transports SCICAP riders and empowerment funded trips have been cut resulting in fewer preschool riders.

SIT announced that trips to Des Moines from separate locations will be scheduled on the first Monday of the month and on the first Thursday of the month. SIT also reported that the Summer Fun Bus did very well this last summer.

The first steps towards creating a feasibility study for a new transit building have begun between SICOG/ATURA and SIT. SIT has two years left on a seven-year lease for their current building.

Senior rides for \$.50 each were offered from May through September this year. They have now returned to regular rates with \$.50 rides for seniors only one day a week. However, the senior rides are supplemented with funds from the Older American Act Title 3-B. *(The \$.50 rides for seniors continues to address the ongoing need for more affordable transportation for seniors.)*

December 2, 2010 ATURA PTP Advisory Group meeting (Joint meeting with Area 14 Agency on Aging Advisory Council, Transportation Advisory Council, and Board of Directors)

Present: Robert Omer, Aging Representative
Kathy Sullivan, SCICAP
Carol Smith, Innovative Industries
Jackie Loomis, Southern Iowa Residential Facilities
Linda England, Adams County Supervisor
Myron Manley, Clarke County Supervisor
Larry Eastin, Decatur County Supervisor
Bonnie Godden, Taylor County Supervisor
Steve Bolie, Executive Director Area Agency on Aging
Pam Stow, Transit Manager, Southern Iowa Trolley

Agenda items/discussions related to PTP:

Guest speaker was Ro Foege, Director of the Iowa Department on Aging in Des Moines. He expressed his vision of allowing seniors to remain in their homes and living independently as long as they are able. A new endeavor of his department is sending out a monthly news release to newspapers within the state titled, “Ask IDA”. The articles will inform readers of services available for seniors.

Ridership of SIT had a total increase of 6.2% for senior rides including elderly waiver; an increase of 3.7% for Sheltered Workshop; 4.2% increase for School/Children; and general public rides were up 5.6%.

The SIT/Area XIV Agency on Aging Board approved the purchase of three new 18-passenger buses. The buses will come equipped with cameras and radios installed for a cost of approximately \$66,000 per bus.

Next ATURA PTP Advisory Group/Southern Iowa Trolley TAC meeting scheduled is February 16, 2010 – on the Agenda is review of the Draft RPA 14/ATURA PTP Update.

Iowa Workforce Development - Region 14 Partner Meetings

May 17, 2010 Iowa Workforce Development - Region 14 Partner Meeting

Present: Becky Nardy, SICOG – RPA 14/ATURA
Doug Keast, Iowa Works
Barb DeVore, Workforce Investment Act
Todd Spencer, Iowa Works
Ruth Bolinger, Experience Works
Karen Goehring, Disability Navigator
Pam Stow, Southern Iowa Trolley

Agenda items/discussions related to PTP:

SIT is hosting the “Summer Fun Bus” again this summer. It began three years ago on a small scale and has grown to include: Greenfield, Corning, Bedford, Lenox on Wednesdays, Creston, Mt. Ayr, Lamoni, Leon, and Osceola. This year it starts June 1, 2010 and ends August 31, 2010. The Older American Act Title 3-B supplements the costs of rides for the elderly so that rides may be offered at only 50 cent each during May.

Nardy distributed copies of the update for the PTP and asked for comments or input from the group. She indicated that SIT will get their funding based on the PTP. *(A brief conversation centered on the need for “affordable” transportation.)*

The Navigator Initiative will be ending June 30, 2010. Iowa is applying for a new grant but the outcome is unknown.

September 20, 2010 Iowa Workforce Development - Region 14 Partner Meeting

Present: Becky Nardy, SICOG – RPA 14/ATURA
Doug Keast, Iowa Works
Barb DeVore, Workforce Investment Act
Todd Spencer, Iowa Works
Sharman Lowenberg, IVRS
Karen Goehring, Disability Navigator
Richard Clark, IVRS

Agenda items/discussions related to PTP:

Nardy explained that she completes the PTP with the goal of meeting the transportation needs of all citizens in the area, but in particular the clients working with social service agencies. She indicated she was seeking input regarding whether their transportation needs were being met and participates in this partner group to build rapport with the agencies represented. *(The affordability of transportation for job seekers and the availability of transportation for those who work in the evening was identified as an ongoing need in the region.)*

The Navigator initiative officially ended June 30, 2010. However, they continue to operate using carry-over funds that will take them into November. They should know by September if they will be funded.

The following ideas for tours and contacts with manufacturers in the area were discussed:

- Precision Optical - Creston
- Precision Pulley – Lenox, Creston
- Farleys - Creston
- Gits Manufacturing - Creston

(The contacts made through touring the facilities could prove to be a “foot in the door” to better addressing the transportation needs of their employees.)

Area Agency on Aging/Southern Iowa Trolley meetings with SICOG Staff

SIT and SICOG/ATURA staff met on the following dates:

February 5, 2010
April 12, 2010
September 10, 2010
November 1, 2010
December 8, 2010
January 3, 2011

Southern Iowa Trolley (SIT) and SICOG/ATURA RPA 14 staff have begun meeting regularly to discuss a variety of items, including a new transit facility, funding for transit needs, new services, application for grants, Leon to Chariton Van Pool, vehicle purchases, gaps in service, and other items. The meetings generally include Steve Bolie, Executive Director of Area Agency on Aging; Pam Stow, Transit Manager; and Becky Nardy, SICOG Transportation Planner. From time to time other staff from the agencies are also involved. These meetings have been used to help both agencies better work together in an effort to accomplish both short-range and long-range goals. They offer an opportunity for the two agencies to continue an ongoing dialogue on ways to improve services, facilities and make capital investments that better serve the public.

PROJECTS

Review Status of Previously Recommended Projects

Funding decisions were included in last year's plan.

UPDATE: Southern Iowa Trolley (SIT) programmed federal funds to purchase three new vehicles during FY2011:

One ADA mini-van with surveillance was programmed for purchased using \$30,000 in STP funds received from RPA 14/ATURA. The total cost of the van was \$46,000. SIT also programmed two new 176" LD Buses with surveillance at a total cost of \$78,000 each, using \$64,740 in 5309 federal funds each.

* * * * *

SIT has two 176" LD buses with surveillance under contract using State of Good Repair Funds (rather than using the 5309 funds originally programmed in FY11) to replace vehicles 71 and 73. Both of these vehicles are expected to be delivered in March, 2011.

An additional 176" LD bus with surveillance is also under contract (using STP funds from RPA 17/Chariton Valley that were originally programmed in FY2010). This vehicle should replace vehicle 72. It is expected to be delivered in late May, 2011.

The procurement process for the expansion mini-van programmed in FY11 using STP funds from RPA 14/ATURA is underway and the mini-van will be delivered as soon as the process is completed and delivery can be arranged – likely in late spring or early summer of 2011.

The three new 176" LD buses and the new mini-van will make a very positive impact on SIT's fleet. The vehicles they are replacing have become unreliable and have been incurring substantial expenses in order to maintain and keep them operating. The new vehicles will greatly improve the quality and dependability of the SIT vehicles on the road and should reduce maintenance expenses. Additionally, there is a greater need for mini-vans due to some new routes that have been developed by SIT. The mini-van will help alleviate that shortage, allow the use of a more appropriately sized vehicle for some trips, and improve the dependability of the fleet.

Numerous vehicles in the fleet will be at or near the end of their useful lives over the coming years. Therefore, planning continues for funding to replace those vehicles. There is a serious shortage of local funds with which to purchase vehicles and so SIT depends upon federal funding in order to upgrade their fleet. Should federal funds be reduced or not be available at all for this purpose, there would not be sufficient funds to supply the demand for new vehicles.

RECENT DEVELOPMENTS

Review Status of Recent Developments

Funding Sources

Examine the feasibility of using sources of funding such as STA Special Projects, Coordination Special Projects, 5316 JARC, 5317 New Freedom, and others listed in the funding section of this document or new funding sources that become available to accomplish identified goals.

UPDATE: The feasibility of using the various funding sources in order to accomplish goals continues much the same as described in the previous PTDP. Area 14 Agency on Aging and the Southern Iowa Trolley have undertaken the development of a “mobility fund” to supplement the fares of those unable to afford transit services and are seeking additional funding sources for that endeavor. Area 14 Agency on Aging and SIT also hope to better educate their senior riders about SIT fares for seniors and how those unable to afford those fares may opt to make an affordable donation instead of paying the full fare. Funding for this option continues to be obtained through funding streams directed for seniors. Donations of \$150 were received for the Mobility Fund in order to assist with those unable to afford transportation costs in Corning, Creston and Mount Ayr. The SIT dispatchers and drivers are trained to describe the program to callers or riders who indicate that the cost for a trip might be prohibitive. In the nine months since the program began approximately 20 rides have been funded through the Mobility Fund.

Evening and Weekend Transit Services

Further examine the need for evening and weekend services provided by Southern Iowa Trolley in order to meet the needs of human service agencies and all segments of the population. In order to better meet this need, seeking funding for a mobility manager at Southern Iowa Trolley might be appropriate, as might be seeking funding to expand existing service hours for the transit agency.

UPDATE: Although the status has not significantly changed during the last two years, the feasibility of expanding transit service hours to include nights and week-ends continues to be explored by Southern Iowa Trolley (SIT). The feasibility of offering such services continues to be evaluated, including determining how New Freedom, Coordination Special Projects, or other funding might be used to this end. Demand for such services does not appear to justify the costs associated with offering the service at present. However, SIT and the Passenger Transportation Plan Advisory Group/SIT TAC continue to discuss the extent of these needs and what actions might be taken in order to better meet them.

SIT has researched the potential duties of a mobility manager and how such a position might facilitate improved coordination of transportation services provided by human service agencies. This might include expansion of evening and week-end services. A job description was developed by SIT to address this need. However, it remains to be seen if New Freedom funding for a mobility manager position could actually be used in order to

fund the activities that SIT has identified that it needs for such a position. No formal action will likely be taken by SIT until there is clarification on this matter.

Expansion of Transit Services

Responses to the January 2009 Transportation Provider survey and discussions with the Southern Iowa Trolley staff seem to indicate there may be a need for expansion of basic services, particularly in Ringgold, Clarke, Union and Taylor Counties in order to better meet their basic transportation needs. The expansions could include additional hours of service or additional vehicles available for those areas.

UPDATE:

ADAIR: A new driver in the City of Adair has been hired and demand service will again be available there three days a week. SIT plans to hold a meeting at the Congregate Meal Site to discuss this service and introduce the new driver. SIT hopes to spread the word throughout the community about the new service and educate riders that the service is for everyone. Introductory rates will be offered in order to encourage people to try the service.

DES MOINES:

SIT is also offering regularly scheduled transportation to Des Moines as follows:

From Mt. Ayr, Lamoni, Leon, Grand River and Osceola on the first Monday of each month

From Bedford, Corning, Clearfield, Creston, and Greenfield on the first Thursday of each month.

CLEARFIELD – LENOX:

As reported in the FY2011 PTP Update, there are no congregate meals offered in Lenox and residents of the Taylor Ridge facility in Lenox would like to be transported to Clearfield for congregate meals. Taylor Ridge did not have the capacity to transport all the residents that were interested in this activity with their own vehicles. Therefore, Taylor Ridge and SIT representatives sat down together to try to coordinate transportation services for Taylor Ridge residents who wished to go to the Clearfield Mealsite for congregate meals. Unfortunately Taylor Ridge deemed any cost for the rides that SIT could provide as too high, and they decided to continue transporting their own residents.

LEON-LAMONI:

As reported in the FY2011 PTP Update, last year service in Lamoni was expanded to five days per week with a vehicle dedicated to providing service only in Lamoni. This expanded service was advertised throughout the community in an effort to increase ridership. However, ridership did not pick up after a ten-month trial period. Rather than simply reduce the service in Lamoni to only one or two days a week, SIT has come up with a creative solution that may be successful. SIT recently began offering transportation between Leon and Lamoni three times daily as a result of conversations with a transit committee consisting of local elected officials, business leaders and

residents of Decatur County, and with staff at the Lamoni hospital and clinics. These conversations identified a need for Lamoni residents to travel to Leon for medical care. This new Lamoni to Leon service began on January 3, 2011 and fares are only \$4.00 each way. (Previous to scheduling this regular route, it could have cost riders \$60 to \$80 for a round trip that now only costs them \$8.00.) The route currently has three regular riders from Leon who are transported to Specialized Services in Lamoni each morning. The service is designed to also take other riders to medical appointments, shopping or other activities in Leon and return them later in the day. This route can also provide service to those along the route going to or from Lamoni or Leon during trips. The vehicle used to provide this service will also provide in-town rides in both Leon and Lamoni. The vehicle has a flashy new sign on it suggesting that interested riders simply “flag it down” for a ride. It also clearly displays the telephone number to call to schedule rides. Those rides will be scheduled around the regular routes between the two towns. An introductory fare of \$.50 for each ride was also offered. Ridership was up approximately 90% in Leon during each of the first few weeks of this service. This is an example of how SIT has shown a willingness to work to educate riders, try new services and to creatively work with health and human service organizations located in its small rural communities in order to meet the needs of the citizens who live there. Although this service is located just outside the RPA 14/ATURA region, SIT may be able to use this program as a pilot for similar service between other small towns within the RPA 14/ATURA region if needed.

MT. AYR: Discussions have begun about duplicating a similar program between Mount Ayr and Creston.

CLEARFIELD: A regularly scheduled Clearfield to Creston trip offered every Thursday for \$5.00 round-trip has become very popular.

Fleet Upgrade at Transit Agency

Although Stimulus funds received in FY2009 greatly enhanced the fleet of Southern Iowa Trolley; there remain aging vehicles with high mileage in need of replacement. Purchasing new vehicles remains a high priority for Southern Iowa Trolley to remedy this situation and improve the cost effectiveness of their operations, increase safety, and better meet their fleet replacement goals.

UPDATE:

Fleet Upgrade: The need to purchase replacement and/or expansion vehicles remains a high priority at Southern Iowa Trolley. Seven new buses and four mini-vans purchased using ARRA (Stimulus) funds two years ago. Following this influx of new vehicles, none were delivered during the last year. However, Three 176” LD vehicles have been ordered (two using State of Good Repair funding and one using STP funds from RPA 17/Chariton Valley.) These vehicles are scheduled for delivery in the Spring of 2011.

Transit Facility Improvements: As mentioned last year, Southern Iowa Trolley continues to look into the possibility of purchasing their existing leased building or to build or purchase a different facility in which to adequately house their offices, provide

service to their vehicles, and securely park their vehicles. Their current leased facility is not large enough and does not provide covered or secure parking for vehicles. As referenced last year, a feasibility study is being discussed in order to seek funding for a transit facility. During the last year SIT Staff and SICOG/ATURA staff have met regularly to discuss a variety of items, including SIT's anticipated needs for a new facility: office square footage requirements, parking lot (both staff and transit vehicles), mechanical shop space, etc. Several possible locations have been suggested as they work together to develop the feasibility study.

Radio Equipment: New radio equipment is being installed so that SIT will be in compliance with low-band regulations. Once all of these radios are installed, the radio coverage will be greatly enhanced and the majority of the area served by SIT can be accessed with these radios very effectively. There may remain several very small areas where dispatchers and drivers will need to use cell phones in order to communicate. It was determined that the cost was excessively high to access existing repeaters owned by other entities and this is no longer being pursued.

Human Service Organizations Vehicle or Transit Service Funding

If funding sources for vehicles or for transit services to better serve human service organizations and/or the general public can be identified and methods developed in which to help human service agencies provide these transportation services, they should be explored to the fullest. Encourage participation by additional human service organizations in the PTP process.

UPDATE: The need for funding vehicles and transportation services for those the human service organizations serve remains much the same. Coordination of services in order to make vehicles and transit services more accessible or affordable to these organizations and their riders have continued to be explored. Creative and innovative methods of doing so are being explored, including implementation of a volunteer driver program, having human service organizations operate vehicles purchased by the local transit agency, or exploring new or additional ways to use existing transit vehicles or expand existing services to better meet the needs of human service organizations.

A "mobility fund" has been developed by the Area 14 Agency on Aging/SIT that is designed to help fund transit rides for those unable to afford fares and who are not eligible for other funding streams. SIT also plans to step up their education of seniors about the agency's policy of accepting fares for rides on a "donation basis" because of funding assistance available to them from the Area 14 Agency on Aging. This policy allows seniors to obtain rides and pay only the amount that they can afford or pay nothing should that be necessary. The mobility fund has provided approximately 20 rides in its first nine months of availability. Drivers and dispatchers explain the fund and its use to passengers who indicate that the cost of transportation makes it difficult or impossible for them to obtain rides on public transit.

Mobility Manager

It has been suggested at meetings held within the last two years that hiring a Mobility Manager for the region may be a way to better coordinate services between the health/human service organizations and SIT.

UPDATE: SIT has identified a need for additional staff and they have developed a job description of the duties that they believe would enhance mobility within their agency. Currently their Transit Manager goes out and visits with health care and human service providers throughout the region in an effort to better coordinate their transportation needs and develop services to meet those needs. The RPA 14/ATURA Transportation Planner also meets with various groups that include health and human service personnel in an effort to identify gaps in service and work with SIT to develop various options for meeting those needs. However, it remains to be seen if the duties identified as being needed by SIT and RPA14/ATURA to further develop this process are actually functions that could be supported through the funding stream identified for Mobility Managers - New Freedom. There has been talk of a statewide Mobility Manager and it is hoped that should this position be created that it will result in education and assistance to local transit agencies and health and human service agencies so that they might successfully utilize funds for Mobility Managers on the local level.

Passenger Transportation Plan Advisory Group

Continue to meet and coordinate the needs of the region and develop and plan actions to follow-through on the strategy discussed in this document and seek out ways to better meet those needs.

UPDATE: The PTP Advisory Group/SIT TAC and the IWD Region 14 Partners have continued to work together during the last year in an effort to reach more health/human services organizations, identify gaps in services, and better coordinate transportation within the region. RPA 14/ATURA would like to continue to partner with the SIT TAC or a similar group, as a way for the coordination process to continue to benefit from the excellent attendance at these meetings and the valuable input received from the membership. The future of the IWD Region 14 Partners group is uncertain since funding for the Navigator Program was cut. There remains some interest in continuing the group without the leadership of the Disability Navigator who previously organized and headed up the group.

English Proficiency Accommodations

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

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

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

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

As shown in the chart below, there are very few non-English speaking persons in the RPA 14/ATURA region. The percentage of persons 5 years and over who speak other than English at home for the state of Iowa is 5.8%. Each county in this region has a percentage that is considerably lower than the state as a whole. Even the county with the highest percentage of persons who speak other than English (Taylor County) is one percent lower than the state average.

County	Estimated # of persons 5 years & over who speak other than English at Home	Percentage of Population
Adair	173	2.4%
Adams	88	2.2%
Ringgold	131	2.8%
Taylor	293	4.8%
Union	321	2.8%
RPA 14/ATURA Region	1,006	3.0%

Source: U.S. Census, 2000

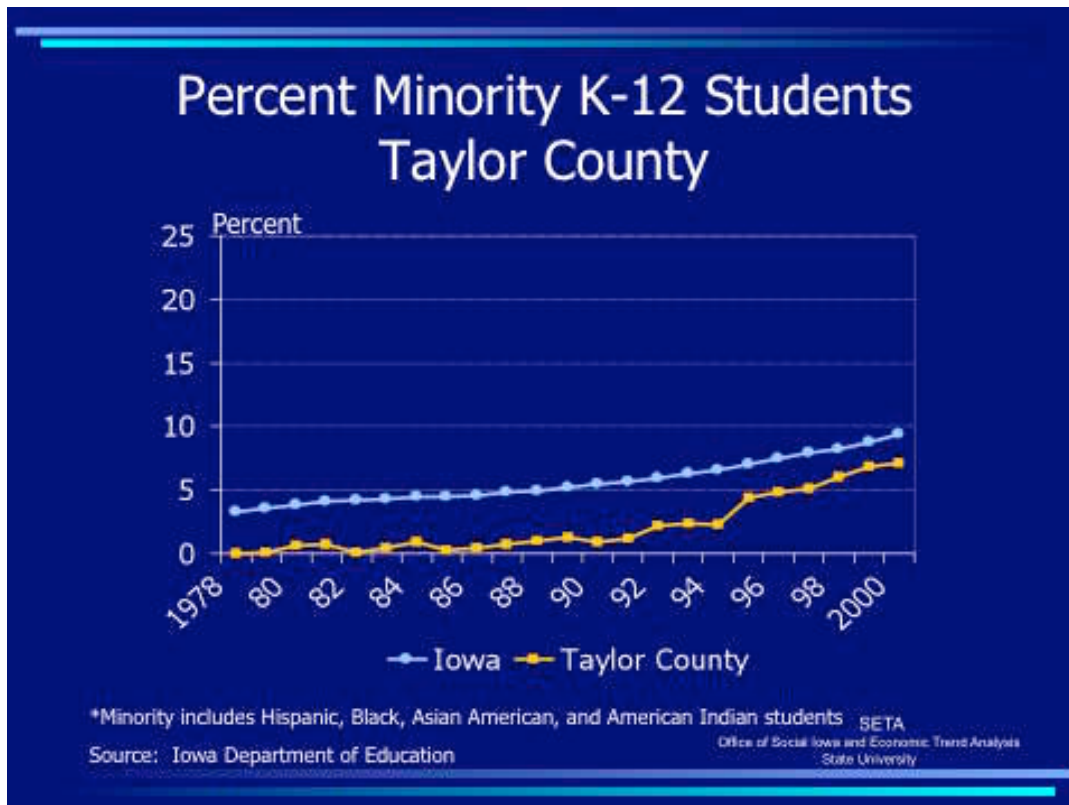
The City of Lenox, located in Taylor County has a cluster of citizens of Hispanic origin, attracted to the City by employment at Michael Foods, an egg processing facility. According to the Lenox School District Profile prepared by the ISU Office of Social and Economic Trend Analysis (SETA) in April 2005 using 2000 Census data, a total of 17 households in Taylor County were defined as linguistically isolated households (a household in which all members 14 years of age or older speak a non-English language and also have difficulty with English).

The Lenox School District profile using 2000 Census data also showed the following Population by Race* and Hispanic Origin, 2000: Students in the District 2,204

White students	2,123	96.3%	State Percent 93.9%
Asian/Pacific Islander	15	0.7%	State Percent 1.3%
Other or Multiple races	66	3.0%	State Percent 2.4%
TOTAL	2,204	100.0%	
Hispanic origin (of any race)	202	9.2%	State Percent 2.8%

*includes those of only 1 race

Data in the profile also showed that there were 40 Hispanic origin children under the age of 5 years in the district.



As shown on the chart on the previous page, the percent of minority K-12 students in Taylor County is lower than the state average and in recent years has displayed a growth trend similar to the rest of the state.

Southern Iowa Trolley has taken action to address the needs of non-English speaking residents in the RPA 14/ATURA region. The majority of these non-English speaking residents are of Hispanic origin and speak Spanish. SIT staff have been working with Father Glen Wilwerding of St. Bernard Catholic Church in Osceola (a community served by SIT that is just east the RPA 14/ATURA region). Like Lenox, Osceola also has a cluster of Hispanic origin residents drawn to the area by employment opportunities. Father Wilwerding is bi-lingual (English/Spanish) and has a ministry with an outreach to the Hispanic community in Osceola. He has helped SIT by translating informational flyers into Spanish. SIT has worked with Father Wilwerding to put the word out into the Osceola Hispanic community that SIT is looking for bi-lingual drivers and dispatchers. Recently SIT interviewed a bi-lingual dispatcher. Even though this outreach has been centered in Osceola (Clarke County), the benefits of these outreach efforts improve meaningful access of SIT services to LEP residents in the Lenox (Taylor County) area as well as throughout the region. SIT staff maintain a list of bi-lingual individuals willing to translate (both written materials and verbally) should it be needed on a case-by-case basis. These efforts enable SIT to better serve LEP, Spanish-speaking residents throughout the RPA 14/ATURA region, even though their numbers are quite small.

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



Southern Iowa Trolley picking up riders at Innovative Industries in Creston.



RECOMMENDATIONS

Goals remain much the same as described in the FY2010 PTDP. The PTP Advisory Group/Southern Iowa Trolley TAC (SIT TAC) group intends to continue working towards the goals described in that document and to work at identifying new goals.

The following plan of action is recommended by RPA 14/ATURA and the PTP Advisory Group/SIT TAC concurs with these recommendations:

Mobility Manager:

It is recommended that SIT and RPA 14/ATURA continue their research into the feasibility of funding a mobility manager position. Better coordination of services within the region should be a primary goal of such a position. Last year a job description for such a position was developed based on the needs in the area. The costs of such a position should be determined and a clarification made of whether the duties anticipated for the position are eligible functions that can be funded by New Freedom. Should be decided to proceed with application for New Freedom funds, a proposal should be presented to the PTP Advisory Group/SIT TAC for their review and concurrence in pursuing funding for a Mobility Manager. New Freedom funding has been identified as the primary source for such funding. The PTP Advisory Group/SIT TAC should be apprised of progress in this matter.

Southern Iowa Trolley Facility:

It is recommended that planning by the SIT and SICOG be continued to determine the feasibility of constructing a new transit facility or the purchase of their existing or a new facility in order to better meet their needs for additional office space and a more secure, covered parking area for transit vehicles. SIT has already begun to identify its basic needs, and is meeting regularly with ATURA/SICOG staff to quantify SIT needs in such a facility. Several locations within the community have been identified and research is underway to develop a feasibility study, estimate the costs of such a facility, and then seek capital funding for such a facility.

Equipment:

Seeking a lift capable of serving riders who weigh in excess of 600 pounds, particularly in the Osceola area, was identified as a possible need. Although SIT has been searching the availability of such a lift, they have not yet found a suitable one. If SIT is able to find a lift and it is deemed feasible to purchase it, funding for it may be sought through New Freedom or other funding sources. The purchase of upgraded radio equipment has been undertaken and should additional items be identified as needed, additional radio equipment purchases may be undertaken. Shop equipment (transmission flush/battery charger) has been purchased recently and additional items may be identified that also need to be purchased. The operations in the shop and maintenance area of the facility will continue to be monitored should cost-saving or replacement items be deemed needed. It is recommended that SIT continue to monitor changes in safety regulations, particularly those regarding requirements for securing children in safety seats or other regulations that might require new or additional equipment.

Vehicles:

It is recommended that SIT continue to program vehicles in the annual TIP in order to keep up with the need for the replacement of aging, high mileage vehicles using the usual and any new funding sources available. It is recommended that purchasing new vehicles remains a high priority for Southern Iowa Trolley in order to maintain their fleet replacement goals, improve the cost effectiveness of their operations, and increase safety. The PTP Advisory Group/SIT TAC shall be kept informed of SIT's fleet replacement plans and budgeting for the purchase of new vehicles. Should additional or different vehicles need to be purchased to meet unanticipated needs of SIT, funding for those vehicles should be pursued. SIT maintains a ten-year vehicle rotation plan to assist them in planning vehicle purchases and to assure that they are adequately prepared for future vehicle needs.

Fares:

It is recommended that SIT continue its efforts to make fares as affordable as possible through cost-saving measures and coordination of services whenever possible. It is also recommended that SIT continue to offer the innovative programs it has developed in order to make sure that rides are affordable. One way of helping those riders that cannot afford the existing fares and who are not eligible for existing funding streams is the new "mobility fund" designed by the Area Agency on Aging and SIT to assist riders. It is the intention of SIT to continue to explore sources of funding for the "mobility fund" and publicize its availability. SIT also plans to work at better educating its senior riders about the availability of their "donation only" option for paying fares. SIT plans to again offer its "Summer Fun Bus" program that provides free in-town rides throughout the summer to all students in eight cities that they serve.

Evening / Week-end Service Expansion:

It is recommended that the PTP Advisory Group/SIT TAC and SIT continue to discuss and monitor service gaps and the needs for expanded service within the region. It is also recommended that the PTP Advisory Group/SIT TAC work with SIT and health/human organizations in identifying areas within the region where service trials might be undertaken or more coordination of services are needed.

Southern Iowa Trolley Transit Element:

Attached is the proposed Transit Element for Southern Iowa Trolley for FY2012-2015.

Conclusion:

Should significant progress be made towards these goals within the coming months or should circumstances change, it may become necessary for the PTP Advisory Group/SIT TAC to recommend amending the Passenger Transportation Plan in order to include more specific funding amounts or funding sources for vehicles or expansion of services.

Draft 2012 Transit Program

(Filtered)

ATURA Transportation Planning Affiliation (11 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY12	FY13	FY14	FY15
5311	SIT	1625 Operations Misc	General Operations	Total	1,098,588	1,131,546	1,165,492	
				FA	269,232	280,001	291,201	
				SA				
STP, 5311	SIT	1629 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 72	Total	80,340			
				FA	66,682			
				SA				
5309	SIT	1630 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 77	Total		80,340		
				FA		64,272		
				SA				
5309	SIT	1633 Capital Expansion	Light Duty Bus (176" wb) VSS	Total		80,340		
				FA		66,682		
				SA				
5309	SIT	1634 Capital Replacement	Conversion Van VSS Unit #: 79	Total			49,332	
				FA			40,946	
				SA				
5309	SIT	1952 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 75	Total	80,340			
				FA	64,272			
				SA				
5309	SIT	1953 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 76	Total	80,340			
				FA	64,272			
				SA				
5309	SIT	1958 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 78	Total		80,340		
				FA		64,272		
				SA				
5309	SIT	1988 Capital Replacement	Conversion Van VSS Unit #: 80	Total			49,332	
				FA			40,946	
				SA				
5309	SIT	1989 Capital Replacement	Light Duty Bus (176" wb) VSS Unit #: 81	Total			85,233	
				FA			68,186	
				SA				
5309	SIT	2038 Operations Replacement	Light Duty Bus (176" wb) Unit #: 83	Total				80,862
				FA				67,116
				SA				

Chariton Valley Planning and Development (1 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY12	FY13	FY14	FY15
5311	SIT	1697 Capital Replacement	Transit investment	Total		53,000		
				FA		42,400		
				SA				