

# Region XII

# Passenger Transportation Plan

## FY 2015-2019



*Adopted June 12, 2014*

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## Chapter I: Introduction and Purpose

Region XII Council of Governments (Region XII COG) is the transportation planning authority for Audubon, Carroll, Crawford, Greene, Guthrie and Sac Counties in west central Iowa as designated by the Boards of Supervisors in each county.



Region XII COG was formed in 1973 by these counties through the joint exercise of powers provision in Chapter 28E of the Code of Iowa. Aside from transportation planning, Region XII provides technical and professional

support services to the governments in the region, and administers numerous workforce programs, the Western Iowa Transit, the Housing Preservation Loan Program, various housing initiatives, the Housing Trust Fund through Council of Governments Housing, Inc., the Iowa Waste Exchange and the Region XII Development Corporation revolving loan funds.

The Passenger Transportation Planning (PTP) process is designed to promote passenger transportation planning and coordination amongst health and human service agencies, transportation providers and the transportation planning agency in the region to further the development of the public transportation systems. The Region XII PTP will cover a five (5) year period and provide justification for passenger transportation projects to be included in the regional Transportation Improvement Program (TIP). The PTP will provide the basis for efficient and effective passenger transportation resource allocation for operations, maintenance, and service development; as well as determining/addressing service duplication and gaps in the provision of needed

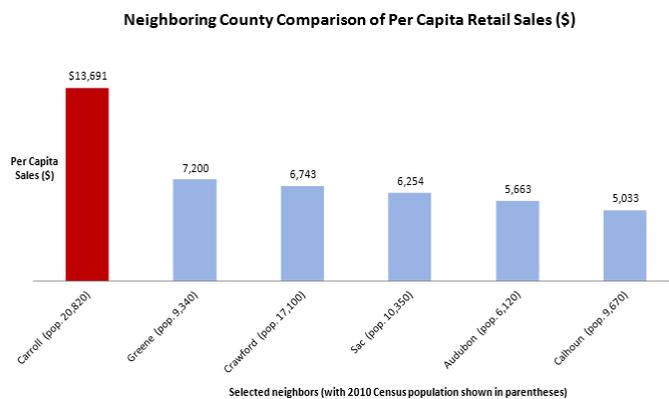
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services. The PTP is a required element for the Region XII RPA's annual Transportation Planning Work Program (TPWP).

The document you are reading is the updated PTP for fiscal year 2015 through 2019. The plan is composed of several sections exploring and describing many aspects of the passenger transportation system in the Region XII service area. Chapter II will provide an overall background of the social and economic characteristics of the region. Chapter III describes the passenger transportation operations that exist in the service area. Chapter IV studies the needs, goals, and objectives of passenger transportation including: existing service needs, expanded service needs, fleet, facilities, communications, maintenance, drivers, administration, coordination and marketing. Chapter V discusses financial resources for public transportation.

## Chapter II: Service Area Description

The Region XII COG service area covers approximately 3,456 square miles and includes Audubon, Carroll, Crawford, Greene, Guthrie, and Sac Counties in Iowa. The 2010 US Census reported the region's total population as 74,671 residents. The region contains 56 municipalities, with 25% of the area's total population residing within 2 small urban cities. (For transportation planning purposes, an urban area is one with a population exceeding 5,000 persons.) The urban cities are Carroll in Carroll County and Denison in Crawford County. The region's small urban cities and rural towns primarily serve as agricultural service centers and retail trade centers, but related small scale manufacturing activity is also found in many of these centers. Carroll serves as the US Economic



Development

Administration's designated economic development center and has a large retail trade, with nearly double that of all the other counties within the region, as illustrated in chart 2.1 from the Iowa State University

Community Indicators Program. While still maintaining a primary reliance on agriculture, the region's economy is diversified, featuring such industries as Pella Corporation, Turbine Fuel Technologies, Farner Bocken, American Home Shield, Amanco, Scranton Manufacturing, AAI, Conner Athletic, Evapco, and Agri-Drain. Farmland Foods manages agricultural and manufacturing operations and is the region's largest employer.

### Section A: Population – Past Trends and Future Projections

The population of an area probably includes the most important assets a region can have. Within a population are the community leaders, labor force, taxpayers, and buyers of goods and services. This section will address several

characteristics of Region XII's population including past, present and future trends of the region.

### **Total Population**

This section will give the current population figures of the region. The most likely reason for the slight decrease is the fact that the population is aging and younger citizens are moving to larger metropolitan areas. All six counties lost a significant number of residents from their unincorporated areas. This is due to the lack of young farm families because today's families are not as large as they were in the first half of the twentieth century and most farm children have gone off to college and end up working in non-agricultural fields combined with the fact that farms are also getting larger.

### **Audubon County**

Audubon County continued its population decline in 2010. The 2010 Census recorded a continued decline, dropping from 6,830 in 2000 to 6,119. Exira was the only city to gain in population, increasing from 810 to 840, while the county seat of Audubon lost over 200 people, dropping from 2,382 to 2,176. In 2010, Audubon had the fifth-highest median age of all counties in the state.

### **Carroll County**

The 2010 Census indicated a 2.8% decrease in population since the last count in 2000, with the total population decreasing to 20,816. Five of the thirteen cities experienced increases, while the unincorporated areas of the county declined by over 39 people. The cities of Carroll and Glidden, which grew from 2000 and 2010, had the slight population decreases while Arcadia, Breda, Glidden, Manning, and Templeton all featured some gain. Carroll only decreased by 3 while Glidden decreased by 103. The reasons for these increases are most likely the result of Carroll's strong, diverse economy. Communities in the surrounding area have many residents who commute to the Pella Corporation or Farner-Bocken facilities, the largest employers.

**Crawford County**

With an increase of 154 individuals between 2000 and 2010, Crawford County grew to 17,096. Five Crawford County cities posted population increases between 2000 and 2010, ranging from an increase of one in Ricketts to 959 in Denison. Much of this growth can be attributed to the growth and expansion of the meat producing industries, such as Tyson Foods, Farmland, and Premium Protein Products. Dow City, Schleswig, and Kiron also recorded modest population increases, due in part to direct highway access into Denison.

**Greene County**

Unlike Crawford County, Greene County reversed its population growth of the 1990s and declined between 2000 and 2010. Between 2000 and 2010, Greene County lost 9.9% of its population, dropping from 10,366 to 9,336. All cities and the rural areas lost population between 2000 and 2010. Jefferson, the county seat decreased by over 6%. Grand Junction decreased over 14%, the second-highest rate in the county between Dana, which had a population decrease from 84 to 71.

**Guthrie County**

Guthrie County also lost residents between 2000 and 2010 after gains in the 1990s, dropping from 11,353 to 10,954, or a rate of 3.5%. All nine communities decreased from their 2000 population. In the 1990s, Stuart increased by almost 200 people, while Yale and Bagley, both under 400, increased by 30.5% and 16.8%--but those trends reversed--possibly as the result of increasing fuel prices for those that formerly commuted into the Des Moines Metro area.

**Sac County**

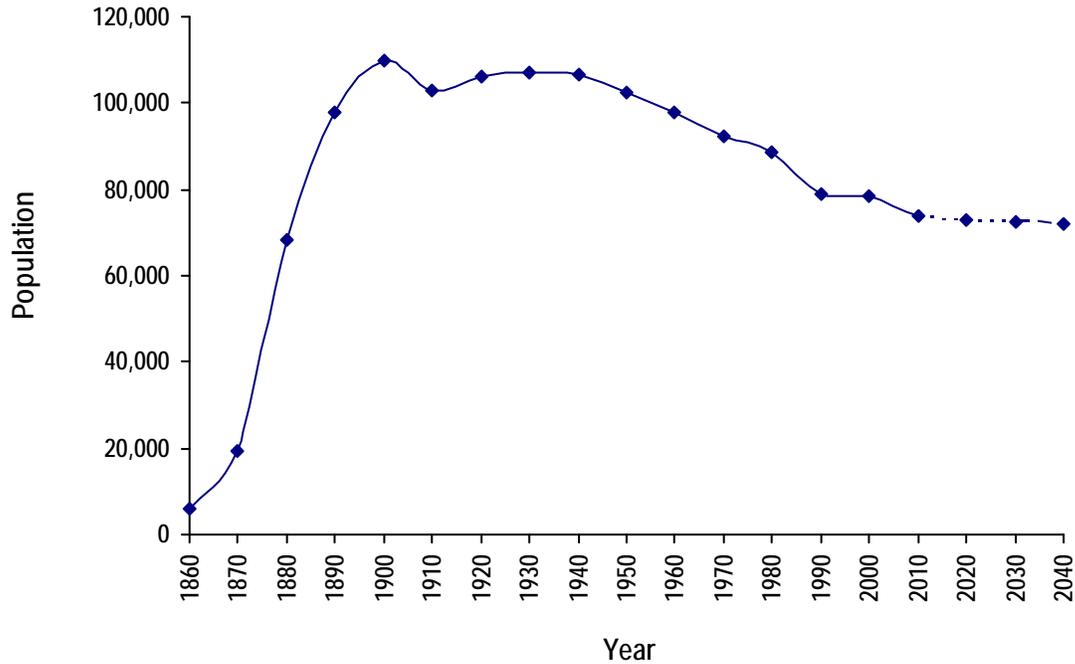
Sac County, like Audubon, continued a decades-long decline in population, with a decrease of 10.2% between 2000 and 2010—a comparable rate to the 12.7% decrease in the 1980s; the population of the entire County is now 10,350. Only two small cities saw population growth from 1990: Auburn and Lytton. The

population of the other cities continued to decline, with the exception of Schaller, which grew in the 1990s and decreased by seven between 2000 and 2010.

### **Population Projections**

The region as a whole is experiencing a declining population. The region's population has experienced a slow, but steady decline in population since 1930. From 1980 to 1990, Region XII experienced its greatest population decline in its history (11.1%). The 2010 Census and population projections from Woods and Poole Economics, Inc. indicate that the population will continue to decrease, but at slower rates than the past. Figure 2.1 illustrates the total population of the six Region XII counties from 1860 to the 2040 projections.

Predicting future populations is a very difficult task due to the nature of the multiple and often unpredictable variables that impact population. There are various methods and formulas used to predict populations. Since there are many variables associated with population growth and decline, projections should not be totally relied upon, but rather used as a guide for future trends. Woods and Poole annually produces population projections in five year increments through the year 2030 for all of Iowa's counties. These projections are based on current birth rates and death rates as well as the current level of in and out migration. The following section will discuss the future population trends of the region.

**Figure 2.2: Region XII Population, 1860-2040**

*Source: U.S. Census Bureau & Woods and Poole, Inc.*

Previous paragraphs indicated that the population has been declining. Many want to know if this will continue into the future. Figures from Woods and Poole suggest that this is the case. Woods and Poole projects a slowing population decline, stabilizing near 72,000 people in the region by 2040.

## Section B: Age Distribution

An additional factor for the population decline is the increasing number of elderly citizens. The number of citizens over the age of 65 has been increasing while the number of citizens under the age of 29 has been declining. The following graph compares the percentage of residents in the various age groups from 2000 to 2010. Two of the age brackets experienced decreases in all six counties: 35-44 and 75-84 year olds. Only Crawford (5-9), Guthrie (10-14) and Audubon (15-19) experienced an increased percentage in school-age children between 2000 and 2010, and those were the only three cohorts across the region to have any gain in school-age individuals. On a positive note, the 25-34 age group percentage grew in every county but Audubon, and the 20-24 year old age group remained somewhat steady with increases in three counties: Audubon, Crawford, and Greene; the retention of this age group has been one of the main concerns of the region. Overall, residents between the ages of 35 and 54 decreased as a percentage of the total population, while those that made up that growing cohort ten years ago now account for increased rate of those in the 45-54 range. The percent of residents over the age of 75 has also decreased since 2000, but the percentage of residents over the age of 85 increased.

Age Group	Audubon	Carroll	Crawford	Greene	Guthrie	Sac
0-4	5.8/5.5	6.0/7.0	6.4/7.4	5.8/5.6	5.5/5.6	5.6/5.8
5-9	7.1/5.1	7.2/6.5	6.9/7.1	7.0/6.3	6.6/6.5	6.2/6.1
10-14	8.0/6.6	8.3/6.6	7.7/7.3	7.7/6.8	6.8/7.3	7.5/6.6
15-19	6.7/6.9	8.0/6.7	8.4/7.8	7.5/6.5	6.7/6.5	7.2/5.9
20-24	3.3/3.4	4.8/4.5	5.3/5.6	3.7/4.1	4.2/3.1	4.4/3.6
25-34	9.2/8.9	10.3/10.8	10.9/10.9	9.5/9.7	9.6/9.7	9.3/9.3
35-44	13.5/10.7	15.6/11.3	14.9/11.3	14.8/10.2	15.2/11.6	14.3/10.7
45-54	12.3/16.5	12.4/15.7	12.9/14.4	13.1/15.9	14.0/15.8	13.2/15.8
55-64	10.6/13.3	8.6/10.3	9.6/11.9	9.3/14.1	10.9/14.0	9.6/14.1
65-74	10.6/10.6	8.7/8.1	8.2/7.9	9.6/9.4	10.2/10.0	10.2/9.3
75-84	8.9/8.0	7.1/6.9	6.3/5.4	8.1/7.3	7.2/6.8	8.6/8.1
85+	3.9/4.6	2.8/3.6	2.6/3.0	3.9/4.2	3.1/3.1	3.9/4.7

*Source: 2010 U.S. Census*

When comparing the age groups to the state and national percentages, Region XII's population has significantly higher percentages in the age groups over the age of 65. This is reinforced when comparing median ages of the six counties to

the state and national figures. The counties' medians are anywhere from two to seven years older than the national median.

All six counties had median ages greater than the state's (38.1) in 2010. Crawford County's median age is the closest at 38.4, followed by Carroll (42.3), Guthrie (44.8), Greene (45.6), Sac (46.6), and finally Audubon, which owns the oldest median age in the region at 47.0. All six counties, as well as the state, have experienced increases in their median ages since 1980.

To explain the aging population, there are several possible explanations. First, birth rates are down compared to the 1940s and 1950s. The "baby boomers" of the 1940s and 1950s are now reaching their sixties and seventies. Also, life spans are increasing due to modern medicines and life lengthening treatments. The 30-49 year old age group can be considered to be a somewhat transient age, frequently moving to find better jobs in other areas of the state or country. However, while this group was the largest out-migration group it was also the largest in-migration group as well. Also, when the farm economy was struggling, many communities tried to produce jobs that were not solely reliant on the agricultural economy. It is believed that this age group, along with former farmers, filled these jobs. Increases in the median age continue to raise the demand and the amount of services that are needed for the growing number of senior citizens in the region.

Audubon, Sac and Greene Counties are near the top of the list of counties with high percentages of residents over the age of 65. Table 2.2 indicates Region XII and its counties all have significantly higher percentages of residents over the age of 65 than the state as a whole. This will likely be a cause for concern in the future as these residents will likely need additional healthcare services, housing and transportation.

County	Female	Male	Total
Audubon	26.09%	20.09%	23.19%
Carroll	21.72%	15.33%	18.61%
Crawford	18.77%	13.98%	16.34%
Greene	24.41%	17.30%	20.90%
Guthrie	22.32%	17.42%	19.88%
Sac	25.26%	18.88%	22.14%
Region XII	22.35%	16.43%	19.43%
Iowa	16.88%	12.81%	14.87%

Source: 2010 U.S. Census

The increasing number of citizens over the age of 65 is not isolated to Region XII COG, but is occurring throughout Iowa. According to *Iowa's Counties: Selected Population Trends, Vital Statistics, and Socioeconomic Data*, the percentage of residents aged 65 and older is expected to increase through 2020. The median age is also expected to steadily rise through the same time frame.

Tables 2.3 and 2.4 illustrate the number of persons with a disability by age.

	Population 5 to 17 Years			Population 18 to 64 Years		
	Total	With a disability		Total	With a disability	
		Number	Percent		Number	Percent
Audubon	1,011	36	3.6%	3,293	248	7.5%
Carroll	3,722	173	4.6%	11,601	949	8.2%
Crawford	3,267	115	3.5%	9,652	1,090	11.3%
Greene	1,624	163	10.0%	5,185	565	10.9%
Guthrie	1,921	146	7.6%	6,121	619	10.1%
Sac	1,695	59	3.5%	5,661	496	8.8%
Region XII	13,240	1,069	8.1%	39,596	6,056	15.3%
Iowa	680,631	49,880	7.3%	1,602,398	244,183	15.2%

Source: 2008-2012 American Community Survey

As Table 2.4 shows, the percentage of those persons with a disability from age 5 through 17 in the Region XII area is higher than the percentage for the entire State. The percentage of persons from ages 18 to 64 with a disability in the Region XII area and the entire State of Iowa is nearly the same. While the data for employed disabled individuals is not available for rural counties, the percentage of disabled persons employed in the region was 3.5% higher than the state average in 2000 when the Census last released the data. Regardless of the local rates, the 2011 statewide employment rate for disabled individuals is 41.8% and a similar rate can be assumed to be applicable in this region, it is likely that many of these persons are utilizing public transit or a taxi-cab to get to and from employment.

Table 2.4 illustrates the population over 65 years old that have a disability.

<b>Table 2.4: Disability Status by Age, 2012</b>			
Civilian non-institutionalized population			
	<b>Population 65 years and over</b>		
	Total	With a disability	
		Number	Percent
Audubon	1,305	390	29.9%
Carroll	3,616	1,243	34.4%
Crawford	2,661	913	34.3%
Greene	1,846	789	42.7%
Guthrie	2,024	668	33.0%
Sac	2,104	690	32.8%
Region XII	13,556	5,147	38.0%
Iowa	431,172	142,969	33.2%

Source: 2008-2012 American Community Survey

The percentage of people over 65 years of age that have a disability is 38% region-wide. This percentage is higher than the statewide number of 33.2%. Given the increasing population of elderly people in the region combined with the number of persons over 65 years of age, the need for specialized, individuals with disabilities accessible transportation services continue to grow.

## **Section C: Income and Employment**

The following information is from the 2008 Western Iowa Advantage Laborshed Analysis completed by Iowa Workforce Development. The purpose of this Laborshed analysis is to measure the availability and characteristics of workers within the region by developing and conducting a telephone survey based on geographic principles. The fundamental goal of any Laborshed analysis is to estimate the potential availability of workers and determine how well the surrounding geographical areas are able to provide a stable supply of workers to the central Laborshed node. Factors are explored at both the micro (individual) level and at the macro (zip code or Laborshed) level. The estimated total potential labor force is developed using a logistic regression with polytomous response model based on the above covariates drawn from survey data that estimates the theoretical probability of persons accepting or changing employment.

### **Audubon County**

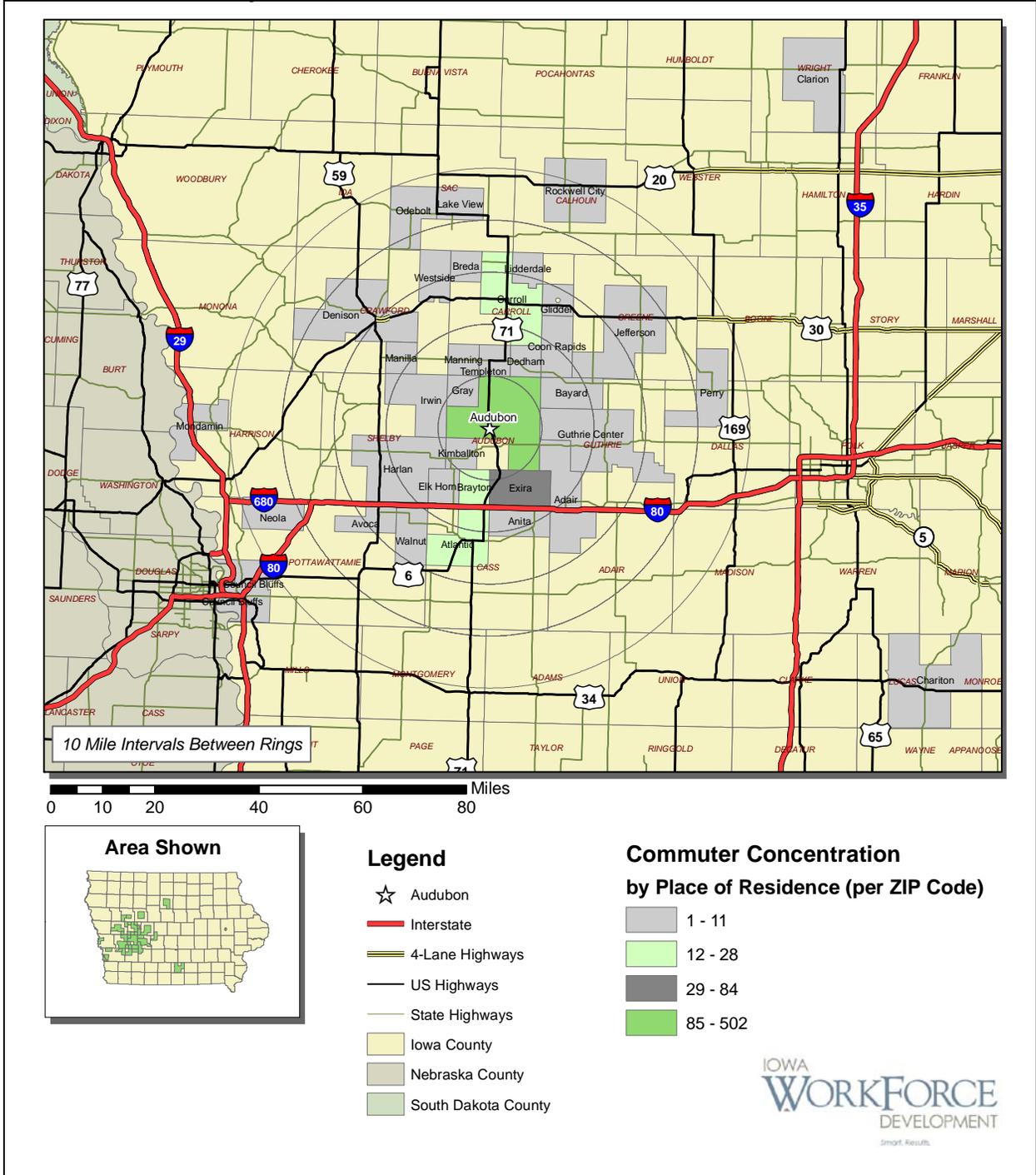
Survey respondents from the Audubon County Laborshed area were asked to identify the industry they are currently working. The production, construction, & material handling occupational category employed 25.4% of the workforce in the county. Sales is the smallest employment category in the county, employing 4.4% of the workforce. The current median wage of those who are employed is \$12.50 per hour and the median salary is \$43,000 per year.

### **Commuting**

Commuting data collected by the Laborshed survey assists developers and employers in understanding how employed residents can/could commute within/out of the area. Overall, individuals are commuting an average of 9 miles one way for employment opportunities. Those who live in Zone 1 are commuting an average of 10 miles one way, while residents in Zone 2 are commuting an average of 7 miles one way, and Zone 3 residents are commuting an average of 11 miles one way for the right employment opportunity. Keep in mind that for

those residing in Zones 2 and 3 commuting distances of less than 20 miles one way may or may not get them into the nodal community (Audubon).

**Map 2.3: Audubon County Commuter Concentration by Place of Residence**



Map 2.3 above represents commuting patterns into Audubon County with the concentration per ZIP code represented in the legend. Those who are willing to change employment in the Audubon County Laborshed area are willing to commute an average of 24 miles one way for employment opportunities.

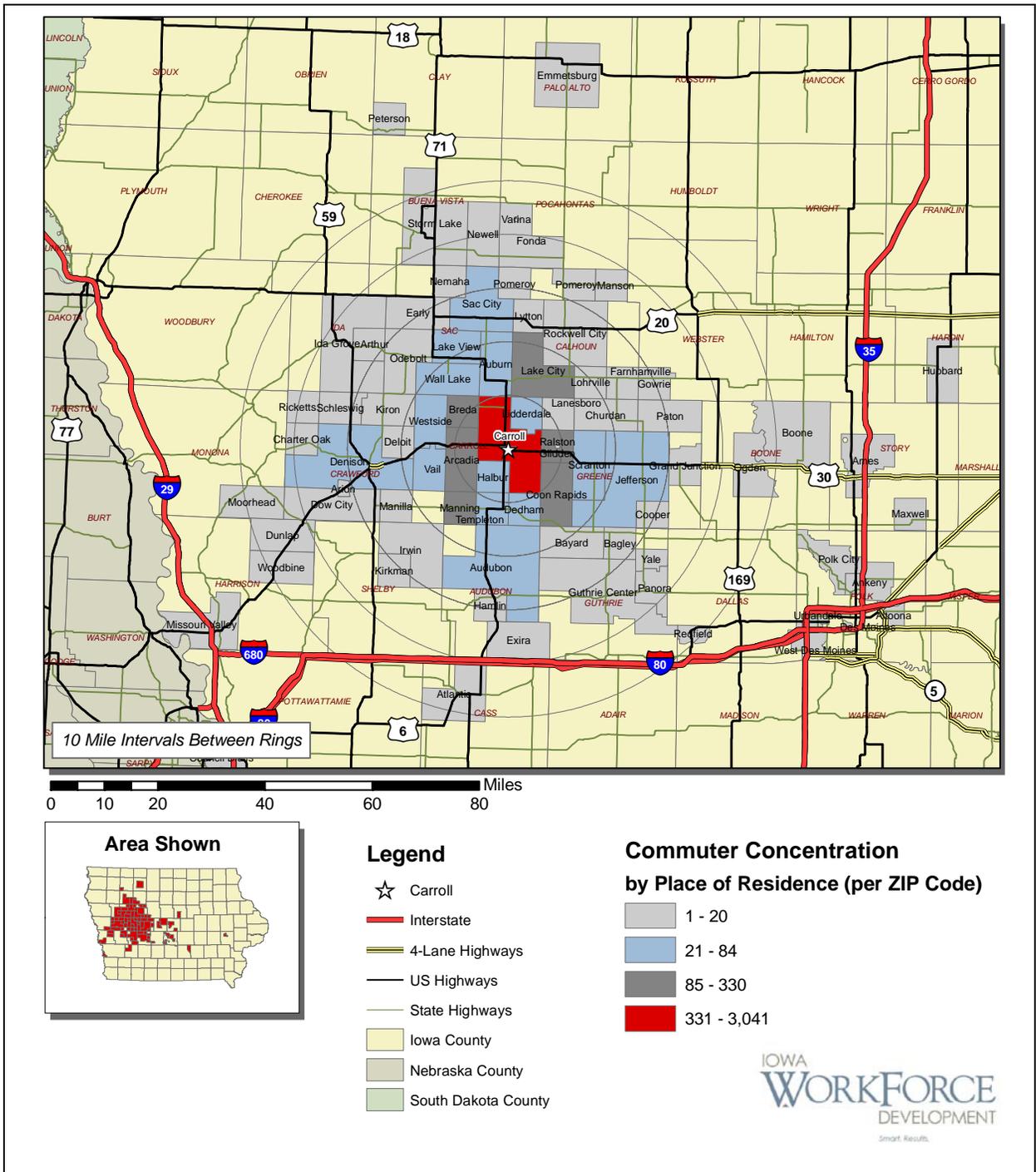
### **Carroll County**

The largest concentration of the workforce are employed within the professional, paraprofessional, & technical occupational category (28.4%). The sales occupational category represents the smallest sector of workers who are currently employed (3.5%). The current median wage of those who are employed is \$15.00 per hour and the median salary is \$42,000 per year.

#### Commuting

Overall, individuals are commuting an average of 12 miles one way for employment opportunities. Those who live in Zone 1 are commuting an average of 6 miles one way, while residents in Zone 2 are commuting an average of 11 miles one way, and Zone 3 residents are commuting an average of 18 miles one way for the right employment opportunity. Keep in mind that for those residing in Zones 2 and 3 commuting distances of less than 20 miles one way may or may not get them into the nodal community (Carroll).

**Map 2.4 Commuter Concentration by Place of Residence into Carroll**



Map 2.4 above represents commuting patterns into Carroll County with the concentration per ZIP code represented in the legend. Those who are willing to change employment in the Carroll Laborshed area are willing to commute an average of 25 miles one way for employment opportunities.

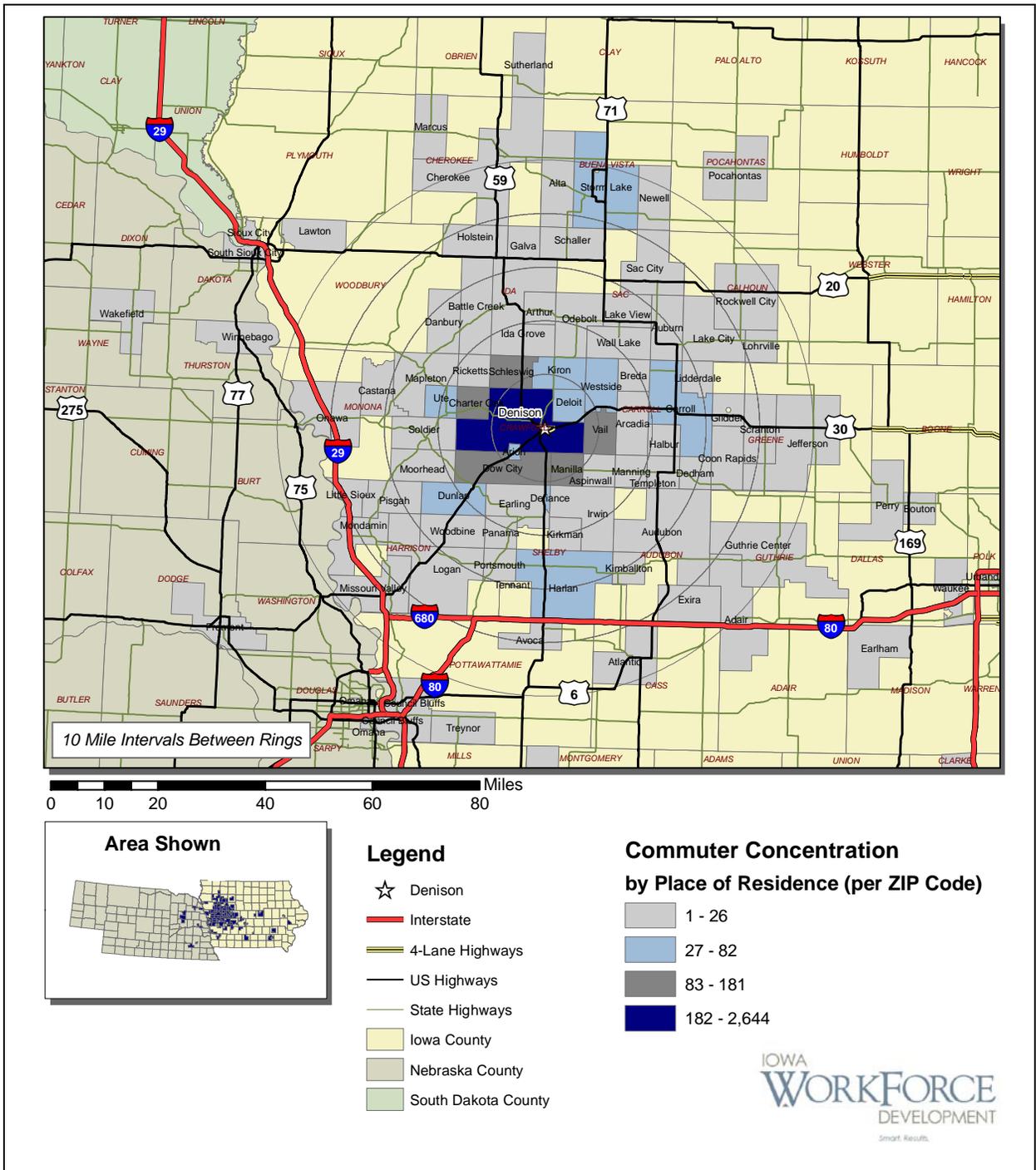
## **Crawford County**

In Crawford County, the largest concentration of the workforce are employed within the production, construction, & material handling occupational category (26.3%). The sales occupational category represents the smallest sector of workers who are currently employed (4.7%). The current median wage of those who are employed is \$12.30 per hour and the median salary is \$46,750 per year.

### Commuting

Overall, individuals are commuting an average of 10 miles one way for employment opportunities. Those who live in Zone 1 and Zone 2 are commuting an average of 8 miles one way. Zone 3 residents are commuting an average of 14 miles one way for the right employment opportunity. Keep in mind that for those residing in Zones 2 and 3 commuting distances of less than 20 miles one way may or may not get them into the nodal community (Denison).

**Map 2.5: Commuter Concentration by Place of Residence into Denison**



Map 2.5 represents commuting patterns into Crawford County with the concentration per ZIP code represented in the legend. Those who are willing to change employment in the Crawford County Laborshed area are willing to commute an average of 25 miles one way for employment opportunities.

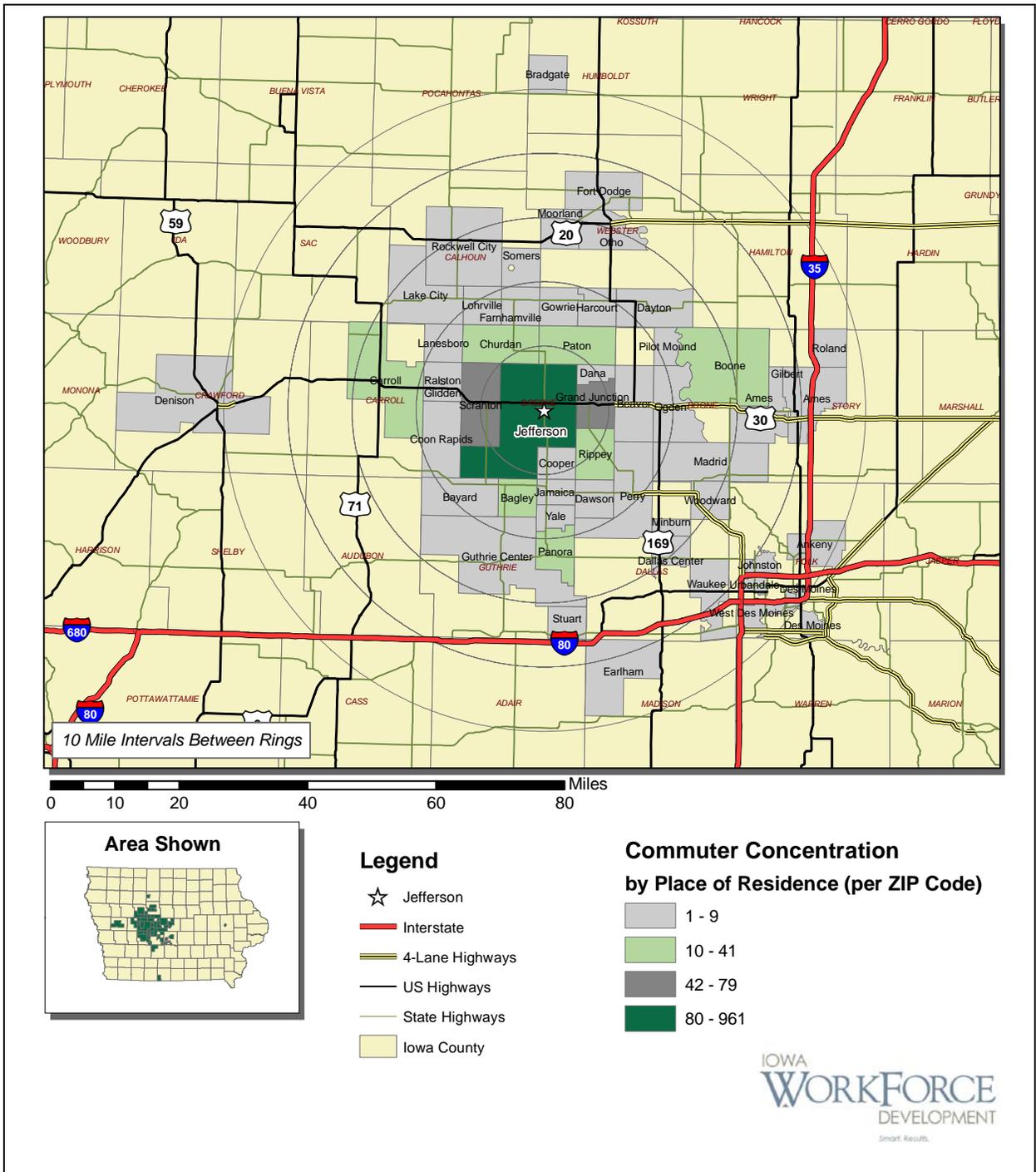
## **Greene County**

The largest concentration of the workforce in Greene County are employed within the professional, paraprofessional, & technical occupational category (32.2%). The sales occupational category represents the smallest sector of workers who are currently employed (2.2%). The current median wage of those who are employed is \$15.20 per hour and the median salary is \$48,000 per year.

## **Commuting**

Overall, individuals are commuting an average of 12 miles one way for employment opportunities. Those who live in Zone 1 are commuting an average of 8 miles one way, Those who live in Zone 1 are commuting an average of 8 miles one way, while residents in Zone 2 are commuting an average of 15 miles one way, and Zone 3 residents are commuting an average of 13 miles one way for the right employment opportunity. Keep in mind that for those residing in Zones 2 and 3 commuting distances of less than 20 miles one way may or may not get them into the nodal community (Jefferson).

**Map 2.6 Commuter Concentration by Place of Residence into Jefferson**



Map 2.6 above represents commuting patterns into Greene County with the concentration per ZIP code represented in the legend. Those who are willing to change employment in the Greene County Laborshed area are willing to commute an average of 24 miles one way for employment opportunities.

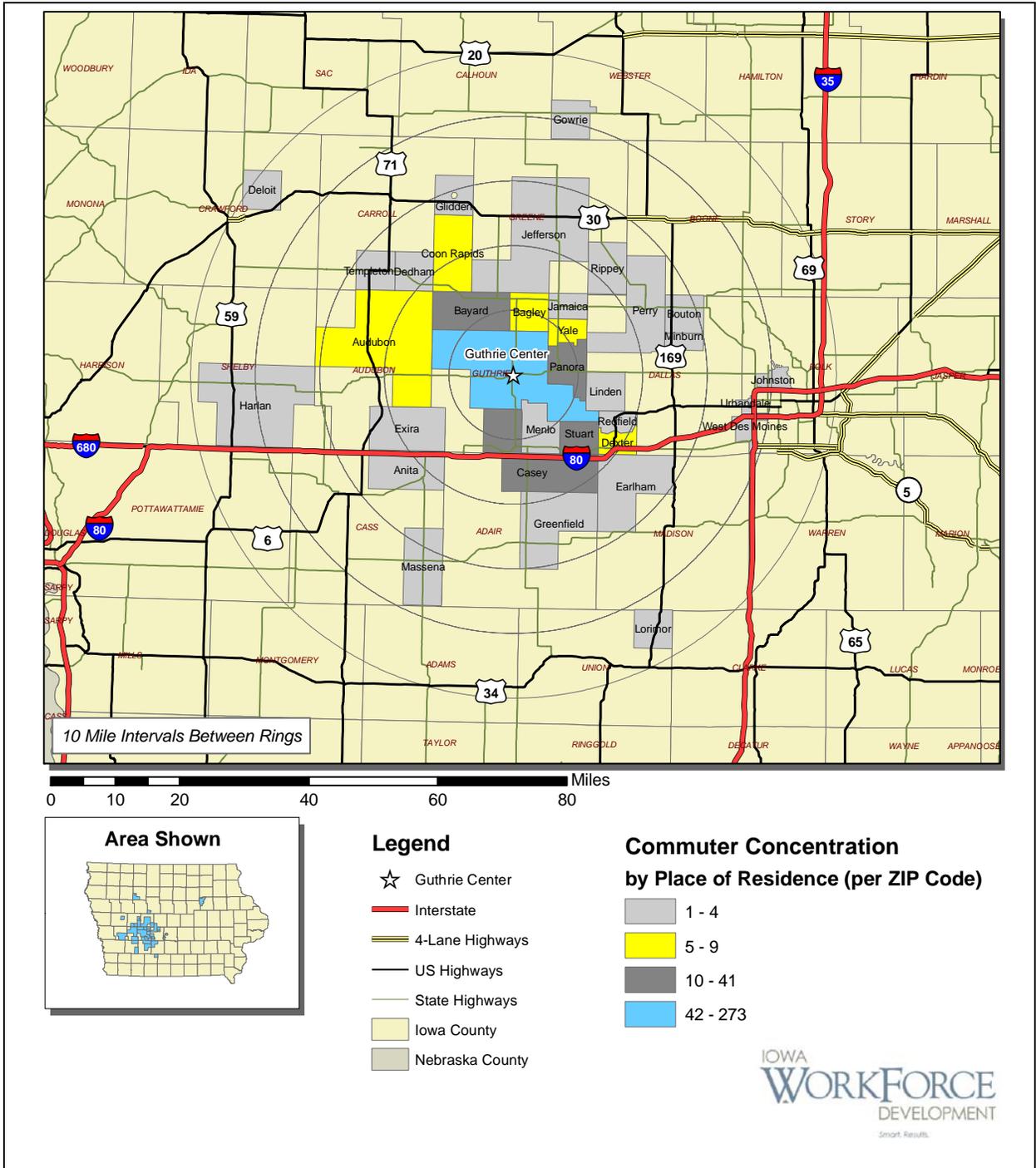
## **Guthrie County**

In Guthrie County, the largest concentration of the workforce are employed within the professional, paraprofessional, & technical occupational category (27.4%). The agricultural occupational category represents the smallest sector of workers who are currently employed (4.5%). The current median wage of those who are employed is \$15.00 per hour and the median salary is \$41,000 per year.

### Commuting

Overall, individuals are commuting an average of 18 miles one way for employment opportunities. Those who live in Zone 1 are commuting an average of 14 miles one way, while residents in Zone 2 are commuting an average of 20 miles one way, and Zone 3 residents are commuting an average of 13 miles one way for the right employment opportunity. Keep in mind that for those residing in Zones 2 and 3 commuting distances of less than 19 miles one way may or may not get them into the nodal community (Guthrie Center).

**Map 2.7: Commuter Concentration by Place of Residence into Guthrie Center**



Map 2.7 represents commuting patterns into Guthrie County with the concentration per ZIP code represented in the legend. Those who are willing to change employment in the Guthrie County Laborshed area are willing to

commute an average of 32 miles one way for employment opportunities.

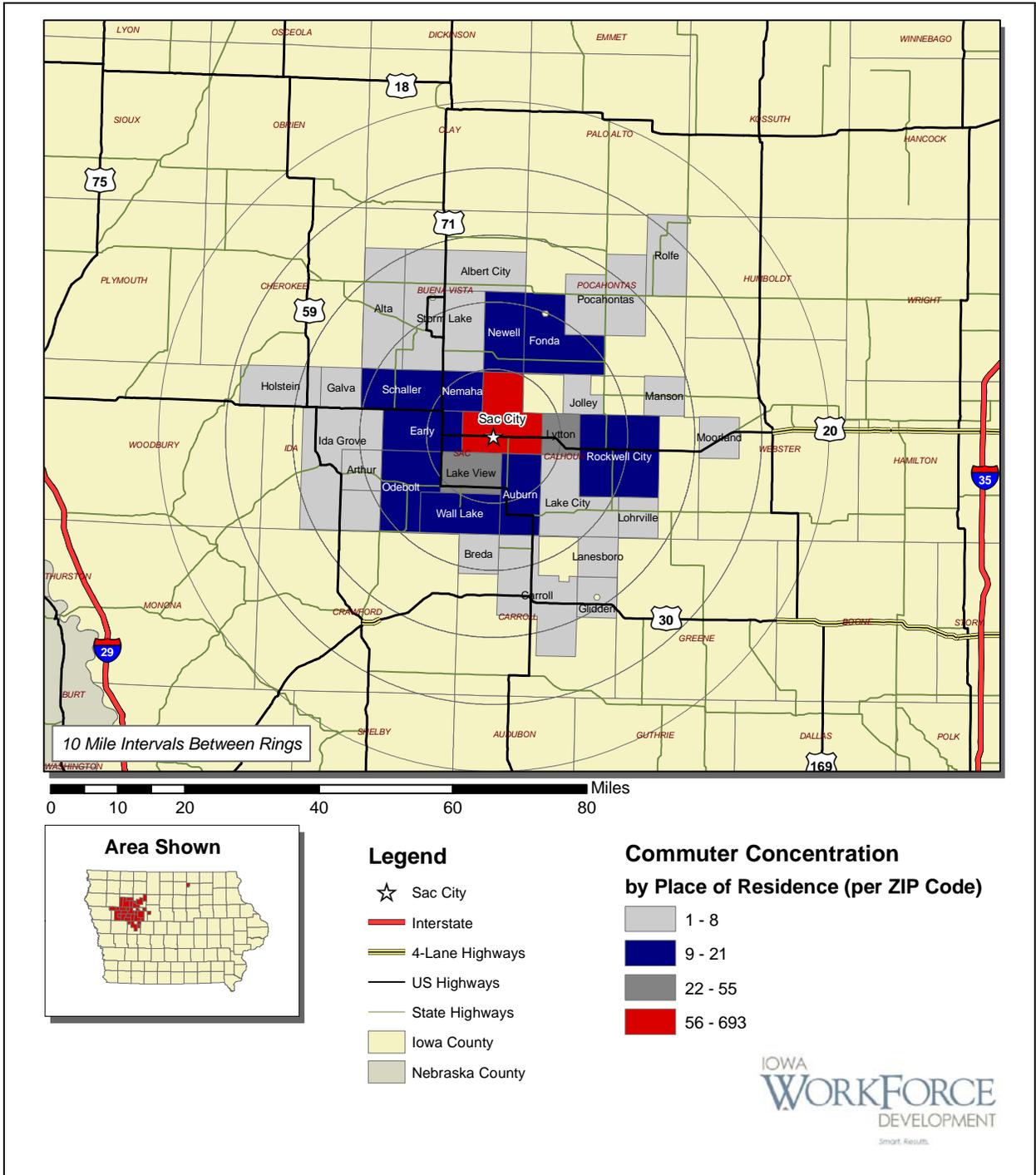
### **Sac County**

The professional, paraprofessional, & technical occupational category employed the largest concentration of the workforce in Sac County (26.1%). The agricultural occupational category represents the smallest sector of workers who are currently employed (2.9%). The current median wage of those who are employed is \$12.58 per hour or the median salary is \$40,000 per year for those who are paid on a salaried basis.

### Commuting

Overall, individuals are commuting an average of 9 miles one way for employment opportunities. Those who live in Zone 1 are commuting an average of 9 miles one way, Zone 2 residents are commuting an average of 11 miles one way, and Zone 3 residents are commuting an average of 10 miles one way for the right employment opportunity. Keep in mind that for those residing in Zones 2 and 3 commuting distances of less than 20 miles one way may or may not get them into the nodal (Sac City) community.

**Map 2.8: Commuter Concentration by Place of Residence into Sac City**

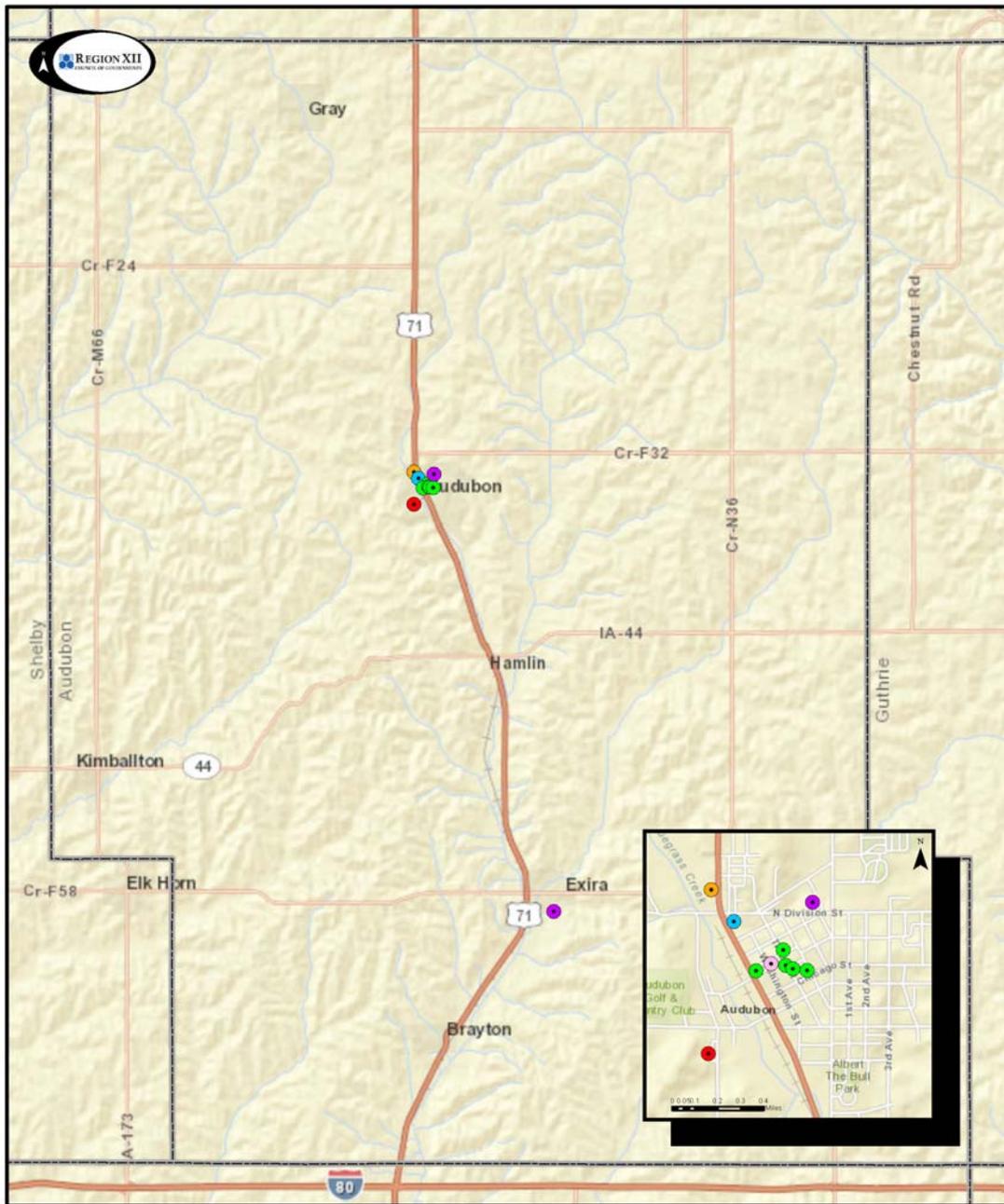


Map 2.8 represents commuting patterns into Sac County with the concentration per ZIP code represented in the legend. Those who are willing to change employment in the Sac County Laborshed area are willing to commute an average of 24 miles one way for employment opportunities.

### **Service Center Locations**

The following will visually display the locations of banks, clinics, grocery stores, hospitals, nursing homes and pharmacies throughout the region as well as business districts that have a concentration of retail businesses.

Map 2.9: Audubon County Service Centers

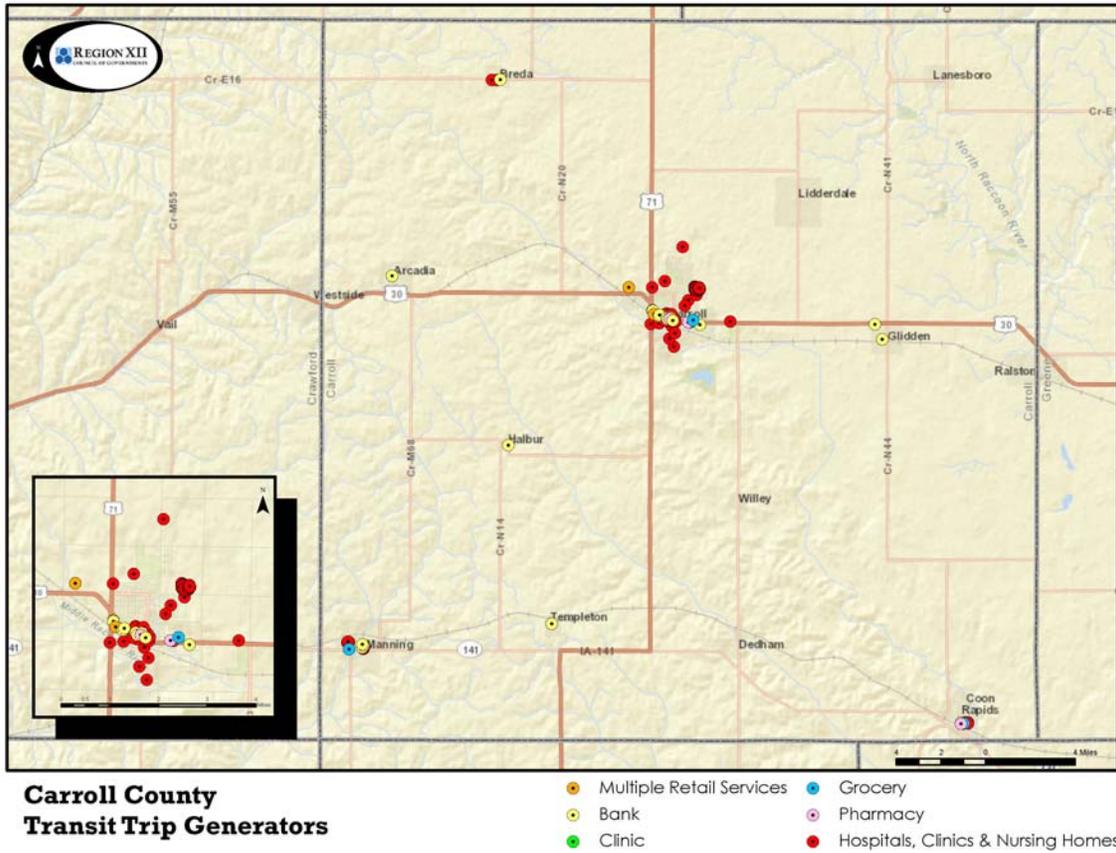


**Audubon County  
Transit Trip Generators**

- Multiple Retail Services
- Bank
- Clinic
- Grocery
- Hospital
- Nursing Home
- Pharmacy

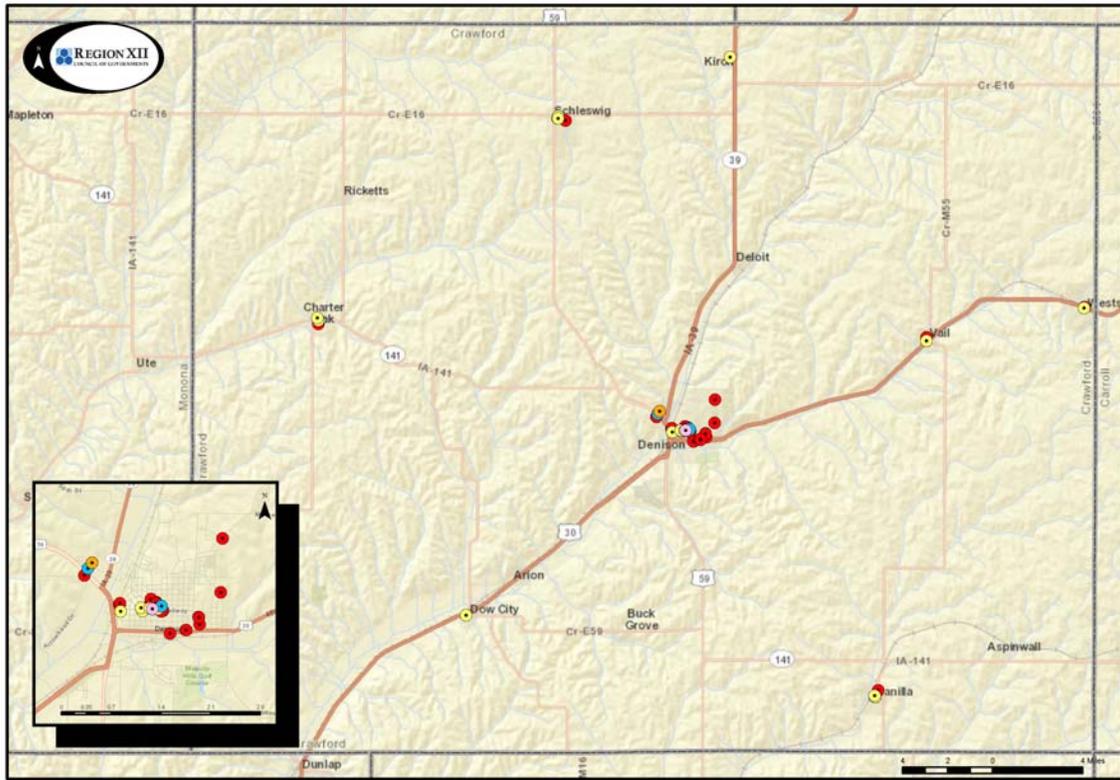
Most transit trip generators are located in the City of Audubon where Western Iowa Transit operates one full time bus. An additional transit bus is located in Exira.

### Map 2.10: Carroll County Service Centers



Region XII Council of Governments/Western Iowa Transit is headquartered in the City of Carroll. Carroll is also the regional hub for retail businesses and many medical and health services. WIT's also has a transit bus stationed in Manning, Dedham and Coon Rapids to service the trip generators located in southern Carroll County.

### Map 2.11: Crawford County Service Centers

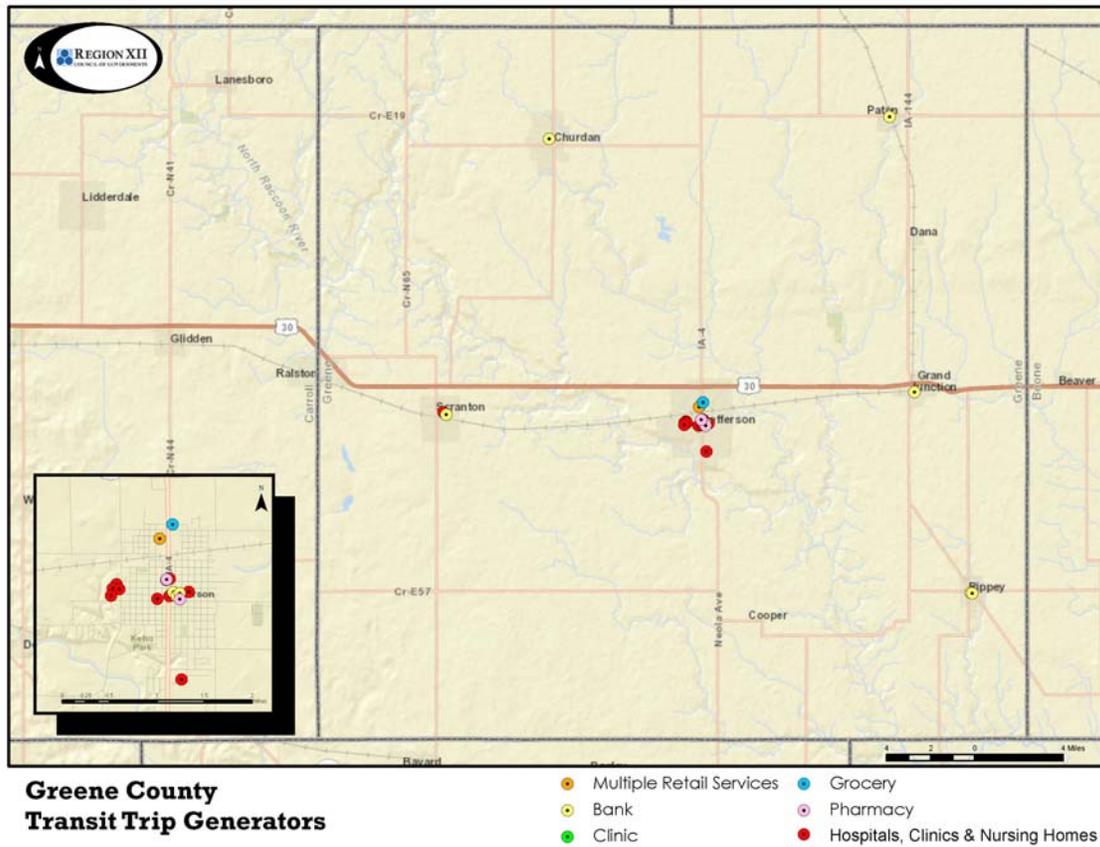


**Crawford County  
Transit Trip Generators**

- Multiple Retail Services
- Bank
- Grocery
- Pharmacy
- Clinic
- Hospitals, Clinics & Nursing Homes

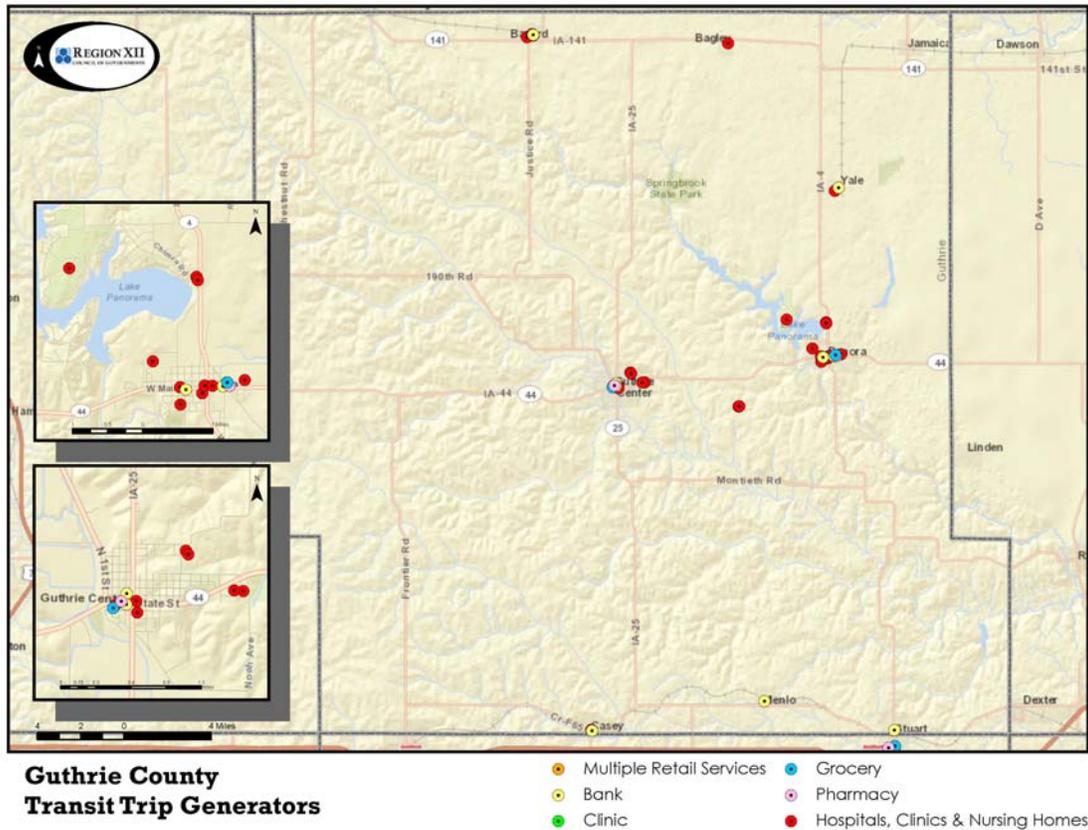
Denison and Crawford County is home to several service providers. WIT has a satellite facility in Denison to provide service.

Map 2.12: Greene County Service Centers



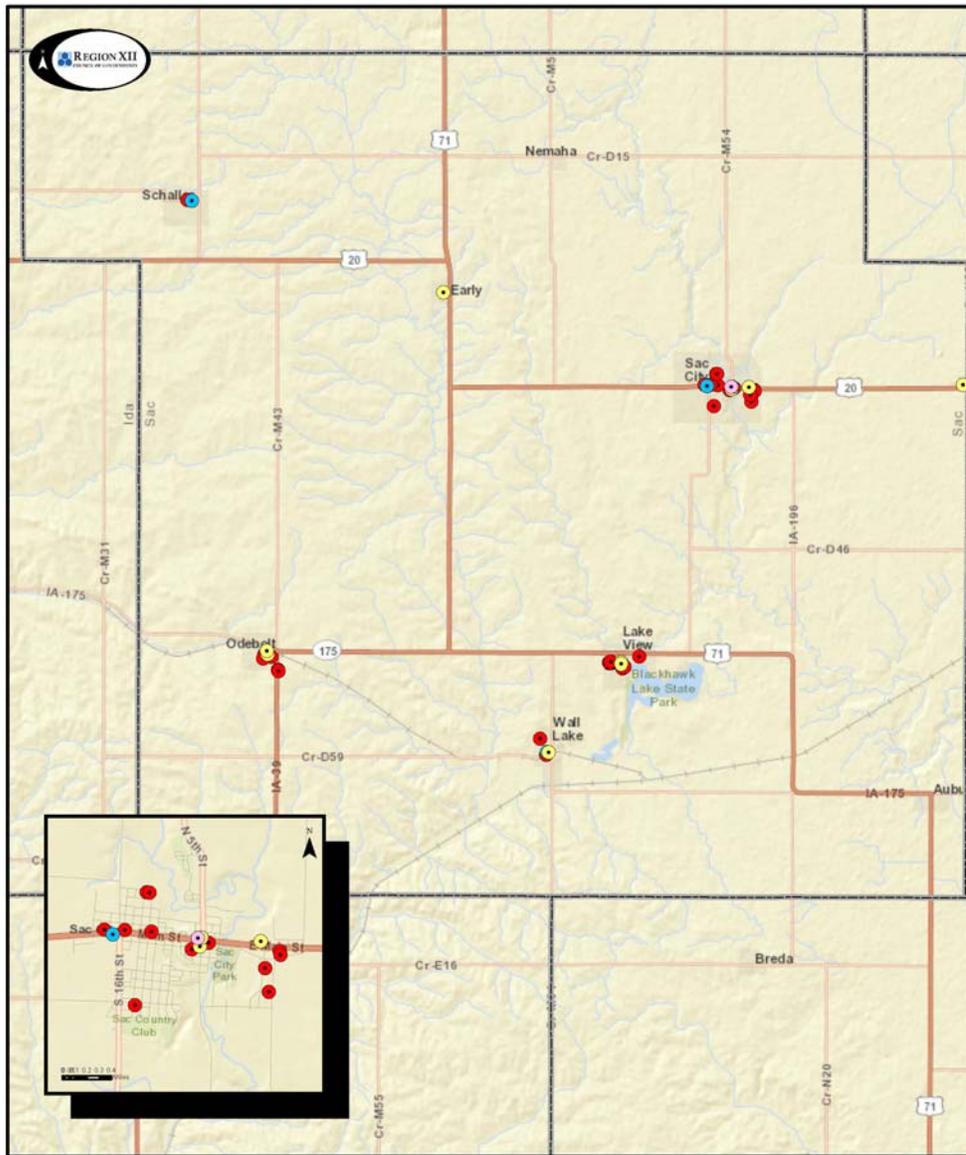
Jefferson is the county seat of Greene County and is the location for several trip generators and service centers. WIT operates a satellite building in Jefferson to provide service throughout Greene County.

**Map 2.13: Guthrie County Service Centers**



Trip Generators in Guthrie County are concentrated in Guthrie Center and Panora. WIT operates 3 vehicles on a regular basis in Guthrie County, one stationed in Guthrie Center, one in Panora and one in Stuart.

Map 2.14: Sac County Service Centers



**Sac County  
Transit Trip Generators**

- Multiple Retail Services
- Bank
- Clinic
- Grocery
- Pharmacy
- Hospitals, Clinics & Nursing Homes

Trip generators and spread throughout Sac County. WIT's has vehicles stationed in Auburn, Odebolt and 3 in Sac City to provide service in the county.

### Limited English Proficient Population

The total population of the 6-county Region XII COG service area is 74,671 according to the 2010 U.S. Census. The most current information regarding languages spoken at home and language proficiency is available from the 2005-2009 American Community Survey (ACS) 5-Year Estimates. (Please note that there are differences in the total population estimates of counties compared to the 2010 U.S. Census). The table below illustrates the percentage of the population by county that speak only English.

	<b>Population Estimate</b>	<b>Population Speaking Only English</b>	<b>Percent of Population Speaking Only English</b>	<b>Speak English Very Well</b>	<b>Speak English Less Than Very Well</b>
<b>Audubon County</b>	5,763	5,691	98.8%	47	20
<b>Carroll County</b>	19,325	18,731	96.9%	437	157
<b>Crawford County</b>	15,836	12,172	76.9%	1,621	2,040
<b>Greene County</b>	8,808	8,554	97.1%	125	122
<b>Guthrie County</b>	10,331	10,120	98.0%	132	79
<b>Sac County</b>	9,696	9,452	97.5%	177	60
<b>Region XII COG</b>	69,759	64,720	92.8%	2,539	2,478

*Source: 2008-2012 American Community Survey - U.S. Census*

The ACS estimates the regional population to be 69,679 residents of which 93.87% of these residents speak only English. While the percent of English-only

residents is high regionally, there are concentrations of populations that are of limited English proficiency in the region, predominantly in Crawford County where 81.37% of residents speak only English.

Of the estimated 19,416 residents in Crawford County, 2,643 (17.30%) residents speak Spanish or Spanish Creole, the overwhelming majority of those who speak a language other than English. The American Community Survey then goes on to estimate that 55% of Spanish speakers speak English less than “very well.” According to the 2010 U.S. Census, 4,131 (24.2%) of the residents in Crawford County were Hispanic or Latino origin. If the ACS percentages hold and these residents of Hispanic or Latino origin are also Spanish speakers, there are approximately 3,000 persons (17.5% of the current population) who may speak limited English that currently reside in Crawford County.

### **Summary**

Overall the population of the region is decreasing; although some areas are seeing population growth. The median age is increasing and each county has a higher median age than the median age for the State of Iowa. This increase in the median age and the increasing number of person age 65 and older will continue to increase the demand for specialized, accessible transportation. The workforce of the region continues to evolve with workers willingly to travel greater distances to find employments opportunities. This shift to longer commutes, combined with increased travel costs, will maintain the demand for commuter shuttles and van pools.

## Chapter III: Existing Passenger Transportation Operations

The Region XII COG service area has several passenger transportation operations in existence, including: Western Iowa Transit as the designated public transit agency, Windstar Lines, All American Cab, Carroll Cab Company, Diamond Cab, Manning Community Service, New Hope Village, Veteran's Affairs vans (Carroll and Crawford) Eventide Lutheran Homes, Thomas Rest Haven and area community school districts. The following will provide a description of the services provided by each entity, their location, eligibility for services and other operational information.

### Section A: Western Iowa Transit

Western Iowa Transit (WIT) is a service of Region XII Council of Governments. WIT offers public transportation services to senior citizens, people with disabilities and the general public throughout the region. WIT is funded in part by the Iowa Department of Transportation, the Federal Transit Administration (FTA), Elderbridge Area Agency on Aging, local governments, contracts, fares and donations.

The mission of Western Iowa Transit is to provide safe, dependable, and efficient public transit services for all citizens within its service area in a manner that will help them maintain and improve their quality of life.

#### Location of Services



In 1994, the COG constructed its central office and transit facility. Originally, this 11,000 square foot facility consisted of approximately 6,900

square feet for a shop, wash bay, and vehicle storage and 4,600 square feet for administrative offices. In 2000, a 1,800 square foot addition was constructed for local assistance staff, administrative staff, and storage. Currently, an expansion of both the office and transit facility for the Carroll location are under construction.



In 1999, Region XII COG constructed a 5,600 square foot satellite facility for WIT in Denison in Crawford County. This facility is used for vehicle storage and contains a small office and storage area. Thirteen units are housed and dispatched from this facility.

In 2003, Region XII COG completed a 5,600 square foot satellite facility for WIT in Jefferson in Greene County. Similar to the Crawford County facility, this building is used primarily for vehicle storage. The building also an office and storage area. Ten units are housed and dispatched from this facility.



## Fleet Availability

WIT operates 66 vehicles for public transit service and 1 vehicle for maintenance and service. Table 3.1 illustrates the vehicle type by county.

	<b>Total Vehicles</b>	Mini Bus	Passenger Van	Station Wagon	Mini Van	Sedan	Service Vehicle
Audubon County	<b>4</b>	3	0	0	1	0	0
Carroll County	<b>28</b>	23	1	0	2	1	1
Crawford County	<b>16</b>	6	4	0	5	1	0
Greene County	<b>10</b>	7	1	0	1	1	0
Guthrie County	<b>3</b>	2	0	0	1	0	0
Sac County	<b>7</b>	3	2	1	1	0	0

*Source: WIT Fleet Inventory, 2013*

Of the WIT fleet, all mini-buses are ADA accessible, 3 of the 8 passenger vans are ADA accessible and 2 of the 11 mini-vans are ADA accessible. To operate this fleet, WIT is staffed by 1 full-time transit director, 1 full-time transit assistant, 1 full-time service manager, 14 full-time drivers and 12 part-time drivers.

## Types of Existing Services

The public transit service offered through WIT is a “demand-response” service, meaning rides must be scheduled by contacting the driver 24 hours in advance of the needed ride. Rides can be scheduled by contacting the offices at Carroll, Denison or Jefferson, through the local drivers directly or at most congregate meal sites. WIT offers door to door transportation services with flexible schedules to meet the needs of its riders.

WIT is especially suitable for the transportation of the disadvantaged, such as persons with disabilities and senior citizens. Service is provided for: grocery needs, personal care needs, medical and dental needs, Head Start, preschools, day care centers, work commutes, community events and more. WIT also works

with nursing homes, care centers, local rehabilitation agencies, and group homes. The service is intended to compliment other transportation services in the community.

### **Fare Structures**

As of FY 2014, in-town service is \$5.00 for a one way ride. This would mean a round trip cost of \$10.00 for regular service and \$5.00 for each additional stop. Out of Town Service and other service quoted on a per trip basis. Special Trips/Group Outings Trips are based on a “time and mileage” cost. It is more efficient to transport 3 or 4 people at a time.

The services offered by WIT are designed to be flexible in order to meet as many transit needs as possible.

### **Clients**

Service is available for use by all citizens within the local communities and the surrounding areas. WIT is currently providing direct service to the following agencies or operating under an indirect service arrangement.

#### Facilities Serving Clients with Disabilities

- County View Estates, Panora
- Department of Human Services
- Genesis Development, Jefferson
- Howard Center, Inc., Sac City
- New Hope Village, Carroll
- Wesco Industries, Denison

#### Care Centers and Nursing Homes

- Carroll Health Center, Carroll
- Regency Park Nursing and Rehab Center of Carroll
- Regency Park Nursing and Rehab Center of Jefferson
- Denison Care Center, Denison
- Friendship Home, Audubon
- Loring Care Center, Sac City
- Panora Nursing and Rehab, Panora
- Parkview Care Center, Sac City
- St. Anthony’s Nursing Home, Carroll
- Thomas Rest Haven, Coon Rapids

Senior Contracts

- Elderbridge Agency on Aging
- Manning Community Services

Agencies Serving Children

- Buena Vista, Sac, Crawford Empowerment
- Community Opportunities, Carroll
- Job Corps of Denison
- Partnership for Families, Carroll
- West Central Development Corporation, Denison

School Districts

- Adair-Casey School District
- Denison Community Schools
- Jefferson-Scranton School District
- Sac Community Schools
- Southern Cal Schools

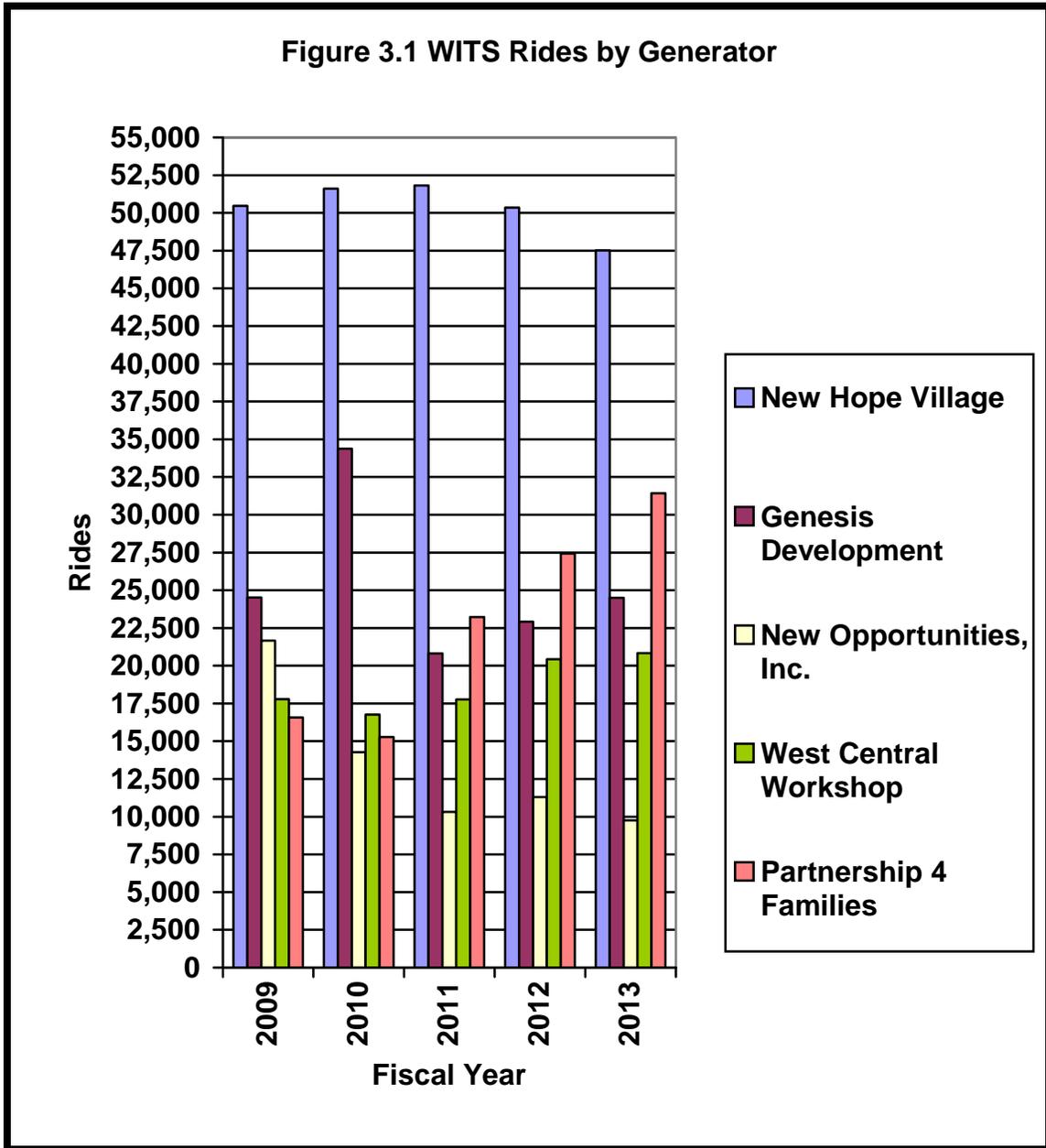
Employment

- Howard Center, Inc. – Job Access Program
- Job Corps of Denison – Job Access Program
- Workforce Investment Act SDA 08

Churches

- Abundant Life Ministries, Jefferson
- Carroll First United Methodist Church, Carroll

Figure 3.1 shows the top 6 ride generators for WIT from 2009-2013.

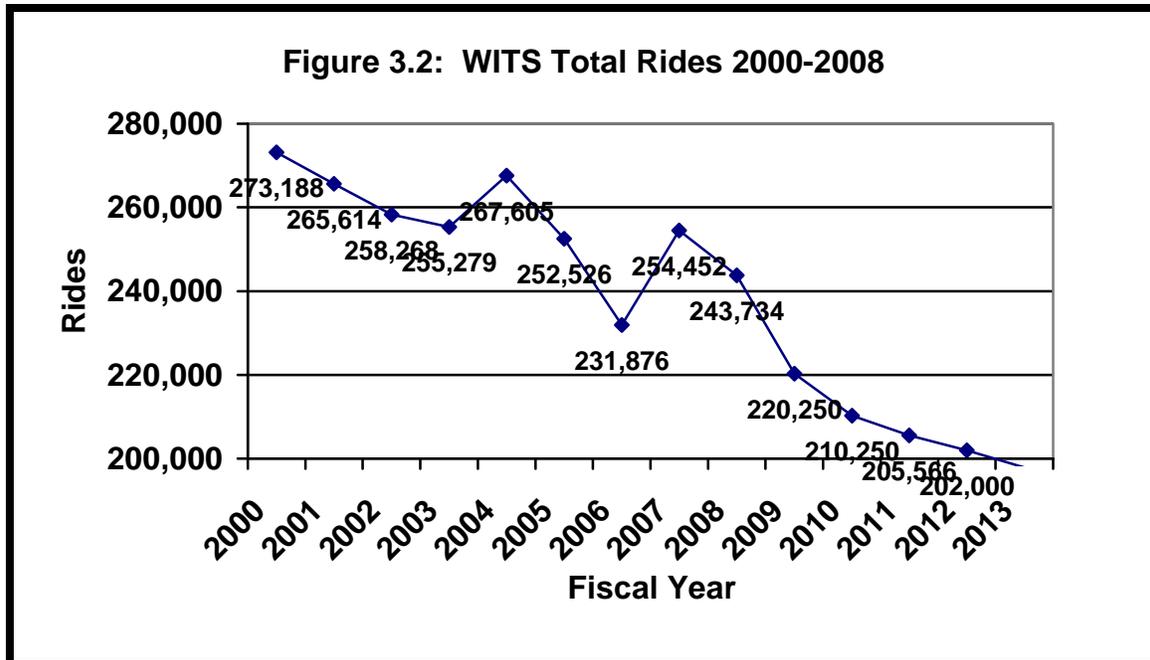


Source: WIT Year End Reports, 2009-2013

The majority of rides are generated by New Hope Village in Carroll averaging 50,350 rides annually. New Opportunities generated an average of 13,460 rides per year through their HeadStart program in Audubon, Carroll, Greene, Guthrie and Sac Counties. New Opportunities rides have decreased due to the reduction in the number of out-of-town routes.

## Trips, Mileage and Rides

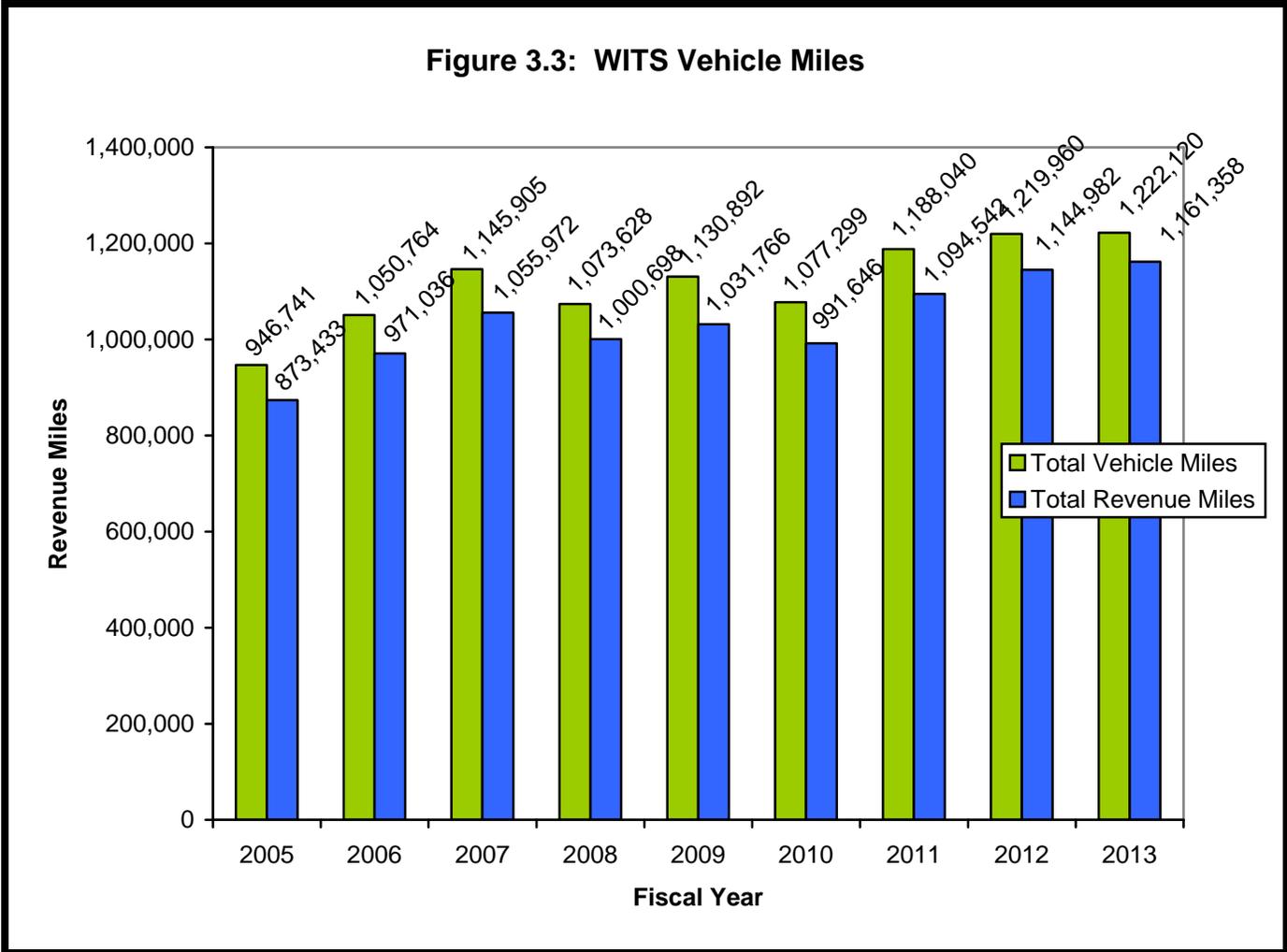
Figure 3.2 illustrates the total number of rides provided by WIT during fiscal year 2000 through 2013.



Source: WIT Year End Reports, 2000-2013

In 2000, WIT provided 273,188 rides, the highest number for the 9 year period. Ridership levels neared this mark in 2004 with WIT providing 267,605 rides. Decreases in ridership can likely be attributed to a rate increase for transit services imposed during fiscal year 2001 and a Carroll County specific rate increase in fiscal year 2002. The decrease in rides during fiscal 2006 can be attributed to the reduction in the number of Head Start routes, the lack of the Saint Anthony Hospital Shuttle service, and some clients have limited their use of the service due to the increase in cost. The increase in ridership for 2007 is directly related to the re-establishment of the Saint Anthony Hospital Shuttle and the popularity of the Partnership 4 Families School to Work Service. The decrease in ridership in 2008 can be attributed to the discontinuation of the Saint Anthony Hospital Shuttle service.

Figure 3.3 graphs the revenue and vehicle miles traveled by WIT from 2000 through 2013.



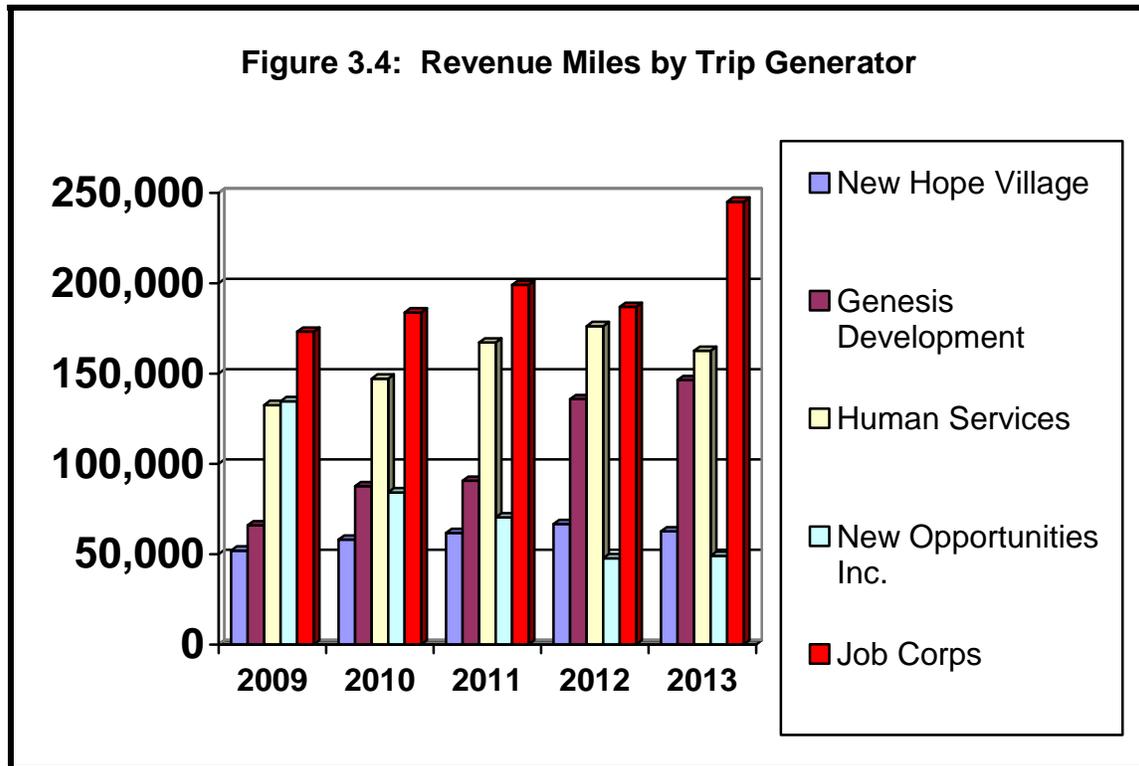
Source: WIT Year End Reports, 2005-2013

In 2005, WIT generated 873,443 revenue miles from transit services and 946,741 vehicle miles. The number of revenue miles has risen to a high of 1,161,358 miles in 2008. Total vehicle miles have also followed this same trend; reaching a high in 2013 with 1,222,120 vehicle miles traveled.

Future increases in ridership will dictate a need for an increase in the number of vehicles to continue to provide the high quality service currently provided by WIT. High mileage trips have increased and will likely to do so as WIT provides transportation for clients to and from regional health centers and continues to provide service to Job Corps in Denison. High mileage trips not only generate

more miles (both revenue and non-revenue) but they require additional time increasing both vehicle and driver hours.

Figure 3.4 illustrates the volume of revenue miles by major trip generators.

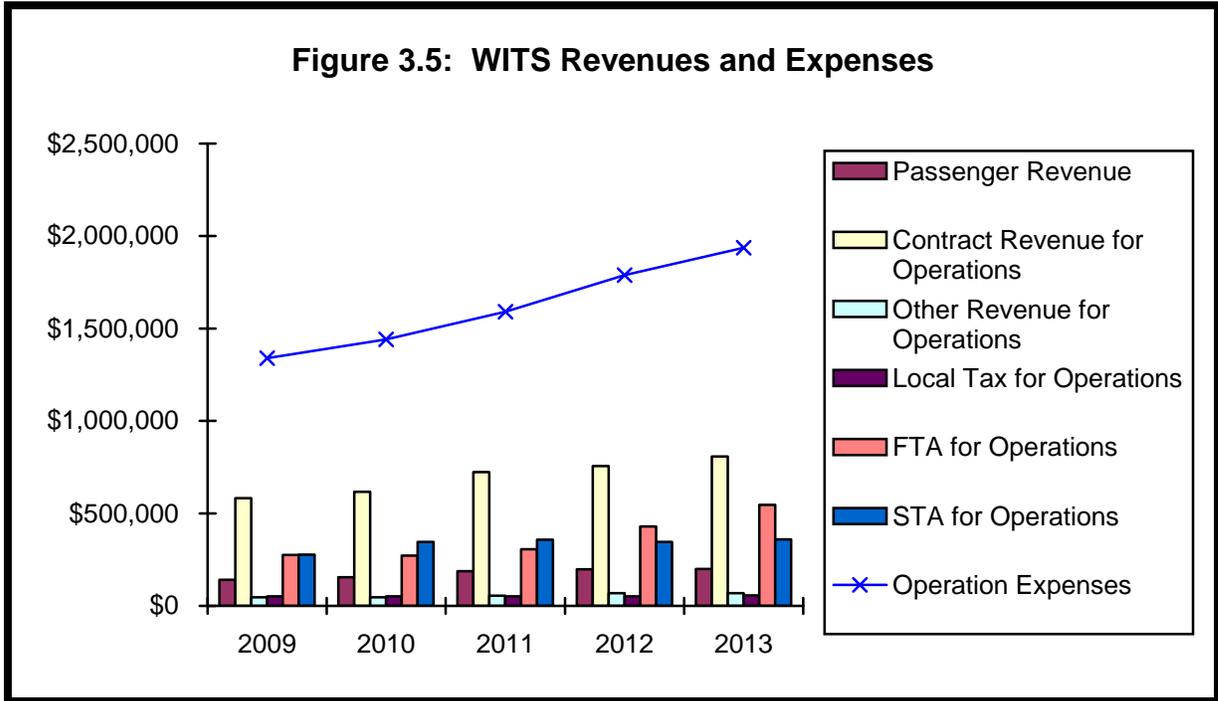


*Source: WIT Year End Reports, 2009-2013*

Job Corps of Denison generates the largest amount of revenue miles generating over 245,000 miles in 2013 an increase of almost 60,000 miles from 2012. Job Corps trips are generally large distances transporting Jobs Corps clients from across the state as well as to Omaha and Kansas City. Human Services type trips (DHS and Medicaid transportation) have risen from the 3<sup>rd</sup> highest revenue mile generator since 2009 to the second highest in each year since that time. The Headstart program administered by New Opportunities is also a major revenue mile generator; although these miles have decreased due to the decreased in the number of out-of-town routes. Genesis Development saw a significant increase in the number of revenue miles in 2009 due to an increase in demand for client services and this growth continues through 2013.

### Operational Costs

WIT generates revenue from a variety of sources and has numerous expenses related to the operations and administration of the regional public transit system. Figure 3.5 illustrates the overall operation expenses for WIT and the various sources of revenue.



Source: WIT Year End Reports, 2009-2013

WIT had operational expenses of \$1,338,747 in fiscal year 2008 and these costs grew to \$1,936,061 in fiscal year 2013. Operational expenses have increased from 2009 due primarily due to the high cost of fuel combined with an increase in the length of trips. To offset operational expenses and leverage federal and state funding for the system WIT receives, approximately \$190,000 in passenger revenue, \$808,000 in contract revenue, \$70,000 in other revenue and \$60,000 from local governments. These funds leverage \$360,000 in STA funds and \$545,000 in FTA funds for operations.

## **Changes in Services**

Challenges for passenger transportation vary greatly in scope and complexity. Rising fuel prices has WIT staff shifting vehicles around the region to ensure that the most efficient vehicles are used on every trip possible. Increases in operational efficiencies enables WIT to maintain affordable rates for clients.

In 2011, a second JobJet vanpool service was established in Denison. This unit mirrors the original JobJet van service; transporting workers in Denison to Tyson Foods. In FY 2011, JobJet provided 7,333 rides and traveled 16,527 revenue miles in the Denison and Crawford County area.

WIT has also established new contract services with East Sac Community Schools and Denison Community Schools. In East Sac, WIT transports 2 children with special needs. One student is transported to Storm Lake Community Schools and the other to New Hope Village in Carroll 3 days per week. In Denison, WIT provides daily transportation to preschool children to the Denison schools preschool program. This venture builds upon the long standing relationship between WIT and the Denison Community School District in which WIT has provided transportation for special needs students for several years.

AnyTime Cab Company was established in Carroll. AnyTime Cab is a private cab company that operates 24-hours per day, 7-days a week. WIT entered into a contract with AnyTime Cab allowing them to participate in the Taxi Ticket program which subsidizes rides for seniors and the disabled in Carroll.

WIT has completed a full year of providing Medicaid transportation under the administration of TMS. TMS is a new Medicaid brokerage transportation system which schedules rides for those on Medicaid. Transitioning into the TMS process originally caused a slight decrease in ridership but currently Medicaid ridership has returned to previous levels and continues to increase. The TMS system has been positive for WIT as the TMS process has shifted the responsibility of client

eligibility verification from WIT staff to TMS. This has eliminated unpaid Medicaid claims for WIT transportation. TMS has also streamlined the billing and collection for Medicaid transportation services resulting in an increase in WIT staff efficiencies.

Education, outreach and public awareness of issues are ongoing but continue to be improved upon by the Transit Roundtable XII Committee and their continued efforts for increased coordination and conversations about transit. Funding for transit operations through State Transit Assistance and Federal Transit Assistance continues to be a high priority for overall public transit operations. Operational assistance through the New Freedoms and Job Access Reverse Commute Program also continues to assist with targeted clientele groups that are faced with transportation barriers.

Public transit service has seen several changes since Western Iowa Transit System was formed in 1977. Originally started as a “handi-bus” for the elderly and disabled; WIT has grown into a key transportation element for schools, daycares, Headstart, sheltered workshops as well as the general public.

The effort to communicate and market the availability of public transit and passenger transportation is ongoing. Region XII COG was awarded IDOT Special Project grant funding to evaluate the value of the WIT brand and logo. This project is complete as, BlueSpace Creative, the COG’s consultant has recommended several brand changes and Region XII has opted to shorten the old Western Iowa Transit System name to Western Iowa Transit. A new logo has also been developed has been applied to 10 WIT vehicles and was launched in the winter of 2014.

### **Passenger Transportation Coordination Efforts**

Passenger Transportation Coordination and planning is not new to Region XII COG or to WIT. Since its inception until 2005, the WIT Transit Advisory Committee met quarterly to discuss transit issues on a regional basis and the need for additional services in the local areas. The WIT Transit Advisory Committee oversaw the development of the Transit Development Planning process as required by IDOT until the elimination of this requirement in the late 1993. WIT continued this planning process even though it was not required to help provide better and more forward thinking delivering of service.

On June 1, 2006 over 30 individuals representing numerous transit users, human service agencies and transportation providers met to discuss issues relating to transportation services in the region. This Mobility Action Workshop identified gaps in service, funding issues and other barriers facing the regional transit infrastructure. Potential solutions were also identified to address these barriers. This workshop served a kick-off meeting for the development of the Region XII Coordinated Transit Development Plan and the regional Transit Development Plan. This meeting was co-hosted by the Iowa Department of Transportation and the Iowa Transportation Coordination Council as part of the national United We Ride Campaign.

As part of the Mobility Action Workshop, a new WIT Transit Roundtable XII Committee (TR XII) was formed to discuss transit coordination and need for services. This group is made of up transit providers and users from across the region. The TR XII Committee is charged with the oversight of the Region XII Coordinated Passenger Transportation Plan as well as ways to increase coordination and improve service.

### **Joint Use of Facilities**

The Region XII COG facility is a joint use facility. Region XII COG operates WIT but also a local assistance department and workforce development department

jointly out of their facility in Carroll. As stated previously, this facility was constructed in 1994 after Region XII COG spent several years growing in and out of rented office spaces; with departments being housed in various locations either jointly or separately.

## **Section B: School Districts**

### **Location of Services**

There are 33 school districts that serve the Region XII COG area; although a number of these districts do not have facilities within the 6 county area. Map 3.1 illustrates the public school districts in the region.



**Availability**

The 33 school districts that serve the Region XII COG area operate 355 buses. Table 3.2 illustrates the numbers of units that each district operates by passenger capacity. Each school district in the region was contacted to determine the number of ADA accessible vehicles. This information is shown also shown in Table 3.2 for those districts that responded.

<b>Table 3.2: Number of Units by Passenger Capacity</b>										
<b>Passenger Size</b>										
<b>District Name</b>	<b>10-12</b>	<b>17-20</b>	<b>23-30</b>	<b>33-38</b>	<b>44-47</b>	<b>53-59</b>	<b>60-66</b>	<b>71-84</b>	<b>ADA Vehicles</b>	<b>Total</b>
Adair-Casey	0	0	0	0	0	1	8	0	-*	9
Anita	1	0	1	0	0	6	0	0	-*	8
Ar-We-Va	0	0	1	0	1	4	4	0	1	10
Atlantic	0	0	0	0	1	1	15	0	-*	17
Audubon	0	0	0	0	0	6	2	0	1	8
Boyer Valley	0	1	0	0	1	2	7	2	1	13
Carroll	0	0	0	1	0	1	37	3	4	42
Charter Oak-Ute	0	0	2	0	0	5	1	1	-*	9
Coon Rapids-Bayard	0	0	0	0	0	2	5	0	1	7
Denison	0	0	0	0	0	0	10	9	1	19
East Greene	0	0	1	0	0	0	3	2	-*	6
Elk Horn-Kimballton	0	0	0	0	0	3	4	0	-*	7
Exira	0	0	0	0	0	2	3	0	0	5
Galva-Holstein	0	0	0	0	0	0	9	1	-*	10
Glidden-Ralston	0	0	0	0	0	0	6	0	1	6
Guthrie Center	0	0	0	0	0	2	4	1	1	7
IKM-Manning	0	0	0	0	0	10	8	0	2	18
Jefferson-Scranton	0	0	0	0	0	0	5	8	2	13
Kuemper Catholic	0	0	0	0	0	0	2	0	0	2
Newell-Fonda	0	0	0	0	1	1	5	2	-*	9
Odebolt-Arthur	0	0	0	0	0	5	2	0	-*	7
Panorama	0	0	0	1	0	10	3	1	1	15
Paton-Churdan	0	0	0	0	1	0	3	0	-*	4
Perry	0	1	0	0	0	0	8	8	-*	17
East Sac County	0	0	1	0	1	5	11	0	1	18
Schaller-Crestland	0	0	0	0	0	0	5	4	-*	9
Schleswig	0	0	0	0	1	2	5	0	0	8
Southern Cal	0	0	0	0	0	1	6	2	-*	9
Storm Lake	1	1	0	1	0	0	2	10	-*	15
Wall Lake View Auburn	1	0	0	0	0	2	7	0	-*	10
West Central Valley	0	1	0	0	0	1	14	0	-*	16
<b>Total</b>	<b>3</b>	<b>4</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>72</b>	<b>205</b>	<b>54</b>	<b>17</b>	<b>355</b>

Source: Iowa Department of Education and School Districts

\*-Indicates District Did Not Respond

The Carroll Community School District operates the most vehicles with 42; followed by the Denison School District which operates 19 buses. Conversely, the Carroll Kuemper School system operates only 2 buses, and the Paton-Churdan School District operates 4 buses.

### **Types of Existing Services**

School districts provide student transportation to and from school, for activities and special outings. Iowa school districts are allowed to make vehicles available for community transportation although it is believed that none are doing so at this time.

### **Clients**

School bus transportation is established to serve school students and school staff.

### **Trips, Mileage and Rides**

Table 3.3 illustrates the number of students enrolled in each district, the number of route miles and the average number of students transported. Parochial school totals are included in their district of residence.

District Name	Enrollment (less shared time students)	Route Miles	Non-Route Miles	Average Number of Students Transported
Adair-Casey	343.7	52,170.00	9,816.00	356.10
Anita	287.6	108,052.00	15,869.00	153.00
Ar-We-Va	400.5	85,513.00	20,945.00	361.10
Atlantic	1,491.0	101,194.00	46,538.00	362.60
Audubon	687.00	77,664.00	24,648.00	245.60
Boyer Valley	505.60	57,818.00	75,556.00	223.80
Carroll	1,793.20	310,073.00	99,409.00	2,239.50
Charter Oak-Ute	360.50	59,925.00	23,627.00	250.00
Coon Rapids-Bayard	522.50	59,546.00	19,571.00	174.00
Denison	1,892.10	127,948.00	39,021.00	1,558.40
East Greene	434.00	131,974.00	16,441.00	261.20
Elk Horn-Kimballton	303.00	35,162.00	12,771.00	196.60
Exira	331.40	41,545.00	10,852.00	130.60
Galva-Holstein	528.00	88,027.00	12,649.00	335.00
Glidden-Ralston	386.50	55,963.00	11,405.00	148.00
Guthrie Center	529.30	64,840.00	8,440.00	217.10
IKM	484.20	87,565.00	18,810.00	414.00
Jefferson-Scranton	1,119.70	190,706.00	30,929.00	912.30
Manning	479.00	87,651.00	8,268.00	361.80
Newell-Fonda	504.40	81,359.00	30,068.00	149.00
Odebolt-Arthur	384.70	54,248.00	11,991.00	223.80
Panorama	810.80	107,904.00	15,345.00	631.00
Paton-Churdan	233.60	63,223.00	6,129.00	92.00
Perry	1,836.40	89,301.00	33,316.00	690.90
Rockwell City-Lytton	548.30	101,278.00	7,879.00	255.40
Sac	476.30	44,009.00	19,057.00	207.00
Schaller-Crestland	465.50	89,049.00	22,736.00	210.00
Schleswig	289.30	61,815.00	5,739.00	129.70
Southeast Webster	470.60	144,592.00	58,129.00	286.00
Southern Cal	568.60	82,428.00	19,702.00	341.00
Storm Lake	1,882.70	55,887.00	58,420.00	1,426.80
Wall Lake View Auburn	564.30	88,702.00	22,735.00	307.00
West Central Valley	995.50	127,054.00	34,701.00	829.30
<b>TOTALS &amp; AVERAGES</b>	<b>22,894.90</b>	<b>2,946,379.00</b>	<b>865,579.00</b>	<b>14,661.2</b>

Source: Iowa Department of Education

Denison Community Schools has the highest enrollment, with 1,892 students followed closely by Storm Lake and Perry. Paton-Churdan has the smallest enrollment with 233 students followed by Schleswig Schools. Carroll Community School District has the largest number of route miles with just over 310,000

miles; this can be attributed to the size of the district and the high number of in-town bus routes operated by the district. The Jefferson-Scranton School District is also large in area. The Elk-Horn Kimballton School has the smallest number of route miles with slightly over 35,000 miles. The Carroll Community School District transports an average of 2,239 students while Paton-Churdan transports 92 students on average.

### **Operational Costs**

Table 3.4 compares the cost of transportation for each school district in the region. The Carroll Community School District has the largest net operational cost for transportation spending nearly \$473,000 although the district has one of the lowest average cost of per-pupil transported and a below average cost-per-mile. The Jefferson Scranton School District which spent over \$461,000 on transportation operations and was above average for both the cost per pupil and average cost per mile. The Paton-Churdan School District had the lowest net operational costs, spending just under \$75,000 and had the lowest average cost per mile at \$1.18 yet had one of the highest average costs per pupil transported.

**Table 3.4: School District Transportation Costs**

District Name	Enrollment (less shared time students)	Net Operation Cost	Average Cost Per Pupil Transported	Average Cost Per Pupil Enrolled	Average Cost Per Mile	District Square Miles
Adair-Casey	346.40	\$165,443.64	\$469.08	\$477.61	\$2.97	159
Anita	303.60	\$103,301.40	\$633.75	\$340.25	\$1.81	135
Ar-We-Va	417.30	\$123,203.80	\$363.54	\$295.24	\$1.94	164
Atlantic	1,440.60	\$251,211.97	\$698.20	\$174.38	\$2.45	206
Audubon	687.00	\$155,289.10	\$632.28	\$226.04	\$2.00	237
Boyer Valley	505.60	\$99,372.63	\$444.02	\$196.54	\$1.71	191
Carroll	1,793.20	\$472,915.75	\$211.17	\$263.73	\$1.53	269
Charter Oak-Ute	360.50	\$119,476.75	\$477.91	\$331.42	\$2.00	188
Coon Rapids-Bayard	522.50	\$123,232.13	\$708.23	\$235.85	\$2.07	183
Denison	1,892.10	\$396,349.72	\$254.33	\$209.48	\$3.10	172
East Greene	434.00	\$133,533.00	\$511.23	\$307.68	\$1.01	140
Elk Horn-Kimballton	303.00	\$87,247.23	\$443.78	\$287.94	\$2.48	84
Exira	331.40	\$56,669.49	\$433.92	\$171.00	\$1.36	165
Galva-Holstein	528.00	\$145,865.46	\$435.42	\$276.26	\$1.66	171
Glidden-Ralston	386.50	\$78,677.03	\$531.60	\$203.56	\$1.41	115
Guthrie Center	529.30	\$116,065.15	\$534.62	\$219.28	\$1.79	190
IKM	484.20	\$147,589.56	\$356.50	\$304.81	\$1.68	204
Jefferson-Scranton	1,119.70	\$461,321.74	\$505.67	\$412.00	\$2.42	248
Manning	479.00	\$142,431.83	\$393.68	\$297.35	\$1.63	118
Newell-Fonda	504.40	\$162,438.71	\$1,090.19	\$322.04	\$2.00	186
Odebolt-Arthur	384.70	\$82,798.51	\$369.97	\$215.23	\$1.53	149
Panorama	810.80	\$313,800.57	\$497.31	\$387.03	\$2.91	197
Paton-Churdan	233.60	\$74,470.40	\$809.46	\$318.79	\$1.18	125
Perry	1,836.40	\$274,687.63	\$397.58	\$149.58	\$3.08	123
Rockwell City-Lytton	548.30	\$179,679.75	\$703.52	\$327.70	\$1.77	201
Sac	476.30	\$91,183.19	\$440.50	\$191.44	\$2.07	98
Schaller-Crestland	465.50	\$172,008.76	\$819.09	\$369.51	\$1.93	165
Schleswig	289.30	\$100,676.43	\$776.23	\$348.00	\$1.63	123
Southeast Webster	470.60	\$181,361.46	\$634.13	\$385.38	\$1.26	150
Southern Cal	568.60	\$168,597.31	\$494.42	\$296.51	\$2.05	231
Storm Lake	1,882.70	\$162,623.98	\$113.98	\$86.38	\$2.90	85
Wall Lake View Auburn	564.30	\$164,723.19	\$536.56	\$291.91	\$1.86	185
West Central Valley	995.50	\$363,679.59	\$438.54	\$365.32	\$2.86	229
<b>TOTALS &amp; AVERAGES</b>	22,894.90	\$5,871,926.86	\$400.51	\$256.47	\$1.99	5,586

Source: Iowa Department of Education

### Passenger Transportation Coordination Efforts

As stated previously, Region XII COG contracts with the Adair-Casey School District, Denison Community Schools, Jefferson-Scranton School District, Sac Community Schools, and Southern Cal Schools to provide additional or specialized transportation services for students with disabilities.

## **Section C: Elderly Care Facilities**

### **Location of Services**

There are a number of elderly care facilities located in the region. Only two facilities reported owning and operating their own vehicles for client and resident transportation: Eventide Lutheran Home in Denison and Thomas Rest Haven in Coon Rapids.

### **Fleet Availability**

Eventide Lutheran Home operates an ADA accessible bus with two wheelchair positions driven by 2 part-time drivers. Thomas Rest Haven operates a 2005 Ford ADA accessible bus with two wheelchair positions with seating for 12. Thomas Rest Haven uses 2 part-time drivers to provide service.

### **Types of Existing Services**

Thomas Rest Haven utilizes their vehicle for group activity transportation only. Eventide utilizes their vehicle for activities and individual appointments.

### **Fare Structures**

Eventide does not charge for rides during business hours Monday through Friday. After hours service is provide at a rate of \$20 minimum plus \$0.20 per mile and \$20 per hour. Thomas Rest Haven does not have an established fare structure.

### **Clients**

Bus usage is restricted to residents of each respective facility.

### **Trips, Mileage and Rides**

Thomas Rest Haven reports that their bus is utilized approximately 2 hours per week and is driven 6,000 miles per year.

### **Passenger Transportation Coordination Efforts**

Region XII COG contracts with the following elderly care facilities to provide individual transportation for appointments as well as for group outings and events: Carroll Health Center (Carroll), Regency Park Nursing and Rehab Center of Carroll, Regency Park Nursing and Rehab Center of Jefferson, Denison Care Center (Denison), Friendship Home (Audubon), Loring Care Center (Sac City), Panora Nursing and Rehab (Panora), Parkview Care Center (Sac City), St. Anthony's Nursing Home (Carroll), Thomas Rest Haven (Coon Rapids). WIT also provides service to clients at other elderly care facilities on an as needed basis.

### **Section D: Facilities Serving People with Disabilities**

Several facilities serve people with disabilities in the Region XII COG area including: Country View Estates, Panora, New Hope Village (Carroll), Howard Center (Sac City) Genesis Development (Jefferson) and Wesco Industries (Denison). Region XII COG contracts with each of these agencies to provide transportation for their clients, although New Hope Village also provides transportation using their own vehicles and drivers.

#### **New Hope Village**

##### **Location of Services**

New Hope Village (NHV) is a not-for-profit 501(c)(3) community based organization in Carroll, Iowa which began offering services to adults with disabilities in 1977. NHV provides residential services at their main campus in Carroll as well as individual or small group sites in Carroll, Manning and Glidden. There are also several individual or small group sites rented directly by the individual or residing with the family.

NHV also provides occupational services and operates thrift stores in Carroll, Manning and Coon Rapids. Carroll Enterprise Systems provides a wide variety of different types of work, including: direct and bulk mailing, packaging and

assembly, car wash detailing, can crushing, shredding confidential documents, and cleaning video cassette boxes.

### **Fleet Availability**

New Hope Village owns and operates 35 vehicles.

### **Types of Existing Services**

NHV provides transportation for clients to and from residential and works sites as well as transportation for activities, shopping and medical appointments.

### **Trips, Mileage and Rides**

NHV provides approximately 75,000 rides per year.

### **Passenger Transportation Coordination Efforts**

While NHV owns and operates 35 vehicles of their own; Region XII COG supplies NHV with 5 ADA accessible buses to provide transportation for NHV clients. This contractual agreement has been in place since 1980. This agreement allows NHV to have access to the WIT fleet. NHV employs their own drivers, pays for vehicle maintenance and fuel and provides the local match for newly purchased vehicles while WIT counts rides and revenue miles for inclusion into STA and FTA funding formulas.

## **Section E: Veteran's Affairs Transportation**

### **Location of Services**

Veteran's Affairs (VA) offices are located in each county and can assist veterans, their widows, widowers, wives and minor children with filling out forms to enroll in VA Healthcare system as well as VA pensions, home loan assistance, education, and burial benefits. The Carroll and Crawford County Veteran's Affairs offices offer transportation or transportation assistance.

### **Fleet Availability**

Carroll County operates a standard mini-van to provide transportation for veteran's. This van is owned by the Disabled American Veteran's organization.

Crawford County leases a standard mini-van through the U.S. General Services Administration and the Omaha Veteran's Administration office. Carroll County VA utilizes 6 volunteer drivers to provide service. Crawford County VA utilizes 24 volunteer drivers to provide service.

### **Types of Existing Services**

Carroll County VA has provided transportation since August 2001 to qualified veteran's in Carroll, Crawford, Greene, Guthrie and Sac Counties as well as to veteran's in other neighboring counties. The Carroll VA van typically provides service to Des Moines and Iowa City.

Crawford County VA provides transportation to the Omaha VA Hospital and VA offices. Typically the Crawford County VA van operates 5 days per week.

### **Clients**

The veteran must have been discharged from active military service under other than dishonorable conditions to receive service. Active service means full-time service as a member of the Army, Navy, Air Force, Marines Coast Guard, or as a commissioned officer of the Public Health Service, the Environmental Services Administration or the National Oceanic and Atmospheric Administration. Certain VA benefits and medical care require wartime service.

### **Trips, Mileage and Rides**

The Carroll County VA transportation service provides an average of 220 rides per year. Volunteer drivers provide an average of 1,000 hours of service annually. In 2013, the Crawford County VA provided 650 rides; normally 700 rides are given on an annual basis.

## **Section F: Charter Bus Service**

### **Location of Services**

Windstar Lines began in 1995 and is headquartered in Carroll, Iowa with terminals in Des Moines and Iowa City. “Windstar Lines has one simple goal in mind: to provide superior motorcoach service with a strong emphasis on meticulously clean, late model equipment, with drivers who are safe, friendly, and above all, accommodating to “our” passenger needs.”<sup>1</sup>

### **Fleet Availability**

Windstar Lines operates 35 buses and can provide ADA charter service. Windstar Lines is staffed by 7 full-time administration staff, 9 full-time and 3 part-time maintenance staff, and 4 full-time drivers and 45 part-time drivers.

### **Types of Existing Services**

Windstar Lines provides charter service throughout the State of Iowa and to all 49 contiguous states and Canada. Windstar Lines provides convention shuttling for groups in Des Moines, Iowa City, Cedar Rapids, Iowa and Omaha, Nebraska. Windstar Lines also provides NASCAR tours, fishing tours and casino tours.

### **Fare Structures**

Windstar Lines fares are based on a per-mile, per-hour or per-day rate.

### **Clients**

Windstar customers include tour companies, high schools, colleges, universities, senior citizen groups, government agencies, bank travel clubs, military, community organizations, politicians, and sports teams.

### **Trips, Mileage and Rides**

Windstar traveled 1,194,679 revenue miles last fiscal year.

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<sup>1</sup> [www.gowindstar.com](http://www.gowindstar.com), Windstar Lines, 1903 US Hwy 71 North, Carroll, IA 51401, 712-792-4221

## **Section F: Taxi-cab Companies**

### **Location of Services**

Three private taxi-cab companies currently provide passenger transportation in the Region XII COG area: All-American Cab (Carroll), Carroll Cab Company (Carroll) and Diamond Cab (Denison).

### **Fleet Availability**

Each taxi-cab company operates a single non-ADA unit to provide service.

### **Types of Existing Services**

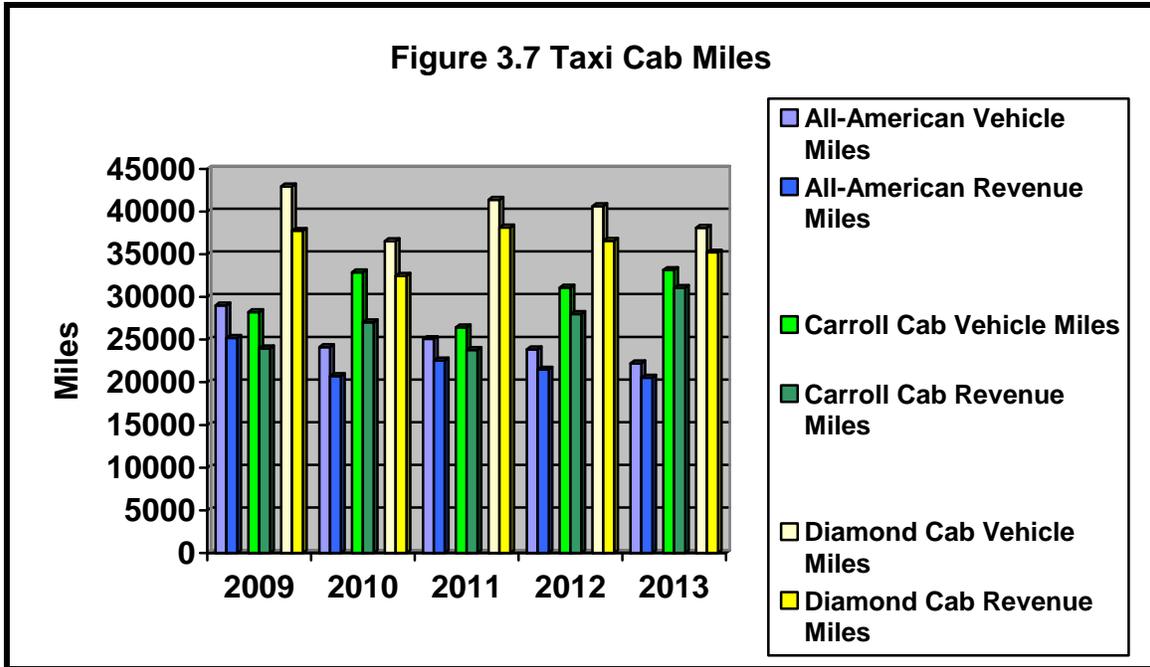
Each taxi-cab provides passenger transportation during various hours throughout the day and week.

### **Fare Structures**

Cab companies operating in Carroll charge \$5 per one way ride. In Denison, Diamond Cab charges \$4 per one way ride.

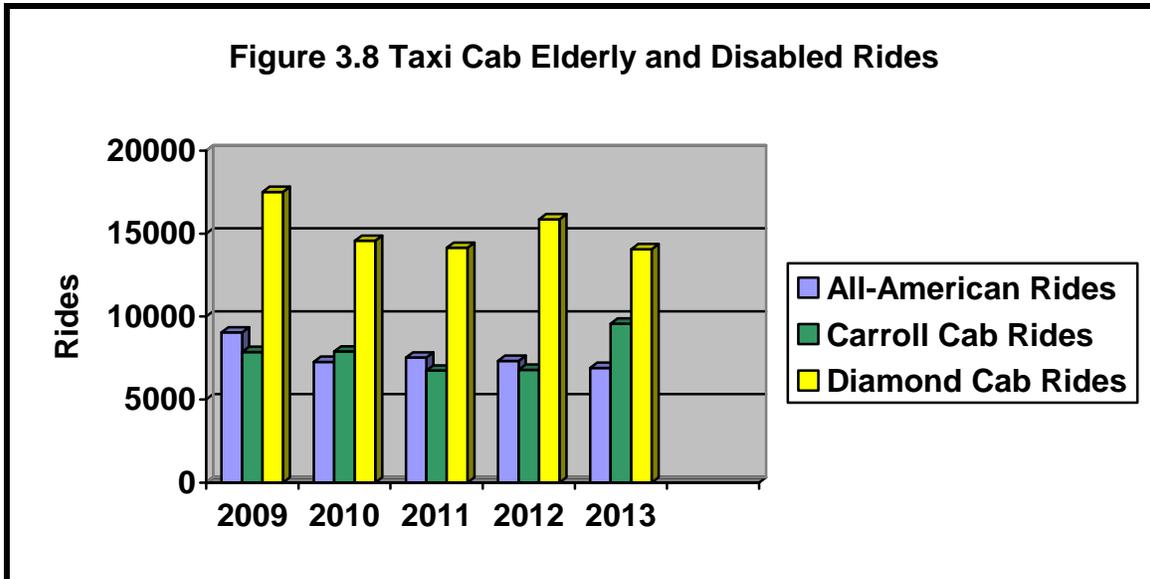
### **Trips, Mileage and Rides**

Figure 3.7 illustrates the number of elderly rides, revenue miles and vehicle miles that each company provided during fiscal year 2009-20013. On average the regional cab companies travel nearly 28,000 revenue miles a year providing over 25,000 elderly and disabled rides per year.



Source: WIT Year End Reports, 2009-2013

Figure 3.8 illustrates the elderly and disabled rides provided by the cab companies in the region.



Source: WIT Year End Reports, 2009-2013

Elderly rides provided by the cab companies in Carroll and Denison have remained fairly constant for the 5 year period.

## Passenger Transportation Coordination Efforts

Region XII COG works with local cab companies to provide discounted ride tickets for elderly and disabled riders in the City of Carroll and Denison. This enables WIT to offer additional rides at a reduced cost and gives passengers more freedom of choice and flexibility in times for service. This agreement allows both WIT and the private cabs to provide more service efficiently.

## Section G: Manning Community Services

### Location of Services

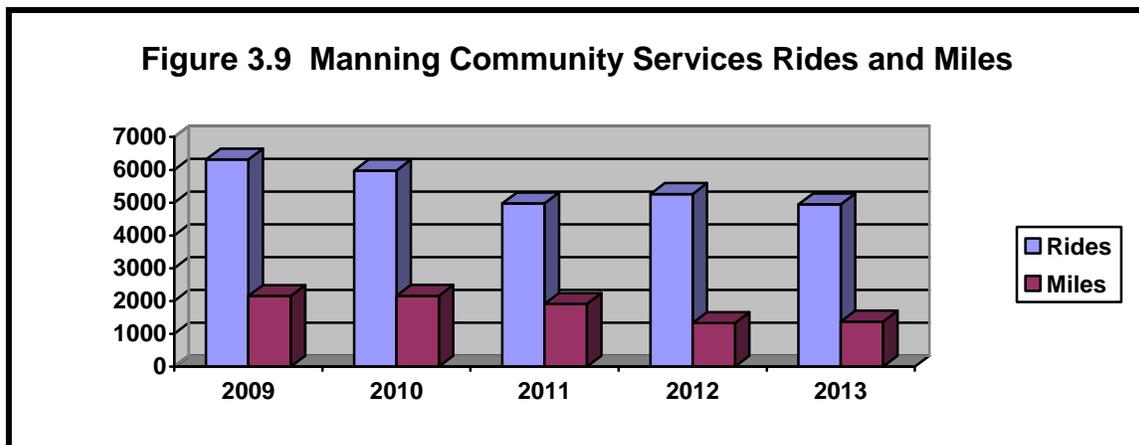
Manning Community Services (MCS) operates within the City of Manning in southwest Carroll County. MCS provides transportation to the Manning Senior Center for meals and activities as well as delivering meals to the homebound.

### Fleet Availability

MCS operates a 12-passenger 1989 Ford Club Wagon to provide passenger transportation.

### Trips, Mileage and Rides

Figure 3.9 illustrates the rides and miles provided by MCS.



Source: WIT Year End Reports, 2009-2013

MCS provides an average of 5,800 rides per year in the City of Manning while traveling an average of 1,800 miles per year.

### **Operational Costs**

According to WIT Year End Reports, operating costs for MCS averages \$9,750 per year this equates to an average cost per ride of \$1.75.

### **Passenger Transportation Coordination Efforts**

With MCS providing senior and disabled rides in Manning, WIT is able to use its own bus stationed in Manning to provide service in the surrounding communities for medical and other appointments. This coordination effort allows MCS to obtain FTA and STA assistance while providing additional rides and miles for WIT.

## **Chapter IV: Passenger Transportation Needs, Goals and Objectives Accomplishments**

### **Section A: Review of Previous Efforts**

WIT has accomplished several missions in providing public transit service.

#### **Operations**

As stated previously, with the assistance of FTA 5311 funding, State Transit Assistance funding, local government funding, contract revenue and fares, WIT provided over 200,000 rides and traveled over 1,100,000 miles.

In cooperation with Job Corps of Denison, Partnerships 4 Families, and Howard Center, Inc; WIT has provided additional transportation while filling gaps in transportation for specific user groups to access and maintain jobs.

Denison Job Corps provides vocational and educational training for 300 students in a residential campus setting. Vocational training is provided to students in the following areas: Carpentry, Brick Masonry, Business Clerical, Culinary Arts, Building and Apartment Maintenance, Painting, Welding, Health Occupations and Unarmed Security Positions. The gap in transportation expense was a major barrier in preventing Job Corps students from these working educational experiences. The transportation program has and hopefully continues to, eliminate this barrier for students needing employment opportunities, as well as employers needing employees.

#### **Vehicle Replacement**

In FY 2014, Region XII is scheduled to replace 4 vehicles through the 5339 Capital Transit Fund. Replacement of vehicles remains a high priority for WIT.

#### **Fleet Maintenance**



As stated previously Region XII is currently in process of constructing an addition to the WIT transit shop and storage area. This addition was needed to provide adequate space for additional equipment such as a transmission flusher, refrigerant handling system, tire machine and balancer were purchased to lower costs associated with out-sourcing vehicle maintenance. The top left photo illustrates the expanded shop area compared to the previous shop area in the photo to the right.

### **Driver Training**

The agencies driver training program is on-going and has been expanded in scope during recent years. Each new driver that is hired receives an extensive driver training course. This course includes one-on-one instruction by the operations manager or lead driver in the county as well as training by the service manager on the characteristics of the vehicle that the drive will be using. Large group driver training meetings are held at least twice per year to continually improve the skill levels of the drivers.

## **Section B: Needs Assessment**

As an annual review of the Region XII Iowa Mobility Action Planning Workshop, the TRXII committee reviews the identified needs for passenger transportation service.

Table 4.3 lists the unmet needs and the challenges and potential solutions that go along with these identified needs.

**Table: 4.3: Unmet Needs**

<b>Category: After Hours Services</b>	
<b>Challenges</b>	<b>Solutions</b>
<ol style="list-style-type: none"> <li>1. Drivers often don't want evening hours</li> <li>2. Inflexibility of schedules</li> <li>3. Demand vs. supply</li> <li>4. Resources (drivers, vehicles, are they available?)</li> <li>5. Cost to provide ride</li> <li>6. Lack of knowledge / need to share information (No Clearing House)</li> <li>7. Insurance/Liability issues</li> <li>8. Agency policies</li> <li>9. State / Federal regulations</li> <li>10. Supporting documentation to justify need</li> <li>11. Coordination of medical appointments</li> <li>12. Variables out of our control</li> <li>13. Lack of transit shelters</li> <li>14. Individualized needs</li> <li>15. Lack of funding</li> </ol>	<ul style="list-style-type: none"> <li>• Widen Job Search <ul style="list-style-type: none"> <li>○ Students</li> <li>○ Incentives – shift differential pay</li> <li>○ Donate funds/rides to transit providers</li> <li>○ Use partner agency drivers</li> <li>○ Partner w/ agencies who own vehicles</li> </ul> </li> <li>• Create Partnerships with employers &amp; community agencies – explore tax advantages for employers</li> <li>• Public education &amp; coordination of ride needs <ul style="list-style-type: none"> <li>○ Community</li> <li>○ Transit Providers</li> <li>○ Businesses</li> </ul> </li> <li>• Identify / List available drivers &amp; vehicles – Diversify fleet to meet rider needs</li> <li>• Collaborate with other agencies who have the vehicles you need <ul style="list-style-type: none"> <li>○ Ask for businesses for funds or “in Kind”</li> </ul> </li> <li>• Publicize <ul style="list-style-type: none"> <li>○ PSA's</li> <li>○ AD's meetings</li> <li>○ Religious Orgs.</li> <li>○ Meal Sites</li> <li>○ Flyers on buses</li> <li>○ 211</li> <li>○ Family caregiver</li> <li>○ Libraries</li> <li>○ Word of mouth</li> <li>○ Share information among agencies</li> <li>○ Can someone take the lead in pulling all resources together??</li> </ul> </li> <li>• Public Transit already has coverage <ul style="list-style-type: none"> <li>○ Volunteers – good Samaritan laws</li> <li>○ Legislation changes needed?</li> <li>○ Changes to insurance policy / laws</li> </ul> </li> <li>• Creatively looking @ funding streams</li> <li>• Surveys <ul style="list-style-type: none"> <li>○ Incentives</li> <li>○ Language barriers</li> <li>○ Multiple formats</li> <li>○ Short</li> </ul> </li> <li>• Collaborate with medical providers <ul style="list-style-type: none"> <li>○ Demonstrate benefits</li> <li>○ Get testimonials to share w/ potential funders</li> </ul> </li> <li>• “We” need to be flexible in our planning <ul style="list-style-type: none"> <li>○ Education &amp; outreach to public/consumers</li> <li>○ Customer may need to use alternate transport</li> </ul> </li> <li>• Encourage indoor “waiting areas”; Discuss creative options for businesses &amp; employers</li> <li>• Be flexible but recognize that you might not be able to meet their needs. Involve individuals in problem solving.</li> <li>• Advocacy; Fund Raise; Grants; Taxes</li> </ul>

<b>Category: Affordability and Funding</b>	
<b>Challenges</b>	<b>Solutions</b>
<ul style="list-style-type: none"> <li>• Lack of Funding</li> <li>• Competition for dollars</li> <li>• Costs of doing Business</li> <li>• Cost to Consumers</li> <li>• Unfunded Mandates</li> <li>• Regulations/Reporting tied to funds</li> <li>• More Time required for Senior Rides</li> </ul>	<ul style="list-style-type: none"> <li>• Networking</li> <li>• Volunteers</li> <li>• Private and Corporate Funding</li> <li>• New dollars and Areas for dollars</li> <li>• Coordination of Trips</li> <li>• Company Sponsored Routes/Trips (i.e. Carroll Hy-Vee Route)</li> <li>• Maintenance</li> </ul>
<b>Category: Availability of Services</b>	
<b>Challenges</b>	<b>Solutions</b>
<ol style="list-style-type: none"> <li>1. Distance is a problem</li> <li>2. Few users per trip</li> <li>3. Cost</li> <li>4. Timing / Timely</li> <li>5. Users per area</li> <li>6. Volunteers</li> <li>7. Insurance</li> <li>8. Background of drivers</li> <li>9. Physical abilities</li> <li>10. Salaries</li> <li>11. Coordination</li> <li>12. Licensing</li> <li>13. Putting \$\$ into programs or marketing</li> <li>14. Targeting marketing</li> <li>15. Understanding available services</li> <li>16. Language barriers</li> <li>17. Social skills</li> <li>18. Connections</li> <li>19. Paper work – regulations</li> <li>20. Specialized equipment</li> <li>21. Available drivers</li> <li>22. Cost</li> </ol>	<ul style="list-style-type: none"> <li>• Combining trips</li> <li>• ITS</li> <li>• Website</li> <li>• E-mail</li> <li>• Promoting good design</li> <li>• Drivers Ed support</li> <li>• Private business support</li> <li>• Part time drivers</li> <li>• Collaboration</li> <li>• Human service coalition</li> <li>• Central point for information sharing</li> <li>• Brochures +/-</li> <li>• Making sure <u>right people</u> are getting the information</li> <li>• Driver training / sensitivity</li> <li>• Partner with private entities</li> </ul>

<b>Category: Drivers</b>	
<b>Challenges</b>	<b>Solutions</b>
<ul style="list-style-type: none"> <li>• Education of Whom You Are Driving</li> <li>• Qualified</li> <li>• Insurable</li> <li>• Honest</li> <li>• Dependable</li> <li>• Confidential</li> <li>• Patience yet Firmness</li> <li>• Capable, Safe Driver</li> <li>• Physical Conditions (i.e. lifts, tie-downs)</li> <li>• License Requirements</li> <li>• Hours</li> <li>• Pay</li> <li>• Expectations</li> <li>• Training</li> </ul>	<ul style="list-style-type: none"> <li>• Education and Training <ul style="list-style-type: none"> <li>➢ Vehicle</li> <li>➢ Equipment</li> <li>➢ Driving</li> <li>➢ People Skills - Sensitivity</li> </ul> </li> <li>• Physical – Wellness Program and Info</li> <li>• Policies</li> <li>• Money</li> <li>• Supervision</li> <li>• Recruitment</li> </ul>
<b>Category: Equipment Needs</b>	
<b>Challenges</b>	<b>Solutions</b>
<ul style="list-style-type: none"> <li>• Funding</li> <li>• Size</li> <li>• Reliable</li> <li>• Technology</li> <li>• Comfort/Climate/Space</li> <li>• Child Restraint Seating</li> </ul>	<ul style="list-style-type: none"> <li>• Additional Funding</li> <li>• ADA Revisions and Coordination</li> <li>• Corporate and Private Funding</li> <li>• Regulations</li> <li>• Different Size Vehicles</li> </ul>
<b>Category: Information and Communication</b>	
<b>Challenges</b>	<b>Solutions</b>
<ul style="list-style-type: none"> <li>• Proper Information to Targeted Population</li> <li>• Proper Outlet of Information</li> <li>• Public Perception of the Bus</li> <li>• Potential Passengers and Use and Availability and Community Coordination</li> <li>• Networking Ride Information</li> <li>• Flexibility</li> </ul>	<ul style="list-style-type: none"> <li>• Bus – Good Advertisement</li> <li>• Networking</li> <li>• Community Education</li> <li>• Flyers and Brochures</li> <li>• Bigger Phone Number on the Bus</li> <li>• Change Colors for Different Service</li> </ul>
<b>Category: Volunteers</b>	
<b>Challenges</b>	<b>Solutions</b>
<ul style="list-style-type: none"> <li>• Availability</li> <li>• Qualified and Capable</li> <li>• Insurable</li> <li>• Honest</li> <li>• Dependable</li> <li>• Confidential</li> </ul>	<ul style="list-style-type: none"> <li>• Policies</li> <li>• Screening</li> <li>• Education</li> <li>• Training</li> <li>• Willingness to Take a Chance</li> </ul>

Passenger transportation provider surveys were distributed to agencies through the region that provide passenger transportation service; including: WIT (as the

regional public transit agency), taxi-cab companies, care centers and nursing homes, facilities serving persons with disabilities, and county veteran's affairs offices.

## **Section C: Existing Service Needs**

Existing service needs for passenger transportation in the region are diverse in nature and challenging to address.

### **Affordability/Funding**

The most common need for existing service is affordability and funding. Transportation is expensive. Why is this service so expensive, whether being provided by the public or private sector? In recent years, fuel costs have risen dramatically. Insurance costs continue to rise, which further increase costs. Vehicle repair, maintenance and replacement cost need to be factored into the cost equation as each vehicle in an agencies fleet need to be maintained and eventually replaced.

Conversely, funding for all types of transportation is tight. Increases in FTA and STA funding have helped offset some of the increases in transit costs but not fully. High costs and limited funds wind up affecting the most important piece of the passenger transportation system more, the passenger.

### **Drivers**

Drivers are the crucial element in the transit industry. Given the low unemployment rates in the region, the pool of potential candidates is limited. All transit drivers are entrusted with a vehicle and passengers. Safe driving, congeniality, physical work transporting wheelchair bound riders, and timeliness are common expectations of transit drivers. These high expectations combined with licensing requirements, various hours and training requirements make it difficult to find quality drivers.

**Equipment Needs**

Quality buses are always in short supply, whether for direct or in-direct service provided through the leasing of vehicles. The average ADA accessible bus costs approximately \$60,000 depending upon size and equipment. WIT typically runs its vehicles for 10 years and/or 200,000 miles or more. Depending upon available funding, WIT purchases an average of 6 new units per year. These units are placed throughout the region depending upon vehicle and service needs.

**Information/Communication**

Marketing and dissemination of information regarding public transit service is important to educate the public about the availability of service. A common issue is that public transit is often perceived to be for the old and the individuals with disabilities only. This has become less problematic with the increase in child and student transportation being provided, but the perception still exists. The key is getting the proper information that promotes WIT as a public transit provider for the region into the hands of the people that can and will utilize the service.

**Volunteers**

Like paid drivers, volunteers are hard to find. Training requirements and a high level of responsibility make it even harder to find volunteers for transit or for related activities such as meals on wheels. The Carroll and Crawford County Veteran's Affairs offices have been successful at utilizing volunteers to drive their county VA vans, although they too struggle to find volunteers to cover all necessary trips.

## **Section D: Expanded Service Needs**

Expansion of services concentrated on two areas: after hours service and availability of service.

### **After Hours Service**

Expanded hours of service are deemed a need. Evening and weekend service is provided on an as needed or as available service by WIT. The taxi-cab companies typically operate until 5:00 PM during the week and run limited daytime hours on Saturday and Sunday. For WIT, and most likely the private taxi-cabs, after hours and evening service is complicated due to the small number of rides that can be provided combined with the high cost of having a vehicle and driver available.

### **Availability of Services**

Public transit is available to everyone and WIT has made efforts to promote this service, although increasing the visibility and marketing of the system is important. The taxi-cab companies in the region are also low profile and need to increase their advertising to promote their businesses; neither of the cab companies in Carroll are listed in the telephone book.

### **Quality of Life Activities and Needs**

Recreational, shopping and social trips are important parts of everyone life and even more so for those residing in care centers or other facilities. WIT provides such trips on a weekly basis for the St. Anthony's Nursing Home on a contract basis. The Thomas Rest Haven in Coon Rapids purchased an ADA accessible van just for this type of service, while continuing to contract with WIT for medical transportation for residents.

### **Scheduling**

WIT is a demand response system that typically needs 24-hour notice to accommodate appointments. This advance notice is necessary to meet the

needs of daily routes/rides and occasional requests for service. Immediate service can be provided by the taxi-cab companies. WIT encourages this practice through the taxi-cab subsidies provided for elderly and individuals with disabilities taxi ticket program.

### **Connection to Intercity Bus Network**

Burlington Trailways, Greyhound Lines and Jefferson Lines run scheduled bus service throughout the State, although none through the Region XII area. Other public transit agencies across the state have partnered with these inter-city bus services to provide connector service; increasing ridership for both entities. All three lines have a depot in Des Moines, while Burlington Trailways and Jefferson Lines and Burlington Trailways have terminals in Ames; both are within close proximity to the existing Region XII service area and WIT.

### **Section E: Fleet Needs**

The lack of capital replacement funds forces WIT to use existing equipment for a long term. Typically, WIT uses vehicles for at least 10 years and/or 200,000 miles. These units are designed to have a useful life of 4 years and/or 100,000 miles. WIT maintains the longer useful life of their vehicles to provide service. WIT plans to replace approximately 6 to 8 vehicles per year depending upon the availability of federal grant funds and local matching funds.

## **Section F: Coordination**

Coordination of transit service has always been a high priority for WIT. WIT has been involved with several transit coordination efforts: Denison Schools, Denison Job Corps, Howard Center, Partnership 4 Families, New Hope Village, Southern Cal Schools and taxi-cab companies. These coordination efforts have been successful, further efforts can and should be pursued. The revival of the Region XII Transit Advisory Committee, now known as the Transit Roundtable XII Committee will formulate and promote transit coordination efforts. The Transit Roundtable XII Committee is comprised of representatives from Elderbridge Agency on Aging, R.S.V.P., New Hope Village, Genesis Development (both facilities serving persons with special needs) Partnership 4 Families (Empowerment Agency serving Audubon, Carroll, Greene and Guthrie Counties), and Region XII COG staff. Membership of the TRXII Committee is open and new members and transportation interest participation is welcomed.

## Chapter V: Financial Resources

Financial resources for the delivery of public transit services come from a variety of federal, state and local sources.

**Statewide Planning Program** (Section 5304) - These funds are intended to support transit planning in addition to what is conducted by the individual MPOs. This program supports transit activities in rural areas and communities with less than 50,000 population.

**Non-urbanized Area Formula Program** (Section 5311) - This federal program supports transit activities in rural areas and communities with less than 50,000 population. These funds are allocated to Iowa based on the number of persons living outside urbanized areas compared to other states.

**Transit Capital Program** (Section 5339) - This federal program supports transit activities in rural areas and communities with capital bus replacement needs through the Iowa Para-Transit Management System.

**INDIVIDUALS WITH DISABILITIES Iowa Clean Air Attainment Program** (ICAAP) –This program is one of the five core funding programs of the Federal Highway Administration (FHWA) that can be flexed between highway, transit or bicycle/pedestrian uses. Because Iowa does not have any area in violation of transportation-related federal clean air standards, the state receives a minimum allocation of CMAQ funding that can be used anywhere in the state for any purpose for which STP funds can be used on the same 80% federal, 20% non-federal basis.

**Surface Transportation Projects** (STP) - This is another of FHWA's core programs. These funds come to the state based on a number of factors including vehicle miles of travel, highway lane miles and the number and size of bridges.

The funds can be used for roadway, transit capital projects, pedestrian/bikeway projects, or intermodal planning projects on an 80% federal, 20% local basis.

The State of Iowa currently offers 6 programs providing financial assistance to public transit systems.

**State Transit Assistance (STA)** - All public transit systems are eligible for funding under the STA program. Since 1984, STA funding has been derived from a dedicated portion (currently 1/20th) of the first four cents of the state “use tax” imposed on the sale of motor vehicles and accessory equipment. STA funds are provided to support public transit services and may be used for either operating or capital projects.

**STA Special Projects** - Up to \$300,000 of the total STA funds are set aside to fund special projects. These can include grants to individual systems to support transit services which are developed in conjunction with human service agencies, or statewide projects to improve public transit.

**Coordination Special 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.

**Public Transit Infrastructure Grants** –The Iowa Legislature established a new program to fund some of the vertical infrastructure needs of Iowa’s transit systems in 2006.

### **Local Funding**

The majority of transit funding comes from local sources, particularly for operating. Local funding typically includes passenger revenue/fees, contract revenue and local taxes.

**General Fund Tax Levy** - Typically, local government support for transit services is derived from general fund revenues

**Municipal Transit Levy** – Iowa law authorizes municipalities to levy up to 95 cents per \$1,000 assessed valuation to support the cost of a public transit system. Of the 55 cities in the Region XII COG service area, only the City of Denison has implemented a municipal transit levy to support public transit services. In fiscal year 2013, the City of Denison levied \$0.095 per \$1,000 assess valuation which generated \$12,500 to assist with public transit services. As municipal budgets become more fiscally challenging, the municipal transit levy is a tool that is available to assist local governments with funding public transit while utilizing more of their municipal general fund dollars for city specific projects and operations.

## **Chapter VI: Goals and Implementation**

### **Goal: Increase Awareness of Public Transit**

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

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

**Partners and Resources:** Region XII COG staff (newsletter and website), TRXII Committee, IDOT, IPTA, RSVP, local media, community service organizations, health and human services organizations and providers.

**Recommendations:** Continue to work with the TRXII Committee members to promote and market public transit services through brochures, site visits to chamber groups, community groups and senior centers.

#### **Action: Communication**

The best made plans are bound to fail if they are not communicated; this is true for marketing as well. WIT needs to communicate the availability of the public transit service to the public who need it. Generally, these people are the elderly and those with special needs, but others can utilize and benefit from the system. These groups or organizations may include: care centers, schools, congregate meal sites, major employers or major retailers. While the message may be clear, the message needs to be delivered to the proper potential user groups.

**Partners:** Region XII COG staff, TRXII Committee, local media, community service organizations, health and human services organizations and providers.

**Recommendations:** Work with the TRXII Committee members and WIT staff to develop printed material and low proficient English brochures to promote the use of public transit to all citizens.

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

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

Funding is critical for adequate delivery of passenger transportation services; whether this service is provided by public transit or through another provider. Education of legislators regarding the importance of passenger transportation is the key.

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

**Recommendations:** Work with federal and state legislative groups to promote the awareness of funding for public transit.

**Action: Increase Efficiency**

Increased efficiency may not save money, but it may allow for better delivery of service. Combining trips both internally and working to develop a system that will allow for the combination of trips externally will improve efficiency and coordination.

**Partners and Resources:** Region XII COG staff, IDOT, TRXII Committee, and passenger transportation providers.

**Recommendations:** Coordinate trips and rides internally and with outside organizations where possible.

**Goal: Retain and Recruit Quality Drivers**

**Action: Retain Quality Drivers**

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

**Partners and Resources:** Region XII COG, IDOT, School Districts, and transportation providers.

**Recommendations:** Continue to hire and retain quality drivers.

**Action: Develop a Volunteer Driver Program**

Training, licensing, time requirements, insurance, liability and a high level of responsibility make it difficult to find volunteers for transit. The Carroll and Crawford County Veteran's Affairs offices have been successful at utilizing volunteers. These drivers, and others, should try to be incorporated into the WIT driver pool.

**Goal: Provide Additional After Hours Service**

**Action: Evaluate the Need for Expanded Taxi-cab hours**

**Action: Evaluate the Need for Expand Public Transit after Hours Service**

Expanded hours of service are deemed a need although some user surveys do not indicate that this need is high. Evening and weekend service is provided on an as needed or as available service by WIT. The taxi-cab companies typically operate until 5:00 PM during the week and run limited daytime hours on Saturday and Sunday. For WIT, and most likely the private taxi-cabs, after hours and evening service is complicated due to the small number of rides that can be provided combined with the high cost of having a vehicle and driver available.

**Partners and Resources:** Region XII COG, IDOT, School Districts, and transportation providers.

**Recommendations:** Pursue additional hours of service and quality of life trips in communities throughout the region. Apply for National Senior Community Transportation Funding for new service.

**Goal: Increase Availability of Services****Action: Develop Connection to Intercity Bus Network**

Burlington Trailways, Greyhound Lines and Jefferson Lines run scheduled bus service throughout the State, although none through the Region XII area. Other public transit agencies across the state have partnered with these inter-city bus services to provide connector service; increasing ridership for both entities. All three lines have a depot in Des Moines, while Burlington Trailways and Jefferson Lines have terminals in Ames; both are within close proximity to the existing Region XII service area and WIT.

**Partners and Resources:** Region XII COG and intercity bus companies.

**Recommendations:** Pursue additional hours of service and quality of life trips in communities throughout the region. Apply for National Senior Community Transportation Funding for new service as well as New Freedoms funding

**Action: Explore Quality of Life Shopping Route in Various Communities**

Recreational, shopping and social trips are important parts of everyone life and even more so for those residing in elderly care centers or other facilities. WIT currently runs a Hy-Vee route in Carroll on a weekly basis and providing rides from various senior housing and apartment complexes to Hy-Vee for shopping and pharmacy needs. Hy-Vee subsidizes the route to encourage shopping at their store which retained customers after their store relocation some years ago. This route or service could be duplicated in other communities such as Jefferson or Sac City where there are senior housing and apartment complexes that are some distance from the local grocery store in each community.

In November 2007, Region XII COG applied for grant funding from the National Center on Senior Transportation for operational assistance, marketing assistance and promotion of quality of life trips and services throughout the region. This application was not funded but Region XII staff continues to look for outside funding to establish this type of service that would establish grocery and shopping routes in each of the larger communities in the area on a weekly basis.

**Partners and Resources:** Region XII COG, senior housing complexes, National Center on Senior Transportation, and local retailers.

**Recommendations:** Pursue additional hours of service and quality of life trips in communities throughout the region. Apply for National Senior Community Transportation Funding for new service

**Action: Investigate the interest in a regional van-pool commuter program**

In the Spring of 2008, Region XII COG was awarded an Iowa Clean Air Attainment Program grant to establish a commuter van pool in the region. This program, known as JobJet, is the first rural commuter van pool program in the State of Iowa. JobJet is currently operating two van-pools in Crawford County. Commuter travel has increased as workers are willing to travel longer distances to find quality jobs. Large multi-shift employers such as Pella Corporation, Tyson, Farmland, and Farner Bocken draw employees from outside their local community or county. These commuters will benefit from a rural commuter van pool by providing cost savings for individual commuter trip, reduce emissions from multiple vehicles trips, while providing rides and revenue for WIT.

**Partners and Resources:** Region XII COG, ICAAP and large employers.

**Recommendations:** Continue to recruit and promote the JobJet program with local industries, economic development organizations and Workforce Development to ensure its success.

**Goal: Provide Quality Public Transit Operation through Region XII COG/WIT**

**Action:** WIT mission is to provide safe, dependable, and efficient public transit services for all citizens within its service area in a manner that will help them maintain and improve their quality of life.

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

**Estimated Cost: \$1,900,000**

**Table 5.1: WIT Operational Budget 2015-2018**

<b>Service</b>	<b>Fund Type</b>	<b>2015 Project Cost</b>	<b>2015 Fund Amount</b>	<b>2016 Project Cost</b>	<b>2016 Fund Amount</b>	<b>2017 Project Cost</b>	<b>2017 Fund Amount</b>	<b>2018 Project Cost</b>	<b>2018 Fund Amount</b>	<b>2019 Project Cost</b>	<b>2019 Fund Amount</b>
Operations/ Maintenance/ Administration	5311	\$1,640,300	\$339,475	\$1,650,000	\$367,256	\$1,700,000	\$388,020	\$1,710,000	\$407,421	\$1,720,000	\$410,000
Operations/ Maintenance/ Administration	STA		\$330,075		\$332,000		\$334,000		\$336,000		\$336,000
Operations/ Maintenance/ Administration	Local		\$46,000		\$46,000		\$46,000		\$46,000		\$46,000
Operations/ Maintenance/ Administration	Contract		\$716,000		\$716,000		\$716,000		\$716,000		\$716,000
Operations/ Maintenance/ Administration	Elderbridge		\$38,000		\$38,000		\$38,000		\$38,000		\$38,000
Operations/ Maintenance/ Administration	Fares/ Donations		\$166,000		\$166,000		\$166,000		\$166,000		\$166,000
Operations/ Maintenance/ Administration	United Way		\$4,500		\$4,500		\$4,500		\$4,500		\$4,500

**Goal: Upgrade and Maintain Region XII COG/WIT Fleet**

**Action:** WIT plans to replace approximately 3 to 6 vehicles per year. Depending upon the availability of federal grant funds and local matching funds, 3 to 4 vehicles are normally replaced per year.

<b>Table 5.2: WIT Short Term Capital Improvement Plan</b>					
<b>Vehicle #</b>	<b>Project</b>	<b>Federal Fund Type</b>	<b>Type of Work</b>	<b>Estimated Total Project Cost</b>	<b>Estimated Federal Aid</b>
9905	One 158" LDB, ADA, Surveillance	5339	Rep	\$70.500	\$58.515
9706	One 158" LDB, ADA, Surveillance	5339	Rep	\$70.500	\$58.515
9707	One 158" LDB, ADA, Surveillance	5339	Rep	\$70.500	\$58.515
9910	One 176" LDB, ADA, Surveillance	5339	Rep	\$75.500	\$62.665
0506	ADA, Mini-van	5339	Rep	\$42.000	\$34.860
0507	Non-ADA Mini Van	5339	Rep	\$29.000	\$24.070
0304	One 158" LDB, ADA, Surveillance	5339	Rep	\$70.500	\$58.515
0305	One 158" LDB, ADA, Surveillance	5339	Rep	\$70.500	\$58.515
0506	Non-ADA Mini Van	STP	Rep	\$29.000	\$24.070
0507	Non-ADA Mini Van	STP	Rep	\$29.000	\$24.070

**Goal: Service and Maintain the WIT Fleet**

**Action: Building and Preventive Capital Equipment**

Building and Preventive Capital Equipment needs continue to existing whether these be major shop equipment such as a tire machine, transmission flusher or welder or radio equipment; these purchases assist WIT maintain their existing fleet and the existing facility.

**Partners and Resources:** Region XII COG and FTA

**Estimated Cost: \$45,000 (\$37,719 FTA)**

**Goal: Increase Passenger Transportation Coordination**

**Action:** Coordination of transit service has always been a high priority for WIT. WIT has been involved with several transit coordination efforts with: Denison Schools, Denison Job Corps, Howard Center, Partnership 4 Families New Hope Village, Southern Cal Schools and taxi-cab companies. These coordination efforts have been successful, further efforts can and should be pursued. The revival of the Region XII Transit Advisory Committee, now known as the Transit Roundtable XII Committee will formulate and promote transit coordination efforts.

**Partners and Resources:** Region XII COG and Transit Roundtable XII Committee

**Estimated Cost: \$30,000 (\$20,000 FTA 5311, \$4,000 IDOT SPR Funds and \$6,000 local match)**

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

**Partners and Resources:** WIT, Elderly Care facilities, and Veteran's Affairs Departments

**Region XII Council of Governments, Inc.**  
**EXECUTIVE BOARD MINUTES**  
**JUNE 12, 2014**  
**Region XII COG Board Room, Carroll, IA**

The meeting was called to order at 12:30 p.m. Board members present were Skoog, Drake, Danzer, and Caraher. Drake moved to approve the minutes of the May 15, 2014 meeting. Skoog seconded. Motion carried. Danzer asked the board if any members had a conflict or interest in regards to the agenda items. There were none reported. Vouchers for approval: 4M Auto Repair-28.00, Abila-2,475.00, Advanced Laser Technologies-244.85, All American Cab-1,165.00, Anytime Cab-4,485.00, Arnold Motor Supply-671.30, Audubon Co Advocate Journal-29.36, Bauer Built-37.20, Bee & Herald Publishing-27.01, Binkley Const-21,616.00, Bluespace Creative-3,233.25, Bob's Const-10,910.00, Bruner Bruner & Reinhart-53.75, BTC-481.45, Cadwell, Sophia & Trust Acct-1,349.74, Carroll Area Development Corp-9.50, Carroll Cab-2,715.00, Carroll Cleaning Supply-78.00, Casey's-564.95, Century Link-48.75, Char-Mac of Manning LLC-150,000.00, Computer Concepts IA-1,116.64, Connerley Const-32,820.00, Counsel Office & Document-250.43, Crawford Co Home Health-222.04, Crawford Co Recorder-7.00, Deist, Duane-32.48, Denison Bulletin/Review-310.76, Dept Ed-120.00, Diamond Taxi-3,104.00, Don's Ace Hardware-21.98, Drees Htg & Plbg-840.00, Dynamic Interface Systems-3,800.00, Engraph Software-18,500.00, Equifax Info Serv-167.94, FexSteve Limited Co-6,090.00, First United Methodist Church-190.00, Flynn, Shawn/Melissa-51.35, Frontier-189.51, Glidden Graphic-31.42, Godbersen, Joan-39.20, Graham Tire-29.45, Great-Dain Htg-2,444.00, Greene Co Med Ctr-33.00, Gus Automotive-20.00, Hanson Directory Serv-396.00, IA Workforce Development-1,437.46, Illinois Mutual Life-16.50, IMWCA-4,242.00, INRCOG-272.06, J&K Contracting-3,544.00, Jacobsen, Becky-33.60, Jefferson Telephone-145.80, Jefferson, City-45.25, Johnston Autostores-607.26, Kasperbauer Cleaners-86.32, Lemke Repair-3,350.00, Lidderdale Country Store-209.00, Manning Comm Serv Inc-2,019.75, McAtee Tire & Serv Ctr-93.14, Medicare Blue Rx-83.80, Metlife-290.65, Mohr Const-6,423.00, New Opportunities-4,550.00, Noll Collection Serv Inc-1,178.37, Ober, Jim-22.40, Olson Electric Plbg Htg-9,000.00, Ortner Const-14,710.00, Panora Oil Co-20.00, Performance Tire & Serv-42.95, Phil's Lawn & Landscaping-240.00, Pitney Bowes-562.00, Racom-2,331.64, Ray's Refuse-63.00, Richardson, Guy-33.60, Safelite Fulfillment-290.89, Sapp Bros Petroleum-266.00, Shell Fleet-585.75, Skoog, Eric-30.24, Smalley, Peggy-30.24, Stone Printing & Office Prod-1,373.23, Stuart Herald-63.18, Thomas Bus Sales-3,239.14, Tunning Lawn Care-885.00, Unitypoint Clinic-292.00, Wex Bank-43,224.68, Wittrock Motor Co-162.00, Zee Medical-100.20. Drake moved to approve payment of the vouchers as presented. Skoog seconded. Motion carried. FY2015 Budget was reviewed and discussed. Caraher moved and Skoog seconded to approve the budget as presented. Motion carried. FY2015-FY2019 Passenger Transportation Plan (PTP) was reviewed and discussed. Caraher moved to approve the PTP as presented. Drake seconded. Motion carried. Reports for each department were given. Drake moved and Caraher seconded to adjourn meeting. Motion carried.

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Secretary

## **Transit Roundtable XII Committee**

**April 29, 2014 1:30 PM**

Region XII COG Board Room, Carroll

### Meeting Notes

I. Welcome

The meeting was convened at 1:30 PM. Attendance is attached.

II. Western Iowa Transit Update

Feldman gave an update on WIT's updated marketing material including brochures, store kiosks and business window stickers. Koster took brochure kiosks to be placed at the Crawford and Sac County Public Health offices. Feldman reported new vehicles that would be ordered and funding received through TPMS.

III. Region XII Passenger Transportation Plan Update

Whitaker reviewed the PTP.

IV. Passenger Transportation Discussion

Koster discussed the need for preschool transportation in Crawford County still exists with St. Rose, Immanuel Lutheran and Zion preschools. Koster and Feldman would work to set up a meeting with these centers to discuss transportation options, routes, schedules and fares.

A brief discussion was held regarding JobJet and that 3 routes utilizing 2 vans were operating in Denison.

V. Adjourn

The meeting was adjourned at 2:15 PM

**REGION XII COUNCIL OF GOVERNMENTS  
ATTENDANCE RECORD**

DATE: April 29, 2014  
 MEETING: TR XII Comm. Hce  
 LOCATION: Region XII COG

	NAME	TITLE	ADDRESS
1	Tom Lelien	Transit Dir	COG
2	Dakin Schulte	Planner	Sioux City DOT
3	Chris Whitaker	Local Assistance Dir	Region XII COG
4	Rick Hunsaker	Executive Director	Region XII COG
5	Annette Kees	Program Director	BKCS Early Childhood I & II
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**Transit Roundtable XII Committee**  
**April 15, 2014 1:00 PM**  
Region XII COG, Carroll

Meeting Notes

I. Welcome

The meeting was convened at 1:00 PM. Attendance: Tom Feldman, Western Iowa Transit Director and Becky Sporrer, Elderbridge Agency on Aging.

II. Feldman outlined the services provided by WIT and the importance of Elderbridge's funding to assist with senior transportation.

Sporrer review Region XII/WIT's request for funding, contract and program requirements.

III. Adjourn

The meeting was adjourned at 2:00 PM

**Transit Roundtable XII Committee**  
**January 22, 2014 10:00 AM**  
Region XII COG Board Room, Carroll

Meeting Notes

I. Welcome

The meeting was convened at 10:00 AM. Attendance is attached.

II. Region XII Passenger Transportation Plan Update

Whitaker reviewed the requirements for the PTP update. The committee discussed passenger transportation needs and barriers.

III. Western Iowa Transit Update

Feldman gave an update on WIT's services. Feldman reported on the updated name, logo and branding efforts for WIT. The new vehicle graphics and logo were discussed. Feldman reported upcoming marketing materials, store kiosks and advertising efforts.

IV. Other

- a. It was noted the Kim Barker had retired from Elderbridge.
- b. Duhrkopf discussed the family and child transportation in Manning that was provided for pre-k during the mid-day.
- c. Steinkamp discussed the need at New Hope Village for after hours service which is very difficult to provide for a single client.
- d. Discussion was held regarding the possibility for shopping routes in Jefferson and in Denison.

V. Adjourn

The meeting was adjourned at 11:00 AM

**REGION XII COUNCIL OF GOVERNMENTS  
ATTENDANCE RECORD**

DATE: 1-22-14

MEETING: TR XII Committee

LOCATION: Region XII COB

	NAME	TITLE	ADDRESS
1	Tom Lehman	T-Director	log
2	Chris Whitaker	L.A.D.	COG
3	Faith Steinkamp	TD	New Hope
4	Cindy Schubert	AD	Partnership 4 Families
5	Jill Duff	Transit Assistant	COG
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**Transit Roundtable XII Committee**  
**December 11, 2013 10:00 AM**  
Region XII COG Board Room, Carroll

Meeting Notes

I. Welcome

The meeting was convened at 10:00 AM. Attendance is attached.

II. Region XII Fleet Needs Discussion

Fleet needs were discussed. Region XII COG staff facilitated a discussion and update of the WIT 5 year capital improvement plan.

III. TRXII Committee Transportation Discussion

Due to the lack of attendance from outside of Region XII and WIT, this discussion was tabled.

IV. Adjourn

The meeting was adjourned at 11:00 AM

**REGION XII COUNCIL OF GOVERNMENTS  
ATTENDANCE RECORD**

DATE: December 11, 2013

MEETING: TR XII Comm.

LOCATION: Region XII COG

	NAME	TITLE	ADDRESS
1	Tom Felder	Transit Director	COG
2	Chris Whitaker	Planner	Region XII
3	Mike Rath	Serv. Mgr.	Western IA Transit
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