

**REGION 6  
PASSENGER TRANSPORTATION PLAN**

**FY 2016-2020**

***FINAL***

Plan Prepared by  
Region 6 Planning Commission

Adopted by Region 6 Policy Board

April 27, 2015

## **SECTION ONE: Introduction and Process Discussion**

### **Planning Process**

The Region 6 Passenger Transportation Plan (PTP) utilizes participation by community members from all four of the Region Six counties over a four-year period. This PTP was researched and prepared by Region 6 Planning Commission staff -- transit manager, and transportation and community planners -- to provide a comprehensive and holistic passenger transportation plan. Information regarding transit inventories and transportation needs was assembled and documented by the Region 6 Planning Commission staff, and that information was used in the formulation and preparation of this document.

The planning process consisted of gathering information from personal and telephone interviews, through public meetings, and an on-line survey. From this effort, needs and gaps in service were identified, goals and objectives were prioritized, and actions were identified to meet them. Coordination efforts that occur on a continual basis between service providers and transit providers were reviewed. These efforts were all undertaken to identify more efficient and better transit services to a greater number of clients.

### **Public Input -- TAG**

In the past, Region 6 has attempted to create a Transportation Advisory Group (TAG) committee, which has been generally comprised of representatives from social and health service providers, with the goal of conducting monthly or quarterly meetings. These agencies represent the majority of Region 6/Peoplerides clients in all four region counties. This effort has met repeatedly with very little success. It has been difficult to conduct these meetings in a location that was least inconvenient for all those who had to take time off from their work to travel to meetings. Membership often fluctuated, and most of the time proxy attendees were sent for those agencies that could not spare the administrators or decision makers the time to attend. While they were grateful for the services Region6/Peoplerides does provide, and the support fully the addition of services if and when funding is ever available to do so, those who attended the meetings did so with the expectation of being told there would be more funds available and more services provided to their clients. Once it was determined that that was not the case, there was little to no interest in continuing the committee or the meetings. Region 6 then attempted to conduct TAG meetings on a countywide versus region wide basis. While this effort met with some success initially, it was also ended due to lack of attendance.

The Marshalltown Municipal Transit (MMT) director is invited to attend all public input and TAG meetings, especially those that relate to Marshall County and Marshalltown. The MMT transit director is also a non-voting member of the Region 6 policy board. As the MMT director regularly fills in when needed as dispatcher, driver and mechanic, he is not attendance at most meetings. He has no other staff to attend these meetings. However, he does work closely with the Peoplerides staff to keep up with rider trends and needs.

In lieu of regional TAG meetings, Region 6/Peoplerides Transit Manager has attended local social and health services provider group meetings in all four counties. Public health agencies, nursing homes, medical clinics, hospitals, hospice, medical equipment providers, insurance companies, and human service agencies are represented at the county level meetings. All these groups represent the general public, disabled, and senior needs. A variety of transportation, community, public transit, and other issues are discussed during these meetings. At these meetings the Peoplerides Transit Manager is able to obtain input directly from the source of these services as well as keep them up to date on the transportation opportunities and services that Peoplerides provides. This has helped Region 6 transit to tailor their services more effectively and be more responsive to the needs of the citizens of the region. This strategy has been the best effort of entering the discussion and obtaining input about transit-related issues and concerns and of disseminating information about changes and requirements of the transit providers. Summaries of the meetings attended follows below:

### **Hardin County Circle of Life (HCCOL), 3/25/14**

LeAnn Lynch, Peoplerides Transit Manager, attended the Hardin County Circle of Life (HCCOL) meeting in Iowa Falls. Some upcoming events:

Thursday 3/27 – 9:00 – 3:00 ISU Extension & Outreach Week open house at Hardin County ISU Extension office – free refreshments and door prize.

Friday 3/28 – 1:00 – 3:00 – 12<sup>th</sup> anniversary Open House at Friendship Club, Iowa Falls.  
Program at 2:00 PM

Monday 3/31 – last day for American’s to use The Marketplace to enroll in a health plan to get coverage with the Affordable Care Act.

Wednesday 4/2 – 1:00 – 3:00: Vision Loss Resource Fair at Marshalltown American Legion. Free and open to the public. We will be present with large print brochures and available to answer any questions.

Wednesday 4/9 – April is Child Abuse Prevention Month. National “Wear Blue” day is Wednesday 4/9 to show your support for Child Abuse Prevention.

Sunday, 4/13 – 1:30 PM - the Easter Bunny is coming to Presbyterian Village in Ackley.

Tuesday 4/29 – 1:30 PM - Memory Loss Support Group at Presbyterian Village, Ackley

Saturday 5/3 – Hardin County Family Fest day – brings together a wide variety of organizations that have programs or services for families, including sports groups, health care and safety, social services, student organizations, childcare facilities, educational programs, fine arts groups, family services and many more. They have activities, food and information for families.

Saturday 5/10 – 10:00 AM - Welcome to Medicare, free seminar offered by SHIP at the Presbyterian Village, Ackley.

Wednesday 6/18 – Hardin County Senior Fair at Iowa Falls/Alden High school. **Peoplerides Bus on display and/or available for rides?**

LeAnn Lynch, Transit Manager, Region 6-Peoplerides

### **Tama Senior Provider Alliance (SPA) Meeting/Vision Loss Fair, 4/2/14**

Tama Senior Provider Alliance meeting 4/2 –

Carrington Place in Toledo is now Premier Estates.

Some discussion about the need for an Alzheimer's/dementia database – statewide? – that will assist police departments in dealing with issues related to persons with this disability. “Silver Alert” system (like Amber Alert for children) is needed in Iowa.

Lance Horbach spoke about changes brought on by the Affordable Care Act.

- These changes include ACO's (Accountable Care Organizations) which are groups of doctors, hospitals and other health care providers who come together to give coordinated care to Medicaid (and other) patients. However these ACO's are marketing major cities, and not rural providers.
- There are big penalties in the area of hospital readmissions, EHR (Electronic Health Records) and compliance especially for nursing homes.
- Hospitals/doctors/nursing homes/other providers will be bundling services to survive these changes.
- Huge penalties for HIPPA violations – including computer hacks.
- He said “the government has larger fines for mistreated resident DATA vs the actual resident”.
- He'll be giving this same presentation in May at the Marshalltown SPA meeting, if anyone is interested.
- Vision Loss Fair – sponsored by the Iowa Department for the Blind. Fairly well attended – the department had sent invitations to visually impaired persons in the area.
- **Marshalltown Municipal Transit and Peoplerides were represented.**
- Larry Benander (a former Peoplerides driver) and his wife attended to gather information for his mother. He said he still misses the people (but not the driving!)
- Met one of our current clients.
- IRIS – Iowa Radio Reading Information Service for the Blind and Print Handicapped – they provide a free service with volunteers reading newspapers and magazines (cover to cover) on a daily basis. Including the Wall Street Journal, the DM Register, the Ames Tribune, National Geographic, the NY Times, Sports Illustrated and many others.

LeAnn Lynch, Transit Manager, Region 6-Peoplerides

## HCCOL, 4/22/14

Items of interest from the Hardin County Circle of Life meeting:

Family Fest 2014 – will be Saturday 5/3 from 1-4 PM at the Hardin County Fair Grounds

Deb from Iowa Valley Continuing Ed, Iowa Falls –

- they will have LIFE program (Leadership Iowa Falls Experience) starting this summer/fall for Iowa Falls residents.
- She also encouraged everyone to partner with Continuing Ed w/programs for the community.

Gail Pursell Elliott – the “dignity and respect lady”.

- She is a Human Relations Consultant from Waterloo – providing training for mobbing, bullying and Harassment issues – using the attitude of respect and dignity.
- She provides speaking/training/consulting for schools and employers.
- Has a couple blogs on wordpress.com – one is “tashidelay” (Tibetan for “I honor the greatness in you”) [http://tashidelay.com/Programs\\_and\\_Services.html](http://tashidelay.com/Programs_and_Services.html)
- The other is Mobbing 101 - <http://mobbing101.wordpress.com/2013/08/17/school-mobbing-and-emotional-abuse-by-gail-pursell-elliott/>

Gary Van de Boom – representing Habitat for Humanity –

- they have a new program “A brush with Kindness “ to assist people with small projects around their home.
- No new home apps for 1 ½ to 2 years in Hardin County – hope to have some apps soon.
- There is a “poverty” simulation on the internet that is interesting - <http://playspent.org/playspent.html>

Wendy Jenkins – DECAT Hardin and Marshall counties – was the main speaker today.

*From the DHS website – “Decategorization of child welfare and juvenile justice funding is an initiative intended to establish systems of delivering human services based upon client needs to replace systems based upon a multitude of categorical funding programs and funding sources, each with different service definitions and eligibility requirements. Decategorization is designed to redirect child welfare and juvenile justice funding to services which are more preventive, family centered, and community-based in order to reduce use of restrictive approaches that rely on institutional, out-of-home, and out-of-community care.”*

- Iowa Child welfare - works with DHS and JCS (Juvenile Court Systems) to use funds to tailor projects to counties, based on the need of the clients.
- They serve youth ages 5-18 (and their families), with programs like “Friday Evening, Crisis Intervention, respite, etc.
- They are currently in their annual needs assessment phase. Ages 0-5 are served by ECI (Early Childhood Iowa).
- Handbook can be found on DHS web site

- Board members include Ronn Rickels (Hardin County Supervisor) and Denny Grabenbauer (Marshall County Supervisor)

LeAnn Lynch, Transit Manager, Region 6-Peoplerides

**Hardin HCOL – 5/27/14**

Speaker Lyn Evans FUMC Wednesday Night Meal manager – she spoke about her program feeding local low income. Their church sits in a designated (from previous census) poverty area in Iowa Falls. They are serving upwards of 150-200 meals on Wednesday nights during the school year. Open to the public. They expect to top 300 next year. They do accept free-will donations and so far the program is self-supporting (after the initial start up funds). Carrie Kube gave a recap of the Hardin County Family Fest – it was well attended.

LeAnn Lynch, Transit Manager, Region 6-Peoplerides

**Marshall Senior Providers Alliance (SPA) – 2/4/14**

MMSC providers were there to explain some service options they have available.

LeAnn Lynch, Transit Manager, Region 6-Peoplerides

**Marshall Senior Providers Alliance (SPA) – 5/6/14**

Lance Horbach spoke again with similar information about ACO’s and issues with hospital readmission penalties. Many things that nursing homes should be looking at. A senior provider also mentioned the sliver alert system (like Amber alert).

LeAnn Lynch, Transit Manager, Region 6-Peoplerides

**Marshall Senior Providers Alliance (SPA) meeting -- 9/9/14**

Present -

Jodi Faustlin – McFarland Clinic Marshalltown –

- Shared some concerns about confusion regarding the hospital’s request for an oncology center, since McFarland Clinics do offer oncology services.
- McFarland will provide the radiation oncology portion of the service for MMSC if/when the certificate is approved.

Cara Ferch – NEI3A case manager

Jeff Wisnieski – Home Instead

- Continue to offer Alzheimer’s support

Janet Buls – NEI3A

- Offering “Better Choices/Better Health” course at the Marshalltown Senior Center for seniors making multiple doctor trips or feeling frustrated because they can’t do things they used to enjoy.
- Registration is required, 6 week course.
- They are always looking for “peer leaders” for this class!

Cheryl Little – IVCCD

Rhonda Miller – Iowa River Hospice

- Join them Thursday at the Farmers Market for a rib tasting “battle” between Iowa and Iowa State in preparation for the big game this weekend.

Dann Larmore – Grandview heights

- New music therapist on staff for the memory care unit. Hope to expand that service to all residents.

Ryan Keller (Wayne Keller’s son) – American Homepatient operations manager

Lisa Purvis – Villa Del Sol Admissions coordinator

- Offering “lunch and learn” sessions

Vicki Bogner – Embers

Heather (Pierce?) – Westbrook Acres, Gladbrook, she is the new admissions coordinator

Guest Speaker – Jody Tymeson, Commandant at Iowa Veterans Home – spoke about the IVH past, current and future changes.

- Established 1887 – they are a state agency (not a hospital and not a homeless shelter. They have an \$80M budget with sources from the VA and Federal funds. Even though they are a state agency, less than 10% of their funding is from the state.
- 582 Residents, 950 Staff (they are always hiring).
- On 9/20/14 from 9 Am – 2 PM they are hosting a speaker from the Federal VA to speak on Veterans Benefits and welcome veterans to participate.
- Remodeling Malloy and Dack halls from shared rooms to private rooms is currently being done. (Federal VA funded at 65%). When construction is done they will have a capacity of 449 nursing care residents (plus residential care residents).
- A community open house will be planned within the next year or so to view the newest changes at IVH.
- They offer many services – residential care, nursing care (however not skilled nursing care), 4 doctors on staff + 5 contracted doctors, they have a gift shop, chapel services which are currently televised to individual rooms, exercise room, craft room and many other services for their residents.
- They are not a free service. Financial support from the residents is calculated by their ability to pay. If the resident is 70-100% disabled due to injuries sustained while serving, their care is paid by the VA 100%. They work with Medicaid, Medicare and private pay.
- Moving toward a more homelike atmosphere.
- 142 Veterans Homes in the US and the Iowa Veterans cemetery is located near Van Meter.

LeAnn Lynch, Transit Manager, Region 6-PeopleRides

## **Poweshiek Inter-Agency, 9/11/14**

Paula – MICA –

Working on Energy Assistance, LIHEAP (Oct to April). Currently scheduling appts for 60+ adults or disabled. All others will begin 11/1.

2 openings in the 3-4 yr Head Start Preschool program.

Food Pantry very busy. New glass front fridge was donated, plenty of fresh produce available thru generous donations.

Christy – Capstone

She is finishing her first 3 months serving Jasper/Poweshiek/Marion/Mahaska counties. They are an integrated health program for “hab” funded people, to help them access resources in the community.

Nina – Crisis Intervention Services of Poweshiek County

New program is “Shatter the Silence and Violence”.

Big client load in Poweshiek county – currently doing some training with Grinnell College

Cindy – Central Iowa Family Planning

Moving to Electronic Health records

Claudia – Central Iowa Family Planning nurse practitioner – providing reproductive health care for men and women.

Dawn Roth – Poweshiek County Community Services – offering case management and county relief.

They will move toward working with ID case management in the future (Others will go to Christy at Capstone)

ARC will end in October – there are 2 new potential providers who are being reviewed.

Julie Wendl – Station Clubhouse

They transitioned to Capstone. Had a fundraiser to purchase a van, which they hope to receive soon.

Linda Romero – GRMC Social Services

Beginning fall Immunization clinics and working with a new patient portal.

Chris Larson – GRMC Care Coordinator

She will be moving to the Transition coach position. Work with higher risk populations to prevent re-admission. Many clients with COPD, CHF and Pneumonia.

GRMC Fitness Center is moving to the Postel building the first part of October. Open house 10/21/14.

GRMC is also in an experiment with a company providing copper, which is antibacterial. They are installing sinks, door handles, IV poles, etc that are all copper. Also copper keyboards and mouse on the nurse computer stations. Will be doing a study to determine the effectiveness of

the copper vs stainless or other surfaces. They are also moving to a process of sealing and saturating sick rooms with a spray of hydrogen peroxide to kill germs. They seal off the room and use a robot sprayer. Process kills germs without harmful chemicals.

Sharon Van Dyke – Rental assistance is available.

Sharon shared email from Molly at SATUCI – red ribbon week is coming up. Also a reminder they are offering DUI classes monthly in Marshalltown.

Next meeting 12/11 1:00 PM

LeAnn Lynch, Transit Manager, Region 6-Peoplerides

### **Hardin Senior Meeting, 9/18/14 – Iowa Falls Senior Center (fire station)**

SHIP – Janice Hanus –

- 3 reps will be at ECC on Monday 9/22 from 6-8 PM to discuss Medicare 2014 – what you need to know.
- 10/15-12/7 – open for appointments – call Hanson Hospital for appt

City of Iowa Falls – Verv Davidson

- Discussing use for old hospital building.
- working on downtown streetscape

Board of Supervisors – Ron Rickels

- Continue to work repairing roads from spring storm damage. Cleaning debris, hauling rock.
- They have recapturing device on tractor or grader to pull gravel from edge & ditch back on to roadway.

Franklin Co Home Care – JoEllyn Arends

- Started flu clinics

Scenic Living Communities – Lora Juhl

- Sponsoring Alzheimer's support and education series for seniors – public invited. Group meets at Cedar Ridge.
- Residents looking forward to trick or treat at their facilities.

State Training School – Jim Johnson – no report, he is on the community advisory committee for the school

Iowa Valley Continuing Ed – Deb Sabin

- ECC enrollment is down a little – the continue to be very busy

Hanson Family Hospital – Katie and Jill

- Med/Surge patient satisfaction has improved greatly in the last few weeks.
- Employees required to get flu shot (exceptions for religious reasons and/or allergies)
- Flu shot clinics starting – this weekend 8-2 at Bizarre Bazaar – with help from ECC nursing students.
- Taking precautions/staff education about recent enterovirus. They have not had an outbreak.

Greenbelt Home Care – Carolyn Boogerd

- They have new administrator (Terry) and new office manager (Jamie)
- Flu shots are available.

Habitat – Gary Van den Boom

- Started repairing homes with “brushed with kindness” program – funding from Habitat for Humanity – owner occupied only
- Can do labor if homeowner provides materials.
- Eldora has an open air “tram” – to pull behind a pickup truck – available for use for free

Friendship Club – Kathy Vistic

- Day program for independent adults w/mental illness or intellectual disability.
- They have had a fun summer with lots of day trips taken because of some grant funding that was available. Recently went to Hanson Dairy Farm near Hudson.

Case management – Deb Terry – busy, no update to report

Senior Center Coordinator – Lynette Miller

- Can provide blood pressure checks, they offer lots of activities including bingo, dominos, exercise. Greenbelt also has flu shots.
- They are providing 1000 meals per month and recently added home delivery to Union.
- Looking for volunteer drivers in Eldora and Iowa Falls for meal delivery, they reimburse mileage at 45 cents per mile.
- Lynette had update from Deb Crosser about 2<sup>nd</sup> annual fly in lunch at Eldora on 10/4.

**LeAnn, Peoplerides Transit Manager, shared information about our rate change on 7/1, our new vehicle situation, and passed out notes for the 5 year listening session for Hardin County on 9/30 at 2 PM at Eldora City Hall.**

Jolene Rush reminded the group that September is Child Cancer awareness month – wear yellow!

LeAnn Lynch, Transit Manager, Region 6-Peoplerides

## Tama County SPA Meeting Notes – 10/1/14

Present: Jeff Wisnieski, Connie Perry –Hospice Compassus, Megan Hughes-Sunny Hill, Rhonda Miller – Iowa River Hospice, Jane DeVault-tama Co public Health and Home Care Maternal Nurse and another person from Tama County Public Health; LeAnn Lynch, Region 6-Peoplerides.

Updates:

Megan – Sunny Hill -

- They have received their 5 Star facility rating (highest rating) from the state. That rating looks at staffing, resident satisfaction, surveys etc.
- They are licensed for 57 clients and state allows 1 over. They were “overfull” all summer, and are now at capacity.

Connie Perry – new to this organization.

- Hospice Compassus serving Hardin, Marshall and Poweshiek Counties.
- Main office in Cedar Falls and east. No office in this area but will have staff in the area.

Jeff Wisnieski – Home Instead –

- Kick off of their “Santa for Seniors” program. Working with NEI3A. This is for Christmas “gifts” to community members and some clients at IVH.
- Partnering with Medicap pharmacies and Walmart for “trees” for seniors.
- Implemented new computer system for clients where notes may be entered for family to/from their caregivers.

**Peoplerides - LeAnn spoke about upcoming Listening Post sessions in Tama and Marshall Counties and urged all to attend. Explained there will be an on-line survey going to also. In addition handed out some Tama County brochures.**

Rhonda – Iowa River Hospice –

- Partnering with MMSC for some education for regarding essential Medications for end of life care. Nurses and others can obtain CEU’s.
- Tonight they are working tip night at Pizza Ranch Marshalltown.
- United Way Day of Caring last week – they have 40 volunteers working.

Janet DeVault – Tama Co Public Health

- Just finished parenting class for parents of 3-6 year olds. 8 people attended and enjoyed it.
- They are seeing more complexity with skilled patients being released to home and returning to hospital – lots of coordination by nurses – they are needing more time in the office,
- Have not received their flu vaccine yet- the only order a limited amount for clients without any health coverage.
- Enterovirus D68 and Ebola virus in the new lately. Enterovirus D68 has been around for awhile and it a respiratory illness. (Polio was an enterovirus). Ebola spread thru contact with bodily fluids.

Speaker was Lou Brown – life coach.

- She is a member of the Chickasaw Nation from Oklahoma originally and is a 40 year cancer survivor (1<sup>st</sup> round of cancer when she was 17).
- She uses diet, exercise and prayer for coping.
- Recently hired as a medical social worker for Iowa Home Health Care.
- Also has a personal business devoted to “life coaching” and is very well educated which she feels allows her to help people. Worked with mental health patients since 1978.
- Will be offering a “tai-chi for arthritis” class in the Tama area in the future. She was trained by Dr. Paul Lam while she was undergoing chemo and treatment. It promotes calmness and slow movements to help the body function
- She is available to speak and or present at meetings.
- The Chickasaw nation is considered a “calming” nation and have a good presence in the community.
- She loves Iowa! Referencing the movie “Field of Dreams” quote “Is this Heaven, no it’s Iowa”.
- Has an understanding with the Meskwaki National and considers herself their guest while living in this area.

Next meeting 1<sup>st</sup> Wednesday of December (alternating every other month with the Marshalltown SPA meeting – so Marshalltown will be in November).

LeAnn Lynch, Transit Manager, Region 6-Peoplerides

### **HCCOL, 10/28/14**

Hardin County Circle of Life meeting 10/28/14/and the 2014 Legislative Reception for Hardin County

#### Present/Agency Updates

Carrie Kube - Director, Iowa River Valley Early Childhood Area Board (Hardin & Marshall Counties), Putting together a HCCOL membership roster.

Allison – Achievement Mental Health – no specific update – they are busy

Dan Smith – Quakerdale – networking with support services in local communities to provide services

Megan Thompson – MICA – Nov/Dec newsletter will be going out soon

Danielle – Crisis Intervention

Ron Rickles – Hardin County Supervisor – appreciates Dave and Pat taking time to visit.

Supervisors are busy working on budgets.

Mary Nelson – Friendship Club, Iowa Falls – new assistant

Jarrod Palmateer – Friendship Club consumer

Kathy Vitasak – Friendship Club – working to get members registered to vote.

Leslie Stonehocker– Childcare – serving 21 counties, she is based in Ogden – has large area to serve

Gary Van den Boom – Habitat for Humanity – can do “Brush of kindness for homes out of Hardin County. (applications required)

Julie, Hanson Hospital- they co-sponsored a 1K walk for Healthiest State initiative, had 91 participants

Sean O’Conner – Gambling Prevention Services, serving 10 counties

Lynette Miller – NEI3A – 1912 meals last month, cost is \$7.26, there is a donation for those over 60. Iowa falls Senior Center hosting pancake breakfast Sunday 11/2/14.

Joan Wignall – Child Care Resources and referral

Darwin Miller – IA State Extension and Ag Program – 11/19/14 – Smart Choice Health Insurance Workshop at IF Methodist Church in conjunction with their free meal that evening. Words on Wellness handout

David Bogert , Pastor, St. Johns UCC Ackley – they host the Ackley food pantry, planning a holiday food distribution

Carolyn Bogert – Greenbelt Homecare – elderly support

Rocky Rentz – Greenbelt – serving 0-5 years of age, just finished first “Parents as Teachers” curriculum. – it was successful.

Dave Deyoe – State Rep Iowa House District 49

Pat Grassley – State Rep Iowa House District 50

Their comments - Not many meetings in DM at this time of year – after election, they will have caucus meetings and get ready for the session. Wondered about the Mental Health transition.

Revenues at state level showing 4-5% growth, General Fund spending will probably remain the same. Priority #1 is being fiscally responsible for the state of Iowa.

Remember – “your voice does matter.

Please send them newsletters from communities about issues and happenings.

Wondered about domestic violence with recent news. (Domestic violence reps said they did see a surge after the Rice situation.)

DHS – severely underfunded, Medicaid and the budget is a big topic.

74% of Hardin County families need childcare. Education is a high priority and wondering if we work with ECC and the other community colleges to get individuals to training. Cost is always an issue. Funding for apprenticeship programs and/or internships? (Quakerdale is working toward creating some internships with their networking program.)

Guest Speaker – Lisa Downs from Sams Club Partnership Activities, Ames. She is an event planner, and travels the state of Iowa. Sams works in partnership with businesses and organizations to promote health and wellness.

Helping educate families on how to stretch their dollars. Instant Savings flyers at Sams help. They are working with the Boys and Girls club of Ames – sponsored pizza/health snacks and donations of a large TV.

Working with the colleges ISU, ECC, DMACC etc to help students buy in bulk, they offer 2 for 1 memberships for college students.

Also support Special Olympics and Animal shelters.

HCCOL business meeting – Beginning balance \$1,567.48.

Income: Child Abuse Prevention Services, \$350.

Expenses: Purchased advertising for the Hardin Senior Fair, and printed county directories, \$551.25

Current balance \$1,366.23. (There is a bill to be paid for \$171 for trick or treat bags yet.)

Next meeting 4<sup>th</sup> Tuesday of every month - November 25<sup>th</sup> 10:00 at Hardin County Extension office, Iowa Falls

LeAnn Lynch, Transit Manager, Region 6-Peoplerides

### **Hardin County Senior Provider Alliance, Iowa Falls, Meeting Notes 11/20/14**

In attendance:

Verv Davidson – City Council Iowa Falls –

still working on their streetscape.

There are some Iowa Falls homes that need assistance.

City Hall discussion on relocating – he said there is an area near the current location where they could expand.

Ron Rickels – Hardin Supervisor –

they are in winter mode – sand/salt/snow removal.

Working on budget.

Trail – salvage is not done yet. Next fall they will start work on both ends (Steamboat Rock and Marshalltown and meet in the middle.)

JoEllen Arends – Franklin County Home Health –

Home Care can be involved with health needs at home on a short term basis.

Lora Juhl – Scenic Living Communities –

Free community thanksgiving dinner at the Bethany Lutheran Church Iowa Falls on Thanksgiving Day at noon.

They are still offering their Alzheimer's caregivers support group – some need for additional temp caregivers who are willing to care of the patient while their main caregiver attends the support group.

Some discussion about nursing home beds in Hardin County – state numbers show an overage of beds in Hardin County at this time. Possible need for adult day care services. They will work with others currently providing this service before making any decisions.

Jim Johnson – State Training School -

Currently have 117 residents and 163 staff and are 90% full.

Needs have changed from mostly crime to mental health problems/social issues (including substance abuse and sex offenders – which accounts for 20% of their current population).

They have a psychiatric doctor on staff. Working with mental health and trying to prepare for adult living when they are released. After 18 yrs, they try to place in jobs.

There is a high school on the premises and 2/3 of the population is special education.

Katie and Nicki – Hansen Family Hospital –

Nicki spoke about the pain clinic they started approximately 1 year ago. New employee is Greg Pekkala, ARNP, CRNA. They offer this service 2.5 days/week. Treats low back, neck, arthritis, cancer pain, migraines, etc.

Greg works with clients using various pain management programs, and he can refer to physical therapy.

Katie said they are doing Ebola training with staff.

Carolyn Boogert – Greenbelt Homecare –

Many paperwork changes including the way they count their time units and how they document.

Still giving flu shots.

Creating Christmas cheer bags and having a coat drive.

Gary VandenBoom – Habitat

Slow time of year. They have a couple interior projects they are working on.

Bob Schriever – Iowa Falls Senior Center –

Their recent pancake breakfast was a minor success – first time, so hopefully will be better next time.

Deb Terry – Case management –

Elderwaiver had cap on # of people who can be involved. (This was new – however has since been removed.)

Frustration with paperwork, rates, etc

Lynette Miller – Iowa Falls Senior Center Coordinator –

October – they service 1122 meals in Iowa Falls and 945 in Eldora.

Closed Thanksgiving Day and the day after. Closed Christmas Eve and Christmas Day.

Planning cookie exchanges at both locations.

Both sites have volunteer drivers to take elderly clients to out of town doctor appointments.

Eldora building foundation needs some repair – they have done that but need to increase their foundation funds. Recently send mailings for donations to 1300 people in Eldora area.

Joelene Rush – group facilitator

No meeting in December.

Next meeting in Eldora on 1/15/15.

LeAnn Lynch, Transit Manager, Region 6-PeopleRides

### **Hardin County Circle of Life, 11/25/14**

Agency updates and sharing:

Angie – Iowa Falls school district

Dennis – Achieve Mental Health

Allison – Achieve Mental Health

Stacy – Scenic Living – they are still working on their Alzheimer/caregiver program(s) and the holidays.

Dennis – Quakerdale

Amy – 1<sup>st</sup> 5 Newsletter going out, Story County Dental clinic open house coming up

Rocky – Greenbelt Home Care – still have flu shots available. Working on cheer bags for families

Carrie Kube – Reach out and Read program has given out 900 books in 6 months

Shannon – Hanson Hospital – Bridges out of Poverty program

Julie – Hanson Hospital

Zoe Wignall – consultant

Janet Buls – NEI3A – looking for peer leaders or lay leaders for “A Matter of Balance” and “Better Choices Better Health (chronic disease self management). Leaders are trained and then lead 4-5 classes over the course of a few months.

Darwin Miller – ISU Extension – last week they held Smart Choices Health Insurance meeting – 9 participants. Working on info meeting for 2014 farm bill and large crop clinics

Gary Van Den Berg – Habitat for Humanity

Sean O’Conner – Community Family Resources – problem gambling prevention, working with a program called “Stack Deck” at Greenbelt school.

Monica Mathes – Community and Family Resources

Lisa Buss – Crisis Intervention – very busy. Class at training school. Sexual abuse prevention.

SART (Sexual Assault Response Team) at the Hansen hospital.

Carrie provided the HCCOL membership directory of those who had responded.

(Agency/Contact/Phone/Email/Website)

Family Fest – will be 1<sup>st</sup> weekend in May. 1-4 PM

Passed sheet to sign up for “teams” to assist with planning and preparation. Need the following teams: Food/Entertainment/Activities/Facilities/Resource Booths/Financial

Sponsorships/Transportation and Directory. Main focus is to get the directory of services into the hands of the families in Hardin County while having fun doing that.

Senior Fair – June 2015. No planning until January - will be Janet and Stacey, meeting 1 hour prior to January HCCOL meeting. Anyone interested is invited to attend.

Winter Clothing Drive – Hospital and city of Iowa Falls gathering new snow pants, boots, coats, hats, gloves and mittens by 12/19/14.

Guest Speaker – Daniel Smith Quakerdale: Hope4Healing Resource Assistance Network – statewide launch will be 12/3 at the UM Church in Iowa Falls after the meal that evening. This is a free service to connect support persons with those needing assistance, to empower clients to choose who will help them and to help themselves. The way people access opportunities is changing and expanding. Hope4Healing is designed to: 1) coordinate resources within a community, then 2) connect people to those resources in their time of need thru local businesses, churches, and community organizations.

I have additional information in my office if anyone is interested in reading it. They are also looking for financial partners who are willing to provide cash donations – they can determine what level of giving they want and what programs they want to support each month with their funds.

LeAnn Lynch, Transit Manager, Region 6-Peoplerides

### **Tama Senior Provider Alliance, Toledo, 12/3/14**

Present:

LeAnn Lynch, Region 6-Peoplerides.

Linda Rosenberger – Tama Public Health – seeing change in Medicaid billing, no program changes. Not much flu reported yet however 2 elderly clients were very ill with Influenza A.

Rhonda Miller – Iowa River Hospice – Hosting their annual Memorial Service from 1-3 Pm Sunday 12/7. Tree lighting at 2:30. Event is open to all.

Reminder of Marshalltown SPA meeting 1<sup>st</sup> Tuesday of every other month, starting in January. (1/6 8:30 AM)

Teresa Vodochodsky – Premier Estates, Toledo – new marketing director. Seeing good changes. Christmas party 12/13 from 10:00-11:00 open to the community.

Jane DeVault – Tama Co Public Health – Family fun fair 5/2/15 11:00-1:00, looking for volunteers and donations

Sonya Carlson – NEI3A – Internal changes in their office due to director Patty Esh being out for several months due to illness. Unclear if she will return. Her duties taken over by a team. Will be billing changes 12/1 and 1/1/15.

Connie Perry – Hospice Compassus care consultant. Main focus is taking care of patients in home.

Megan Hughes – SunnyHill Care Center Social Worker/Admissions

Jeff Wisnieski – Home Instead Senior Care – he was the guest speaker – they provide in-home non-medical care – everything from cooking to transportation. Currently they are sponsoring Santa for a Senior w/IVH – focused on seniors without family. Giving Tree is at Medicap thru 12/14, gifts may be purchased and then left at Medicap in M'town or Knoxville. Gift delivery will be 12/19.

Jeff is coordinating 2 Alzheimer support groups at Bickford Cottage, 2<sup>nd</sup> Thursday of Month 2 PM and 6 PM

He spoke and provided very good handouts about dealing with Alzheimer and dementia patients during the holiday season. They try to educate family on the challenges the patients may have during the holidays.

Women 60 and over are 2X as likely to develop Alzheimer's as they are Breast Cancer – it is one of the largest growing issues with the elderly.

Home Instead Senior Care is also partnering with Hilarity for Charity (a comedy relief charity started by actor Seth Rogan and his wife) to provide a grant program for in-home care services for families living with Alzheimer's or dementia. For more information and to apply visit: [HelpForAlzheimersFamilies.com](http://HelpForAlzheimersFamilies.com).

Group discussion followed Jeff's presentation.

Megan is looking for someone to take over leading/coordinating the group meeting.

There is a need for speakers in the future.

Group will switch to quarterly meeting – 3<sup>rd</sup> Wednesday of the month, starting in March.

LeAnn Lynch, Transit Manager, Region 6-Peoplerides

### **Poweshiek County Inter-Agency, 12/11/14**

Present: Alanna Miller – Mica – LIHEAP – still open with assistance money and taking applications. Applications are down, as folks think there is no funding?

They also have some funding for “Embrace Iowa” which is a \$500 grant, income qualified, to put toward something needed such as tires, car repair, beds, etc. Cannot be used for a gift or to pay a bill. Clients qualify if approved for LIHEAP. Funding from State of Iowa (10%) and private donations (90%). Recipients are asked to share their story.

Nina Wolf – Crisis Intervention – continue to work with Domestic Violence. They have separated the Dom. Violence and Sexual Assault agencies. She is strictly DV.

Molly Holl – SATUCI

Claudia Beckwith – Central Iowa Family Planning – working with education and prevention.

They interview all clients 1X/year about their domestic violence/sexual assault history.

They do not have grant writer at this time.

Payment by clients of CIFP is income based with a sliding scale. They are still seeing lots of people in the state without health insurance coverage.

Chris – GRMC – Education and training for self care. Lots of success keeping people healthy and at home.

Janet – GRMC quality –

They have a new rheumatologist starting – will be covering Newton and Knoxville, too.

Remodeling former fitness center to be PT. (Fitness moved to Postel building).

Seeing lots of flu cases and lots of pneumonia cases.

Rachel – Domestic Violence – they are working with a Guiding Light group for DV prevention.

Sharon Van Dyke – Grinnell Housing Authority – they do not keep a list of Section 8 approved landlords – they do have a list of all Grinnell landlords. They struggle with client reading comprehension and then choosing to follow through. No secured funding for January.

**LeAnn Lynch, Region 6-Peoplerides.– 2 new vehicles + 2 buses still coming. Flu policy, Transit needs survey. 2 drivers required in M'town. Need 1 PT/fill in driver in Grinnell.**

Kirk – MECCA Des Moines – they will have a name change on 1/1/15 to Prelude Behavioral Services. Struggle with clients maxing out their services at the residential treatment facility. One recent client had to move to a motel for 2 weeks before the funding could be reapplied. “Bet’s Off” hotline for gambling prevention. He is working with banks and credit unions for clients with gambling addictions taking loans against their homes.

Next meeting 3/12/15 1:00 PM at Drake Community Library.

LeAnn Lynch, Transit Manager, Region 6-Peoplerides

### **WARTS (Western Alliance Regional Transit Systems) Meeting Urbandale, Friday 1/9/15**

Present: Bob Kuskowski at SIEBUS, Julia Castillo (HIRTA), Jay Kammerer (MIDAS)  
Mark Lander from SWIPCO joined by conference call due to the weather; LeAnn Lynch, Region 6-Peoplerides.

Vehicles -

PTMS – Bob talked to Randy at IDOT, looks like there will be the \$3 mil for regional transportation funding (CMAC/State of Good Repair funds)

Mark said they will be receiving some grant funds from MAPA, for vehicles to use in the Council Bluffs Metro Area. (5310 funding). They are looking at Eldorado light duty buses.

Bob suggested they also look at Winnebago.

Julia wondered if anyone was considering a low floor bus – they may purchase one. Had recent demonstration from Evan at Hogland. Faster loading, less driver time, less lift maintenance.

For use on a route with multiple wheelchairs.

Vehicle disposal –

Discussion around disposal – Jay has used Ebay and Bob has used Purplewave – they feel they have had good luck with on-line auction sites. HIRTA uses on-line “Public Surplus” site.

Tablets/radios/cell phones:

Some discussion about utilizing tablets and/or cell phones in the vehicles. HIRTA and MIDAS are using tablets in their vehicles (They use Route Match dispatch software.)

SWIPCO uses Racom radios due to spotty cell phone but are considering PTT phones.

SEIBUS uses Verizon PTT phones.

Weather –

Discussion about weather related closing and delays. Mark said they do not provide wheelchair service to workshops on days where wind chill temperatures are an issue?

IPTA – website has option to email to the group. Try to update driver salary information. This is a permanent fix on the website to assist in salary negotiations, etc.

Health Insurance – HIRTA and SIEBUS went with Co-Opportunity for their insurance and recently went back to Wellmark. Media release on 12/26/14 states: “A troubled Iowa insurance company is running out of money, and has now been taken over by the state. CoOpportunity Health was set up under the affordable care act two years ago, and even with \$146 million in federal funding, they don't have the capital to pay out the claims. On Tuesday, Insurance Commissioner Nick Gerhart submitted a petition for and order of rehabilitation, and is now officially in charge.”

Training suggestions –

HIRTA has a full time trainer on staff. He does all driver training, driver evaluations, ride-alongs, etc. They use TAPCO Training for paratransit drivers, and have an extensive training regime. I wondered if Julia would consider sharing some training services with Peoplerides? Something to discuss. They do summer tie down/fire extinguisher training and defensive driving in the winter months.

Check with the Fire Department for Fire Extinguisher training – most offer it for free?

SWIPCO uses a Physical Capabilities Profile for ALL staff. Some of the training physical testing includes strength, lift boxes, etc. They have 5 levels, depending on your job title. They also use this for a “return to work” after medical leave. Hospital OT does this for them.

Charge for a driver physical and test is \$109.

IA/IL Safety council offers First Aid/CPR/Bloodborne Pathogen training.

CTAA conference is good to attend – they have intensive training sessions and workshops on various topics. Upcoming conference is April/May in Tampa, FL. Julia also recommended attending the FTA D&A conference – which is offered every 2 years. It was just offered last year, so will be 2016. FTA will also spend 15 minutes at the conference reviewing your D&A policy,

The National Rural and Intercity Bus Conference is also a good one to attend – every 2 years, will also be 2016.

Drivers –

Some discussion surrounded diabetic drivers and whether or not it is OK to use insulin injections. Mark at SWIPCO was a former employee at Warner Trucking they there is a Federal Motor Carrier waiver for FMC drivers. Not sure about Transit drivers?

Julia uses the National background check (not just state) to verify background on any new drivers.

Next meeting 4/10 at HIRTA.

LeAnn Lynch, Transit Manager, Region 6-Peoplerides

### **Hardin County Circle of Life, 1/27/15, Iowa Falls**

Present/Agency Sharing:

Ellen – Heritage Care Center; Olivia – Intern at Heritage; Lisa – Crisis Intervention Center; Carrie Kube-Community planning meeting on 4/23 4:00 PM at Union Country Club.; Carolyn – Greenbelt; Lynette Miller – NEI3A – in 2014 they service 22,347 meals in Hardin County; Julie – Hanson Hospital; Amy – MICA – offering free tax prep, liheap applications; Sean – Community Family Resources; Elizabeth –Quakerdale – offering behavioral Health Intervention, skill building, Hope4Healing; Shannon – Hanson Hospital PR – assisting with Market Place enrollment by 2/15 and helping those who may have lost insurance with Co-Opportunity; Ryan Keller – now with Quakerdale as new Hope4Healing Administrator; Nancy – Job Link; Gary, Kurt and Verl – Habitat for Humanity; Angie – Iowa falls School district; Rocky – Greenbelt; Alison-Achieve Mental Health; Darwin – Hardin County Ext.; LeAnn Lynch, Region 6-Peoplerides.

Reminder to bring any topics forward for discussion by the group.

Financial update – balance remains the same as November, \$1194.26. Paid a deposit to the Hardin Co Fair Board for rental for the Family Fest.

Agenda –

Hardin County Resource directory – be sure to update your agency information. Deadline for update is 3/1.

Programming collaboration for Grant Funds. There may be opportunities available for existing programs – be sure to share those opportunities with the group. How to better share those initiatives?

Family Fest update – committee signup sheets are out. Registration is available online at Iowa River Valley CCA. \$100 family fest booth fee and logo. Planning committee to meet after next HCCOL meeting on 2/24.

Senior Fair update – Looking at 2<sup>nd</sup> or 3<sup>rd</sup> week in June, depending on school usage schedule. Some suggestions include shred opportunity or drug return/destroy. Calkins Nature Center, Problem Gambling. Committee will meet at 9 AM before the next HCCOL meeting on 2/24.

Presentation sign up for next meetings – all meetings are booked now. Thanks!

Guest speakers – Verl Duncan and Curtis Schwartz from Habitat for Humanity of Central Iowa. A video about Habitat for Humanity was shown. The goal is to eliminate substandard housing. Started in 2004 in Hardin County. Have been in Central Iowa since 1996. Have built 2 houses in Eldora and 1 in Iowa Falls. Also assisted with a handicap duplex built in Ames. Houses are sold with no profit and 0% mortgage, with mortgage payments (including insurance) around \$500/month. The mortgage also includes a maintenance fund for future repairs. Donations go to help fund other Habitat groups. Home owners must put in sweat equity and be vetted to be able to repay the loan. Volunteers are always needed – regardless of skills, there is a job for everyone. Iowa State has a student group that works with Habitat homes.

Meeting was adjourned.

LeAnn Lynch, Transit Manager, Region 6-Peoplerides

### **Marshall Senior Provider Alliance, 2/3/15**

Present: Cheryl Little - Iowa Valley; Rhonda Miller – Iowa River Hospice; Teresa Vodochodsky – Premier Estates; Rhonda Terhark –Home Care Plus/Central Iowa Homecare Health (MMSC); Michael Hines – IVH; Cara Ferch – NEI3A; Katherine Swick – NEI3A; Brittany Edwards – NEI3A; Kristi Crane – Care Initiatives; Ryan Keller-Quakerdale; Connie Perry-Hospice Compassus; Dan Schlup-Heritage-Newton; Eric Olson-Careage-Newton & Baxter; Jeff Wisnieski-Home Instead; Jacobi Feckers-Bickford; Myra Waltersdorf – Bickford; Vicki Bogner – Embers; Marty Wills – Westbrook Acres; Dann Laramore – Grandview Heights; Ted Stoupolus – Iowa Health Care; Heather Pierce – Westbrook Acres; Marna Mitchell-Butler; Heidi Pearson – Newton; Lisa Purvis-5 Star Realty/Villa; Jerri McCracken-Connect America; LeAnn Lynch, Region 6-Peoplerides.

Updates:

IVH – Malloy Building will be opening in May with an open house (possible 5/20?) – 150th anniversary of the civil war.

NEI3A – reminder of their walk in May.

Bickford –hosting a health fair 3/12/15

Speaker Ted Stoupolus – director of Governmental and Regulatory Affairs, Iowa Health Care Association.

He discussed what the state-wide Health Care Association is working to accomplish for Iowa seniors. Discussed legislative issues and funding.

Next meeting 3/3/15.

LeAnn Lynch, Transit Manager, Region 6-Peoplerides

## HCCOL (Hardin County Circle of Life) meeting on 2/24/15

Present: Carrie Kube-Iowa River Valley Early Childhood Board; Connie Perry-Hospice Compassus; Lynette Miller – NEI3A; Julie – Hansen Hospital; Jana Enfield-Child Abuse Prevention Marshall Co; Allison Brennan -Achieve Mental Health; Renee McClellan-Hardin County Supervisor (replacing Ronn Rickels for this group) Sean O’Conner-Community and Family Resources; Stacey Anderson-Scenic Living Iowa Falls; Gary Van den Boom – Habitat for Humanity; Elizabeth Lemp-Quakerdale; Stacy Mulford-MICA-Hardin Co; Angie Herter-Iowa Falls School District; Danielle Engle-Crisis Intervention Services; Jodie Stupp-Crisis Intervention Services; Katherine Healey-MICA; Rocky Rentz-GreenBelt Home Care; Carolyn Boogerd-Greenbelt; Amy Roback – MICA 1<sup>st</sup> Five Coordinator; Bernice Sanchez – MICA; ZoeAnn Wignall-consultant for Child Care Resource and Referral-Hardin & Marshall Co.; Beth Kenney-Peoplerides; LeAnn Lynch-Peoplerides.

### Individual reports:

Lynette- NEI3A - reported 1936 meals delivered in January in Hardin County. “March for Meals” in March – they will have volunteers deliver meals in March. May 21<sup>st</sup> is their annual walk. Sponsorships due by April 17.

Stacey – Scenic Manor – Reminder that the 3<sup>rd</sup> Monday of the month is their Alzheimer Caregivers support group/meeting

Stacy – MICA – Energy Assistance still available thru April 30<sup>th</sup>. They also offer free tax prep. Funding reassignment to provide less group preschool and more homebased preschool readiness.

Jodie – Crisis Intervention – provides transitional housing in Eldora. Homeless Board for Hardin & Marshall counties meets the 4<sup>th</sup> Wednesday of the month at the Tallcorn in Marshalltown. Looking for additional members to attend, especially from Hardin County. Would consider hosting alternating months in each county if they can get more Hardin County members.

Rocky – Greenbelt – they are hiring CNA’s.

Carolyn – Greenbelt – they provide foot care clinics in Iowa Falls, Hubbard and Eldora

Bernice – MICA – provided WIC postcards with phone numbers for each county. She is also the hawk-i outreach coordinator and she also provided an income guideline for Medicaid and hawk-i.

Treasurer’s report – no report, as Darwin was not able to attend. Carrie stated funds are the same as last meeting.

Family Fest – planning committee to have short meeting after the HCCOL meeting today

Senior Fair – met before the HCCOL meeting – Stacy Anderson-Scenic Manor - provided updates. They are still in the beginning planning stages. Discussion on location, looking for topics and breakout ideas or options.

**They may need transportation options and looking toward Peoplerides to see if they can assist.** Asked that partner sponsorships be in conjunction with Family Fest. Date will still be 1<sup>st</sup> or 2<sup>nd</sup> week of June.

Speaker was Sean O'Connor –CFR – speaking about problem gambling. Slide presentation about gambling in Iowa – anytime you wager or risk losing is considered gambling.

5% of Iowans struggle with problem gambling. High suicide rate for problem gamblers (as they tend to commit suicide before seeking help for the gambling.)

National Center for Responsible Gaming: NCRG.org

Low Risk guidelines – gamble only what you can afford to lose. Do not gamble alone, treat the \$ lost as entertainment costs in your budget.

Assistance at 1-800-BETSOFF (which is a referral service).

CFR (Community and Family Resources) 1-866-801-0085

Sean also mentioned a computer based financial education program called: Money Smart by the FDIC.

Also – Awareness Months – please share if your organization participates in an awareness month.

March –

National Nutrition Month

Problem Gambling Awareness Month

April –

Child Abuse Prevention Month

Sexual Assault Awareness Month

Week of the Young Child (April 12 – 18)

May –

Mental Health Awareness Month

September –

National Recovery Month

October –

Domestic Violence Awareness Month

LeAnn Lynch, Transit Manager, Region 6-PeopleRides

### **Tama SPA meeting on 3/4/15**

Present:

Dan Anderson, Tama Co Supervisor; Jane DeVault-Tama Co Public Health; Janet Buls- NEI3A; LeAnn Lynch-PeopleRides; Linda Rosenberger – Tama Co Public Health; Megan Hughes – Sunny Hill Care Center; Rhonda Miller – Iowa River Hospice; Teresa Vodochodsky – Premier Estates; Katherine Swick – NEI3A.

Sharing:

Rhonda – upcoming volunteer training at IRH in April, for anyone interested in hospice. CEU's for healthcare field are provided. 5 classes X 3 hrs. Lots of volunteer opportunities – everything from meals to grounds-keeping.

**LeAnn – 2 Dodge Ram Promaster Vans are on the road. Expecting 2 larger buses in the next couple weeks.**

Jane – Family Fun Fair 5/2 from 11:00 – 1:00. Need volunteers. Vendors available – free food and entertainment. Aimed at families with kids in So Tama County, however everyone welcome. Special speaker Ben Burke “From Darkness to Light” about sexual abuse and prevention.

Dan – Supervisors working on budget. He also serves on Coalition for Aging board.

Janet – NEIborhood newspaper is available in print or online. May – Older Americans Month – celebrating “Get into the Act” – 50<sup>th</sup> anniversary of the Older Americans Act which provided a national aging service network and funding for meals, etc. Annual walk will be 5/21.

Volunteer appreciation in April. July 10 – Fall Prevention class in Waterloo – more info to come.

Katherine – taking over the Tama Co. clients for NEI3A.

Speaker, Linda Rosenberger, Tama Co Public Health

Childhood immunizations were discussed. They work with schools and health care providers to make sure children in Tama Co are properly immunized. New businesses – such as Tama Packing – create new opportunities for kids from out of state/county – working to get immunization records and updates.

VFC “Vaccines for Children” in Iowa – program thru the state to provide vaccines to uninsured or underinsured.

ACIP “Advisory Council on Immunization Practices” – provides recommendations for Adult immunizations. Discussed pneumonia vaccination – previous standard was PPSV23, age 50+. As of August 2014 – new recommendation is 2<sup>nd</sup> vaccine PCV13 for age 65+. Medicare will cover cost as of 2/2/15, but check plans.

Influenza shot recommended.

Booster shot for DPT for adults, most ER's give Tdap boosters now.

MMR – born before 1957 don't need MMR, after 1957 – if only have one MMR there is a recommendation to get a 2<sup>nd</sup> one.

Herpes Zoster (shingles) – recommended age 60+.

Janet mentioned - Penn & Teller video online regarding immunizations, which is good to watch

Discussion – where is this group going? Seems to be a need for Tama Co meetings – continue quarterly. Need suggestions for speakers or sharing items.

LeAnn Lynch, Transit Manager, Region 6-Peoplerides

### **Grinnell SPA quarterly meeting, 3/12/15**

Present: Claudia Beckwith-Central Iowa Family Planning; Gina McKeag-Hall-Pow Co Case Mgmt; Kirk Nasset – Prelude; LeAnn Lynch-Peoplerides; Linda Romero-GRMC; Molly Holl-

SATUCI; Sharon Van Dyke-Rent Assistance; Chris-GRMC; Sarah-Crisis Intervention; Steph Whitmore-MICA

Sharing:

Chris – GRMC – she is transitions coach, they are working on improving attitudes, language, less gossip, etc. .25 cents in the jar – money to be donated.

She is tracking re-admissions, current stats are 1 in 5 or 6 elderly clients are readmitted. Flu stats are average, but pneumonia cases had increased dramatically.

Kirk – Prelude – new name for this organization - formerly known as MECCA. Next week is National Problem Gambling Week

Molly – SATUCI – offered some stats from their 4 county area – since January 2015 – 881 evaluations. 402 for Alcohol, 226 for Marijuana, 143 for Meth, 9 for other opiates; 6 for cocaine and 3 for other hallucinogens.

Looking at a grant for Youth Mental Health/First Aid – the M'town High school currently has a grant. She was looking for a list of providers in Poweshiek County to obtain letters of support for the grant application. Linda from GRMC will provide that to her.

Steph –MICA – Strong Parent/Strong Children job coach. They recently offered “dad” classes for parenting skills and relationship classes including help with resume writing and possible assistance for interview clothing.

Linda –GRMC – public health HPV vaccine for boys/girls under age 19 – cost is \$0 - \$10 depending on insurance coverage. They want to give more vaccines!

Market Place will reopen 3/15 thru 4/20 for those people meeting the following criteria: 1) unaware of the 2/15 deadline and 2) now are aware of the 2014 tax liability and 3) not enrolled previously.

Jones PT department finally opening at the hospital – they will be having an open house on 3/24 from 5:30- 7:00 PM.

Let your legislator know that you support ‘payback’ for education costs for social/mental health workers to stay in the state of Iowa. They are needed – especially rural Iowa.

Gina – There have been lots of changes in past couple years with case mgmt. They are now part of a 10 county regional format. 2 case managers (Angie and Melissa). The hope is to pull funds to serve more people. No longer have CPC.

Sarah – Crisis Intervention – the Pow. Sexual assault advocate recently resigned. They are looking for a replacement – applications at [stopdvsa.org](http://stopdvsa.org)

Sharon – still waiting list for housing. Reading comprehension remains an issue when filling out or understanding applications. She has the 2015 final funding figures already.

Claudia – CIFP – doing a lot of education. Provide services for men and women – income based.

Group asked that Pow Co, Grinnell City have links on their websites to the services available – or have a link for the Pow. Co. Directory that will provide that information.

Next meeting 6/11 13:00 at Drake Library.

LeAnn Lynch, Transit Manager, Region 6-Peoplerides

### **Hardin County SPA, 3/19/15**

Present: Verv – Iowa Falls City Council; Darwin Miller-Hardin Co Extension; Lora Juhl-Scenic Living Communities; Carolyn Boogerd-GreenBelt Homecare; Gary Van den Boon-Habitat for Humanity; Deb Crosser-City of Eldora; Grace Kadolph-Dorothy's Sr. Center; Carol Lambert-Heritage Care Center; Lynette Miller-NEI3A; LeAnn Lynch, Region 6-Peoplerides.

Sharing:

Jolene Rush is out following triple bypass heart surgery.

Verv – exciting news with the Main Street Renovation (aka Washington Avenue). Working on alleys to use while street work is done. 2 blocks of Main Street will be shut down at once, starting mid-April. Washington Street Bridge to Hwy 65 (Oak Street) will be resurfaced. They are also working on potential housing development sites, and Grand Jivante will be building a new facility on 23 acres (behind the old Theisens).

Darwin – wrapping up their farm programming. Next week is Extension and Outreach Week – Open house at Hardin County ISU Extension building on Thursday 3/26 10:00-3:00.

Busy spring with 4H and Youth – Kids Dog Obedience and May 2nd Family Fest.

4/9 – Hardin County Foundation annual grand awards night – 6:30 at the new Alden Legion Community Center. 400K improvements done to the building, so everyone encouraged to attend and see the new facility.

Lora – Therapy room expansion this spring. They are also expanding the dining room and courtyard to help accommodate their Alzheimer's patients. New roof, gutters and windows. The Alzheimer's caregivers support group is still meeting the 3<sup>rd</sup> Monday of the month – attendance has increased. They will be sponsoring a well known national presenter on Dementia. Lora was very excited, as this presenter is wonderful. Focuses on what remains (not what is lost). July 27<sup>th</sup> at Iowa Falls, they will have staff training with the presenter in the morning and have a session open to the public from 2-4 PM that afternoon. Encourages everyone to attend!

Gary – Habitat for Humanity – making progress on home in Hubbard – family should be in sometime in April. Gary filled out a Medicare survey and had a copy for anyone to view.

Deb – Eldora focus is RAGBRAI. Smallest community on the route, but they do the best job! Persistent in applying to be on the route (11 years!).

Washington Street project bid in June to start late summer/fall. New street/curb/sidewalks/sewer. Gunderson Nature Park – 10 acre land next to USDA Sr. Housing (North of Fairgrounds). Received 75K REAP grant, no taxpayer money spent – will be all grants and donations to improve this park. Fair parade/Festival – weekend after RAGBRAI – they did not feel they could move to another week, so will offer a “scaled down” version this year due to the volunteer commitment to RAGBRAI.

Carolyn – HCBS RFP may mean possible changes in her job within a year or so.

Grace – Dorothy’s – new furniture arrangement in corner of main room. Library is full and puzzle table is available.

Lynette – 1734 meals in February. (841 in Eldora, 893 in Ia.Falls.) She is conducting a Month “fresh Conversations” class. They will be closed April 3<sup>rd</sup> (Good Friday). April 2<sup>nd</sup> is Eldora Volunteer appreciation day; April 9<sup>th</sup> is Iowa Falls Volunteer appreciation day. Have had location celebrities delivering meals in March.

**I shared Hardin Co ridership stats for Jan – mid March = 541 rides. 2 new buses are here, but not ready for use yet. Looking at Iowa Falls Farmers Market service, Senior Fair service. Medicaid RFP has changed with HCBS and NEMT services – original RFP cancelled for NEMT and now included in the Managed Care RFP. .**

Next meeting 4/16 in Iowa Falls.

LeAnn Lynch, Transit Manager, Region 6-Peoplerides

### **Hardin Council Circle of Life, 3/24/15**

Present:

Julie-Hansen Hospital; Shannon-Hansen Hospital; Sean O’Connor-Community & Family Resources; Stacey Anderson-Scenic Living; Darwin Miller-ISU Extension; Gary Van den Boom-Habitat for Humanity; Lynette Miller-NEI3A; Carolyn Boogerd-Greenbelt; Lisa Buss-Crisis Intervention; David Boogerd-St. Johns UCC Ackley; Rocky Reents-Greenbelt; Katherine Healey-MICA; Elizabeth Lemp-Quakerdale; Renee McClellan-Hardin Co Supervisor; Stacy Mulford-MICA; Danielle Engle-Crisis Intervention; LeAnn Lynch, Region 6-Peoplerides.

Sharing:

Stacey-Scenic Living – reminder of Alzheimer Caregivers support group – next meeting 4/20 6:30 PM. July 27<sup>th</sup> Dementia Speaker – Teepa Snow speaking 2-4 PM at ECC Gentle Student Center.

Darwin-ISU Extension-this is Extension and outreach week, open house Thursday 10:00-5:00. 4/9 is Hardin Co endowment awards night at Alden Legion Community Center.

Lynette-NEI3A – closed 4/3. April is Volunteer month. Annual walk is 5/21.

Carolyn-Greenbelt- looking for Social Work assistant.

Lisa-CIS – April is sexual abuse awareness month – she has light blue ribbons for everyone to wear

Elizabeth-Quakerdale – continuing to grow their network of providers for Hope4Healing.

Financials: Balance \$1,194.26. outstanding check for \$250 Hardin Co. fairgrounds deposit/Family Fest. They will not cash check – will just return it after the event.

Family Fest update: 11 sponsors at the \$100 level. Elmo, Dora and Diego will be there. Eldora Theatre will provide popcorn.

Senior Fest update: date chosen is Thursday 6/11. Location is Ag center/Equine Center.  
**Peoplerides will provide transportation from Eldora to Iowa Falls, and to those in Iowa Falls. (Eldora pickup location Dorothy's Senior Center?)**

Awareness: April – Child Abuse Awareness month. Sexual abuse awareness month. Occupational Therapy Month. Hospital Lab week

Speaker: Stacy Mulford, MICA

Stacy spoke about what MICA offers, especially their early childhood education programs Half day Headstart is closing in May due to funding restructuring because of the 4 year old preschool option in the state. Focus now will be on early Headstart (0-3 yrs). New flyers with a positive spin – they show reasons to be involved.

LIHEAP (still taking applications thru 4/1) utility disconnection notices will go out this week and disconnections will be April 1. They do have funding from Alliant Energy in the amount of \$100K grand for an emergency crisis program. 800 apps since 11/1/14 in Hardin County – many of them elderly or fixed income.

They have an emergency food pantry that serves all of Hardin County-they provide an emergency 3 to 5 day supply only. They serve 50-100 households/month.

Free Tax prep is still available – last day is this Saturday, call office to schedule.

Urging people to apply for any programs – as they may not qualify for one program, but may for another. There are many grants that have different income guidelines. They also use their database for all programming and funding requests.

LeAnn Lynch, Transit Manager, Region 6-Peoplerides

## Public Input

### Transit Advisory Listening Posts

In an effort to obtain public input for this current PTP, Region 6/Peoplerides conducted four Transit Advisory listening posts, one in each county. Peoplerides offered free rides to these public input sessions for anyone who wished to attend. Information about these public input sessions was distributed via mass emails to all health and social services providers in each county, city clerks, and press releases sent to local newspaper and radio outlets, and in news articles written by local newspaper columnists. The following is a summary of those meetings:

#### **Poweshiek County, 9/29/14, Grinnell, Iowa**

Moderator: LeAnn Lynch, Peoplerides Transit Manager, and Donna Sampson, Region 6 Planner

1 attendee: Gordon Canfield, Mayor of Grinnell

Discussion regarded how to disseminate information of what Region 6/Peoplerides has to offer -- what is the most effective way to get the information to the people most likely to need and use the services Peoplerides provides. Mayor Canfield indicated that more needs to be done to promote the services, but with no marketing budget, there is limited opportunities. The use of social media might have some limited impact.

Gordon provided some insight on the culture of the academic community and the interaction between the college and the downtown businesses. While there has been some discussion in the academic community about a need for a designated transportation route between the college campus and the downtown, it is generally felt that they are easily within walking distance of each other and a bus route would not be the best use of transportation funds.

#### **Hardin County, 9/30/14, Eldora, Iowa**

Moderator: Donna Sampson, Region 6 Planner

6 attendees:

Deb Crosser, City of Eldora Economic Development Director  
Linn Adams, Hardin County, Hardin County Community Services  
Sandy Supeinoski, Iowa Valley Community College District (IVCCD)  
Molly Hippen, IVCCD  
Joe Benedict, Iowa Falls Times Citizen (newspaper)  
Angi Hefter, Iowa Falls Alden School

Discussion included Q&A and a request for a second meeting with Transit Manager in attendance to answer questions regarding funding and alternative ride possibilities. Several needs and issues were brought up:

- Need for more flexibility in demand service and expansion of services to evenings and weekend hours.
- More demand transit service in areas beyond Iowa Falls.
- Coordination of days when transportation is offered from other parts of the county to Iowa Falls with the Friendship Club schedule (Mondays, Wednesdays, and Fridays).
- Also, better coordination between service providers.
- Create cost effective way to utilize service for groups for field trips and outings throughout the state.
- Provide transportation for getting to and from employment – low income jobs are likely to be available only before and/or after Peoplerides hours and likely held by people who don't have other transportation, who most need the services to work.
- Provide training and/or assistance to learn what services are available and how to use them.
- Handicaps to using transit include:
  - Don't know how to use it
  - Don't know where and when it goes
  - It is inconvenient
  - It doesn't run when I need it to run
  - It does not go where I need it to go
  - I have no money for public transportation
- Need transportation to public support groups (e.g., SATUCI not offered in Hardin County – clients have to get to Marshalltown in Marshall County). Crisis Intervention, AA/NA, Achieve, Freedom House, Center Associates (Marshalltown), North Iowa Mental Health (Mason City).
- Availability to take any number of small children along with the client to medical, etc. appointments – particularly moms who cannot afford to pay for babysitter or fares for her young children.
- Need for rides from remote rural locations for medical, employment, education.
- Need for rides for medical appointments in Ames, Marshalltown, Waterloo, Iowa Falls, and Mason City.
- Unmet needs exist especially for students and low income persons.

Also discussed at length was the need for a regular route between Eldora and Iowa Falls, more than once a day. Also between Iowa Falls/Eldora and Marshalltown. Region 6 noted that while this has been an ongoing statement of need, Peoplerides managers have researched this issue and find that there have been no phone calls to them requesting this service. Attendees suggested that often they “know” that a service is not offered so they do not even bother to call with a request for it. Region 6 encouraged them to call with all requests or needs so that Peoplerides will know what those needs are. A new service cannot be considered unless there is a demonstrated need for it.

### **Tama County, 10/6/14, Toledo, Iowa**

Moderator: LeAnn Lynch, Peoplerides Transit Manager

4 attendees:

Ginger Georgene Simmons, transit user on Tama County route  
Larry L. Smith, transit user on Tama County route  
Shari Scheller, transit user on Tama County route  
Jerri McCracken, Connect America

This meeting was attended by three current riders of the Tama County route. They live at the Genesis group home in Toledo. These riders took advantage of the Peoplerides services being offered for free rides to the public input meeting.

There were no questions about transportation needs, wants, or concerns. Jerri McCracken discussed her home medical alert product and services. The clients all mentioned they feel Peoplerides drivers are wonderful and appreciate their helpfulness.

### **Marshall County, 10/7/14, Marshalltown, Iowa**

Moderator: LeAnn Lynch, Peoplerides Transit Manager

4 attendees:

Duane Troester from Iowa Veterans Home (IVH – (Peoplerides provided transportation free for him to attend the meeting)  
Jodi Faustlin – McFarland Clinic  
Cara Ferch – NEI3A case manager  
Mark Rohde – Independent Insurance

Moderator explained services and goals of the program. Moderator answered questions and solicited feedback from attendees, as follows:

Mark asked about funding – LeAnn provided details of funding sources, and Jodi mentioned that McFarland Clinics were not on the list. (Apparently they did not send Peoplerides a donation last year, but she said she will get it to us this year!)

Cara suggested that ER after hours transportation to home residences was a need she had recently. Cara stated that her understanding was that the Cab companies close 11 PM Sun, Mon, Tues and 2 AM Wed thru Sat. She indicated a recent need where an elderly client came into the ER by ambulance and was released at 3 AM and had to walk home (approximately 3 blocks) because there was no transportation.

Duane indicated a need for after hours evening and weekend service. The last city bus he can catch from the mall departs at 5:13 PM. He uses a wheelchair but calls a taxi to get home. He pays \$9 to get a taxi ride from the movie theatre to IVH. He said he is a big supporter of the arts and loves to attend plays and programs at MET Theatre, the Coliseum, MHS Roundhouse, etc., and his only transportation is taxi cab service.

Jodi suggested that she knows of some frustration with clients fitting into scheduled times – not wanting to go so early to their appointments. McFarland struggles meeting demands and financial burdens also.

Marketing and making information available about services and times is a need. Attendees made suggestions about marketing our services:

Possibly a flyer to be delivered with the meals from NEI3A. There was also suggestion of a flyer with Marshalltown Water Works and/or Heart of Iowa – included with the monthly billing.

Mr. Troester indicated he reads the TR and would like to see information there.

A suggestion for future input sessions was to send out a client survey in advance of the meeting to members of the public so that they can have time to look over the survey and respond accordingly.

## **Regional Public Input**

On February 9, 2015, Region 6/Peoplerides conducted a public meeting at the public library in Marshalltown. This public meeting was noticed in the local newspapers and via mass email. The past attendees of the public input sessions held in October-November, 2014 were specifically invited to attend. This meeting was designed to review passenger transit currently available, review recommendations from the previous public input survey responses, and review the Passenger Transportation Plan draft. One member of the public attended and asked questions regarding passenger transportation in the region.

## **Public Input – Surveys**

In order to plan for future passenger transportation needs, Region 6/Peoplerides solicited public input via separate surveys for consumers and agencies on the website [www.surveymonkey.com](http://www.surveymonkey.com). Links to the surveys were provided via email to city and county government addresses, agency addresses, and supplemented with hard copies to recipients known to be without internet access. Hard copies of the survey were also included in the pay envelopes of Region 6/Peoplerides drivers and support staff. Links were published in a News Release in local newspapers, and the links were posted on the Region 6 Planning Commission website.

The surveys were undertaken in order to gather information from transit providers, transit users, supporting agencies, city and county personnel, public transit drivers and managers, private transportation providers, economic development and chambers of commerce, and the general public. The surveys were initiated on December 8, 2014, and closed on January 5, 2015.

Response to the surveys was light. There were 71 consumer survey responses and 34 agency survey responses returned. Significant information gleaned from the survey responses is summarized below:

Thirty-four agency survey responses were returned. Medical services, senior services, and education (other than K-12 public schools) were the three highest services represented in these survey responses.

Most respondents do not provide transportation directly; they mostly provide subsidies for transportation for clients through expense reimbursement, passes, or facilitating rides through available public transportation (Peoplerrides). Only three respondents indicated they own their own transportation vehicles. Only ten respondents indicated that staff or volunteers provide some transportation.

Principle clients of respondents are:

- College students at Ellsworth Community College and Marshalltown Community College
- Disabled, elderly/senior citizens, and low income families and children
- Preschoolers
- Anyone needing healthcare services
- Residents of facilities
- Dialysis patients
- Victims/survivors of domestic violence/abuse and sexual assault and their families
- Medical patients being discharged or in need of follow-up medical services
- Hospital patients
- Anyone facing a life-limiting illness
- People with serious mental illness and substance abuse counseling

Operational hours are often “regular business hours,” but more specifically, from as few as 2 days a week to as many as 7 days a week, and from as early as 5 a.m. to as late as 8:30 p.m.

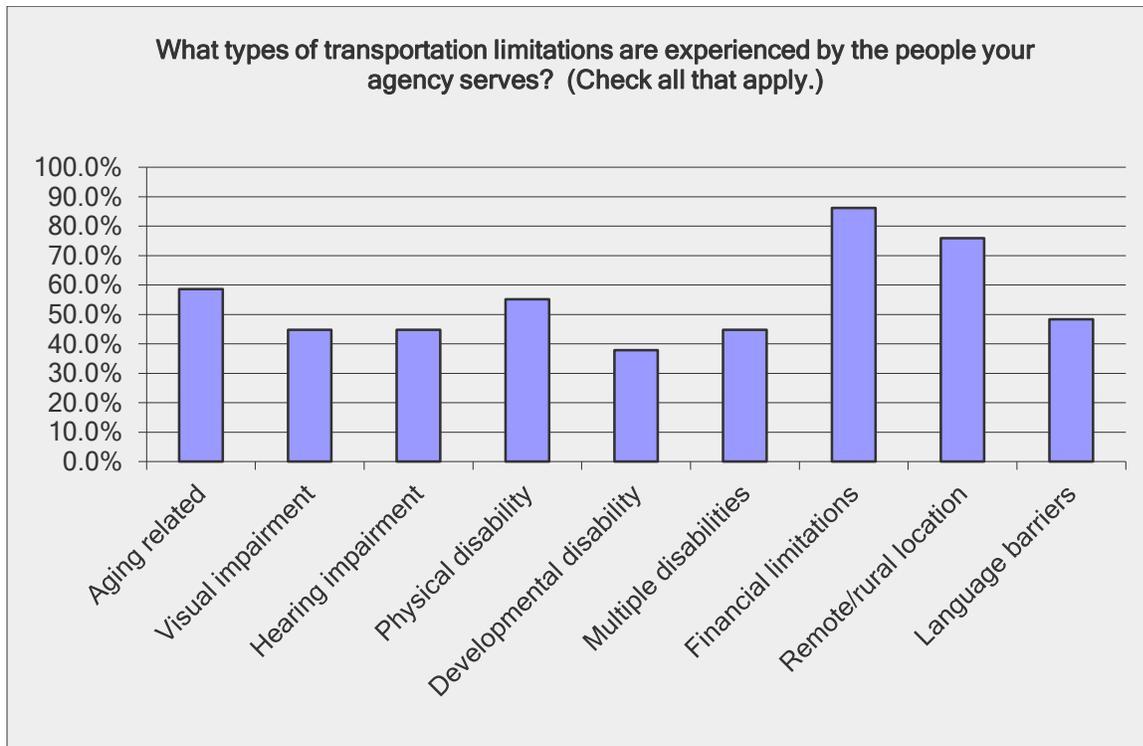
Although some responding agencies serve walk in and emergency clientele, in large part the transportation needs are for scheduled appointments, some on a weekly standing appointment basis. The existing requirement for Peoplerrides of a day’s notice for scheduling rides appears to be reasonable.

Some service restrictions apply. The service limitation comments are noted below -

- Ellsworth students driving to/from Eldora or Marshalltown for class or service meetings (reimbursement of expenses).
- Funding limitations.
- Financial limitations.
- Income limitations/guidelines.
- Age eligibility (over 60).
- Hours of operation.
- Emergency only (no scheduled appointments or re-occurring).
- Geographic limitations (50 mile radius of Marshalltown).

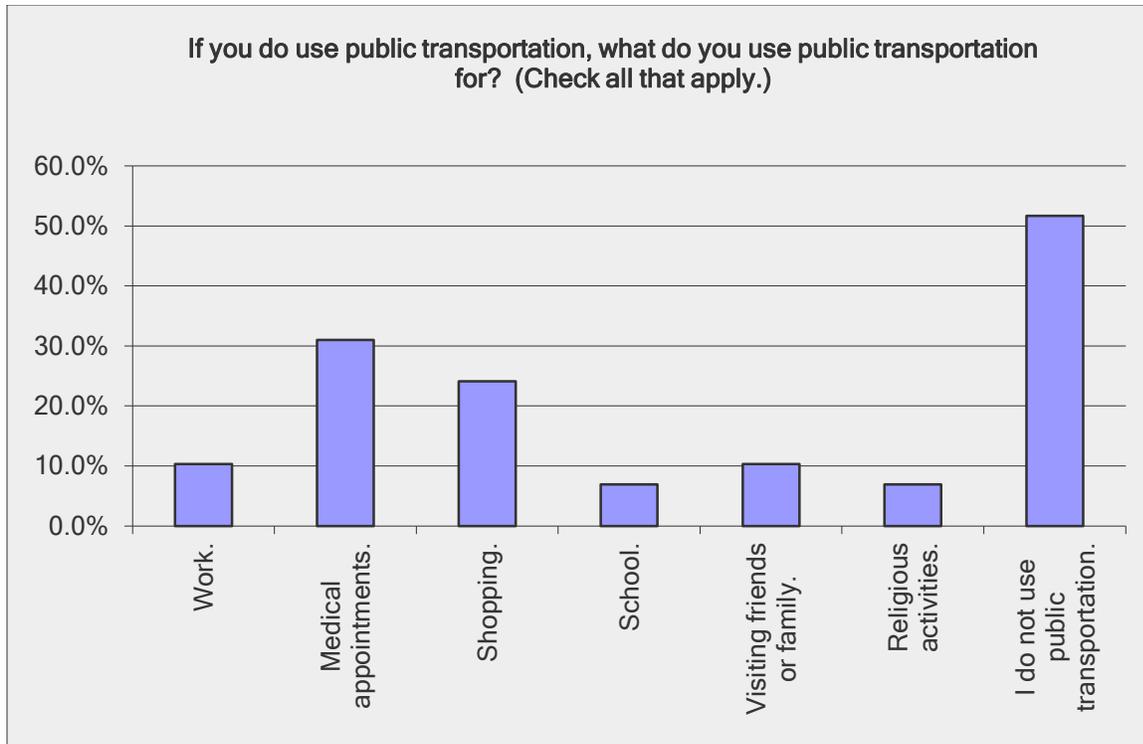
For most respondents who do provide transportation, the largest number provides door-to door assistance. In some cases, drivers accompany clients. Staff drives client to destination, goes into destination with client, takes them back home, and assists them into their home. In some cases, an aide or nurse accompanies patients if needed.

Transportation limitations that are experienced by the people served vary. The highest percentage indicated financial limitations were a barrier to using public transit.



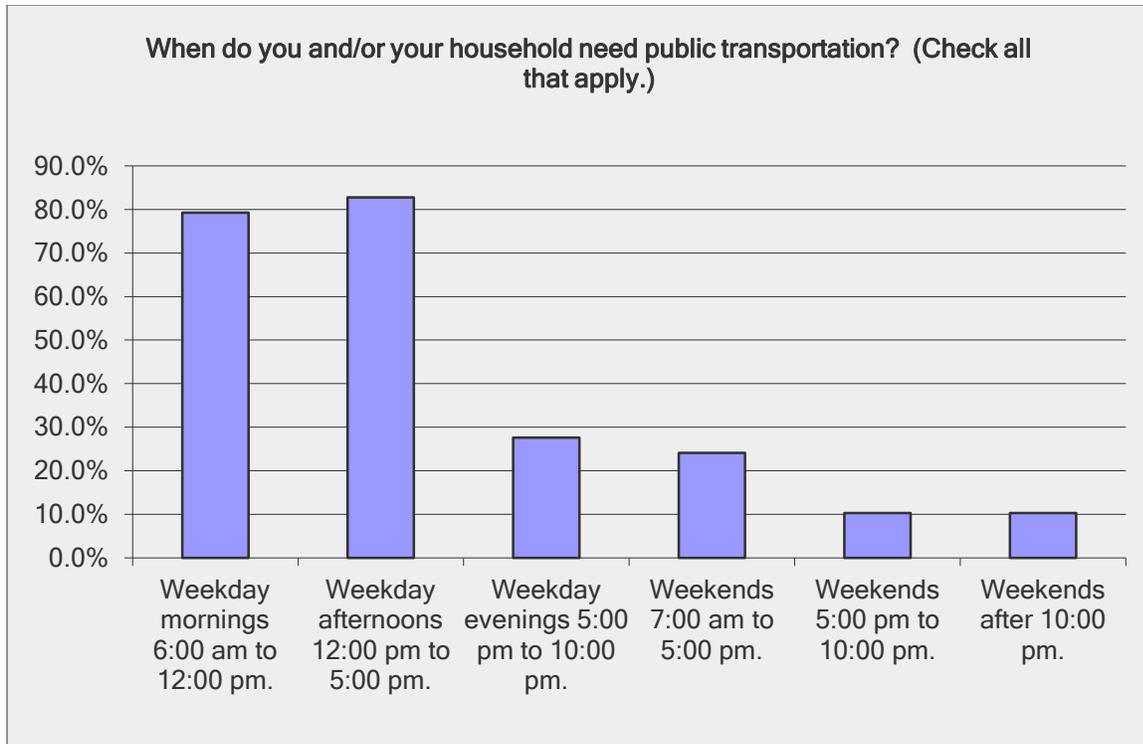
There were 71 consumer survey responses returned. Thirty percent of respondents stated they use public transit and 70% said they do not. Of the respondents who do not use public transit, 23.1% have not even considered public transit as an option. The most often stated reasons for not using public transit are:

- I have other reliable transportation (78.8%).
- I do not know where/when it goes (25.0%).
- There is no public transit available where I live (23.1%).



The majority of respondents who do use public transportation use it for medical appointments and shopping.

Medical appointments are both inside and outside the city or county the respondents reside in as well as outside the regional boundaries. They include: Iowa Falls, Mason City, Marshalltown, Eldora, Iowa City, Ames, Des Moines, Conrad, Tama, Cedar Rapids, Grinnell, and Waterloo.



The majority of the unmet need for public transportation is weekday early mornings and late afternoons, but there very much is an unmet demand for hours on weekends and later in the evenings as well.

From the survey responses, it is evident that public transportation as an option needs to be more convenient, less expensive, routes better connected, and the services need to be communicated well. As more residents age, there is a desire to age in place, in their own homes. Thus, there will be an increased need for expanded hours and extended services and for rides from rural areas to medical, shopping, and social activities. As one respondent stated: “I will be in need of public transportation in a few years & I don't want to have to move from my rural home in order to get to my medical appts., shopping, etc.”

## **SECTION TWO: Inventory and Area Profile**

### **Inventory:**

Below is a summary of services and relevant information that we were able to obtain from the agencies that provide transportation services in the Region 6 area. We were unable to obtain detailed information such as ridership numbers or annual operating expenses and revenues for those entities. We were able to provide such information only for Peoplerides.

#### **Marshalltown Municipal Transit (MMT) System**

Passenger transportation for the general public in the City of Marshalltown is provided by Marshalltown Municipal Transit (MMT). Marshalltown has the only small urban transit system operating within the Region.

Hours of service are 7:20 a.m. to 6:00 p.m., Monday through Friday. Service generally includes 2 buses operating on four routes with 30 minute headways. The City offers complementary paratransit service with the same hours for disabled people. Express bus routes are offered at peak times, which primarily assist the K-12 schools.

MMT does not provide service on weekends or on seven observed holidays. The MMT fixed route is accessible to persons with disabilities. MMT buses are able to provide a total of 20 wheelchair spaces, depending on the configuration of passenger seat to wheelchair ratio.

MMT has a full time transit manager, a part time dispatcher, a full time mechanic, and 7 full and part time drivers. The transit manager often fills in as dispatcher, mechanic, or driver.

MMT partners with Burlington Trailways to offer a "Request Only" stop three times each weekday, which is covered by the route that provides service to the south side of Marshalltown.

(See MMT Inventory attached, page 74.)

#### **Region 6 - Peoplerides**

Region 6 Planning Commission operates Peoplerides, the only regional public transit system within the four-county planning area. The system operates on a demand response basis. There are currently 19 vehicles in the fleet. All of the vehicles fully comply with all Americans with Disabilities Act standards. All of the vehicles have lifts or ramps to assist persons with disabilities. Region 6 has one full time transit manager, one assistant manager and one full time scheduler/dispatcher. They employ 6 full time drivers and 18 part time drivers. (For more detail, see Peopleries Inventory attached, page 74.)

Peoplerides hours of service are 7:30 AM to 4:30 PM Monday thru Friday. Operating hours for paratransit service for disabled people in Marshalltown correspond with those of MMT (Marshalltown Municipal Transit). MMT's hours of service are 7:10 AM to 5:57 PM Monday thru Friday.

Annual Ridership (from FY 2014): 44,794 rides  
Operating costs (FY 2014): \$754,674  
Passenger revenue: \$71,719,  
Contract revenue for operation: \$231,128.  
Other revenue for operations: \$37,006.  
Local tax: \$64,947,  
FTA for operations: \$204,808  
STA for Operations: \$211,242

(For more detail, see Peoplerrides Inventory attached, page 74)

### **Iowa Veterans Home (IVH)**

The IVH has 23 vehicles, 5 drivers for medical trips, and 2 drivers for recreational trips. Some of the recreational staff will drive small groups. IVH transportation service is limited by state law to only residents of the Home. (According to the transportation manager, this is the only state veterans home that has that restriction.) Spouses/aides are not even allowed to ride along and must meet the passenger at their destination. This restriction precludes any type of cooperative ride-sharing with other agencies.

(IVH Inventory attached, pages 76-77.)

### **Nursing Homes**

Region 6 surveyed 22 nursing homes and 4 assisted living facilities covered by the four-county area.

Nursing Homes have access to 21 vehicles including 17 vans, 2 buses, 1 car and 1 truck. Two of the nursing homes in Hardin County share a van that is also used for laundry service. A total of 5 of these vehicles (3 vans, 1 car and 1 truck) are not ADA accessible. The remainder of the vehicles has lifts or ramps.

Assisted Living Facilities have access to 8 vehicles including 5 vans, 1 bus and 2 cars. Seven of the 8 vehicles are not ADA accessible. One bus has a lift.

Driver staffing is usually provided by nursing home or assisted living staff. Three nursing homes also train and utilize volunteer drivers in addition to staff drivers.

Specific information about the number of annual miles or operation budget was not available from most of the facilities. One nursing home was able to provide information that their transportation budget is \$13,800 and their 3 vehicles were driven 19,385 miles in the most recent year. One nursing home also operates an independent living facility and provided a budget of 36 hours/week for a full time employee. Assuming minimum a wage of \$7.25, that would be \$13,572 annually for staffing alone, and their 2 vehicles were driven approximately 7,200 miles

per year. One assisted living facility was able to provide information that their budget is \$16,000 and their 2 vehicles were driven 10,000 miles in the most recent year.

### **K-12 Public Schools**

On December 8, 2014, Region 6 mailed questionnaires and a letter of explanation/requesting their participation to the transportation officials of 15 public school systems throughout the region. These questionnaires had a January 15, 2015, deadline to respond. These systems were Iowa Falls, ENP, AGWSR, South Tama, Grinnell, Montezuma, Marshalltown, BCLUW, GMG, Hubbard-Radcliffe, West Marshall, BGM, North Tama, Gladbrook-Reinbeck, and East Marshall. Seven school districts responded to this questionnaire.

These seven districts employ 27 full-time drivers, 70 part-time drivers, 2 full-time administrative staff, 12 part-time administrative staff, 3 full-time maintenance personnel, five part-time maintenance personnel, and depend on 15 volunteers. They have 72 buses and 16 other vehicles, 6 of which have wheelchair lifts/ramps that perform 6.8 operations per day. They collectively have 83 two-way radios/phones. They travel 3,000 hours and 743,582 miles annually to transport 2,423 passengers daily, with a total annual budget of \$2,740,568.

Six of the 7 districts have vehicles (mostly vans) that transport special education students outside their normal district boundaries for regular educational services (non-extracurricular activities). Six of the 7 are not willing to transport non-public school kids that may have appointments and live near current bus routes (e.g., day care, preschool, after-school programs, disabled development centers, etc.) One district does transport pre-school students.

Integrating public transit with K-12 transportation would be a huge challenge. K-12 providers are typically concerned about general public mixing with K-12 because of possible child safety issues.

### **Central Iowa Residential Services (CIRSI)**

- Number of vehicles used for passenger transportation: 1
- Estimated miles per year per vehicle: 5,000
- Location of vehicle: Adult Day Program, : 111 E. Linn St., Marshalltown, Iowa
- Number of vehicles fully ADA accessible (lift and sufficient headroom): 1
- Estimated annual passengers transported with vehicle: 100

CIRSI housing staff members use personal vehicles to drive residents to appointments and necessary activities. Both MMT and Peoplerrides provide daily transportation services for CIRSI programs and clients. CIRSI has a lift equipped non-ADA compliant conversion van. This vehicle is used for special outings of the Special Focus day treatment program and group housing transportation. This vehicle gets minimal usage. This vehicle does not present many coordination problems, but it is an extra vehicle.

## **Veterans Affairs**

Marshall County and Tama County Veterans Affairs programs have leased minivans through the State of Iowa Department of Administrative Services Veterans Affairs program. Marshall County has two leased vehicles. Tama County has one leased minivan. Hardin and Poweshiek Veterans Affairs offices do not have vehicles. The annual expenses for these vehicles are paid by the Department of Administrative Services. The vehicle drivers are volunteers; they only transport veterans. This is either a local or federal rule, according to information provided by the local veteran affairs programs. The vehicles are available five days per week. The vehicles are not accessible for disabled riders. Individuals who use wheelchairs must find an alternate transportation provider.

## **Northeast Iowa Area Agency on Aging**

NEI3A (Northeast Iowa Area Agency on Aging) has a volunteer transit system that is a Peoplerides contract service. Throughout the Northeast Iowa service area, different transit assistance programs have been developed to address the unique challenges in each county. NEI3A Volunteer transportation in Region 6 counties is limited to medical appointments out of town. If there were sufficient staffing, it might be beneficial to coordinate these volunteer services with regional public transit services. This coordination may allow the potential for additional rides with volunteers or public transit routes.

## **Intercity Bus**

The only intercity bus carrier with stops within the region is Burlington Trailways. The only bus stop in the region is in Marshalltown, in Marshall County. MMT partners with Burlington Trailways to offer a “Request Only” stop three times each weekday, which is covered by the route that provides service to the south side of Marshalltown. Annually only 2-3 people request a special trip to this location. The typical person requesting an MMT ride to the bus stop is a low income person under age 60.

## **Carpool or Vanpool**

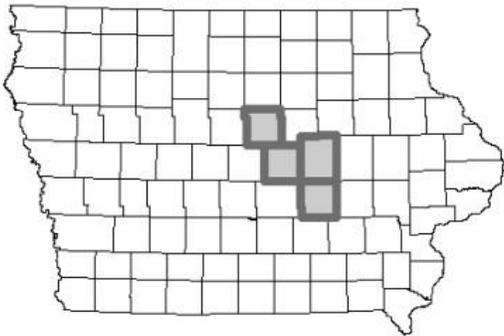
There are no organized carpool or vanpool programs originating from the Region to take residents from their homes in one county or city in the Region to employment located in another county or city in the Region. Central Iowa Rideshare has vans going from places in Region 6 to the Des Moines area with regional residents. Four or five privately owned vans also originate in Central Iowa and come into the Region, primarily bringing people from Des Moines to work at JBS Swift & Company meat plant in Marshalltown. Some of the Region’s large employers would benefit from organized carpool or vanpool programs within Region 6. In a rural area like Region 6, an organized carpool program appears to be the more beneficial, since there may not be sufficient density for a vanpool. Software like <http://www.greenride.com/> appears to be an easy to use carpool coordination program. This same software provider can also assist with a vanpool program. If some employers were to embrace a partnership with the public transit providers, it would be useful to expand public transit availability. Organizing a carpool or vanpool program will continue to be a regional public transit goal.

## Area Profile:

Region 6 includes the central Iowa counties of Hardin, Marshall, Poweshiek, and Tama. The region also includes the Meskwaki Settlement, in Tama County. Overall, these 4 counties, 45 cities, and the Settlement form Iowa's Region 6, which is served by the Region 6 Planning Commission.

The Region 6 Planning Commission serves as both a regional planning affiliate (RPA) for the Iowa Department of Transportation and as a Council of Governments (COG) that provides planning services to the counties, cities, and settlement in the region. The Commission is also the operator of the regional transit system, Peoplerides, which specializes in providing rides to elderly and disabled individuals but is available for everyone.

Region 6 in the Context of the State of Iowa



**Hardin County**

- Ackley
- Alden
- Buckeye
- Eldora
- Hubbard
- Iowa Falls
- New Providence
- Owasa
- Radcliffe
- Steamboat Rock
- Union
- Whitten

**Poweshiek County**

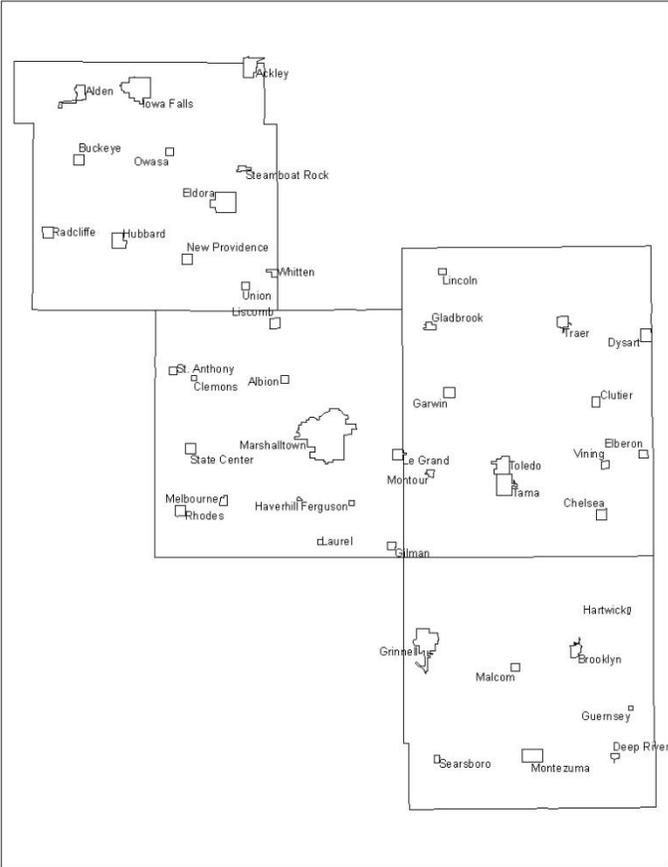
- Brooklyn
- Deep River
- Grinnell
- Hartwick
- Malcom
- Montezuma
- Searsboro
- Guernsey

**Marshall County**

- Albion
- Clemons
- Ferguson
- Gilman
- Haverhill
- Laurel
- Le Grand
- Liscomb
- Marshalltown
- Melbourne
- Rhodes
- St. Anthony
- State Center

**Tama County**

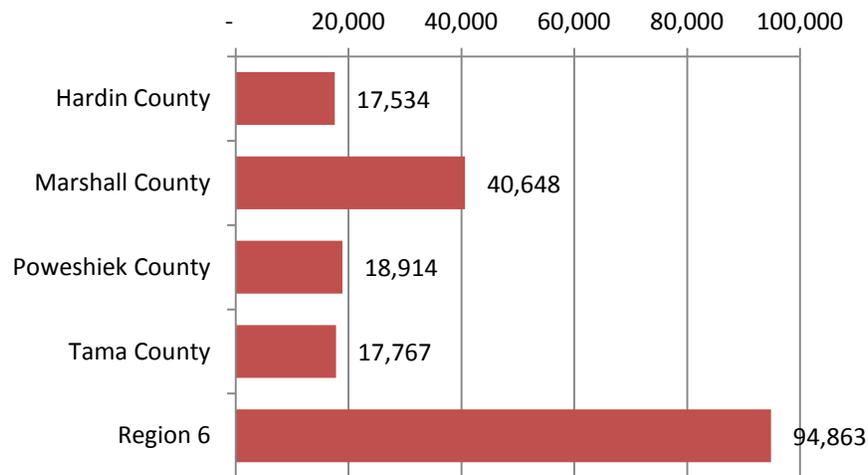
- Chelsea
- Clutier
- Dysart
- Elberon
- Garwin
- Gladbrook
- Lincoln
- Montour
- Tama
- Toledo
- Traer
- Vining
- Meskwaki Settlement



## Population

Region 6 counties have a total population of nearly 95,000 people, according to 2010 U.S. Census data. In terms of population, Marshall County is by far the largest county in the region with a population of 40,648 followed by Poweshiek, Tama, and Hardin County in descending order. The largest city in the region, Marshalltown, is located in Marshall County. Marshalltown's population was 27,552 in 2010, which is nearly two-thirds of Marshall County's population and nearly a third of the entire population of Region 6. Poweshiek, Tama, and Hardin County are fairly similar in population.

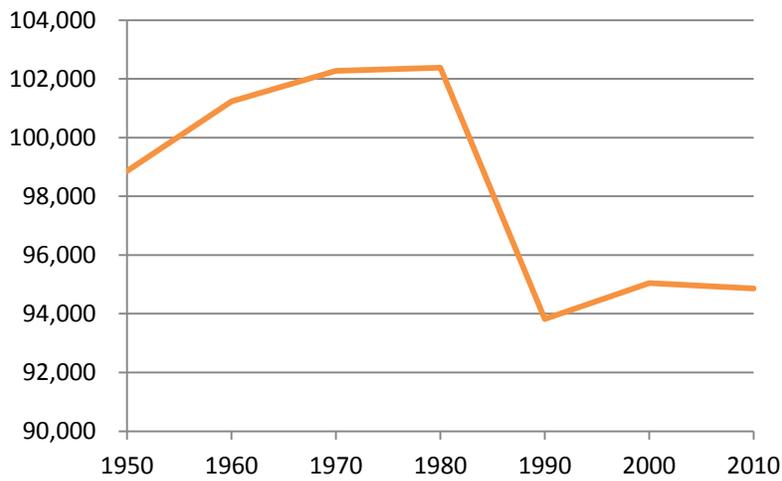
*2010 U.S. Census Population in Region 6*



*Data Source: State Data Center of Iowa, September 2012*

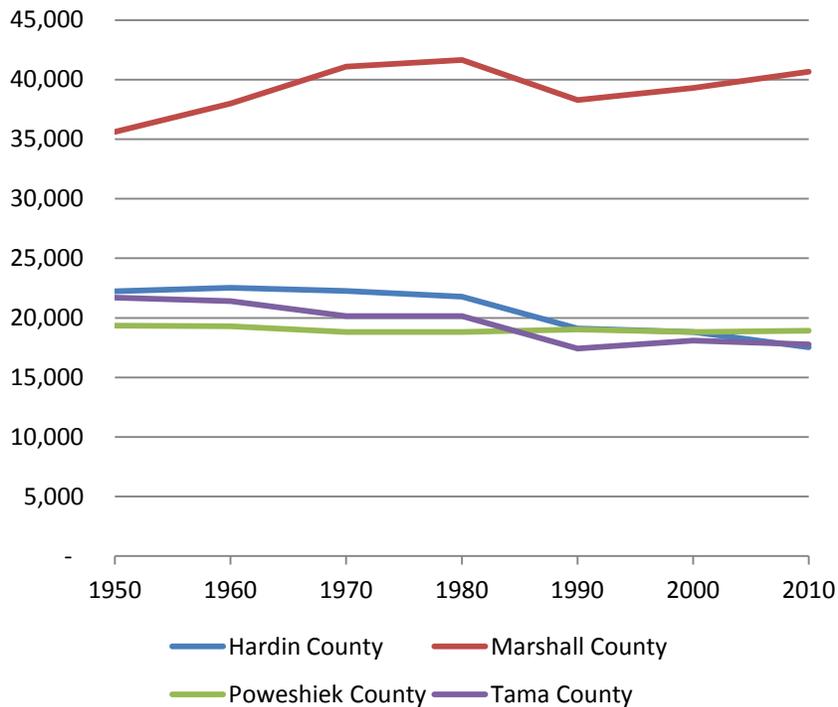
The current population count in the region is similar to early 20<sup>th</sup> century levels. Since the late 19<sup>th</sup> century, the Region 6 population steadily increased each decade until a steep decrease occurred between 1980 and 1990. Since 1990, the population has stabilized, but is significantly lower than its peak in the 1970s.

*Region 6 Population 1950 – 2010*



Data Source: State Data Center of Iowa, September 2012

*Region 6 Population by County 1950 – 2010*



Data Source: State Data Center of Iowa, September 2012

Fluctuation in Marshall County’s population is influenced primarily by changes in Marshalltown’s population. The second largest city in Marshall County is State Center with a 2010 population of 1,468. All other cities in the county have a population less than 1,000.

The second largest city in the region is Grinnell, located in Poweshiek County, with a 2010 population of 9,210. Grinnell is the only city in Poweshiek County with a population that has steadily increased over time. The second and third largest cities in Poweshiek County are Brooklyn and Montezuma, respectively. Both cities have a population that is just under 1,500.

The largest cities in Hardin County are Iowa Falls, Eldora, and Ackley with a 2010 population of 5,238; 2,732; and 1,589, respectively. In Tama County, the largest cities are Tama, Toledo, Traer, and Dysart in descending order. Tama and Toledo share a corporate boundary and have a combined population that just exceeds 5,000, while Traer and Dysart have a 2010 population of 1,703 and 1,379, respectively. In both counties, all other cities have a population less than 1,000.

The Meskwaki Settlement, in Tama County, is steadily increasing in population. In 1990, 564 persons lived in the Settlement, and the 2000 Census counted 761 persons. In the latest census administered by the Meskwaki Settlement (provided by Iowa State Historical Society in 2011), the Settlement had 1,343 enrolled members with approximately 850 members living in the Settlement.

Looking at the most recent decade, data shows an overall population decrease in the Region 6 population between 2000 and 2010. The decrease is fairly small at just 0.2%. Marshall and Poweshiek County experienced a modest increase, 3% and 1% respectively, but Hardin and Tama County offset these increases. Hardin County accounts for the majority of population loss in the region with a 7%, or a nearly 1,300 person loss.

*Population Change 2000 – 2010*

	<b>2000</b>	<b>2010</b>	<b>Change</b>
<b>Hardin County</b>	18,812	17,534	-6.8%
<b>Marshall County</b>	39,311	40,648	3.4%
<b>Poweshiek County</b>	18,815	18,914	0.5%
<b>Tama County</b>	18,103	17,767	-1.9%
<b>Region 6</b>	95,041	94,863	-0.2%

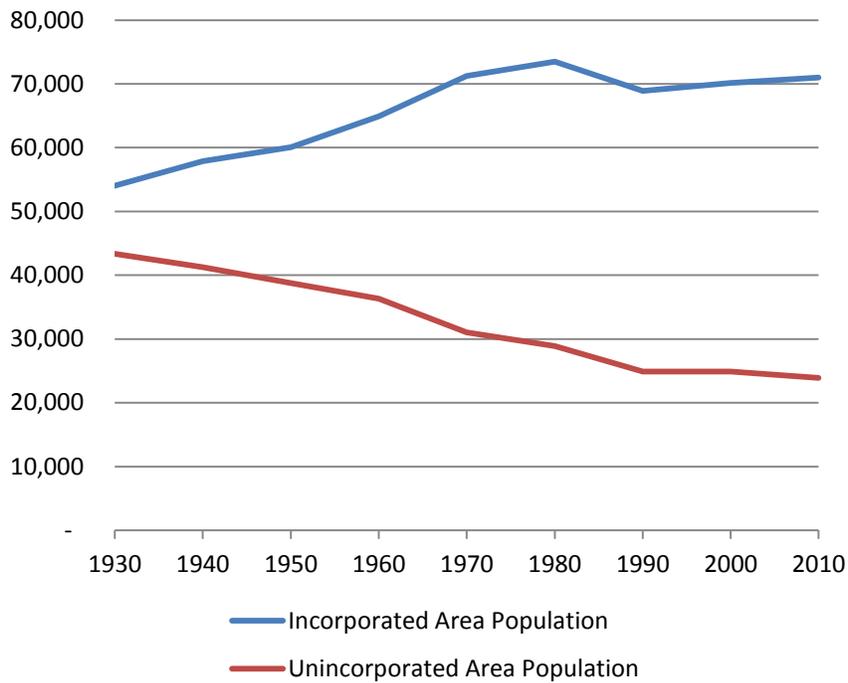
*Data Source: State Data Center of Iowa, September 2012*

In comparison, during the same decade, Iowa’s total population increased about 4% with growth primarily occurring in the counties with larger cities like the Des Moines metropolitan area and the Cedar Rapids-Iowa City corridor (*Des Moines Register, 2012*). A map detailing population growth in Iowa can be found at the following website:

<http://data.desmoinesregister.com/dmr/iowa-census/redistricting-map/>, which is part of the Des Moines Register website.

As is the case across the United States, population growth occurred primarily in the incorporated or more urban areas of the region rather than in the unincorporated, rural areas.

*Incorporated and Unincorporated Population 1930 – 2010*



*Data Source: State Data Center of Iowa, September 2012*

In the past century, the population of incorporated areas has steadily increased aside from the loss and leveling out that occurred after 1980. In the past decade, the region’s incorporated area experienced a 1% increase while the unincorporated area experienced a 4% decrease. In absolute numbers, the incorporated area increased by 841 while the unincorporated area decreased by 1,019, which reflects the overall 0.2% decrease in the region’s population.

*Incorporated and Unincorporated Area Population Change at the Region 6 Level 2000 – 2010*

	<b>2000</b>	<b>2010</b>	<b>Change</b>
<b>Incorporated Area</b>	70,139	70,980	1.2%
<b>Unincorporated Area</b>	24,902	23,883	-4.1%

*Data Source: State Data Center of Iowa, September 2012*

Overall, population losses occurred in both the unincorporated areas and small cities in the region. However, most losses in the incorporated areas occurred in the smallest cities in the region that have a population less than 1,000. The two counties with a population decrease—Hardin and Tama—contain some of the smallest cities in Region 6. A concentration of smaller

cities may explain a lack of growth in the incorporated areas that would otherwise offset the traditional loss of population in the unincorporated areas.

## Population Trends

### Age

Overall, Iowa’s population is aging and becoming more ethnically diverse. Over half of Iowa’s population increase from 2000 to 2010 is attributed to the growth in the Hispanic and Latino population (Schulte, 2011). Both of these trends are relevant in Region 6 counties.

The population of the Region is aging. The median age of residents in Hardin, Marshall, Poweshiek, and Tama Counties currently ranges from 39.6 to 43.7 years of age, which is an increase in all four counties. Marshall County has the youngest median age, and Hardin County has the oldest median age.

*Median Age in 2000 and 2010*

	<b>2000</b>	<b>2010</b>
<b>Hardin</b>	40.6	43.7
<b>Marshall</b>	38.6	39.6
<b>Poweshiek</b>	38.4	41
<b>Tama</b>	39.1	41.8
<b>Iowa (State)</b>	36.6	38.1

*Source: U.S. Census Bureau, 2012*

Between 2000 and 2010, Hardin and Poweshiek experienced a small percentage increase in the over-65 population, while Tama and Marshall stayed roughly the same.

*Percentage Aged 65 and Over in 2000 and 2010*

	<b>2000</b>	<b>2010</b>
<b>Hardin</b>	20.7%	21.0%
<b>Marshall</b>	16.4%	16.4%
<b>Poweshiek</b>	17.6%	18.4%
<b>Tama</b>	18.7%	18.4%
<b>Iowa (state)</b>	14.9%	14.9%

*Source: U.S. Census Bureau, 2012*

Compared to the state, counties in Region 6 have older median ages and a higher overall percentage of the population that is aged 65 and over. Data from Census 2010 shows that Iowa’s median age is just over 38 and the population aged 65 and over is just under 15%, which are a few years and percentage points lower than Region 6.

The needs of this age cohort should be considered when planning for future transportation facilities and activities.

### Natural Change

Natural change highlights how important in-migration is to slow down population losses in the region. Natural change in population is the number of births minus the number of deaths, which excludes population increase or decrease due to migration. In Region 6, from 2000 to 2010 natural change was extremely small.

*Natural Change from 2000 to 2010*

<b>Hardin</b>	-59
<b>Marshall</b>	+112
<b>Poweshiek</b>	-27
<b>Tama</b>	+12
<b>Region 6</b>	+38

Source: State Data Center of Iowa, 2012

### Race and Culture

Since the region’s population is aging and natural change is quite low, increasing in-migration will be an essential factor in maintaining or increasing the population. While the Region 6 population is predominantly white with a European heritage, a major increase in minorities may be the primary driver of population growth in the region’s future based on 2000 and 2010 U.S. Census data comparison.

In Region 6, there has been a definite increase in the proportion of Hispanic and Latino population from 2000 to 2010, especially in Marshall and Tama Counties. Hardin and Poweshiek Counties experienced a modest increase of about 1%, while the percentage in Marshall and Tama County nearly doubled.

*Percentage Hispanic or Latino in 2000 and 2010*

	<b>2000</b>	<b>2010</b>
<b>Hardin</b>	2.4%	3.7%
<b>Marshall</b>	9.0%	17.3%
<b>Poweshiek</b>	1.2%	2.4%
<b>Tama</b>	3.8%	7.4%
<b>Iowa (state)</b>	2.8%	5.0%

Source: U.S. Census Bureau, 2012

Hardin and Poweshiek Counties have a lower proportion of Hispanic and Latino residents. When comparing the state of Iowa, Marshall County has a much higher proportion of Hispanic

and Latino residents. Although some larger counties in Iowa—Polk, Scott, and Woodbury—have a larger Hispanic and Latino population in absolute numbers, only two other counties in Iowa—Buena Vista and Crawford—have a higher percentage of Hispanic and Latino residents -- 22.7% and 24.2%, respectively (State Data Center of Iowa, 2012).

Other minorities represented in significant proportions in Region 6 include Asian and Black or African American, but their proportion of the total population in all counties is approximately 2% or below and has increased by a small increment in the most recent decade (State Data Center of Iowa, 2012).

For both age and culture, there are important transportation and mobility considerations such as access to healthcare, social services, employment, education, housing, and social connections. Aside from a population increased in age, another important population trend to consider is the major increase in the proportion of Hispanic and Latino residents in Region 6, particularly in Marshall and Tama Counties, and particularly as it affects the way transit and other essential services are dispatched to non-English speaking populations.

## **Disability Summary**

There are transportation services available for disabled people in the Region 6 area. The availability and costs of those services vary across the region. All Peoplerides vehicles are fully ADA accessible and all Marshalltown Transit vehicles that operate on fixed route services are fully accessible. MMT has two busses that operate on special service routes that are not accessible, but will make special route accommodations if a passenger needs accessible service.

Marshalltown has the most available transportation services for disabled. Fixed route and para-transit services are fully ADA accessible. Services are available from 7 am to 6 pm Monday through Friday. There are no real ADA accessible services after those operating hours during the week or on weekends. Private taxis operate sedans and minivans, which are not accessible. The costs of those rides are also expensive. One of the future goals of the region is to find funding to provide ADA accessible vehicles and funding for the private taxi operators. Federal/state regulations and funding availability make problem solving of these issues extremely difficult.

Regarding Peoplerides within Region 6, Grinnell and Iowa Falls have more available services than the other more rural places in the region. In Grinnell, service is available from 8 am to 4 pm Monday-Friday. In Iowa Falls service is also available from 8 am to 4 pm Monday-Friday. Rides in both places are available for \$2.50 per ride or \$5.00 round trip. If a person lives in one of the smaller regional cities or in the un-incorporated area, some service is available on a demand basis. Each county offers a “deal day” for unlimited rides for \$10/day in the 9 am to 2 pm time range Monday-Friday. On other days and times, the rate is \$2.10/mile. Peoplerides offers no service prior to 7 am or after 5 pm; all services are only offered Monday-Friday.

Medicaid and rides for county mental health-supported passengers are heavily subsidized trips where there is no or little cost to the passenger. A person that is not covered by those funding programs would need to pay the \$2.10/mile rate, which can get expensive. Peoplerides has some

capacity to serve additional passenger needs, but the challenge for low income people is the cost of a trip. A 30 mile round trip would cost \$63, which is a barrier for low income passengers. A higher percentage of the disabled population would be considered as low income, so a higher percentage of the disabled population would have transportation challenges. Solving this problem requires more funding to subsidize these trips. This is one of the goals contained in this plan.

Some disabled people have transportation needs for employment and other activities that occur after Peoplerides operating hours. While Grinnell has limited private taxi service, this service is offered in sedans that are not accessible. No other private providers are available within the region. It would be nice to offer some group level service for disabled after hours and weekends, but funding is not available. This is still a goal that is listed in this plan.

The table below sets out the estimated disability statistics for the state of Iowa and Region 6. Before relying too heavily on the information below, however, it must be noted that the type of disability is not defined in County or City data used for this table. The means of disability determination is unknown (e.g., self-reported, doctor diagnosed, SSI benefits, etc.). Statistics do not reflect the ability (or inability) of the disabled person to access public transportation, with or without assistance (e.g., ramp, personal assistant, wheelchair, cane, etc.). Additionally, the figures relied on are from American Community Survey and are an average of estimates taken over 5 years and have a high margin of error. Due to the difficulties associated with this data, the efficacy of this information is uncertain. Nevertheless, this table does provide some indication of the level of disability in the City of Marshalltown where there is public transit available, the four Region 6 counties individually, the region as a whole, where Peoplerides transit is available, and the state of Iowa.

**Total Civilian Non-institutionalized Population with Disability**

<b>Subject</b>	<b>Estimate</b>	<b>%</b>
State of Iowa	357,730	11.7
Region 6	11,479	12.4
Hardin County	2,201	13.0
Marshall County	4,903	12.3
Tama County	2,053	11.9
Poweshiek County	2,322	12.6
City of Marshalltown	3,258	N/A

Source: American FactFinder, US Census Bureau, 2013 American Community Survey 1-Year Estimates (State of Iowa, 2013) and 5-year Estimates (Counties and City of Marshalltown, 2009-2013).

From the table above, it appears that the region has a higher percentage of disabled persons as compared to the state as a whole. Every county, as well as the City of Marshalltown, all have higher percentages of disabled than the state of Iowa.

The Region 6 area is a magnet for some disabled services providers, which could explain the higher percentages of disabled in the region vs. the state of Iowa. For example, the Iowa Veterans Home is located in Marshalltown. The IVH has a regular MMT bus stop, and some veterans use that service, but it also has its own transportation service that is well used. Grinnell has several large housing projects for seniors who may also be disabled – Mayflower, St Francis Manor/Seeland Park, and Grinnell Area Housing. Mayflower and the St Francis project offer their own accessible transportation services. Iowa Falls has several providers also – Scenic Living Community, and Heritage Care Center. Both also have accessible vehicles for their residents.

## Population Projections

Based on recent trends, the total population for the region will most likely continue to be stable or perhaps grow in small increments.

The Latino and Hispanic population will most likely account for any significant population growth in the region. Tama and Hardin Counties may continue to experience population loss unless job opportunities increase and depending upon affordable transportation opportunities to access employment and essential services located outside the counties.

Woods & Poole Economics, Inc. has projected that the regional population will rise very slightly through the year 2020. Most of that increase will most likely come from probable growth in Marshalltown. Woods & Poole has also projected that populations of Hardin, Tama, and Poweshiek Counties will remain stagnant. The trend of persons moving from rural areas into or nearer metropolitan centers in the same county or within the Region will likely continue. However, these projections could be influenced substantially by a large external event, such as the addition or loss of a major employer.

The recent opening and anticipated growth of the Iowa Premium Beef processing plant in Tama County is expected to bring an influx of workers to the Tama area in the near future, and it is projected to increase workers substantially over the next few years. This will have an impact on both housing and transportation, but it is unclear at this time how extensive that impact might be and how it will be accommodated. Planning for the future needs -- housing, transportation, education, social services, and medical facilities -- of this new population of workers and their families is underway with a number of local and regional leaders, including Region 6 Planning Commission, Iowa Valley College, and Marshalltown and Tama/Toledo area medical and economic development professionals.

## Quality of Life Indicators

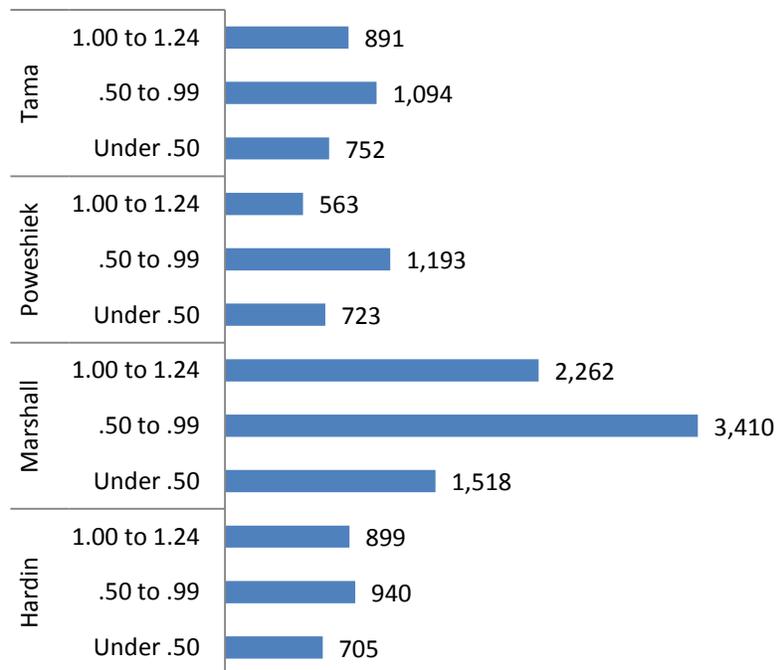
A broad analysis of the quality of life in the region is important to consider when planning for future transportation needs. As a key goal is to improve the quality of life for the people who live and work in the region, it is important to understand the level of poverty and financial assistance provided to residents. Areas with high levels of poverty and financial assistance may be facing critical transportation challenges.

### Poverty

Poverty and other income-related environmental justice issues should be considered before any future passenger transportation projects are planned.

One way of determining the extent of poverty in Region 6 is analyzing the ratio of income to poverty level. This indicator specifically identifies how income compares to the set poverty level for a county.

*Ratio of Income to Poverty Level (2006-2010 Estimates)*



*Source: State Data Center of Iowa, 2012*

An individual with income that is half of the income set as the level of poverty for a county has a ratio of .50, and an individual that has an income level equal to the income set as the level of poverty for the county has a ratio of 1.00. If an individual's income exceeds the poverty level income for the county, the ratio will be greater than 1.00. However, just because the individual is not considered to be living at poverty level does not mean this person may not struggle financially.

In Marshall County, there are nearly 5,000 people who are just below the poverty threshold, and over 2,000 people who are just above the poverty threshold. The total accounts for nearly 18% of Marshall County's population. Marshall County has the highest percentage of population with in an income below, near, or just above the poverty threshold. In Hardin, Marshall, and Tama Counties, the population with income below, near, or just above the poverty threshold is around 15% or less of the 2010 population. Poweshiek County has the lowest at just over 13%.

*Percentage of 2010 Population with .50 – 1.24 Income Ratio  
(2006-2010 Estimates)*

<b>Hardin</b>	14.5%
<b>Marshall</b>	17.7%
<b>Poweshiek</b>	13.1%
<b>Tama</b>	15.4%

*Source: Calculated using data from State Data Center of Iowa, 2012*

Other indicators of poverty are the rate of financial assistance in a population and medical coverage. (Note that income is not the only qualifier for certain medical coverage like Medicaid -- e.g. dialysis.) Unlike poverty data, temporal data for assistance programs are available to identify trends in the region.

The number of households receiving food assistance has increased over 200% in all Region 6 counties. Average benefits per person have also increased from 2000 to 2011, most likely to account for the increased cost of food. Of all Region 6 counties, Marshall County had the largest number of households, almost 3,000, receiving food assistance. The number of households in Poweshiek and Tama Counties receiving food assistance was nearly the same with 778 and 780 households, respectively. Approximately 100 more households in Hardin County received food assistance than Poweshiek and Tama County in 2011.

For Medicaid, the eligible recipients and recipients served increased from 2001 to 2011. The increase in the region varies by county ranging from approximately 40% in Hardin County and over 135% in Tama County. In all counties except Marshall, the average Medicaid benefits per person decreased. Average benefits decreased by just \$9 in Hardin County while the average decreased by almost \$70 in Poweshiek and Tama Counties.

*Average Food Assistance per Month*

	<i>Year</i>	<i>Households</i>	<i>Benefits per Person</i>
<b>Hardin</b>	2000	289	\$64.81
	2011	877	\$111.78
<b>Marshall</b>	2000	956	\$69.01
	2011	2,934	\$122.34
<b>Poweshiek</b>	2000	229	\$63.79
	2011	778	\$118.83
<b>Tama</b>	2000	230	\$63.02
	2011	780	\$116.27

*Source: State Data Center of Iowa, 2012*

*Average Medicaid Recipients and Benefits per Month*

	<i>Year</i>	<i>Eligible Recipients</i>	<i>Recipients Served</i>	<i>Benefits per Person</i>
<b>Hardin</b>	2001	1,533	1,616	\$637
	2011	2,684	2,504	\$628
<b>Marshall</b>	2001	3,807	3,882	\$692
	2011	8,624	8,057	\$699
<b>Poweshiek</b>	2001	1,183	1,234	\$651
	2011	2,459	2,154	\$582
<b>Tama</b>	2001	1,139	1,198	\$554
	2011	2,683	2,358	\$487

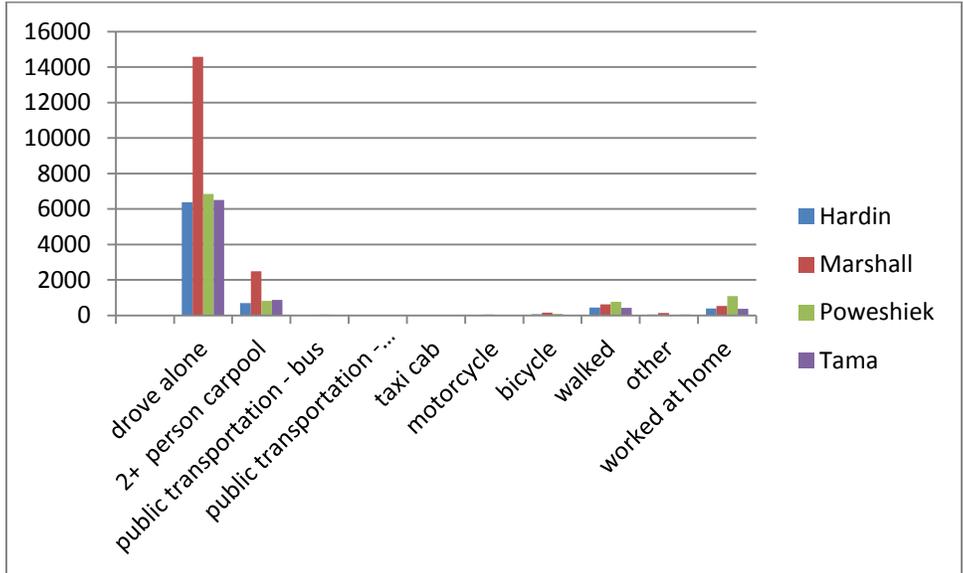
*Source: State Data Center of Iowa, 2012*

The financial assistance to individuals and households in Region 6 has increased despite a population decrease. The number of people served increased substantially, while the average benefits per person have increased only a small amount or even decreased.

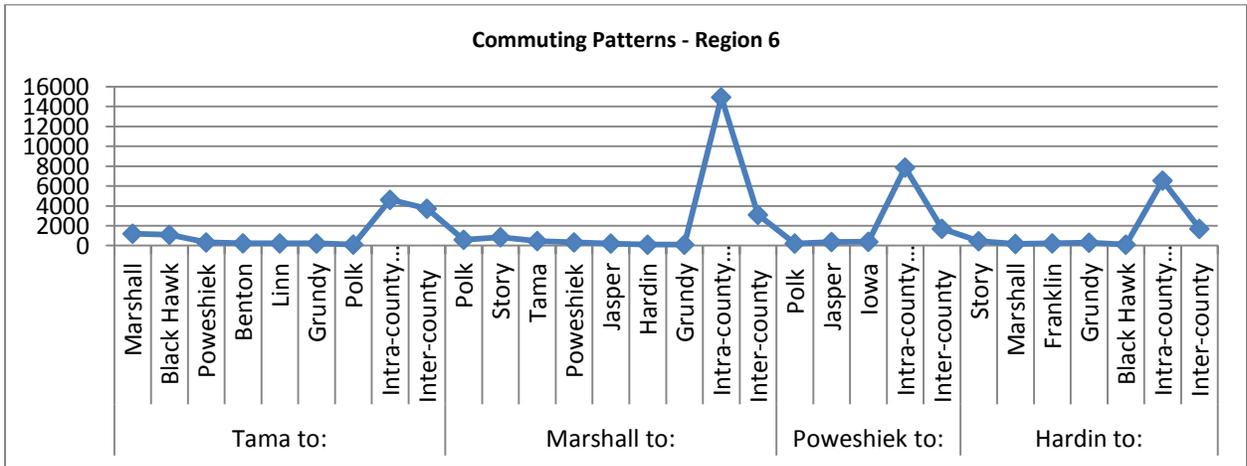
### **Commuting Patterns**

In today's economy, commuting for work is very common. Region 6 anticipates that the amount of commuting will continue to increase from smaller rural communities to the larger urban employment centers.

### Means of Transportation to Work (workers 16 years and over)



Data Source: U.S. Census Bureau, American Community Survey, State Library of Iowa, State Data Center Program, <http://www.iowastatecenter.org>.



Data Source: U.S. Census Bureau, American Community Survey, State Library of Iowa, State Data Center Program, <http://www.iowastatecenter.org>.

Because the Region is made up of small rural communities, few workers are employed in their own home towns. As there are minimal programs in the Region to promote rideshare, carpool, or vanpool, Region 6 has the opportunity to address some of these commuter issues through ride-sharing or enhanced public transit services.

## Demographic Impact on Regional Passenger Transportation

The Region 6 population grew less than one percent in the most recent decade. The majority of growth was concentrated in incorporated areas of Marshall and Poweshiek Counties. Hardin and Tama Counties' populations decreased in the most recent decade. Because decreasing population density also increases the cost per ride for operating public transit, this low population density in the Region means a lower ridership for the Peoplerrides public transit system. Low ridership increases the cost per mile of operating the vehicle, which then must be spread out over fewer riders than is necessary in other, more densely populated regions.

The Hispanic and Latino population accounted for the majority of population growth in the region, especially in Marshall and Tama Counties. Natural change—births minus deaths—in the region is quite low. Based on recent trends, the Region 6 population will likely increase in small increments with the majority of the increases concentrated in larger cities and the Hispanic and Latino population. The decreasing population base in the region increases the importance of immigration to the Region's economic sustainability.

Transportation affordability is also a key factor in the region. Marshall County has the highest percentage of total population and absolute number of people who are below, near, or just above poverty level. The number of people who are Medicaid eligible recipients and recipients who are served by Medicaid has increased in all Region 6 counties from 2001 to 2011. In all counties except Marshall County, the benefits per person have decreased slightly. Regional transit prices are perceived by many to be too expensive, keeping some people from using the system and prohibiting them from obtaining necessary medical and other essential services.

The region's population is aging. The median age increased in all counties, and the percent aged 65 and over increased in all but Tama County. Because the Region's population has had a substantial increase in retired and elderly residents, unique needs of this segment of the regional population offer challenges and opportunities for transportation-related programs and projects to keep this population living in the Region while maintaining an independent and high quality of life. Many of the elderly population may be driving beyond their abilities to do so safely. Improving the regional and Marshalltown transit programs to accommodate the growing needs of elderly residents will continue to be a key goal. Increased transit services will be critical for keeping the low-income elderly population living independently and out of nursing home or assisted living facilities when their only handicap is an inability to drive or to afford a car.

Especially in counties with the least natural growth, employers must compete for workers from adjacent counties for sufficient workforce to sustain viable industry in the area. Region 6 businesses and industry may have to attract workers between counties and from outside the regional boundaries to sustain a workforce. These workforce commuting issues already have a profound effect on the existing transportation infrastructure, and will mean a need for change in the existing regional transit system services of the future.

The marked increase in the number of people working in other counties illustrates a need for collaborative, regional efforts to meet these transportation needs. Providing employment transportation from one county to another would be a significant challenge for the regional

transit system. The solutions may include vanpool systems, work transit routes, and carpool programs, none of which currently exist. Even were public transit available for commuting purposes, the cost per ride would not overshadow the inconvenience of not having your own means of transportation to commuters.

Changes in population due to addition or closure of a major employment center, as well as changes in commuting patterns, will affect the need for better commuting alternatives. Increased transportation infrastructure spending in Region 6 counties will be needed to maintain primary commuter routes in good condition.

The regional transit system is not designed to provide transportation for employment to non-disabled workers. Especially in the most rural areas of the Region, someone without a driver's license or vehicle faces daily transportation challenges.

Statistically, more disabled people in the Region use public transit services than do non-disabled. For many disabled people, public transit is their only resource for transportation. However, it is often difficult or inconvenient to access the existing transit system.

Commuting trends have implications for the Region's future planning efforts. Decreasing population density exacerbates the existing dependence on personal automobiles for transportation. While low density means greater distance between destinations, it also means that someone will need to use a private vehicle to get to work, shopping, medical appointments, and church or social activities. Convincing people to change lifestyles and reverse this trend will be very difficult, even if population density were to increase substantially.

The influx of young immigrant families into the region, while necessary to keep a viable workforce and stable population base, also increases the percentage of the population with English as a second language and with little to no English at all. The multiplicity of languages spoken in the region exacerbates a growing need for translation services, a services awareness campaign, and outreach by the transit agency.

Providing accessible and affordable transit options, and attracting people to use alternative transportation modes, such as public transit, will be an ever-increasing challenge into the future. Changes to the existing public transportation system will be needed to enable more people to access services and employment in the Region.

### **Limited English Proficiency (LEP)**

Only a small percentage of the population in the region is made up of people with limited English proficiency (see table below). While the Hispanic and Latino population accounted for the majority of population growth and LEP population in the region, there is a large variety of languages represented in the region.

Now that Iowa Premium Beef processing plant in Tama/Toledo is up and running, the percentages may increase at a faster rate, but it is impossible to predict at this time how and how quickly those percentages might change. Moreover, immigrant population data does not take

into account those workers who live in a county outside the region and commute to work in the various employment centers in the region. Besides not being counted as a part of the LEP population, these workers could present a different set of needs for translation and transportation capabilities to get to work and around the area while they are in the region.

Region 6 - Limited English Proficiency (LEP) Populations  
by County and Region

	Hardin	Marshall	Poweshiek	Tama	Region
Total County Population	17,441	40,994	18,601	17,576	94,612
Persons who speak Spanish, and speak English "less than very well"	223	2,835	124	382	3,564
Percent* that speak Spanish and speak English "less than very well"	1.3%	6.9%	.7%	2.2%	3.8%
Persons who speak language other than English or Spanish**, and speak English "less than very well"	19	362	44	145	570
Percent* that speak language other than English and speak English "less than very well"	.1%	.8%	.2%	.8%	.6%
<b>Persons who speak any language other than English and speak English "less than very well"</b>	<b>242</b>	<b>3,197</b>	<b>168</b>	<b>527</b>	<b>4,134</b>
<b>Percent* that speak any language other than English and speak English "less than very well"</b>	<b>1.4%</b>	<b>7.8%</b>	<b>.9%</b>	<b>3%</b>	<b>&lt; 4.4%</b>

\*Percent of total county population

\*\*Other languages spoken in Region 6 include:

French	--	Marshall and Poweshiek
Italian	--	Hardin
Portuguese or Portuguese Creole	--	Marshall & Tama
German	--	Hardin & Tama
"Other Slavic"	--	Poweshiek & Tama
Chinese	--	Tama
Japanese	--	Marshall
Korean	--	Marshall & Poweshiek
"Other Asian"	--	Marshall & Poweshiek
Tagalog	--	Marshall
Arabic	--	Marshall
African languages	--	Marshall & Poweshiek
"Other Native American"	--	Tama

Source: State Data Center, U.S. Census Bureau, American Community Survey, 2008-2012.

While designed to be a flexible and fact-dependent standard, the starting point is an individualized assessment that balances the following four factors:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by the program or grantee;
2. The frequency with which LEP individuals come in contact with the program;
3. The nature and importance of the program, activity, or service provided by the program to people's lives; and
4. The resources available to the grantee/recipient or agency, and costs.

### **Peoplerides:**

Peoplerides, as a partially federally funded agency, takes reasonable steps to ensure meaningful access to their programs and activities by Limited English Proficiency (LEP) persons. The goal of English Proficiency Accommodations by Peoplerides is to find a balance that ensures meaningful access by LEP persons to critical services while not imposing undue burdens on the organization.

Vital documents need only be translated when a significant number or percentage of the population eligible to be served, or likely to be directly affected by the program/activity, needs services or information in a language other than English to communicate effectively.

Peoplerides is currently working to have brochures about available services translated into Spanish. It would be impossible, from a practical and cost-based perspective, to translate every piece of outreach material into every language. Title VI does not require this of recipients of federal financial assistance, and EO 13166 does not require it of federal agencies.

Peoplerides provides or has access to translation services in the following ways:

- Peoplerides has partnered with CTS Language Link for over-the-phone interpretation services. Clients who call and have Limited English Proficiency are asked to hold while CTS Language Link is contacted. The automated service allows us to quickly select the language desired for interpretation and to be connected immediately to an interpreter.
- Dispatchers have access to “Basic Spanish for Transit Employees” which can help them develop a working vocabulary of “Bus Spanish” unique phrasing for the transit workplace.
- St. Mary’s Catholic Church and MMSC Hospital in Marshalltown both offer limited Spanish interpretation.

Peoplerides monitors and assesses the needs of eligible service populations to determine whether certain critical outreach materials translations into other languages are needed. Currently less than 4.4% of the region has non-English speaking residents (as shown on the chart on the preceding page).

Region 6 conducted both a consumer and an agency survey in December 2014. Consumer survey responses did not indicate that language is a barrier to public transportation use. This could be a result of non-English speakers being less likely or not likely to take the consumer survey. However, agency staff recognized difficulties associated with language. Over 48% of the agency survey respondents listed language as a barrier to using public transportation in the region.

Consumer survey respondents clearly indicated that Peoplerides needs to be more aggressive in marketing their services and their fees. Disseminating this information to all potential riders is a worthy goal for Peoplerides.

As a result of the most recent DOT compliance review of Peoplerides, their report stated that “Region 6 should work to seek out and consider viewpoints of minority, low-income and LEP populations in conducting public outreach and involvement activities. In addition to the work with human service agencies thru the TAG, determine if there are any local minority news publications in which public notices could be published, and hold public input meetings at times and locations convenient to low-income and minority communities.”

Peoplerides has attempted to comply with this request. However, no minority news publications have been located in the region. The St. Mary’s Catholic Church conducts services in Spanish, and although it may be possible to “advertise” through their services, that would only reach a limited population. Chin Baptist church provides church services to the new Burmese population. Again, the same limits apply to this source as well. Outreach of this type will require additional personnel and budget.

### **Marshalltown Municipal Transit (MMT):**

MMT monitors and assesses the needs of eligible service populations to determine the need for translation in outreach materials. Currently about 7.8% of the Marshalltown population is of limited English proficiency (as shown on the chart on the preceding page). MMT is doing what it can to communicate with these populations by making available some translator services. The MMT transit director meets with leadership within these populations to discuss how transit can serve them better. However, one difficulty for the MMT is that its service area includes at least 10 different languages and multiple dialects. This is a lot for a small community with few language translation resources and a small budget.

MMT has two seasonal bus routes that pickup largely K-12 students and take to K-12 public schools. General public can ride on the routes also. Many of the bus riders are Hispanic youth. They are picked up in the northeast neighborhood, central neighborhood, and the southeast neighborhood. The Marshalltown Community School district busses pick up K-12 students that reside further than 3 miles for the high school and 2 miles for the 5-8 grades. MMT uses old 35’ heavy duty buses for these services. The services are well used.

On the regular MMT fixed routes, not many LEP riders use the bus. Most of the new immigrants have their own vehicles or rely upon friends and/or family that have access to a vehicle.

## Layout of the study area

Besides employment tending to be concentrated in the larger population centers, essential services such as grocery stores, health care providers, hospitals, and entertainment or activity centers are leaving the smaller rural communities and concentrating in the larger communities. As the attached maps show, there are large portions of the Region that are lacking essential services. (See attached Maps, pages 79-83, and discussion below.) Although these maps were originally produced in 2010, availability of services has not changed.

There are 45 incorporated cities and towns in the Region, but only 13 have medical clinics, 8 have dental services, and 3 have hospitals. Although there is a large number of elderly living and nursing home or assisted living facilities in the Region, the residents of those facilities in 11 of the Region's communities must be transported to other towns where medical centers are located to obtain needed medical services, residents of 16 facilities must be transported out of town for dental services, and residents of 21 facilities require long-distance transportation to a hospital. There are no medical clinics in northeast Tama County, resulting in patients needing transportation to Waterloo in neighboring Black Hawk County. Transportation to hospitals or clinics farther away, such as Ames in Story County, Waterloo in Black Hawk County, Mason City in Cerro Gordo County, Des Moines metro area in Polk County, and Iowa City in Johnson County, is often required for medical care for this especially vulnerable population.

Mental health care is even more problematic. All of the Region 6 counties are in an underserved area. There is a huge shortage of psychiatrists across rural Iowa. This means that mental health cases have further to go for appropriate treatments. Going long distances for care is not an option since the people with persistent mental illness generally have low incomes and poor transportation options. If the care is not convenient, people with mental illness will likely either not seek treatment or be unable to get themselves to treatment facilities. The result is that people with persistent mental illness do not receive adequate care.

Few small communities can support a grocery store, leaving them to rely on the convenience stores/gas stations or the local bar. Many of the smaller communities would feel lucky to have even that amenity. Convenience stores/gas stations and bars do not carry a lot of fresh fruits and vegetables, nor are they economical. A majority of residents in the region must travel to another city that has a market for their food shopping. Food deserts are common in the region, and some of these communities try to fill the gaps with farmers' markets and food pantries.

Affordable transportation to out of town medical services and shopping is critical, particularly for the elderly and disabled and those who do not or should not drive.

## SECTION THREE: Coordination Issues

### Service Gaps:

A summary of the service gaps across the region include the following. (Note: Most of these needs are applicable to Peoplerides more than Marshalltown Municipal Transit:

- **Need affordable transportation options.** This is a special problem for rural rides. Rides are generally available in the day time in Iowa Falls, Marshalltown, and Grinnell. Other places do not have many transportation options. Transportation services are available from the public and private providers, but cost presents a large barrier. Rural ride pricing changed during FY 2014 to \$20 round trip on Tama/Marshall service routes. Other service is \$2.10 per mile. Transportation cost needs to be in the \$2-5/ride range to be affordable for very low income riders that are more transit dependent and to attract use. This will require more subsidy or substantially higher ridership. More significant ridership is not highly feasible with many rural transit programs. This has been a long standing goal. The cost of transportation makes this option difficult. Reduction in local property tax revenues makes this problem even more significant.
- **Need transportation options for rural longer distance commuters and others.** Current public and private transportation services are not properly designed for rural long distance workers. Routes have been primarily established to serve disabled and some elderly needs. It is not very feasible in many locations to get a rural ride on a vehicle with a normal 8 a.m. to 5:00 p.m. schedule. Long distance commuters may ride routes for the \$20/route trip rate on the Tama/Marshall routes. Other route service is priced at \$2.10 per mile, which may not be feasible for many workers. The other challenge of all this is equipment and personnel availability. Peoplerides equipment and staff is near peak use currently. Marshalltown Transit has limited capacity to serve needs that would increase vehicle and personnel needs. MMT currently cannot find adequate part-time personnel so the transit manager has had to drive vehicles on a regular basis.
- **Need attractive transportation options to reduce energy dependence and get fragile drivers off the road.** Transportation options are not attractive enough to reduce regional energy use. Getting elderly out of their vehicles is a challenge. The primary problems include routes that take too long, are not available, and/or cost too much. Cost is a key barrier to attracting some frail elderly transit riders.
- **Need affordable transportation options for evening and weekend services.** In the larger regional cities – Iowa Falls, Marshalltown, and Grinnell -- there are some transportation options during the daytime, Monday through Friday. There are no public transportation options in the evening or weekends. The private providers offer transportation in Marshalltown and Grinnell in the evenings and weekends. Cost is a barrier for many lower income people on these private routes. Some places around the state subsidize evening and weekend taxi type trips. This would require increased funding and the private providers would need to meet the public transit requirements.

The possible requirement challenges would include ADA disabled accessibility; insurance requirements, drug/alcohol testing and policies, and reporting fully allocated costs. The cost for a one way ride within a Peoplerides city was reduced or remained the same in most cases in FY 2014. The current rates are between \$2 and \$6.50 per trip (one way). Rural transportation options outside of these places are fairly non-existent. In each county Peoplerides offers routes for disabled, but that generally includes a Monday through Friday 8-9 am route and drop off time and then a 1-3 pm pickup and drop off time.

### Status of Previous Recommendations:

The goals that currently appear to be most feasible, and possibly most needed, over the next five years are discussed below (status in italics), and reflect the projects that are detailed in the attached spreadsheet Transportation Goals and Fiscal Impact.

#### Peoplerides –

- **Start Regional Vanpool Program:** Conduct industry visits and surveys and determine interest in initial year. Assuming that there is interest start a regional Peoplerides vanpool program. *(Projects 1, 3, 4) There is no Region 6 Board interest in starting a vanpool program for the region. Nobody has approached us about starting a program. This is not a staff activity.*
- **Acquire Ride Coordinator:** A staff person who would coordinate rides and available transit services would help make more efficient use of all transportation services offered throughout the area. *(Project 2) This is not a work item for the board or staff.*
- **Acquire Statewide Mobility Manager:** *(Project 24) This is not a work item for the board or staff.*
- **Continue Iowa City Medical Route:** FTA New Freedom funds are needed to continue this bus route to Iowa City. This service is supported by Region 6 Planning – Peoplerides State Transit Assistance. Without the New Freedom funds, this project will be eliminated. The current passenger fare is \$38 per ride. Most of the passengers are Medicaid recipients. Many are disabled. All are lower income. *(Project 23). We offer a monthly subsidized bus trip to Iowa City and Des Moines to serve very low income clients. Once the HawkI program was discontinued and with the national health insurance changes the need for this service decreased.*
- **Continue Operating Assistance for Public Transit:** The state and federal transit operating assistance must be able to continue services, at least at the current levels. *(Project 5) This continues to be a public transit need.*

- **Acquire fuel efficient staff vehicle:** Peoplerides does not have a staff vehicle. Getting a fuel efficient vehicle with some attractive graphics to help market services would be a good administrative change. *(Project 6) This is not a current need agenda item.*
- **Replace current transit equipment:** Current public transit fleets are old and high mileage and need to be replaced. There will be future vehicles that also need replacement. Serving the public requires good vehicles. *(Project 7) This continues to be a public transit need.*
- **Coordinated transportation routes from region to Waterloo:** Hardin, Marshall, and Tama public school programs have special education vehicles that go to the AEA 267 special education school in Waterloo. Coordinating that service and adding more general public opportunities would be a good service improvement. *(Projects 8, 11) This is not a recognized need.*
- **Reduce Peoplerides Iowa Falls prices:** In Grinnell Peoplerides has record ridership, at least partially due to the City's support. All rides in Grinnell are \$2 per ride. Some very low income people qualify for up to 15 free rides per month. This change has doubled ridership over the last decade. We would like to duplicate this success in Iowa Falls. *(Project 9) With the Medicaid funding policy changes on 7/1/14 we decreased route prices in Iowa Falls to match the Grinnell \$2.50/ride policy. This objective has been achieved.*
- **Reduce Peoplerides route prices:** Route prices are not subsidized by local sources. This causes rates to be unattractive for incidental general public usage. *(Projects 9, 10, 12, 20, 22) We have a deal day in each county one day per week for unlimited rides for \$10/day. This is intended for people that live outside of the 4 urban centers of Iowa Falls, Marshalltown, Tama-Toledo, and Grinnell that go someplace like one of the urban centers for things like shopping and med appointments. Usage has been minimal but in some locations it has slowly grown. Consumers would like us to offer lower rates for longer distance medical appointments than our current rate of \$2.10/mile. This will continue to be a future agenda item.*
- **Weekend bus service to Iowa Speedway in Newton:** There are many hotels, especially in Grinnell, that serve the racetrack. Parking at the speedway is expensive and a hassle. Several people have suggested that Peoplerides start a new shuttle service. *(Project 18) This is not a high priority agenda item.*
- **Expand Grinnell Peoplerides Hours:** Grinnell has record ridership. Peoplerides feels that there is some demand that is not being met through 8:30 am to 4 pm service, Monday – Friday. After hours service would be a good addition. *(Project 19) This has been historical desire in Grinnell. Solving this requires some new funding sources. That new funding is not imminent and known, so unless something new develops this will not be a high priority agenda item.*

- **Peoplerides bus storage in Marshall & Poweshiek Counties:** Peoplerides has about 9 vehicles in Marshalltown and 4-5 vehicles in Grinnell. Only 3-4 vehicles are parked inside in Marshalltown. The other vehicles are parked outside. This is a special challenge in the winter when the vehicles are covered with snow and ice. *(Projects 13, 21) This continues to be a recognized need across all four counties. It is unfortunate to have equipment sitting outside but solving the problem is not easy or inexpensive. Peoplerides will continue to seek solutions that are feasible.*

#### MMT –

- **Continue Operating Assistance for Public Transit:** The state and federal transit operating assistance must be able to continue services, at least at the current levels. *(Project 14) This is an ongoing need.*
- **Provide Saturday bus service in Marshalltown:** Marshalltown has had Saturday bus service on and off for the last 20 years. Expanding this service would assist disabled people get to work and would improve their quality of life. *(Project 15) This is a local goal but the city does not have funds to cover the cost. Unless state and federal funds are available to cover the increased cost, this will not likely be implemented.*
- **Replace current transit equipment:** Current public transit fleets are old and high mileage and need to be replaced. There will be future vehicles that also need replacement. Serving the public requires good vehicles. *(Project 16) There continues to be MMT fleet replacement needs. The city has made good strides on replacing equipment but other equipment needs to be replaced.*
- **Acquire GPS equipment for Marshalltown Transit:** This would assist dispatchers with knowing the precise location of vehicles. Also, if a vehicle breaks down then the precise location is known. *(Project 17) MMT has acquired GPS equipment.*

The operating expenditures listed above (and detailed on the attached Transportation Goals and Fiscal Impact spreadsheet) total \$8,161,000 -- \$6,217,500 is for the continuation of current programs, and \$1,943,500 is for the expansion of regional passenger transportation services. These are the additional services needed to achieve the plan goals.

The total of capital expenditures listed on the attached sheet is \$4,450,000. The total capital needed to continue current services is \$3,035,000. The expansion capital needs are \$1,415,000. The total of all priority project expenditures over five years is \$12,611,000. The state and federal assistance amount for these projects is \$8,475,050, leaving a local share needed of \$4,135,950. The local share is \$44/person for the five-year time frame.

## Coordination Opportunities:

Region 6 has identified a few coordination opportunities to increase passenger transportation options. These opportunities include:

- **Coordinate K-12 education services closer with public transit rides.** Currently MMT, the regional transit system, does not have capacity to transport many additional riders on the vehicles. A few of the passengers may overlap. Peoplesrides has not compared routes closely between schools and our public transit program. MMT provides several special express routes that primarily serve students. Given that the districts have such a large transportation program, this would be an opportunity to substantially expand the public transit availability. This could be a future work item if there is genuine interest between the city-county sector and the public school sector.

Knowing that this would bring about change and uncertainty, however, many schools would be cautious about opening their doors to general public riders. K-12 providers are typically concerned about general public mixing with K-12 because of possible child safety issues. Six of the 7 school districts responding to the school survey provided as part of this plan have stated they are not willing to transport non-public school kids that may have appointments and live near current bus routes (e.g., day care, preschool, after-school programs, disabled development centers, etc.) Only one district does transport pre-school students.

Serving general public would likely increase costs, and many schools are not in a position to cover increased transportation costs. It will take city and county elected officials pushing the issue and being willing to cover some of the increased costs. Public transit cannot force the issue. Our role is to make people aware of the opportunity and provide technical support if there is some local interest in the subject. Public transit is not the agency to drive the agenda on this topic.

- **Reduce cost for evening transportation where private providers are located.** Marshalltown and Grinnell have private transportation operators that operate from 6-7 am to midnight, 7 days per week. The demand past public transit hours (4 pm in Grinnell and 6 pm in Marshalltown) is minimal. It would be difficult to justify public transit services after 6 pm in either place Monday–Friday. A voucher program to reduce the cost of rides for qualifying lower income riders would be a nice service. Saturday all day and Sunday morning public transit service in Grinnell and Marshalltown would be a nice service to offer. These services may be able to justify continuation with sufficient ridership.
- **Evaluate whether general public passenger services can be expanded by accessing Veterans Affairs vehicles.** This is more of a statewide issue than a Region 6 issue. The county veterans affairs staff say that the Department of Administrative Services vehicles are only available for veterans. IVH states that this is a state legislative decision. Region 6 does not have enough power to exert any authority over these state level programs. State resources would need to tell these programs that they need to assist others in going

on routes when there is capacity on the vehicle and the general public passenger would not pose any threat or delay for the veteran.

- **Ride Coordinator.** With many of the above activities, having a ride coordinator position for the entire region would be beneficial. This person could work closely with the schools and private providers to increase opportunities. Some of the activities of this person could also assist the marketing and awareness issues facing the public transit providers.

Addressing these coordination barriers is a very large challenge. State level cooperation would also be needed to achieve substantial changes. Some changes may be feasible with sufficient review.

## SECTION FOUR: Priorities and Strategies

Peoplerides ridership increased 13% from 2013 to 2014. Increases were in our door to door type demand response city services in Iowa Falls, Grinnell, Marshalltown, and rural routes largely serving disabled people in Poweshiek and Tama Counties.

Peoplerides helps people of all ages and abilities get to services, medical appointments, work, shopping and other essential functions. Most of our riders do not have other means of transportation. We are a key part of maintaining individual quality of life and independence.

Peoplerides continues to seek funding opportunities to serve public transportation needs. The biggest challenge that we face is replacing many worn out vehicles.

In a “perfect world” situation, we would provide more flexibility for on demand transportation services in all four counties, support more long distance trips at lower prices, provide more regular daily or weekly routes between cities, expand hours, and provide rides for employment at extremely low rates. However, Region 6/Peoplerides recognizes that these projects are not feasible with the funding available.

It is also impossible to prioritize, short or long term, projects that currently are unmet needs that we all know very well we have but also have no foreseeable ability to finance. Needs, clients, and priorities change over time, and funding decisions are most often made on a reactionary basis. Therefore, the most urgent need for the most benefit becomes the priority. Being proactive would be the best case scenario, but in a poor, rural area such as Region 6, especially during an economic recession, the biggest, if not the only, priority has to be to continue services at the current level.

The current and future strategies for Region6/Peoplerides are:

- Attend county social and health services group meetings to obtain client needs input and provide information regarding opportunities and services for the region.
- Evaluate and adjust services on needs-based and funding-based criteria.
- Continue to improve services we can provide.
- Try new ways to market Peoplerides services.
- Try new ways to inform the public on how to access transit services.

Region 6/Peoplerides has identified the following list of action goals for the next 5 years:

1. **Replace vehicles when they exceed the federal useful life threshold.** We anticipate that 2-3 vehicles will need to be replaced each year at a cost of roughly \$60,000 per vehicle. Grant support will be needed to help replace these vehicles. The 5-year estimated replacement cost is \$600,000-800,000.
2. **Continue funding operating expenses for current public transit services.** Current annual operating expenses are about \$823,000 per year for about 45,000 rides. Current state and federal operating expenses cover about \$346,000 or 42% of the expenses. Passenger fares

comprise 7% of the operating expenses. The other 51% of the expenses are covered by Medicaid, some city, private donations, some hospital and medical groups, and miscellaneous other sources.

3. **Construct indoor storage facilities for vehicles in Marshalltown, Iowa Falls, Grinnell, and Tama.** Currently 20% of the vehicles are stored inside and the other 80% are parked in open parking lots. Vandalism has not been a problem; the biggest challenge is the winter ice and snow accumulation. The cost of each storage facility would be in the \$300,000-400,000 range. The total cost would be at least \$1.2 million. Grant funding would be needed to assist with this cost.
4. **Seek funding and opportunities to reduce the \$2.10/mile charge for demand response rural transportation services.** A very high percentage of agency survey respondents, 86.2%, indicated financial limitations are a barrier to using public transit. Survey responses also indicated that transportation cost needs to be in the \$2.00/ride range to be affordable for everyone and to attract use. The Peoplerides Medicaid agreement is \$2.10/mile for services. We would like to offer some rural medical services that would be at a lesser rate. Some local funding would likely be needed to achieve this goal.
5. **Offer more days of service at our \$2.50 bargain day rate** (see Rate Schedule Comparison spreadsheet attached, page 78).
6. **More marketing of available Peoplerides services** -- Better brochures; more resources devoted to distribution of brochures around the region; better website including fare information and the ability to send a ride request electronically.
7. **Evaluate whether private taxi operators in Marshalltown and Grinnell would have some interest of serving weekend and night services in some places.** Peoplerides would have many public transit conditions. Funding from local sources would also be needed.
8. **Expand the Peoplerides rural demand response fleet of vehicles to accommodate nearly all Medicaid non-emergency rides.** This vehicle fleet expansion would need to be in smaller conversion van type vehicles that currently cost around \$55,000-\$60,000. With the additional vehicles, Peoplerides would also need additional drivers to meet the needs.
9. **Consider serving the workforce needs of the region through vanpool vehicles.** Some of the Iowa regional transit operators have vanpool vehicles that provide a vehicle for shared rides to a common destination. One example is a vehicle from Mason City area to Winnebago industries at Forrest City. The purchase price of each vehicle would be in the \$20,000-\$30,000 range. Depending upon the scale of the operations, some additional staff may be needed. Possible vanpool locations would include Tama-Marshalltown, Grinnell-Marshalltown, Tama-Cedar Rapids, Marshalltown-Ames, Traer-Dysart-Waterloo, and Grinnell-Des Moines.
10. **Peoplerides maintenance facility and mechanic.** We are not at the point where we have sufficient vehicles to justify this, but if the vehicle fleet expands this may be justified.

11. **Develop better software that integrates all the public transit data into 1 system.** We currently have a well developed access data base for scheduling. We use individual spreadsheets for vehicle maintenance and time sheet data. If the system expands or funding needs change, it may be beneficial to have a better integrated system for all functions.
12. **Add or share a public transit driver trainer.** Peoplerides can improve the driver risk management piece of the operations. Our training program is pieced together. We have not had any major problems with accidents but this could add some peace of mind because our vehicles travel 320,000 miles annually. The average annual miles per vehicle is about 16,000 miles.

Marshalltown Municipal Transit (MMT) has identified the following priority action goals:

1. **Replace vehicles when they cannot serve the public transit needs of Marshalltown.** Marshalltown has two heavy duty non-accessible busses that are used on special routes that need to be replaced with a used or new bus. Marshalltown also has Orion low floor busses that need to be replaced for regular fixed route or paratransit service use. MMT needs federal capital replacement grant funding to replace this equipment.
2. **Continue funding operating expenses for current public transit services.**

## **SECTION FIVE: Funding**

Funding for transportation comes from many sources. Following is a list of federal, state and local funds available to public transit. All funds are expected to continue through the next five years with the exception of capital funds; however amounts may vary. Capital funds are determined annually and based on the age and mileage of the vehicles. It is not known what funding, if any, will be obtained in the next five years.

Funding for Peoplerides, the transit provider based in Region 6 Planning Commission, is listed below. The only other transit authority is Marshalltown Municipal Transit, which is run by the City of Marshalltown. Funding for this transit provider is not available.

### **FEDERAL PROGRAMS**

**Statewide and Nonmetropolitan Transportation Planning (Section 5304)** - These funds are intended to support transit planning in addition to what is conducted by the individual metropolitan planning organization (MPO). By law, the state is the direct recipient of the funding. Iowa uses these funds, along with 5311 funds set aside specifically for planning, to support a system of regional planning affiliations (RPAs). The RPAs are responsible for local intermodal transportation planning in areas of the state not included in an MPO. Iowa DOT's Office of Systems Planning serves as the direct recipient of these funds. The combined 5304 and 5311 planning funds are distributed annually to each of the Iowa's 18 RPAs through a funding formula. These funds jointly support regional intermodal planning on an 80 percent federal, 20 percent nonfederal basis. Approximately \$27,000 in 5304 and SPR funding is included in the Region 6 Planning budget along with a 20% match provided by Region 6 Planning. This funding is used to provide transit planning, which includes developing the Passenger Transportation Plan, attending county provider meetings, applying for transit funding, researching transit data, developing feasibility studies for transit, and much more.

**Section 5311 - Non-urbanized Area Formula Program** – 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. By law, the state is the direct recipient of the funding. Iowa DOT serves as the direct recipient of the funds, through both the Office of Public Transit (OPT) and the Office of Systems Planning. The OPT administers the bulk of the 5311 funding that is provided to small urban and regional transit systems, as well as the 15% of the annual apportionment, that in conformance with federal law, is utilized to support intercity bus services. The Office of Systems Planning administers that portion of the 5311 funds that are combined with the 5304 funding to support rural transit and intermodal planning activities. In 2015 Region 6 Planning-Peoplerides budgeted \$1,679,769 in Section 5311 funds to maintain the current system.

**Rural Transit Assistance Program (RTAP) (Section 5311[B][3])** - This federal program provides a source of funding to assist in the design and implementation of training and technical assistance programs and other support services tailored to meet the specific needs of transit operators in nonurbanized areas (less than 50,000 in population). RTAP funds are mainly used to provide local transit agencies training fellowships. The fellowships pay 80 percent of the cost for Iowa's small urban and regional transit systems and their planners to attend Iowa DOT sponsored

seminars, as well as transit-related courses or conferences sponsored by other groups. Transit systems may also be reimbursed for training held in-house. A parallel program funded with State Transit Assistance pays for costs incurred by large urban systems and their planners. Region 6 Planning uses some of these funds for training costs. None of these funds have been requested by Region 6 Planning-Peoplerides in FY2015.

**Intercity Bus Program (Section 5311[f])** - A minimum of 15 percent of each year's nonurbanized formula funds allocated to Iowa under the 5311 program is required to be set aside to support intercity bus transportation. Private-for-profit companies, private nonprofit corporations, or public entities may apply for this funding. Connections to Amtrak or passenger air service terminals are desirable. Service strictly for commuter purposes is not eligible. Projects may include operating assistance, capital assistance, planning, or administrative costs, such as marketing and insurance. Region 6 Planning-Peoplerides has not historically requested any of this funding.

**Bus and Bus Facilities Formula Grants (Section 5339)** - These funds can finance capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. In Iowa, approximately \$1,250,000 is received annually to be spent in small urban (less than 50,000 population) and regional transit systems and receives individual allocations for each large urban transit system serving populations between 50,000 and 200,000. The large urban funds are pooled since individual allocations would not allow for bus purchases on an annual basis. All funds are spent on vehicle replacements rather than on expansion vehicles or bus-related facilities and are distributed utilizing the vehicle rankings of the Public Transit Management System (PTMS). Transit systems serving populations of more than 200,000 receive direct allocations from the Federal Transit Administration and are not included in the statewide distribution through PTMS. Each year Region 6 Planning Commission requests funding to replace 2-4 vehicles. Since this funding is limited, we typically get 0-1 vehicles funded through this program. Marshalltown Transit also requests funding sometimes to replace worn out buses. Sometimes those buses score well since they are so old.

**Surface Transportation Program (STP)** - 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 percent federal, local basis. In Iowa, a portion of these funds are programmed by local governments acting through metropolitan or regional planning agencies. Since 1995, Region 6 Planning-Peoplerides has used \$635,000 of the regionally approved STP funds for transit capital projects.

**Iowa's Clean Air Attainment Program (ICAAP)** - Iowa does not have any areas in violation of transportation-related federal clean air standards; therefore, the state receives a minimum allocation of Congestion Mitigation and Air Quality Improvement Program funding that can be used for any purpose for which STP funds can be used and on the same 80 percent federal and 20 percent nonfederal basis. In Iowa, funds are programmed for highways or transit projects through a statewide application process that selects projects based on their anticipated air quality or

congestion relief benefits. The Iowa program is referred to as Iowa's Clean Air Attainment Program.

## **STATE PROGRAMS**

**State Transit Assistance (STA)** - Iowa devotes an amount equal to 4 percent of the fees for new registration collected on sales of motor vehicle and accessory equipment to support public transportation. Most of this money is distributed by the STA formula that is based on each transit system's performance during the previous year in terms of rides, miles, and local funding support. These formula funds are usable for support of any operating, capital, or planning expenses related to the provision of public passenger transportation. In 2015 Region 6 Planning budgeted \$179,414 for STA.

- **STA special projects** - Each year up to \$300,000 of the total STA funds are set aside to fund special projects. These can include grants to individual systems to support transit services that are developed in conjunction with human services agencies. Grants can also be awarded to statewide projects that improve public transit in Iowa through such means as technical training for transit system or planning agency personnel, statewide marketing campaigns, etc. This funding is also used to mirror the Rural Transit Assistance Program to support individual transit training fellowships for large urban transit staff or planners.
- **STA coordination special projects** - Funds provide assistance with startup of new services that have been identified as needs by health, employment, or human services agencies participating in the passenger transportation planning process.

**Public Transit Infrastructure Grant (PTIG) Fund** - This program is funded annually by the state legislature to fund some of the vertical infrastructure needs of Iowa's transit systems. Projects can involve new construction, reconstruction, or remodeling, but must include a vertical component to qualify. Projects are evaluated based on the anticipated benefits to transit, as well as the ability to have projects completed quickly. The infrastructure program participation in the cost of transit-related elements of a facility project is limited to 80 percent and cannot, in combination with federal funding, exceed that number. No single system can receive more than 40 percent of the available infrastructure funding in a given year. Region Planning has not used any of these funds.

**Capital Match Revolving Loan Fund (Amoco Loan)** - The intent of Capital Match Revolving Loan program is to increase the inherent energy conservation benefits of public transit by expediting the implementation of transit capital projects by providing loans for local match to federal or state funds received for a capital project. The fund was created by the Iowa Legislature in the early 1980s with funds from Iowa's share of the federal government's petroleum overcharge settlement against the American Oil Co. (Amoco). All public transit systems are eligible for loans. Region 6 Planning has used these loan funds in the past for the Region 6 Planning building and a bus loan a long time ago.

- **Northeast Iowa Area Agency on Aging** – <http://www.nei3a.org/> is part of a national network designed to address the needs and concerns of older adults. The agency is one of

6 area agencies on aging in the state of Iowa. It is our mission to enable older Iowans to live with the maximum dignity, well-being, and independence. In 2015 From 7/1/14 – 5/31/15, this non-profit has provided about \$9,000 for rides for people 60+. This service pays for specific rides for eligible clients for a donation. The donations are provided back to this agency.

**TMS Medicaid** - On October 1, 2010, TMS became responsible for all parts of the Non-Emergency Medical Transportation service in Iowa. Region 6 Planning receives some funding for TMS Services, which are included in the contract section above.

## **LOCAL FUNDING**

Local funding support for transit includes fares or contributions received from riders, revenues from contracts with social service agencies, student fees, and taxes levied by local cities and counties. Cities are allowed under the Iowa Code to levy a dedicated property tax for transit of 95 cents per \$1,000 assessed valuation. Other local tax funding comes from general fund levies, and from “trust and agency” levies.

**Passenger Fares** – Fees paid by the passengers is one of the most common sources of local support. This can include monies collected on-board the transit vehicle (usually called “farebox receipts”), as well as prepaid fares from sale of passes or tickets, or fares billed to the passenger after the fact. FTA requires that all passenger revenues be subtracted from the total cost of operating transit service to identify a net operating cost, before eligibility for federal financial support of operations can be calculated. In FY2014, Region 6 Planning-Peoplerides had about \$72,000 in farebox revenue for their 45,000 rides.

**Contract Revenue** – Human service agencies, local communities, as well as private businesses are often willing to pay a part or all of the cost for certain types of rides provided as part of the open to the public transit operation. Such subsidies are classified as contract revenues and can count toward the required local match on federal projects. Contract revenue is from sources like TMS/Access 2 Care, Medicaid, Marshalltown Medical & Surgical Center, Northeast Iowa 3A, Center Associates, Wolfe Clinic, Tama County Council on Aging, and Primary Health. The FY2014 revenue from these sources totaled \$231,000.

**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. Most of Iowa’s larger communities levy for support of their urban transit systems. A number of smaller communities use this authority to generate funding used to support services contracted from their designated regional transit system. (This is something that can be implemented with a simple vote from the city council). Only Marshalltown has a municipal transit levy. The amount of revenue that Marshalltown earned on this source in FY2014 is not available.

**Local Tax Support** – Various cities and counties in the region contribute funding in support of transit. The City of Grinnell, Hardin County, and Tama County provide local funds for public

transit services. The Grinnell revenues are from a special trust that is designed to serve the worthy poor – the Campbell Fund. The Hardin County and Tama County funds are property tax funds. In FY2014, these three places provided about \$30,000 of financial support for Peoplerides operating.

**Other Local Support** – Region 6 receives funding from other sources for Peoplerides services. Staff is diligent in looking for all possible funding sources on a continual basis. The following groups provided financial assistance for Peoplerides in FY2014:

Grinnell United Way	\$2,750
Iowa Falls Community Chest	\$3,000
Iowa Falls Church Women United	\$10,000
Grinnell College	\$900

This support helped provide rides for specific identified clients.

Without more outside funding and without local match funding, the best we can hope for at this time is to not have to decrease services.

For specific projects and funding schemes, please see Transportation Goals and Fiscal Impact spreadsheet, which is the final attachment to this planning document.

## **ATTACHMENTS**

Region 6/Peoplerides Vehicle Inventory – page 74

Marshalltown Municipal Transit Inventory – page 75

Iowa Veterans Home (IVH) Vehicle Inventory – pages 76-77

Peoplerides Rate Comparisons – page 78

MAPS – Regional Essential Services – pages 79-83

Minutes of Board Meeting 4/27/15 Adopting 2016-2020 PTP

Transportation Goals and Fiscal Impact

Region 6/Peoplerides Vehicle Inventory – December 2014

<i>PROPERTY</i>	<i>FLEET</i>				<i>Vehicle Class</i>	<i>ADA</i>	<i>Historical Odometer reading</i>	<i>Odometer</i>	<i>Odometer</i>	<i>Estimated</i>	<i>Estimated</i>	<i>Estimated</i>	<i>Estimated</i>	<i>Estimated</i>
<i>ID #</i>	<i>ID</i>	<i>Year</i>	<i>Make</i>	<i>Model</i>	<i>Size</i>		<i>12/31/10</i>	<i>12/31/13</i>	<i>12/30/14</i>	<i>12/30/15</i>	<i>12/30/16</i>	<i>12/30/17</i>	<i>12/30/18</i>	<i>12/30/19</i>
1GNEL19X13B114530	103	2003	Chev	Astro (all wheel dr)	MV	Y	154,844	190,538	193,546	0	0	0	0	0
1FDXE45S36DA68386	106	2006	Ford	Eldorado	LDB 176"	Y	88,081	136,827	153,402	170,446	187,490	204,534	221,578	238,622
1FDXE45S07DA13038	107	2007	Ford	Eldorado	LDB 176"	Y	96,274	147,979	159,213	179,114	199,015	218,916	238,817	258,718
1FDFE45S99DA69106	109	2009	Ford	Eldorado	LDB 158"	Y	35,831	102,813	120,403	140,470	160,537	180,604	200,671	220,738
2D4RN4DE2AR282500	110	2010	Dodge	Grand Carevan SE	MV	Y	2,630	36,021	50,175	64,329	78,483	92,637	106,791	120,945
1FDFE4FS1ADB00349	111	2011	Ford	Eldorado	LDB 176"	Y	5,665	96,845	124,403	149,283	174,163	199,043	223,923	248,803
1FDFE4FSXCDA13326	112	2012	Ford	Eldorado	LDB 158"	Y		53,788	78,523	104,697	130,871	157,045	183,219	209,393
3C6TRVCG6EE107701	114	2014	Dodge	Prime Time	Conv/MV	Y			0	10,000	20,000	30,000	40,000	50,000
1FDWE35SX4HA74293	204	2004	Ford	Goshen	LDB 138"	Y	149,920	160,508	160,508	0	0	0	0	0
1FDXE45S17DB43068	207	2007	Ford	Eldorado	LDB 176"	Y	105,327	150,044	172,794	194,393	215,992	237,591	259,190	280,789
1FDFE45S19DA88409	209	2009	Ford	Eldorado	LDB 158"	Y	42,182	96,578	109,226	127,430	145,634	163,838	182,042	200,246
1FDFE4FS1CDA13327	212	2012	Ford	Eldorado	LDB 158"	Y		36,119	62,059	87,999	113,939	139,879	165,819	191,759
3C6TRVCG8EE107702	214	2014	Dodge	Prime Time	Conv/MV	Y			0	10,000	20,000	30,000	40,000	50,000
1FDWE35SX2HB28317	302	2002	Ford	Eldorado	LDB	Y	146,923	162,511	165,324	168,137	170,950	173,763	176,576	179,389
1FDFE45S19DA88410	309	2009	Ford	Eldorado	LDB 158"	Y	33,402	117,559	143,743	169,927	169,927	196,111	222,295	248,479
1FDFE4FS3CDA13328	312	2012	Ford	Eldorado	LDB 158"	Y		49,600	65,128	86,837	108,546	130,255	151,964	173,673
1FDWE35S74HA74297	404	2004	Ford	Goshen	LDB 138"	Y	71,148	109,249	130,947	152,645	174,343	196,041	217,739	239,437
1FDFE45S19DA88430	409	2009	Ford	Eldorado	LDB 176"	Y	39,134	115,921	141,396	166,871	192,346	217,821	243,296	268,771
1N6AF0LY1CN106739	412	2012	Nissan	NV2500	Conv/MV	Y		19,314	34,480	49,645	64,810	79,975	95,040	110,105
1GNDM19X65B101476	704	2004	Chev	Astro	MV	Y	121,558	161,579	164,809	168,039	0	0	0	0
1GNDM19X75B101602	804	2004	Chev	Astro	MV	Y	93,694	136,778	150,042	0	0	0	0	0

Marshalltown Municipal Transit Inventory FY 2013-2014

<b>Property ID</b>	<b>VIN</b>	<b>License Plate</b>	<b>Year</b>	<b>Description</b>	<b>Miles on 7/1/2014</b>	<b>Lift or Ramp</b>	<b>Lift or Ramp Operable?</b>
101	15GGE2718A1091968	LD1223	2010	Gillig 30'	98,991	Ramp	Yes
105	1Z9BSS75W216316	LD0836	2005	Optima Opus	140,070	Ramp	Yes
109	15GGE271591091423	LD0705	2009	Gillig 30'	121,476	Ramp	Yes
121	15GGE2712C1092388	LD0307	2012	Gillig 30'	54,672	Ramp	Yes
131	15GGE2715D1092418	121717	2013	Gillig 30'	21,113	Ramp	Yes
821	2B1129275C6031571	LD0021	1982	Ontario - Orion 1	502,500	Lift	No
871	2B1139278H6001579	LD0835	1987	Ontario - Orion 1	677,661	Lift	No
911	2B1249874M6005583	LD1456	1991	Ontario - Orion 2	585,847	Ramp	Yes
922	2B1249N78N6005687	LD1502	1992	Ontario - Orion 2	289,386	Ramp	Yes
971	1YH249X76V6005992	LD1363	1997	Ontario - Orion 2	354,907	Ramp	Yes
	138,947	miles driven during fiscal year 2013 - 2014					

Iowa Veterans Home Vehicle Inventory –December 2014

<b>Car #</b>	<b>DESCRIPTION</b>	<b>End</b>	<b>Capacity</b>	<b>Purpose</b>	<b>ADA</b>	<b>ADA Equipment</b>
105904	2008 FORD 350 TRUCK	10413	2	maintenance		
1086	2014 DODGE CARAVAN (BLUE)	3570	6	medical trips	1 cot	tie downs
1190	2013 DODGE CARAVAN	23456	6	medical trips		
1191	2002 GMC DUMP TRUCK	114909	2	maintenance		
1192	2000 CHEVROLET 1500 PICKUP	56049	2	maintenance		
1193	2009 DODGE CARAVAN	86037	6	medical trips		
1194	2013 CHEVROLET SILVERADO	54491	5	security		
1195	2006 FORD E350 VAN	59545	15	recreation		
		mileage				
1196	2007 FORD E450 ELDORADO (WC)	108764	17	medical trips	3 wheelchairs & 7 sit-up	wheelchair lift
1197	2007 FORD E450 ELDORADO (WC)	110335	17	medical trips	3 wheelchair & 7 sit up	wheelchair lift
1198	2006 CHEVROLET IMPALA	80642	5	all trips/res.staff		
1199	2005 FORD 250 PICKUP	56890	2	maintenance		
1205	2010 DODGE CARAVAN (WC)	117471	5	medical trip	1 wheelchair & 4 sit up	wheelchair lift
1937	2014 AM GENERAL MV-1 (WC)	7203	5	medical trips	1 wheelchair & 4 sit up	wheelchair lift
1974	1988 GMC 7000 (BOOM TRUCK)	36174	2	maintenance		
2026	2010 DODGE CARAVAN	70203	6	medical trips		
2195	2004 BLUEBIRD BUS	125329	23	recreation	6 wheelchair 17 sit up	wheelchair lift
2233	2006 FORD E350 VAN	53658	15	recreation		

<b>2241</b>	<b>2006 FORD E350 VAN</b>	<b>89354</b>	<b>6</b>	<i>medical trips</i>	<i>2 cots OR 1 bariatric cot</i>	
<b>2522</b>	<b>2007 CHEVOLET IMPALA</b>	<b>82291</b>	<b>5</b>	<i>all trips/res. Staff</i>		
<b>105496</b>	<b>2006 BUS W/PAINTING</b>	<b>119400</b>	<b>23</b>	<i>recreation</i>	<i>6 wheelchair 17 sit up</i>	<i>wheelchair lift</i>
<b>105529</b>	<b>2013 DODGE CARAVAN</b>	<b>19273</b>	<b>6</b>	<i>medical trips</i>		
<b>105798</b>	<b>1995 INT'L DOT TRUCK</b>	<b>189211</b>	<b>2</b>	<i>maintenance</i>		
<b>105904</b>	<b>2008 FORD 350 TRUCK</b>	<b>10413</b>	<b>2</b>	<i>maintenance</i>		
	<b>23 vehicles in the IVH fleet</b>					
	<b>5 Drivers for Medical trips</b>					
	<b>2 Drivers for Recreational trips</b>					
	<b>Some of our Rec staff will drive small groups</b>					

## Peoplerrides Rate Comparisons to Other Places

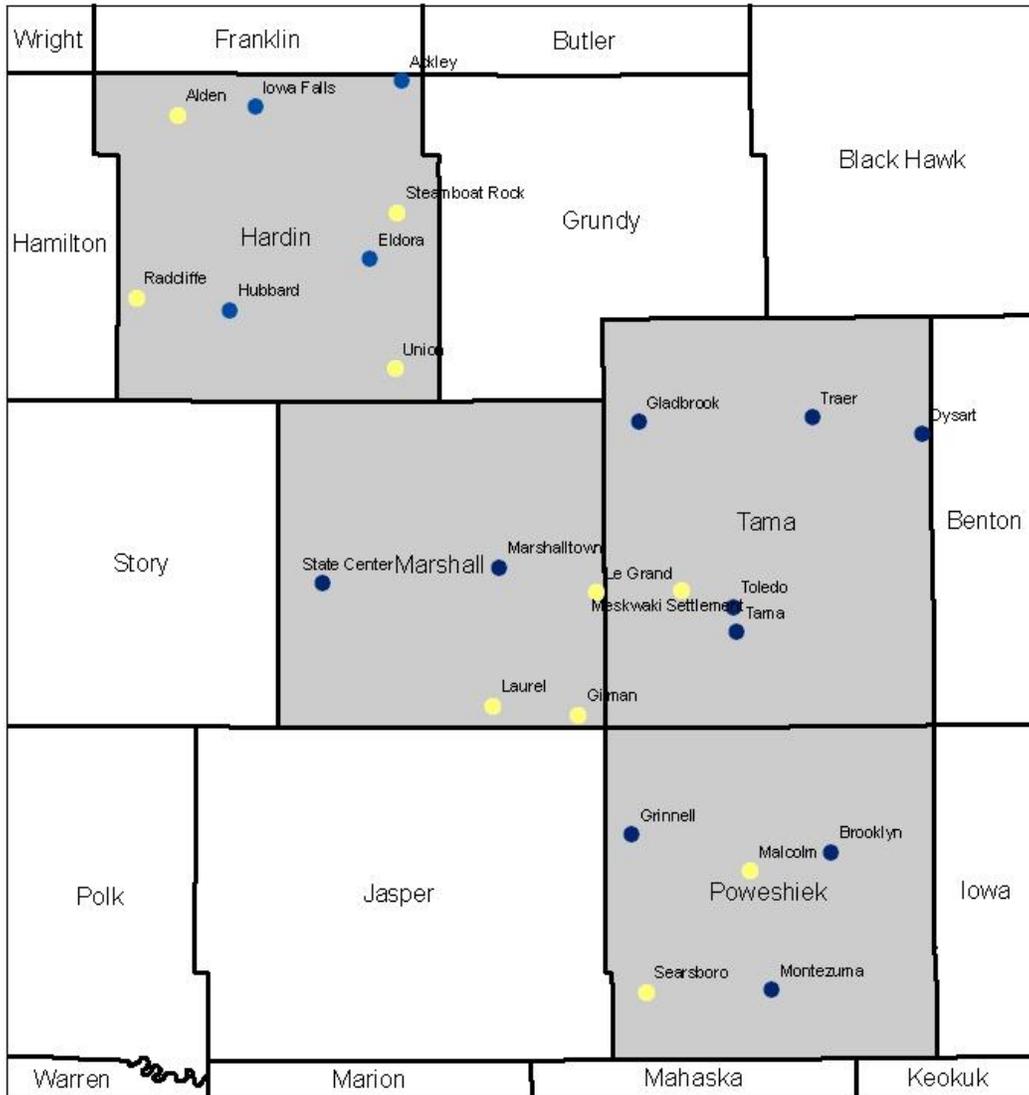
REGION	City Services	County Services	Regional Services
<b>Region 6, Marshalltown area</b>	\$2.50, \$6.50 in Tama/Toledo and for non-supported medical in Mtown	\$5.00 one day per week per county from mid- morning to early afternoon	\$10 one trip per month to Des Moines and Iowa City. \$2.10/mile for other services.

### Other Regional Transit Rates

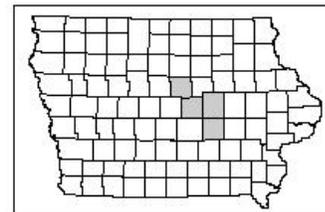
REGION	City Services	County Services	Regional Services
<b>Region 1, Decorah area</b>	\$2.00	\$3.00 some and others \$1.00/mile	\$1.00/mile
<b>Region 2, Mason City area</b>	\$1.00	\$2.00	\$5.00
<b>Region 3, Spencer area</b>	NA	NA	NA
<b>Region 4, Sioux City area</b>	\$4.00	\$4.00 + \$1.50/mile approx \$25-30	
<b>Region 5, Fort Dodge area</b>	\$2.50	\$2.50	NA
<b>Region 7, Waterloo area</b>	\$2.00	NA	NA
<b>Region 8, Dubuque area</b>	\$3.00	\$6.75	\$12.00
<b>Region 9, Davenport area</b>	\$1.50	\$3.00	\$12.00
<b>Region 10, Cedar Rapids area</b>	\$2-4	\$3-9.50	\$42.00
<b>Region 11, Des Moines area</b>	\$2-5	\$4-7.50	\$10.00
<b>Region 12, Carroll area</b>	NA	NA	NA
<b>Region 13, Atlantic area</b>	\$2.00	\$25/Hour	\$25/Hour
<b>Region 14, Creston area</b>	\$3.00	\$14.50/Hr + \$1.50/mile	\$14.50/Hr + \$1.50/mile
<b>Region 15, Ottumwa area</b>	\$2.00	\$4.00	NA
<b>Region 16, Burlington area</b>	\$2.50	\$5.00	\$15.00

# Region 6 Nursing Facilities, Assisted Living, and Elderly Apartments

Map By Alicia Rosman  
01/05/2010

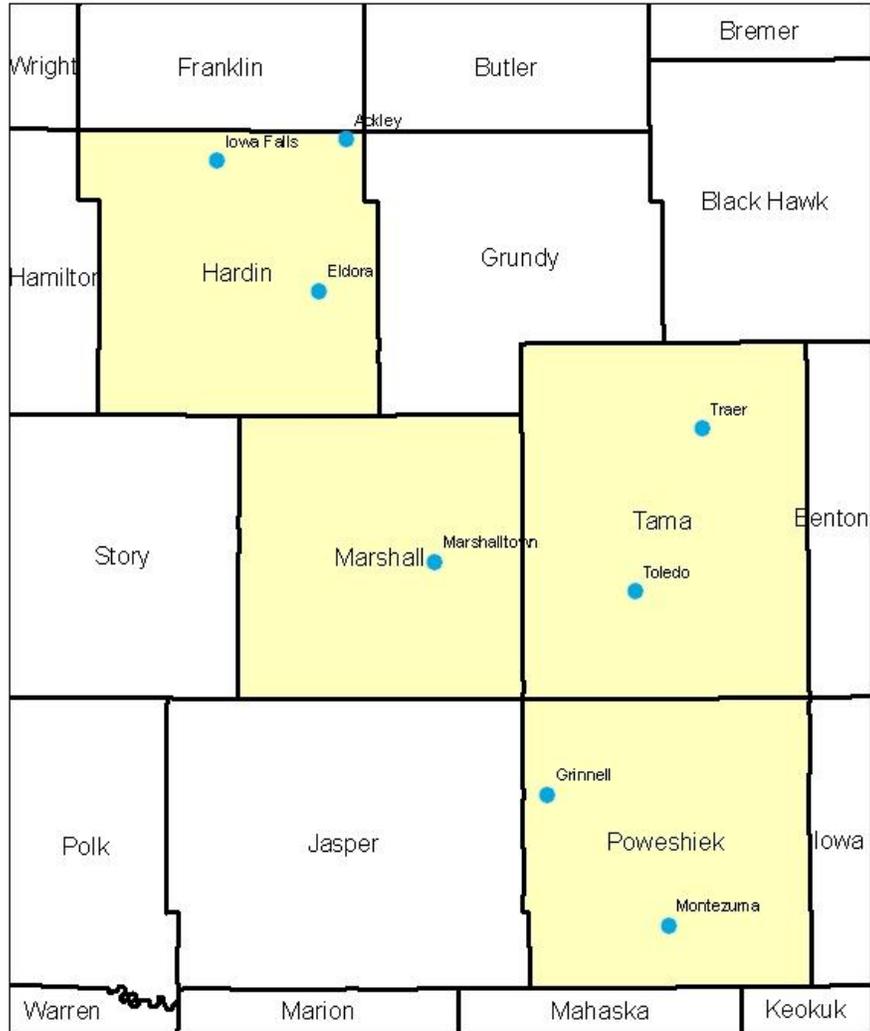


- Elderly Apartments
- Nursing Facilities, Assisted Living, AND Elderly Apartments
- Region 6 Counties

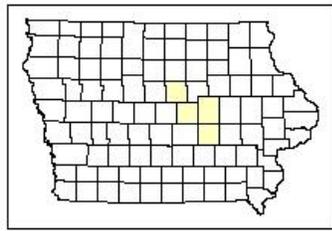


# Region 6 Dental Offices

Map By Alicia Rosman  
01/05/2010

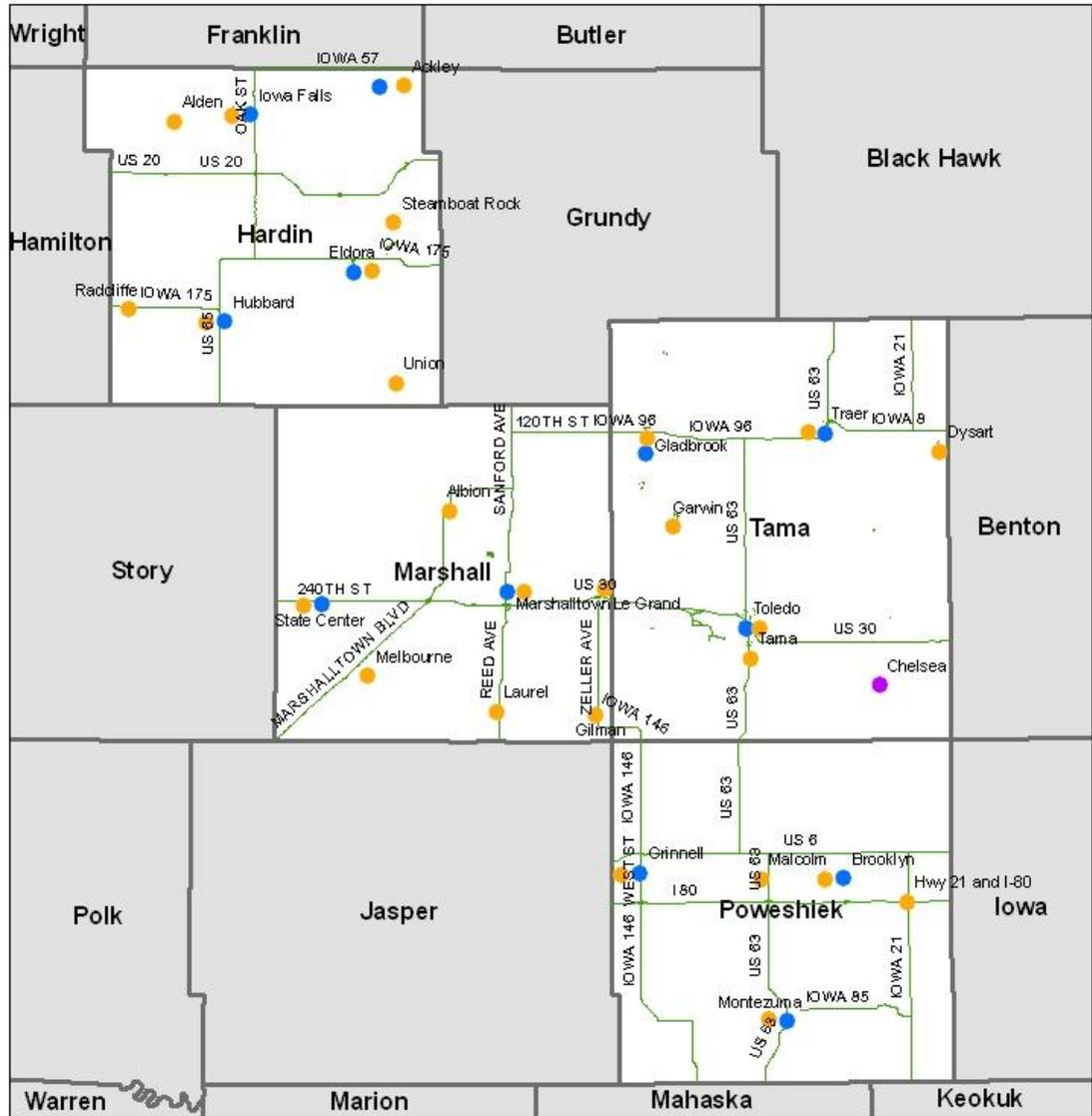


- Dental Offices
- Region 6 Counties



# Region 6 Grocery and Convenience Stores

Map By Alicia Rosman  
01/18/2010

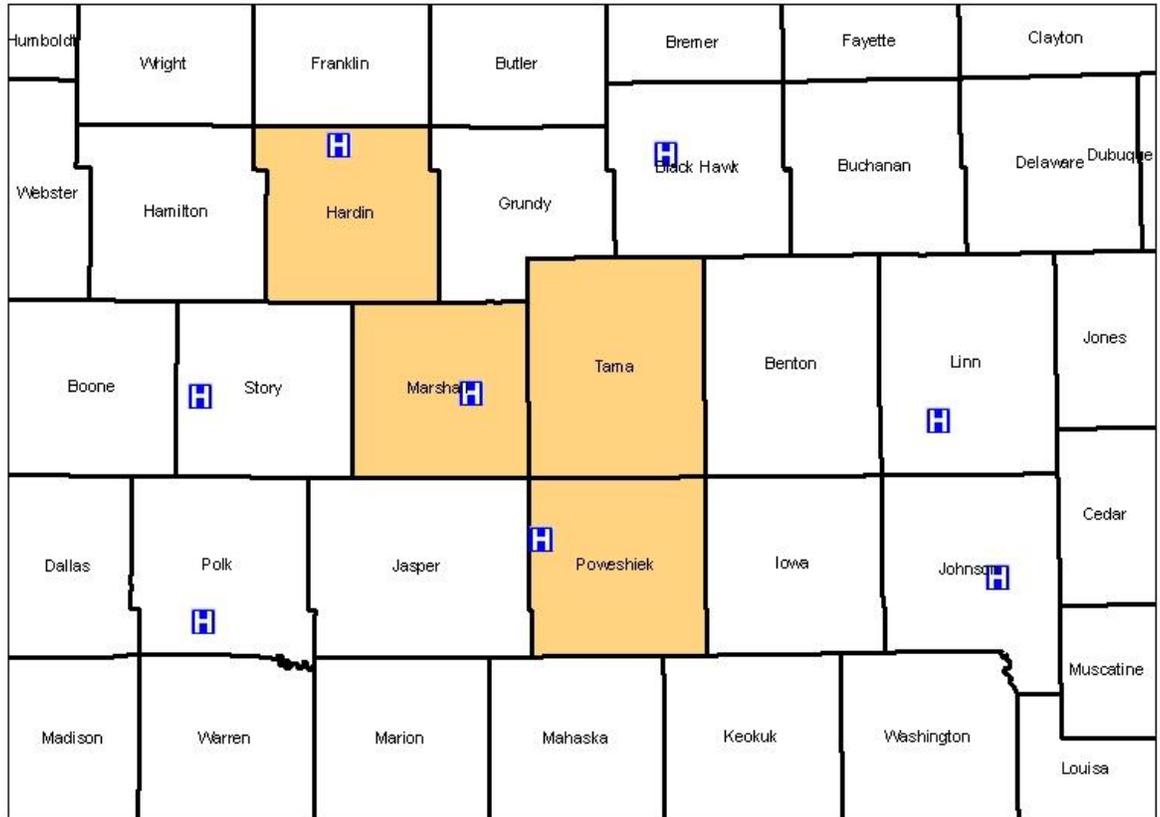


- Gas Station Only
- City with Gas Station/Convenience Store(s)
- City with Grocery Store(s)
- Highway
- Region 6 Counties



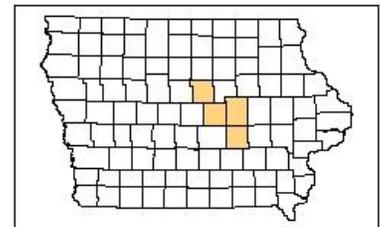
# Region 6 and Surrounding Area Hospitals

Map By Alicia Rosman  
1/05/2010



 Hospital

 Region 6 Counties



## Hospital(s) By County

### Region 6 Hospitals

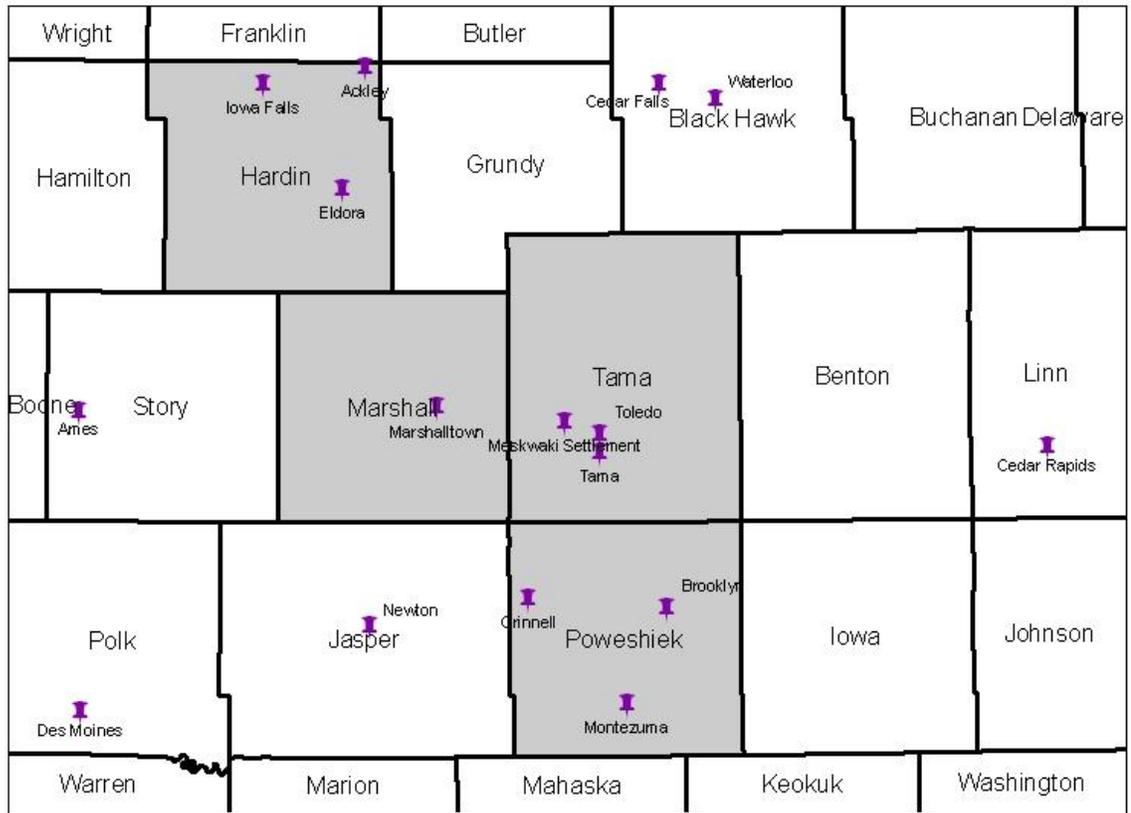
Hardin County - Ellsworth Municipal Hospital, Iowa Falls  
 Marshall County - Marshalltown Medical and Surgical Center  
 Poweshiek County - Grinnell Regional Medical Center

### Surrounding Area Hospitals

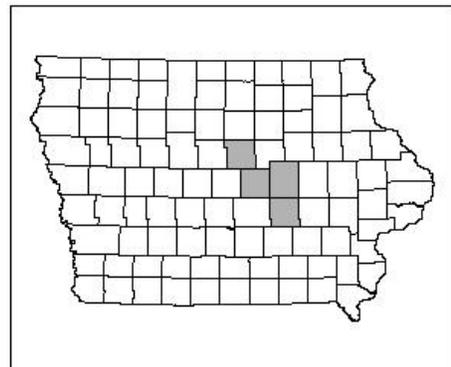
Story County - Mary Greeley Medical Center, Ames  
 Polk County - Iowa Methodist Medical Center, Mercy Medical Center,  
 Iowa Lutheran Medical Center, Blank Children's Hospital, VA Medical Center, Des Moines  
 Black Hawk County - Covenant Medical Center, Allen Memorial Hospital,  
 Sartori Memorial Hospital, Waterloo/Cedar Falls  
 Linn County - Mercy Medical Center, St. Luke's Hospital, Cedar Rapids  
 Johnson County - Mercy Hospital, University of Iowa Hospital, VA Medical Center, Iowa City

# Major Employment Centers In and Around Region 6

Map By Alicia Rosman  
01/05/2010



-  Major Employment Centers
-  Region 6 Counties



## REGION 6 PLANNING COMMISSION MEETING MINUTES FOR 4/27/2015

The Region 6 Planning Commission met at 12 pm on 4/27/15 at the Marshall County Courthouse Meeting Room 1.

Present: Canfield, Jordan, Thompson, Spohnheimer, Schoborg, Anderson, Granzow, Olberding, and Gaard.

The first agenda item was the consent agenda. The consent agenda included – 3/30/15 meeting minutes, and current balance sheet and check register. Spohnheimer made the motion to approve the consent agenda and seconded by Thompson. All voted aye – motion carried.

The second action item was the Institute of Public Affairs, University of Iowa, proposal on board goal setting. Schoborg made the motion to approve the services at a fee to not exceed \$3,000 and seconded by Anderson. All voted aye – motion carried.

The next agenda item was the Region 6 Depository Places Review and Approval. Thompson made the motion to transfer up to \$500,000 of funds from Home Federal Savings Bank accounts to the following places – 1). State Farm Bank money market up to \$250,000; and 2). Iowa Falls State Bank savings up to \$250,000. Gaard seconded the motion. All voted aye – motion carried.

A public hearing on the FY 2016 Region 6 Transit Application was the next agenda item. There were no public hearing written or oral comments. Gaard made the motion to close the hearing and seconded by Thompson. All voted aye – motion carried.

The resolution to approve the FY 2016 Region 6 Transit application was the next agenda item. Gaard made the motion to approve the resolution and seconded by Schoborg. All voted aye – motion carried.

A public hearing on the Region 6 Passenger Transportation Plan, Region 6 Public Participation Plan, Region 6 Transportation Improvements Program amendment to add the Grand Street bridge in Gladbrook, and increase STP funding on road projects in Marshalltown on Iowa Avenue, East Main Street, and S 18<sup>th</sup> Avenue was the next agenda item. There were no public hearing written or oral comments. Gaard made the motion to close the hearing and seconded by Jordan. All voted aye – motion carried.

A resolution to approve the Region 6 Passenger Transportation Plan, Region 6 Public Participation Plan, Region 6 Transportation Improvements Program amendment to add the Grand Street bridge in Gladbrook, and increase STP funding on road projects in Marshalltown on Iowa Avenue, East Main Street, and S 18<sup>th</sup> Avenue was the next agenda item. Thompson made the motion to approve the resolution and seconded by Gaard. All voted aye – motion carried.

The FY 2015/2016 budget was the next agenda item. Gaard made the motion to approve the budget as presented and seconded by Spohnheimer. All voted aye – motion carried.

The next meeting was tentatively set for May 26, 2015 at noon in Marshalltown.

Marty Wymore  
Region 6 Planning

