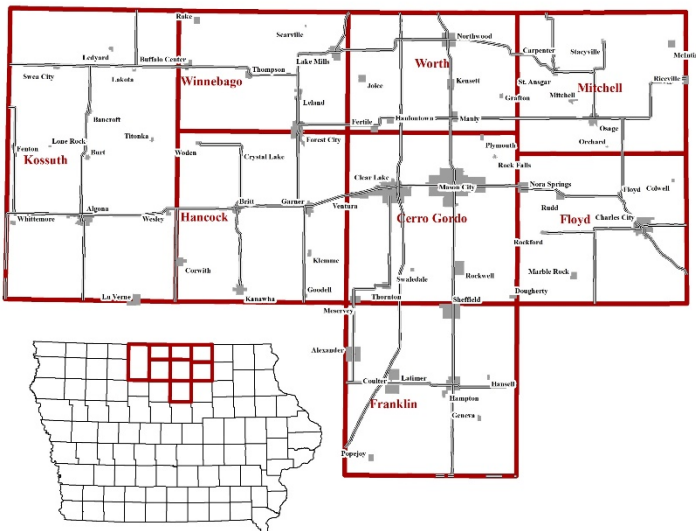


REGION 2 RPA

PASSENGER TRANSPORTATION PLAN

FY 2020 – FY 2024



REGION 2 TRANSIT

**RESOLUTION ADOPTING THE
FY 2019 – FY 2024 PASSENGER TRANSPORTATION PLAN
REGIONAL PLANNING AFFILIATION 2
TRANSPORTATION ADVISORY GROUP**

WHEREAS, the eight counties of the North Iowa Area Council of Governments, in accordance with the boundaries of the Region 2 Transit Planning District, have been designated as the official region for purposes of planning and programming of federal transportation dollars as provided through Fixing America’s Surface Transportation Act (FAST Act); and,

WHEREAS, the North Iowa Area Council of Governments has been designated as the Regional Planning Affiliation 2 (RPA 2) for FAST Act planning and programming purposes; and,

WHEREAS, RPA 2 has established a Transportation Advisory Group (TAG) to evaluate and discuss needs and potential projects/solutions regarding passenger transportation in the RPA 2 area; and,

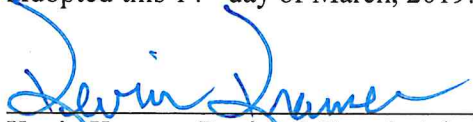
WHEREAS, the Iowa Department of Transportation requires a 5-year Passenger Transportation Plan (PTP) as part of the Transportation/Transit Planning Activities of RPA 2; and,

WHEREAS, the North Iowa Area Council of Governments as the RPA 2 Administrator has written the FY 2019 - FY 2024 RPA 2 PTP with input from the TAG to identify needs and activities for passenger transportation at this time; and,


WHEREAS, RPA 2 TAG is required to approve the FY 2019 - FY 2024 PTP that identifies planned projects for programming state and federal funding.

NOW, THEREFORE, BE IT RESOLVED that the FY 2019 – FY 2024 PTP as presented is hereby adopted by the RPA 2 Transportation Advisory Group.

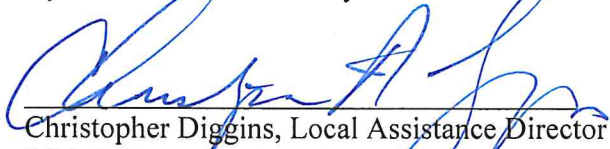
Adopted this 14th day of March, 2019.



Kevin Kramer, Region 2 Transit Administrator



Dylan Schulte, Mason City Transit Administrator



Christopher Diggins, Local Assistance Director
RPA 2 Transportation Planner

**RESOLUTION ADOPTING THE
FY 2019 – FY 2024 PASSENGER TRANSPORTATION PLAN
NORTH IOWA AREA TRANSPORTATION POLICY BOARD**

WHEREAS, the eight counties of the North Iowa Area Council of Governments, in accordance with the boundaries of the Region 2 Transit Planning District, have been designated as the official region for purposes of planning and programming of federal transportation dollars as provided through Fixing America’s Surface Transportation Act (FAST Act); and,

WHEREAS, the North Iowa Area Council of Governments has been designated as the regional planning agency for FAST Act planning and programming purposes; and,

WHEREAS, the North Iowa Area Transportation Policy Board has been established by resolution and maintains voting power over the activities of FAST Act program; and,

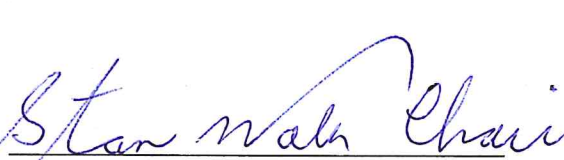
WHEREAS, the Iowa Department of Transportation requires a 5-year Passenger Transportation Plan (PTP) as part of the Transportation Activities of RPA 2; and,

WHEREAS, the North Iowa Area Council of Governments as the RPA 2 Administrator has written the FY 2019 - FY 2024 RPA 2 PTP with input from the Transportation Advisory Group (TAG) to identify needs and activities for passenger transportation at this time; and,

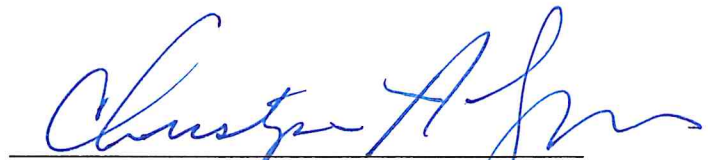
WHEREAS, The Policy Board is required to approve the FY 2019 - FY 2024 PTP that identifies planned projects for programming state and federal funding.

THEREFORE, BE IT RESOLVED that the FY 2019 – FY 2024 PTP as presented is hereby adopted by the North Iowa Area Transportation Policy Board.

Adopted this 10th day of April, 2019.



Stan Walk, Chairman
North Iowa Area Transportation
Policy Board



Christopher Diggins, Local Assistance Director
North Iowa Area Transportation
Policy Board/NIACOG Staff

REGION 2 RPA

PASSENGER TRANSPORTATION PLAN

FY 2020 – FY 2024
Final

PREPARED BY:



**North Iowa Area Council of Governments
525 6th St. S.W.
Mason City, Iowa 50401**

The preparation of this Passenger Transportation Development Plan was financed in part through Federal Funds provided by the U.S. Department of Transportation, Federal Highway Administration, and/or Federal Transit Administration. This Passenger Transportation Development Plan was prepared by NIACOG staff with input from Region 2 Transit, Mason City Transit, Service Providers and users.

TABLE OF CONTENTS

<i>SECTION ONE: Introduction and Process Discussion</i>	- 1 -
Process Discussion	- 1 -
<i>SECTION TWO: Inventory and Area Profile</i>	- 3 -
MASON CITY TRANSIT SYSTEM	- 3 -
REGION 2 TRANSIT SYSTEM	- 6 -
School Districts	- 13 -
Human Services Transportation	- 15 -
Private Passenger Transportation	- 16 -
Trips, Mileage and Rides	- 16 -
Changes / New Services.....	- 19 -
Joint Use of Facilities.....	- 19 -
Demographic Characteristics	- 20 -
Limited English Proficiency	- 23 -
Poverty	- 26 -
Population Projections	- 26 -
Employment and Education	- 27 -
Disability	- 28 -
Activity Centers	- 38 -
Cerro Gordo County.....	- 39 -
Floyd County.....	- 44 -
Franklin County	- 48 -
Hancock County.....	- 51 -
Southern Kossuth County.....	- 55 -
Northern Kossuth County.....	- 58 -
Mitchell County	- 62 -
Winnebago County.....	- 65 -
Worth County.....	- 68 -
<i>SECTION THREE: Coordination Issues</i>	- 71 -
Evaluation of Passenger Transportation Services (Public Input Concerning Needs)	- 71 -
Status of Previously Recommended Projects.....	- 74 -
Saints Shuttle.....	- 74 -
Fort Dodge Dash	- 75 -

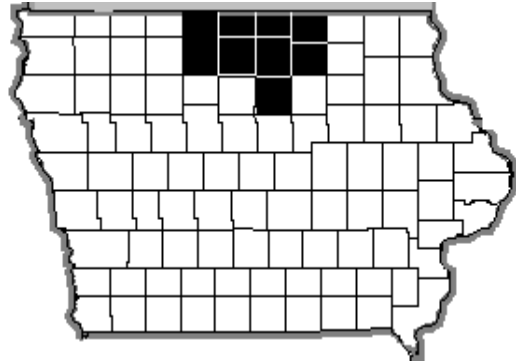
Marshalltown Missile.....	- 75 -
Mobility Manager.....	- 75 -
Cerro Gordo County JARC Service.....	- 76 -
North Iowa Commuter Express (NICE) Shuttle	- 76 -
Other Recent Developments	- 77 -
Service Needs.....	- 77 -
Management Needs.....	- 77 -
Fleet Needs.....	- 78 -
Facility Needs.....	- 78 -
Survey	- 78 -
Users:.....	- 81 -
Employers:	- 84 -
Agency:	- 85 -
General Public (do not plan to use bus or might use bus):.....	- 86 -
<i>SECTION FOUR: Priorities and Strategies</i>	- 90 -
SPECIFIC TAG IDENTIFIED PROJECTS	- 96 -
<i>SECTION FIVE: Funding</i>	- 98 -
<i>Bus and Bus Facilities Formula Grants (5339)</i>	- 98 -
<i>Rural and Small Urban Areas (5311)</i>	- 98 -
Statewide and Nonmetropolitan Transportation Planning (5305e).....	- 98 -
Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310).....	- 99 -
Surface Transportation Block Grant Funds (STBP).....	- 99 -
Public Transit Infrastructure Grants.....	- 100 -
Intercity Bus Assistance.....	- 100 -
Iowa Clean Air Attainment Program (ICAAP).....	- 101 -
<i>State Transit Assistance (STA)</i>	- 101 -
<i>STA Special Projects</i>	- 101 -
Coordination of Special Projects.....	- 102 -
Capital Match Revolving Loan Fund (AMOCO Loan)	- 103 -
Advertising Revenues	- 103 -
Transit Levies.....	- 103 -
Health and Human Service Programs	- 106 -
APPENDIX A: TAG MINUTES	- 108 -
APPENDIX B: DRAFT TRANSIT ELEMENT RPA 2 FFY 2020-FFY 2024 TIP	- 121 -

APPENDIX C: ADDITIONAL INFORMATION- 129 -
PASSENGER TRANSPORTATION PROVIDER FACT SHEET.....- 135 -

SECTION ONE: Introduction and Process Discussion

The North Iowa Area Council of Governments (NIACOG) is Region 2 of the Iowa Association of Regional Councils. It is a voluntary association of local governments established for the purpose of promoting intergovernmental cooperation and strengthening local units of government. By working collectively through the Council of Governments, cities and counties can share professional and technical services they could otherwise not afford. Unlike municipalities and counties, NIACOG is not a unit of government, has no power to tax or to enact or enforce laws. NIACOG’s basic financial support comes from participating units of local government.

The NIACOG Region 2 area consists of eight counties and 67 communities in north central Iowa. The counties are: Cerro Gordo, Floyd, Franklin, Hancock, Kossuth, Mitchell, Winnebago and Worth Counties. They cover a land area of 2,868,914 acres, or 4,482 square miles, with a current population of 127,258, according to the 2010 U.S. Census. Cities in the NIACOG region range in population size from 71 to 28,079 and counties range from 7598 to 44,151 in size of population.



The North Iowa Area Council of Governments is a service oriented agency geared to assist member units of government and their affiliated groups. NIACOG is organized to meet daily and long term operational and planning needs for efficiency and effectiveness of the counties and the local units of government it serves. NIACOG programs are a reflection of the needs of its members. Groups which have received assistance include city and county governments, school districts, local economic development corporations and community based groups and committees. Assistance is available in a variety of areas including: Community Development, Economic Development, Grant Writing and Administration, Housing, Personnel, Planning, Safety Training, Technical Assistance, Transit Administration, Transportation Planning, Recreation Planning and other community programs.

Process Discussion

The creation of this document is the result of joint efforts from local transit providers, policy makers, and units of government, human service organizations, and the general public. This document is meant to provide a better understanding of the passenger transportation services provided in past years and currently, as well as to serve as a guidance mechanism for future passenger transportation decisions. Background information on passenger transportation services, current operations, an evaluation of the needs of services, availability of financial resources, and a look at the future of passenger transportation for the planning region will all be illustrated in this document.

The Passenger Transportation Planning process is designed to coordinate health/human service transportation and public transit to promote and further develop the public transportation systems. Participating agencies include Mason City Transit, Region 2 Transit, North Iowa Area Council of Governments (NIACOG) Elderbridge Agency on Aging, United Way of North Central Iowa (UW-NCI), Mercy Medical Center - North Iowa (MMC-NI), North Iowa Community Action Organization (NIACO), Cerro Gordo County Department of Public Health and several human service agencies as providers of

Region 2 Transit Services. In order to coordinate the Transportation Planning process, a Transportation Advisory Group (TAG) was created, consisting of all interested parties concerned with providing passenger transportation services in the Region. RPA 2 staff acts as the lead entity for the development of the Region 2 PTP, relaying pertinent information regarding passenger information to the TAG committee members. Information may include relevant Region 2 transit information, Federal Legislation information, Mason City Transit information, NIACOG newsletter, IDOT information and any other pertinent information regarding transportation. The TAG has meetings scheduled every month. However, there have been times that a meeting was not warranted, so it was cancelled until the next month.

The Region 2 Passenger Transportation Plan (PTP) will cover a five (5) year period (FY2020 – FY2024) and provide passenger transportation projects for inclusion in the regional Transportation Improvement Program (TIP). The PTP will provide the basis for efficient and effective passenger transportation resource allocation for operations, maintenance, and service development; as well as determining/addressing service duplication and gaps in the provision of needed services. The PTP is a required element for the Region 2 RPA’s annual Transportation Planning Work Program.

The 2020 -2024 Passenger Transportation Plan for Region 2 RPA uses the following format:

1. Introduction and Process Discussion – There is a brief discussion of the process that was undertaken to complete the PTP. It includes documentation from advisory group meetings and related public input.

2. Inventory and Area Profile – An inventory section includes a discussion of existing passenger transportation operations (human service providers, private providers, and public transit systems) within the planning area. The area profile includes a discussion of the demographic characteristics within the area and how they impact this passenger transportation needs assessment. Also included will be an analysis of the region’s limited English proficient (LEP) Population and identification of the LEP population’s needs to ensure meaningful access to passenger program and activities.

3. Coordination Issues – An assessment of service, management, fleet, and facility needs is made. Status of previously recommended priorities and strategies, recent developments affecting coordination of issues, and public input received concerning needs and/or coordination of issues is discussed.

4. Priorities and Strategies – A description of proposed passenger transportation investment strategies identified with the assistance of the Transportation Advisory Group (TAG) for the next five years will be identified, with the goal of identifying meaningful priorities and strategies in order to meet needs and eventually lead to projects.

5. Funding: A brief description and overview of funding opportunities and expectations to implement current and future projects identified.

Several Appendix sections will provide greater detail of the RPA 2 TAG and PTP development process, as well as information garnered from a transportation survey of the area.

SECTION TWO: Inventory and Area Profile

The Region 2 area is served by numerous public and private agencies that provide passenger transportation services. Transportation providers include the Region 2 Transit System, a primarily brokered regional transit system, Mason City Transit, a fixed route transit system, Mason City paratransit; private taxi services; intercity bus carriers; (i.e. Jefferson Lines), and other transportation providers such as nursing homes, schools and other human service organizations.

Mason City Transit is a fixed-route service running on half-hour headways within the City. In 2014, the City of Mason City Transit Service provided 171,082 rides on the fixed route service. The system also contracts with Cerro Gordo Public Transit service for eligible patrons who need the assistance of an ADA certified wheelchair lift that are not able to access the fixed route service.

The Region 2 Transit System is the second, and the largest, transit system in the Region. Region 2 Transit is a demand response system that provides approximately 354,905 rides in the eight county region. This particular system is brokered through 11 transit service providers which contract with NIACOG. NIACOG directly operates the Cerro Gordo Public Transit service. Participating local governments provide local support through taxes, general funds, levies as decided at the local governmental level, and fares.

The two public transportation systems described above receive both federal and state capital, operating, and planning funds based on rides provided and locally determined income. A description of each transit service and providers follows. The PTP forms are included as appendices to this document.

MASON CITY TRANSIT SYSTEM

Mason City Public Transit consists of two basic services. The first is a fixed route system with five routes that serve all quadrants of the city. The system is based on a hub and spoke design with all routes meeting at the Transit Transfer station on the half-hour. The Transfer Station is located in downtown Central Park. The West Central Route serves the rapidly developing area to the west along Highway 122 with two buses. Those buses alternate meeting at the Transfer Station on the hour and half-hour. Mason City Public Transit provided passenger transportation to a wide variety of activities including to major medical and health centers, human service providers, shopping, churches, nursing homes, North Iowa Community College and sheltered workshops to name just a few.

The second service offered by Mason City Public Transit is a paratransit service provided under contract to the City by Cerro Gordo Public Transit (CGPT). This ADA-required complementary paratransit service provides transportation to Mason City residents, city-wide, who are unable for various reasons to use the ADA accessible fixed route service. The paratransit service is considered a demand door-to-door service that operates during all of the hours and days of the week that the Mason City fixed route service operates. Both services operate daily, Monday - Friday from 6:30 am - 6:00 pm, with the exception of the major holidays. Persons interested in utilizing the paratransit service must complete an application and be determined to be eligible for the services. An eligibility panel comprised of human service providers, transit administrators and users evaluate the application to determine if a person meets the eligibility requirements.

The following illustrates the entire Mason City Public Transit fleet.

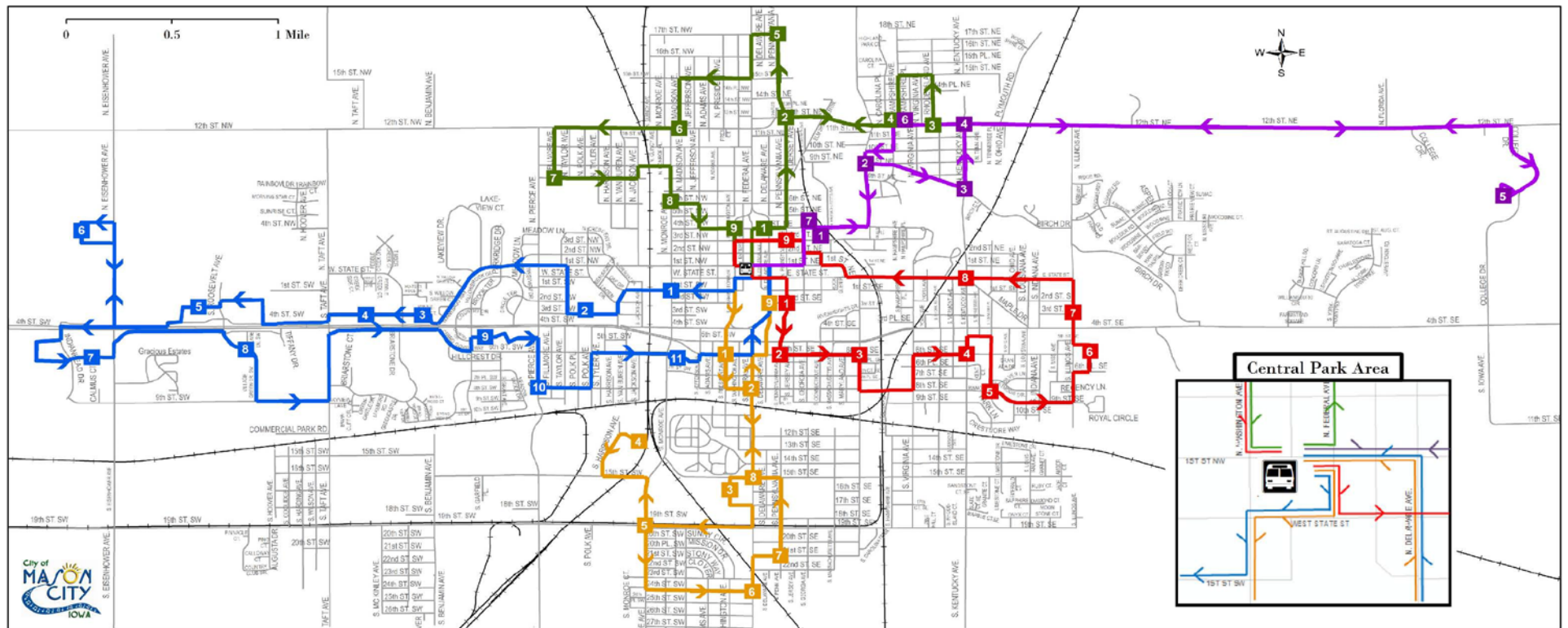
Transportation Provider: Mason City Transit Date Prepared: Oct. 2018

Vehicle: Model Year/Body Manufacturer and Model	Fleet ID	No. of Seats/ Wheelchairs	Base Location	Assignments	No. of Hours Per Week Used	Used Evg/Wknd	Projected Annual Miles
2005 Ford Supreme	41	18 / 2	Mason City	Fixed-Route	Back-Up	No	4,000
2006 Ford Supreme	42	16 / 6	Mason City	Fixed-Route	Back-Up	No	4,000
2009 Ford El Dorado	44	18 / 2	Mason City	Fixed-Route	Back-Up	No	4,000
2009 Ford El Dorado	45	18 / 2	Mason City	Fixed-Route	30	No	18,000
2009 Ford El Dorado	46	18 / 2	Mason City	Fixed-Route	30	No	18,000
2009 Ford El Dorado	47	18 / 2	Mason City	Fixed-Route	30	No	18,000
2009 Ford El Dorado	48	18 / 2	Mason City	Fixed-Route	30	No	18,000
2016 Ford Metrolink	49	20 / 2	Mason City	Fixed-Route	30	No	18,000
2016 Ford Metrolink	50	20 / 2	Mason City	Fixed-Route	30	No	18,000
2018 Chevrolet Titan II	51	20 / 2	Mason City	Fixed-Route	30	No	18,000
2018 Chevrolet Titan II	52	20 / 2	Mason City	Fixed-Route	30	No	18,000
2018 Chevrolet Titan II	53	20 / 2	Mason City	Fixed-Route	30	No	18,000
2018 Chevrolet Titan II	54	20 / 2	Mason City	Fixed-Route	30	No	18,000

The following page illustrates the various fixed routes provided by the Mason City Transit Service.

Mason City Transit System Routes

West Central Outbound Blue Route		West Central Inbound Blue Route		North Central - Green Route		South Central - Orange Route		East Central - Red Route		Northeast - Purple Route	
Location	Minutes After the Hour	Location	Minutes After the Hour	Location	Minutes After the Hour	Location	Minutes After the Hour	Location	Minutes After the Hour	Location	Minutes After the Hour
Central Park	:00 & :30	#7 Wal-Mart	:26 & :56	#1 Central Park	:00 & :30	Central Park	:00 & :30	Central Park	:00 & :30	Central Park	:00 & :30
#1 1st St. SW & S. Monroe Ave.	:02 & :32	#8 Salvation Army Activity Center	:30 & :00	#2 N. Pennsylvania Ave. & 13th St. NE	:02 & :32	#1 S. President Ave. & 6th St. SW	:03 & :33	#1 S. Pennsylvania Ave. & 2nd St. SE	:02 & :32	#1 N. Georgia Ave. & 4th St. NE	:02 & :32
#2 Mercy Medical Center	:04 & :34	#9 Willowbrook Mall	:35 & :05	#3 12th St. NE & N. Rhode Island Ave.	:06 & :36	#2 8th St. SW & S. Federal Ave.	:05 & :35	#2 S. Pennsylvania Ave. & 6th St. SE	:04 & :34	#2 N. Carolina Ave. & 9th St. NE	:04 & :34
#3 Ashley Furniture	:10 & :40	#10 S. Pierce & 8th St. SW	:38 & :08	#4 N. Hampshire Ave. & 12th St. NE	:08 & :38	#3 South Port Mall	:06 & :36	#3 6th St. SE & S. Carolina Ave.	:06 & :36	#3 Brch Dr. & N. Kentucky Ave.	:05 & :35
#4 West Plaza (Hy-Vee West)	:12 & :42	#11 Shopko	:40 & :10	#5 N. Pennsylvania Ave. & 17th St. NE	:11 & :41	#4 NIVC	:11 & :41	#4 6th St. SE & S. Kentucky Ave.	:08 & :38	#4 N. Kentucky Ave. & 12th St. NE	:06 & :36
#5 Target Super Center	:15 & :45	Central Park	:50 & :20	#6 N. Madison Ave. & 12th St. NW	:14 & :44	#5 S. Monroe Ave. & 19th St. SW	:14 & :44	#5 S. Tennessee Ave. & Manor Dr.	:10 & :40	#5 NIACC	:12 & :42
#6 Mercy Medical Center West	:20 & :50			#7 N. Fillmore Ave. & 8th St. NW	:20 & :50	#6 24th St. SW & S. Federal Ave.	:17 & :47	#6 Regency Mall (HyVee East)	:14 & :44	#6 12th St. NE & N. Hampshire Ave.	:19 & :49
				#8 Community Kitchen	:23 & :53	#7 21st St. SE & S. Pennsylvania Ave.	:19 & :49	#7 Mason City Middle & High School	:16 & :46	#7 4th St. NE & N. Georgia Ave.	:23 & :53
				#9 4th St. NW & N. Washington Ave.	:24 & :54	#8 15th St. SE & S. Federal Ave.	:21 & :51	#8 E. State St. & N. Kentucky Ave.	:18 & :48	Central Park	:25 & :55
				Central Park	:25 & :55	#9 2nd St. SE & S. Delaware Ave.	:23 & :53	#9 3rd St. NE & N. Pennsylvania Ave.	:20 & :50		
						Central Park	:25 & :55	Central Park	:25 & :55		



City of Mason City GIS: Map Prepared December 2017

REGION 2 TRANSIT SYSTEM

Passenger transportation in the eight county, Region 2 area, is purchased from local governments, private operators, human service agencies or municipal providers. The budget is made up of contracts with transit providers, State Transit Assistance, Federal 5339 Bus and Bus Facility Formula Grants, Federal 5311 Non-Urbanized Formula Operating funds, and fares. NIACOG contracts with 14 transit providers to operate a demand-response and/or subscription transit service. Transit providers are located in nine (9) cities and all eight (8) counties in the Region 2 area. Each contracted transit provider, many of them being a human service provider, has their own facilities and employees on site. NIACOG leases the transit vehicles to the providers.

Contracts with transit providers and agencies are continually adjusted to better meet the demands on the services, as well as, the expense. Each of the county-wide transit providers provide service outside of their own county, establishing a region-wide system.

Region 2 Transit requires local participation from counties toward the operating cost of the transit system. Due to the need for additional transit service, particularly, region-wide service, a \$1.58 per capita fee is assessed, with agreement from the local entities, for the operation of transit services.

The State's transit systems compete for federal capital funding. The Federal Transit Administration, FTA, now requires a threshold of 120,000 miles/5 year be reached before a vehicle can be funded for replacement or rehabilitation. The system requires 15 replacement vehicles per year to maintain a five-year fleet replacement schedule. The typical vehicle bought by Region 2 is the Light Duty Flex Fuel Bus with ADA equipment programmed to cost approximately \$101,700, according to the IDOT's programming guidance.

The RPA 2 STP funds are a resource that the Region 2 Transit system has utilized to fund expansion vehicles in the fleet. Mason City Transit can also access this funding, but has yet to do so. Part of this may be that the Region 2 System is utilizing this funding for expansion vehicles whereas the Mason City Transit System would be replacing vehicles, which is not seen as palatable to the existing RPA committees.

Region 2 Transit - Current Vehicle Characteristics

	<u>Vehicles</u>	<u>With Lift or Ramp</u>	<u>With ADA Standards</u>
Revenue Vehicles:	90	90	90
Large Buses:	0	0	0
Small Buses:	90	90	90
Vans:	0	0	0
Minivans:	0	0	0

Some service providers for Region 2 are "client-based". They consist of human service agencies, providing rides for clients in addition to the City/County service they provide. These services are also open to the public. Client-based services are operated using Region 2 Transit vehicles. However, they do not receive any operating money from Region 2 Transit. The client-based agency pays an annual replacement fee for the use of the vehicles. This fee is calculated based on the IDOT's Programming Guidance and the useful life of the vehicle.

The Region 2 Transit System provides transit service to the public throughout the eight county region of Cerro Gordo, Floyd, Franklin, Hancock, Kossuth, Mitchell, Winnebago, and Worth Counties.

Transit services are provided by contractors within this region. Contact information as of August 2018 for each is as follows:

REGION 2 TRANSIT SYSTEM
TERESA COLLINS, OPERATIONS MGR.
525 6TH ST. S.W.
MASON CITY IA 50401-5058
PHONE: (641) 423-0491 ext. 22
FAX: (641) 423-1637
E-MAIL: tcollins@niacog.org

CITY OF ALGONA
DEB BELL, CITY CLERK
PO BOX 452
ALGONA IA 50511
PHONE: (515) 295-2411
FAX: (515) 295-4897
E-MAIL: dbell@ci.algona.ia.us

ONE VISION / C.A.R.T.
JEFF SCHULTZ
P O BOX 622
CLEAR LAKE IA 50428
PHONE: (641) 355-1214
FAX: (641) 357-6471
E-MAIL: jschultz@onevision.org

CITY OF LAKE MILLS
DORENE HOLSTAD, CITY CLERK
105 W MAIN
LAKE MILLS IA 50450
PHONE: (641) 592-3251
FAX: (641) 592-3252
E-MAIL: lmclerk@wctatel.net

CHARLES CITY PUBLIC TRANSIT
TAMMY ELTHON, MANAGER
1003 FIFTH AVENUE
CHARLES CITY IA 50616
PHONE: (641) 715-1314
FAX: (641) 228-1951
E-MAIL: ccpublictransit@gmail.com

MOSAIC of NORTH CENTRAL IOWA
TAMI NELSON, TRANSPORTATION
SUPER.
905 HWY 69 S
FOREST CITY IA 50436
PHONE: (641) 585-2435
FAX: (641) 585-3939
E-MAIL: tami.nelson@mosaicinfo.org

COMPREHENSIVE SYSTEMS
BUTCH JOHNSON, DIRECTOR
PO BOX 457
CHARLES CITY IA 50616
PHONE: (641) 228-3679
FAX: (641) 228-6259
E-MAIL:
ButchJohnson@comprehensivesystems.org

CITY OF NORTHWOOD
AMBER JULSETH, CITY CLERK
627 CENTRAL AVENUE
NORTHWOOD IA 50459
PHONE: (641) 324-1075
FAX: (641) 324-1190
E-MAIL: clerk@northwoodia.org

ACCESS, INC.
JENNY BACKER, EXECUTIVE DIRECTOR
PO BOX 268
HAMPTON IA 50441
PHONE: (641) 456-2532
FAX: (641) 456-4682
E-MAIL: jennybackeraccess@yahoo.com

CITY OF MASON CITY
DYLAN SCHULTE, TRANSIT DIRECTOR
10 1ST STREET NW
MASON CITY IA 50401
PHONE: (641) 421-3616
FAX: (641) 421-3629
E-MAIL: dschulte@masoncity.net

WORTH COUNTY PUBLIC HEALTH
SUE HARTWIG, TRANSIT DIRECTOR
95 9th St N
NORTHWOOD IA 50459-1436
PHONE: (641) 324-1741
FAX: (641) 324-2195
E-MAIL: sue.hartwig@worthcounty.org

Following is a listing of the entire Region 2 Fleet.

REGION 2 TRANSIT SYSTEM						
VEHICLE INVENTORY						
ID	Description	Equipment Type	Vehicle Class Size	ADA Compliant	Odometer Read Date	Odometer Reading
1001	2014 158" Light Duty Bus (Diesel, surveillance)	LDB	158	Y	6/30/2018	101,179
1002	2014 158" Light Duty Bus (diesel, surveillance)	LDB	158	Y	6/30/2018	96,803
5002	2012 Sprinter/Pinnacle LD Bus	LDB	176	Y	6/30/2018	219,584
6005	2009 Ford?Eldorado 158" LD ADA bus diesel	LDB	158	y	6/30/2018	255,246
6006	2012 Sprinter/Pinnacle LD Bus	LDB	176	Y	6/30/2018	162,399
8008	2012 Sprinter/Pinnacle LD Bus	LDB	176	Y	6/30/2018	215,624
8009	2012 Sprinter/Pinnacle LD Bus	LDB	176	Y	6/30/2018	216,656
9006	2006 Ford F-250 Pick up truck 4x4	MPT	NA	N	6/30/2018	200,636
9009	2005 4 Wheel Drive Utility Tractor	T	NA	N	6/30/2018	36,300
9010	2008 Ford/Eldorado	LDB	158	Y	6/30/2018	541
9011	2008 Ford/Eldorado	LDB	158	Y	6/30/2018	51,808
9012	2008 Ford/Eldorado Aerotech	LDB	176	Y	6/30/2018	82,522
9013	1999 DODGE	MPT	NA	N	6/30/2018	135,544
9014	2009 Ford / Eldorado	LDB	176	Y	6/30/2018	65,612
9015	2008 Ford/Supreme	LDB	176	Y	6/30/2018	205,459
9016	2010 Ford/Eldorado	LDB	176	Y	6/30/2018	128,619
9017	2010 Ford/Eldorado	LDB	176	Y	6/30/2018	121,732
9018	2010 Ford/Eldorado	LDB	176	Y	6/30/2018	145,632
9022	2016 Ford E350 / Turtle Top Terra Transit	LDB	158	Y	6/30/2018	126,449
9023	2006 Ford F-450 4x4 truck	T	NA	Y	6/30/2018	5,271
A003	2009 Ford/Eldorado	LDB	158	Y	6/30/2018	17,222
A004	2009 Ford/Eldorado	LDB	176	Y	6/30/2018	145,811
B011	2009 Ford / Eldorado	LDB	176	Y	6/30/2018	138,393
B012	2009 Ford E450 / Eldorado Aerolite	LDB	176	Y	6/30/2018	153,101

B013	2011 Ford/Eldorado	LDB	176	Y	6/30/2018	175,194
B014	2011 Ford/Eldorado	LDB	176	Y	6/30/2018	131,676
B015	2008 Midway Pinnacle Sprinter	LDB	158E	Y	6/30/2018	15,086
B016	2012 Sprinter/Pinnacle	LDB	176	Y	6/30/2018	110,395
B017	2012 Sprinter/Pinnacle LD Bus	LDB	176	Y	6/30/2018	76,898
B018	2017 2017 Chevrolet Glaval/Titan	LDB	176	Y	6/30/2018	1,949
B019	2008 Ford / Turtle Top Van Terra XL	LDB	138	Y	6/30/2018	174,795
C001	2009 Ford/EIDorado LD bus	LDB	176	Y	6/30/2018	158,357
C002	2009 Ford/EIDorado LD bus	LDB	176	Y	6/30/2018	125,439
D064	2005 Ford/Supreme	LDB	158	Y	6/30/2018	126,100
D066	2006 Ford / Supreme	LDB	158	Y	6/30/2018	53,001
D067	2007 Ford/EIDorado	LDB	176	Y	6/30/2018	66,306
D068	2007 Ford/EIDorado	LDB	176	Y	6/30/2018	77,318
D069	2007 Ford/EIDorado	LDB	158	Y	6/30/2018	58,456
D070	2007 Ford/EIDorado	LDB	158	Y	6/30/2018	78,895
D071	2007 Ford/EIDorado	LDB	158	Y	6/30/2018	63,313
D072	2007 Ford/EIDorado	LDB	158	Y	6/30/2018	54,559
D073	2009 Ford E450 / EIDorado Aerolite	LDB	176	Y	6/30/2018	26,774
D074	2009 Ford E450 / EIDorado Aerolite	LDB	176	Y	6/30/2018	29,064
D075	2009 Ford E450 / EIDorado Aerolite	LDB	176	Y	6/30/2018	27,229
D076	2009 Ford E450 / EIDorado Aerolite	LDB	176	Y	6/30/2018	34,952
D077	2009 Ford E450 / EIDorado Aerolite	LDB	176	Y	6/30/2018	28,844
D078	2009 Ford E450 / EIDorado Aerolite	LDB	176	Y	6/30/2018	30,159
D079	2009 Ford / EIDorado	LDB	176	Y	6/30/2018	90,476
D080	2009 Ford / EIDorado	LDB	176	Y	6/30/2018	16,201
D081	2016 Ford/Eldorado Aerotech	LDB	176	Y	6/30/2018	11,938
D082	2016 Ford/Eldorado Aerotech	LDB	176	Y	6/30/2018	18,736
D083	2015 Ford/Winnebago 176" LD bus (gas)	LDB	176	Y	6/30/2018	20,494

D084	2015 Ford/Winnebago LD Bus 176" Gas	LDB	176	Y	6/30/2018	26,026
D085	2015 Ford/Winnebago 176" LD bus - Gas	LDB	176	Y	6/30/2018	5,248
D086	2015 Ford/Winnebago LD 176" Gas	LDB	176	Y	6/30/2018	12,313
D087	2015 Ford/Winnebago 176" LD Bus - Gas	LDB	176	Y	6/30/2018	6,244
D088	2017 Chevrolet/Turtle Top Van Terra	LDB	138	Y	6/30/2018	10,354
D089	2017 Chevrolet/Turtle Top Van Terra	LDB	138	Y	6/30/2018	6,263
D090	2017 Chevrolet/Turtle Top Van Terra	LDB	138	Y	6/30/2018	3,509
D091	2017 Chevrolet / Turtle Top Van Terra	LDB	138	Y	6/30/2018	3,863
D092	2017 Chevroelt / Turtle Top Van Terra	LDB	138	Y	6/30/2018	3,087
D093	2017 Chevrolet / Glaval Titan	LDB	176	Y	6/30/2018	705
D094	2018 Ford / Eldorado Aerolite	LDB	138	Y	6/30/2018	574
D095	2018 Ford / Eldorado Aerolite	LDB	138	Y	6/30/2018	615
D096	2018 Ford / Eldorado Aerolite	LDB	138	Y	6/30/2018	979
G018	2009 Ford E450 / Eldorado Aerolite	LDB	176	Y	6/30/2018	621
G019	2012 Sprinter/Pinnacle LD Bus	LDB	176	Y	6/30/2018	675
M006	2012 Ford/Eldorado LD Buss	LDB	176	Y	6/30/2018	207,454
N015	2009 Ford E450 / Eldorado Aerolite	LDB	176	Y	6/30/2018	183,270
N016	2009 Ford / Eldorado	LDB	176	Y	6/30/2018	87,392
P001	2005 Ford / Supreme	LDB	138	Y	6/30/2018	196,109
S020	2005 Ford / Supreme	LDB	138	Y	6/30/2018	183,377
S021	2005 Ford / Supreme	LDB	138	Y	6/30/2018	92,700
S022	2006 Ford/Supreme	LDB	138	Y	6/30/2018	113,669
S023	2009 Ford E450 / Eldorado Aerolite	LDB	176	Y	6/30/2018	127,094
S024	2009 Ford / Eldorado	LDB	176	Y	6/30/2018	98,318
S025	2012 Sprinter/Pinnacle LD Bus	LDB	176	Y	6/30/2018	260,698

T001	2012 Ford/EIDorado LD Bus	LDB	176	Y	6/30/2018	157,717
U003	2011 Ford/EIDorado Aerolite	LDB	158	Y	6/30/2018	105,594
U004	2018 Ford / Eldorado Aerolite	LDB	138	Y	6/30/2018	77,653
W005	2011 Ford/EIDorado Aerolite	LDB	158	Y	6/30/2018	50,523

School Districts

School districts are a major provider of passenger transportation services to their students. Generally, school bus fleets are only utilized by students and not the traveling public. Region 2 Transit does provide some passenger transportation to students in Northwood and Charles City due to ADA needs of students there. Other districts have their own ADA vehicles as needed to transport students. In order to assess the ADA status of the school district transportation vehicles, all school districts were contacted for information regarding transportation within their district. The following table illustrates the number of students transported, vehicles operated and the number of ADA vehicles operated by the districts that provided Region 2 with information.

Region 2 School District Transportation			
School District	# of Students Transported	Total Number of Vehicles	Number of ADA Vehicles
North Iowa Community	293	16	1
Clear Lake Community	820	22	1
Riceville Community	129	4	-
Mason City Community	2600	36	3
Lake Mills Community	504	16	1
Northwood-Kensett/St. Ansgar	210	6	1

Source: School District Transportation Directors as of Dec. 2018

The following table illustrates the costs of student transportation in the RPA 2 area.

2016-2017 Annual Transportation Data for Iowa Public Schools									
Revised 12/11/17	Enrollment		Non-	Net	Ave #	Ave Cost	Ave Cost	Ave Cost	Approx.
Dist. #	(cert less share time)	Route Miles	Route Miles	Operating Cost	Students Transported	Per Pupil Transported	Per Pupil Enrolled	Per Mile (Route)	Dist. Sq. Miles
9	622.7	121296	25341	\$ 352,339.52	231	\$1,525.28	\$565.83	\$ 2.90	266
126	1,327.90	295448	64392	\$ 509,653.71	774.4	\$658.13	\$383.80	\$ 1.73	391
819	564.7	97497	17218	\$ 211,438.81	206.6	\$1,023.42	\$374.43	\$ 2.17	237
873	476.5	89706	14258	\$ 194,518.45	251.5	\$773.43	\$408.22	\$ 2.17	312
916	261.2	31250	12546	\$ 98,512.34	251	\$392.48	\$377.15	\$ 3.15	117
1116	1,512.90	94375	48392	\$ 362,792.85	656.4	\$552.70	\$239.80	\$ 3.84	224
1233	1,219.80	61338	53763	\$ 257,800.33	748	\$344.65	\$211.35	\$ 4.21	86
2295	1,105.30	135689	39768	\$ 401,689.00	752	\$534.16	\$363.42	\$ 2.96	269
2403	879.2	121806	22535	\$ 396,876.17	394.1	\$1,007.04	\$451.41	\$ 3.26	198
2781	1,192.30	94908	38721	\$ 336,496.28	355.1	\$947.61	\$282.22	\$ 3.55	239
3420	615	101057	19114	\$ 370,396.98	377.3	\$981.70	\$602.27	\$ 3.67	184
3897	153.5	44513	6377	\$ 109,988.11	95	\$1,157.77	\$716.53	\$ 2.47	104
4131	3,742.00	203280	175678	\$ 1,042,222.22	2776.9	\$375.32	\$278.52	\$ 5.13	95
4772	814.1	128175	26497	\$ 448,542.48	397.4	\$1,128.69	\$550.97	\$ 3.50	213
4778	261.6	56727	7561	\$ 189,024.45	158	\$1,196.36	\$722.57	\$ 3.33	225
4788	500	56251	19014	\$ 257,371.97	155	\$1,660.46	\$514.74	\$ 4.57	166
4995	920.5	89280	34917	\$ 303,188.66	515	\$588.72	\$329.37	\$ 3.40	227
5508	302.8	45946	22611	\$ 123,737.02	240	\$515.57	\$408.64	\$ 2.70	224
5697	441.1	73581	18158	\$ 228,494.20	216	\$1,057.84	\$518.01	\$ 3.10	205
5751	600.3	99756	17852	\$ 382,027.40	391	\$977.05	\$636.39	\$ 3.83	244
5922	703.1	114605	19594	\$ 339,609.31	430.5	\$788.87	\$483.02	\$ 2.96	236
Totals & Averages	18,217	2,156,484	704,307	\$ 6,916,720.26	10,372	\$ 666.85	\$379.70	\$ 3.21	4,462

Source: Iowa Department of Education

The above chart illustrates the difficulties faced by school districts. Enrollment has declined in many districts, while the cost of transporting students has risen. Note that many of the smallest districts in terms of enrollment have the highest average cost per pupil transported. Cooperation between passenger transportation providers and school districts, as well as legislation to make cooperating easier, could be of benefit to all.

While many school busses would not be compatible with other transportation needs, there can be efforts at identifying which routes or busses are not at capacity, or are costly to operate. School districts could utilize the public transportation services for routes that don't need a full size school bus, or a smaller vehicle is not available to the district.

An opportunity for coordination or sharing of resources between school systems and passenger transportation providers does exist and has been demonstrated in several urban and rural transit systems. A study completed in 2003 by the Center for Transportation Research and Education (CTRE) for the IDOT demonstrated savings of over \$1,000,000 was realized throughout the State through coordination efforts. The study also indicated there were many obstacles to coordination, but that if both parties were willing to work together, some of those differences could be resolved.

Many times school districts or the private contractors that provide school transportation are not able to efficiently transport students with disabilities. This is where the transit systems have stepped in to provide this service as many of the transit vehicles in the existing fleet are equipped with lifts and are ADA compliant. Note in the first line of the excerpt below.

In rural areas, nearly every regional transit system carries students with disabilities for at least one school district using lift-equipped small buses that they already operate for transit service. This relieves the school districts of buying special-purpose vehicles for a small number of students. Another form of coordination in rural areas is the use of small transit buses to carry school children that live in locations hard to serve efficiently with larger school buses. The regions' transit buses provide a subscription service for these students, typically saving the school district the cost of another bus and driver. Eleven transit agencies engage in this type of coordination. Two transit agencies have a contractual relationship with school districts to carry Head Start students.

The clear message is that coordination occurs when circumstances offer a win-win opportunity and managers are willing to work together. Typically this occurs when a public transit agency has capacity or a small, lift-equipped vehicle fleet that meets a school transportation need, saving the school district at least one vehicle and driver.

The Mid-Iowa Development Association (MIDAS) regional transit authority out of Fort Dodge operates and manages the Manson-Northwest Webster school bus system under contract. MIDAS also contracts with the Webster City and Pocahontas School Systems to transport students with disabilities using MIDAS vehicles. Coordination with Manson-Northwest Webster began when the director of school bus transportation retired, and the school district was unable to find a replacement. MIDAS already possessed the needed expertise. The contracts with Webster City and Pocahontas save the school districts the cost of a school bus manager. (Coordination of Transit and School Busing In Iowa, CTRE 2003)

In the City of Mason City, students as well as the schools utilize the Mason City Transit service. The service provides rides to students at a fare of \$0.50. Some of these rides are students at a bus stop while others are ones in which the Mason City schools provided transportation services to students through the purchase of tickets that are given to the students. The students that receive the tickets from the school are students that generally require transportation for a variety of reasons, including family need and behavioral issues such as being barred from school buses. Region 2 Transit provided 36,741 student rides year to date as of January 11, 2019 through the regional system as well.

Human Services Transportation

The following entities also provide some degree of transportation service in the Region. The transportation they provide though is mainly for their clients or they are a user of the Mason City Para Transit Service or the Region 2 Transit System.

American Cancer Society: Volunteer drivers for cancer center patients only. The service is available Monday through Friday and is free to the patients. Provided through Mercy Medical Center Health-North Iowa, serving 22 counties and utilizing Region 2 Transit vehicles through special ticket sales.

Comprehensive Systems: Free van service in Mason City area only for patients. Also a Region 2 Transit provider.

Department of Human Services: Free car and/or van service for DHS clients. Serves entire state.

Francis Lauer Youth Services: Two cars and two vans provide free service for residents of Francis Lauer. Serves the Midwest. Service provided for clients.

Four Oaks: Car and van service provided free to residents of Four Oaks. Serves the Midwest.

Huffman Transportation: Provides service to Mason City Schools, and a van service for North Iowa. Huffman just began a charter service to the Region 2 counties plus Wright, Butler, Chickasaw, and Bremer Counties to connect to all of Iowa.

Area Education Agency 267: Car, van and school bus service free to students involved in an instructional program with AEA.

North Iowa Area Community College: Car and van service for sponsored school athletics and activities. No geographical limits. Some trips charged to the department.

Mercy Medical Center - NI: ADA van service free to patients of a regional hospital association serving Algona, Belmond, Britt, Cresco, Hampton, Iowa Falls, New Hampton and Eldora. Financial support has been awarded to the Salvation Army to help with transportation to medical/dental/behavioral health appointments for those in need. From July 1, 2014, through June 30, 2016, they sponsored 14,935 rides to appointments. Mercy provides support to the North Iowa Dental Clinic for the Uninsured & Underinsured. Through volunteer dental clinics, 2525 people with acute needs received services from July 1, 2014, through December 31, 2016.

North Iowa Transition Center: Car service free to clients.

North Iowa Vocational Center: Free van service to employees of NIVC.

Salvation Army: Provides free van service to members of their services. Serve Rockwell, Ventura, Clear Lake, and Mason City.

Veteran's Affairs: Volunteer drivers provide free van service for Veterans only to the VA Medical Center in Des Moines.

YMCA: Van service for kindergarten through fifth grade students in the Mason City schools. Free service for low-income children.

Private Passenger Transportation

Private passenger transportation service providers include four taxis, KC Cab, Call-a-Cab, A-1 Taxi, and Forest City Taxi Service, and two limousine services, Orion Limousine and Fitness Services and Odyssey Limousine, licensed in Mason City. Jefferson Lines is an intercity bus service that operates throughout the Midwest. The Region 2 Transit system and Jefferson Lines have coordinated marketing in the past to highlight that you can travel nearly anywhere utilizing public transit and Jefferson Lines. Jefferson has many stops throughout the Midwest and Iowa. Jefferson lines has stops in Clear Lake, Mason City, Waverly, Cedar Falls, Waterloo, Cedar Rapids, Ames, Des Moines, Iowa City and many others throughout Iowa

Trips, Mileage and Rides

The following is a report of activity of the Region 2 Transit System for FY End 2018:

FY2018 Report on Transit Operations							
Region 2 Transit System							
Contract/Service	Total Rides	Elderly Rides	Disabled Rides	Vehicle Miles	Revenue Miles	Revenue Hours	Operating Costs
Access Incorporated							
Franklin County Transit	18,953	3,320	12,049	189,772	165,138	9,096	\$448,922
City of Algona							
Algona Transit	9,618	804	5,851	8,077	8,077	2,128	\$47,938
Comprehensive Systems, Inc.							
Comprehensive Systems	121,534	0	100,524	109,702	107,782	3,898	\$143,148
City of Charles City Foster Grand.							
Foster Grandparents	5,032	5,032	0	8,803	8,803	1,291	\$21,788
City of Lake Mills							
Lake Mills Transit	5,760	4,586	353	7,828	7,399	1,797	\$30,107
City of Northwood							
Northwood Transit	15,586	4,818	407	11,427	10,857	1,865	\$71,144
Opportunity Village, Inc.							
C.A.R.T.	17,480	3,015	12,658	41,404	40,990	8,240	\$230,880
Hancock County Transit	4,120	507	3,401	74,251	73,508	2,384	\$149,588
Osage Senior Citizens Center							
Mitchell County Transit	4,769	178	3,981	105,828	105,581	5,885	\$139,392
NIACOG							

Kossuth County Transit	2,263	139	2,003	44,620	39,433	2,211	\$69,607
N.I.C.E.	8,350	0	0	29,204	28,413	1,138	\$46,965
Mason City ADA Paratransit	44,331	12,599	25,486	122,425	118,644	9,341	\$421,571
Administration	0	0	0	0	0	0	\$169,422
Cerro Gordo Public Transit	30,529	2,276	9,579	75,798	75,001	7,594	\$429,914
Worth County Public Health Nursing							
Worth County Transit	6,347	1,811	1,665	103,188	103,188	5,071	\$176,459
Charles City Transit							
Floyd County Transit	2,325	543	931	19,115	16,002	765	\$27,138
Mosaic - North Central Iowa							
Forest City Transit							
Winnebago County Transit							
Mosaic - North Central Iowa							
Grand Total	395350	71128	195109	1329550	1254055	79977	\$2,922,133

The following chart illustrates the increase and then decrease in Region 2 Transit System ridership over the past 14 years. The year 2007 showed a slight decrease in ridership of 451,681, down from 463,758 in 2006. However, ridership increased again in 2008, then dipped again slightly in 2010. This could be the result of high gas prices throughout late 2007 and most of 2008, as well as a function of the economy. It could also be assumed that as gas prices decreased in 2010, and the economy began to recover, many people went back to driving instead of using public transit, resulting in the decline of ridership in the past few years. With further fluctuations in the economy, ridership faced various decreases and increases from 2012 to 2018.



Mason City Transit

The following is a report of activity of the Mason City Transit System from 7/1/17 to 6/30/18:

Passengers	<u>211,220</u>
Wheelchair Lift Operations Performed	<u>unknown</u>
Revenue Miles	<u>355,595</u>
Revenue Hours	<u>28,759</u>
Passenger/Revenue/Mile	<u>.59</u>
Passenger/Revenue/Hour	<u>7.34</u>
Average Daily Passenger Carried	<u>831</u>

The above table shows a slight increase in ridership from 2016 in both the *Passengers* and *Average Daily Passenger* carried. Revenue miles also increased from 2016.

Passenger Transportation Rates for Region 2 Transit and Mason City Transit

Region 2 Transit	<u>Elderly/Disabled/Student</u>	<u>General Public</u>
CITY SERVICE (White ticket) <i>Includes only: Clear Lake, Charles City, Rockford, Algona, Forest City, Lake Mills and Northwood</i>	\$1.00	\$3.00
COUNTY SERVICE (Pink ticket) <i>Travel within any county in Region 2</i>	\$2.00	\$4.00
REGIONAL SERVICE (Yellow ticket) <i>Travel from one county within Region 2 to another county within Region 2</i>	\$3.00	\$5.00
EVENING/WEEKEND SERVICE (Orange ticket) <i>Cerro Gordo County ONLY. 6:00 - 10:00 p.m. Monday - Friday; 8:00 a.m. - Noon, Saturday and Sunday</i>	\$2.00	\$2.00

Tickets available at Mason City City Hall, Clear Lake City Hall, Forest City City Hall, Charles City City Hall, Northwood City Hall, Osage Senior Center, Hampton Senior Center, Garner Work Center, Opportunity Village and NIACOG

Mason City Transit

Fixed Route	\$0.50 one-way trip
Children 5 and under	Free
Elderly/Low Income	Discounted fares
Paratransit	\$1.00 one-way trip
Monthly Pass	\$17.00

Tickets available at Mason City City Hall

Changes / New Services

As stated in the previous RPA 2 PTP, in October 2006, the Region 2 Transit System assumed the Mason City Para-Transit service responsibilities for Cerro Gordo Public Transit, which was previously provided by Opportunity Village/One Vision in Clear Lake. This arrangement continues to this day and has shown ridership increases since the beginning. Region 2 Transit is also providing dispatch services and drivers for the Kossuth County Transit Service and the Mitchell County Transit service as the respective providers have ceased offering transit services.

The City of Mason City Transit Service has undergone some changes in recent years with the management and organization remaining stable, with the exception of a new Transit Administrator. Services have remained relatively stable and have added the Midnight Special, an after-hours service that operates from 6:00 PM until 12:00 AM.

Joint Use of Facilities

In October 2005, the North Iowa Area Council of Governments, Region 2 Transit and Mason City Transit moved to a newly constructed facility that houses NIACOG staff, Region 2 administrative staff, dispatching for Cerro Gordo County Transit, bus storage for Cerro Gordo County Transit and the City of Mason City Transit. In this facility is a maintenance/shop area to maintain all vehicles in the Region 2 fleet as well as the Mason City Transit fleet. The addition of this facility provides a significant cost savings and creates much greater efficiencies for the transit systems as well as NIACOG. Funding of the facility was from all three entities based on a prorated share of space.

In 2009, the Region 2 Transit System was awarded funds from the Public Transit Infrastructure Grant (PTIG) program to expand the NIACOG/Region 2 Transit/Mason City Transit facility to add additional office space to the transit area of the facility. This has enabled the coordination/communication/dispatch functions to operate more efficiently and cost effectively. Other than this development there have been no changes in the storage facility needs of the two transit systems.

In 2015, the Region 2 Transit was awarded funds from the PTIG program to expand the garage facility to accommodate an additional 10 vehicles, relocated the parking lot and improved drainage on the grounds. This was done to more efficiently prepare vehicles for daily service and accommodate repairs.

AREA PROFILE

Demographic Characteristics

The current population of Region 2 is 127,258 according to the 2010 U.S. Census. The 2010 U.S. Census was used as that is the accepted standard for most government programs. While the Census Bureau does issue estimates on a yearly basis, they are still only estimates. All Region 2 counties have lost population over the past 20 years.

POPULATION CHANGE IN COUNTIES: 1990 - 2010							
COUNTY	1990 CENSUS	2000 CENSUS	2010 CENSUS	'90 - '00 CHANGE	90 - '00 % CHG.	00-'10 CHANGE	00-10 %CHG.
CERRO GORDO	46,733	46,447	44,151	-286	-0.6%	-2,296	-4.9%
FLOYD	17,058	16,900	16,303	-158	-0.9%	-597	-3.5%
FRANKLIN	11,364	10,704	10,680	-660	-5.8%	-24	-0.2%
HANCOCK	12,638	12,100	11,341	-538	-4.3%	-759	-6.3%
KOSSUTH	18,591	17,163	15,543	-1,428	-7.7%	-1,620	-9.4%
MITCHELL	10,928	10,874	10,776	-54	-0.5%	-98	-0.9%
WINNEBAGO	12,122	11,723	10,866	-399	-3.3%	-857	-7.3%
WORTH	7,991	7,909	7,598	-82	-1.0%	-311	-3.9%
REGION TOTAL	137,425	133,820	127,258	-3,605	-2.62	-6,562	-4.90%

Source: 2010 Census

Iowa's population increased by nearly 120,031 (4.1 %) between 2000 and 2010. Iowa's recent population gains have accrued to less than one third of its cities. Only 275 of the state's 956 incorporated cities added population during the decade. Of the remaining cities, 68 saw no change in their population, and 603 have lost population. Region 2 population as illustrated in the above table declined in every county. Kossuth County saw the largest change in population, losing approximately 9.4% of its population from 2000 to 2010. Franklin County and Mitchell County had the lowest rates of population loss, with Franklin losing only 0.2% from 2000 to 2010 and Mitchell losing 0.9%. It is expected that this population decline will stabilize in the near future.

Each of the eight Region 2 counties has a "growth center", which is typically the county seat city. The growth center communities are also the central location for the economic development activities that are carried on in each of the county areas, and are home to most of the retail activity as well as medical services. These areas also see the majority of transit services.

Note that three of the nine Region 2 Growth Centers increased slightly in population and the other four decreased slightly in population.

POPULATION CHANGE IN COUNTY GROWTH CENTERS 2000- 2010					
COUNTY	GROWTH CENTERS	2000	2010	CHANGE	% CHG.
CERRO GORDO	CLEAR LAKE	8,161	7,777	-384	-4.7%
	MASON CITY	29,172	28,079	-1,093	-3.7%
FLOYD	CHARLES CITY	7,812	7,652	-160	-2.0%
FRANKLIN	HAMPTON	4,218	4,461	243	5.8%
HANCOCK	GARNER	2,922	3,129	207	7.1%
KOSSUTH	ALGONA	5,741	5,560	-181	-3.2%
MITCHELL	OSAGE	3,451	3,619	168	4.9%
WINNEBAGO	FOREST CITY	4,362	4,151	-211	-4.8%
WORTH	NORTHWOOD	2,050	1,989	-61	-3.0%
REGION TOTAL:		67,889	66,417	-1,472	-2.2%

Source: 2010 Census

The death and birth statistics from 2000 through 2009, show the region's natural change in population, which is the difference between the number of births and deaths in a given time period is negative. This indicates that the death rate for the region is slightly higher than the birth rate. This trend is related to the continuing departure of Iowa's well educated youth to better paying positions in other states, and to the continuing increase in the elderly population in Iowa. The table below illustrates the increasing elderly population in the State and Region 2. This will most likely increase the need for expanded transit services as many senior citizens are dependent on transit service for their daily needs such as trips to the grocery store or medical appointments.

PERCENTAGE POPULATION OVER AGE OF 65 1930 – 2010									
COUNTY	1930	1940	1950	1960	1970	1980	1990	2000	2010
CERRO GORDO	5.1	6.3	8.5	10.8	11.8	13.4	15.9	16.7	17.9
FLOYD	6.8	8.2	9.9	12.2	12.7	14.4	18.6	18.2	20
FRANKLIN	4.9	6.8	8.2	11.4	14.8	16.2	19	19.5	19.1
HANCOCK	4.8	6.4	8	10.4	13.6	14.4	17.1	16.9	19.1
KOSSUTH	4.8	5.9	7.4	9.1	11.9	14.1	18	19.1	21.9
MITCHELL	7.6	9.1	11	12.2	15.1	17.7	20.8	20.6	21.7
WINNEBAGO	5.9	7.3	9.2	11.5	14.1	16.7	18.1	17.9	19.3
WORTH	5.4	7.2	9.3	11.2	15.3	17.7	19.9	18.4	18.3
REGION 2	5.7	6.3	7.8	9.7	11.8	13.4	15.9	16.1	19.1
IOWA	6.5	8	9.4	10.9	11.4	12.3	14.3	13.9	14.9

Source: 2010 Census

According to the 2010 U.S. Census, the total population of the eight county NIACOG Region is 127,258. The Region 2 population is primarily white in nature; however, the minority population in the area is growing. All counties in the region saw growth in their minority population from 2000 to 2010; however, as part of the total population, the amount of minority population remains relatively low. The table below illustrates the rate of growth and total minority population compared to total population by county.

TOTAL AND MINORITY POPULATION 2000 - 2010							
County	2000			2010			%Chg.
	Population	Minority Population	Minority Percent	Population	Minority Population	Minority Percent	
CERRO GORDO	46,447	2,470	5.3%	44,151	3,275	7.4%	32.6%
FLOYD	16,900	434	2.6%	16,303	860	5.3%	98.2%
FRANKLIN	10,704	704	6.4%	10,680	1209	11.3%	71.7%
HANCOCK	12,100	404	3.3%	11,341	597	5.3%	47.8%
KOSSUTH	17,163	296	1.7%	15,543	422	2.7%	42.6%
MITCHELL	10,874	122	1.1%	10,776	212	2.0%	73.8%
WINNEBAGO	11,723	426	3.6%	10,866	619	5.7%	45.3%
WORTH	7,909	216	2.7%	7,598	263	3.5%	21.8%
REGION 2	133,820	5,072	3.8%	127,258	7,457	5.9%	47.0%

Source: 2010 Census

The NIACOG region experienced a 47% increase in its minority population from 2000 to 2010, rising from 5,072 in 2000 to 7,457 in 2010. When compared to the overall population of the region, the minority population only increased from 3.8% in 2000 to 5.9% 2010, indicating that throughout the

region, minority populations remain relatively small. However, minority population growth has not been uniform across the region and many individual communities have been significantly impacted by changing population demographics. Floyd County's minority population nearly doubled, with the minority population rising from 434 in 2000 to 860 in 2010. While the growth rate of the minority population in Floyd was relatively high, the proportion of minorities to the general population is low, comprising only 5.3% of the total population. Franklin County has the highest proportion of minorities when compared to total population. The minority population in Franklin County grew from 704 in 2000 to 1209 in 2010, a growth rate of 71.7%. The minority population in Franklin County comprises 11.3% of the total county population.

Limited English Proficiency

English Proficiency Accommodations

Region 2 Transit and Mason City Transit, are in part, federally funded agencies that take reasonable steps to ensure meaningful access to their programs and activities by Limited English Proficiency (LEP) persons. While designed to be a flexible and fact-dependent standard, the starting point is an individualized assessment that balances the following four factors:

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

The goal of English Proficiency Accommodations by Region 2 Transit and Mason City Transit is to find a balance that ensures meaningful access by LEP persons to critical services while not imposing undue burdens on the organization.

The fastest growing segment of the minority population in the region is the Hispanic and Latino population. As the following table illustrates, all counties in the Region 2 area have experienced increased Hispanic populations to varying degrees.

Region 2 Hispanic or Latino Population, 2000-2010							
County	Total Population, 2000	Hispanic or Latino, 2000	% of Population	Total Population, 2010	Hispanic or Latino, 2010	% of Population	% Change in Hispanic or Latino Population
Cerro Gordo	46,447	1291	2.8%	44151	1694	3.8%	31.2%
Floyd	16,900	222	1.3%	16303	331	2.0%	49.1%
Franklin	10,704	642	6.0%	10680	1209	11.3%	88.3%
Hancock	12,100	301	2.5%	11341	398	3.5%	32.2%
Kossuth	17,163	139	0.8%	15543	215	1.4%	54.7%
Mitchell	10,874	63	0.6%	10776	110	1.0%	74.6%
Winnebago	11,723	237	2.0%	10866	360	3.3%	51.9%
Worth	7,909	124	1.6%	7598	147	1.9%	18.5%
Region Total	133,820	3019	2.3%	127258	4464	3.5%	47.9%

Source: 2010 Census

As the above table shows, Franklin County saw the largest growth, as well as the largest proportion to total population, in minority population. Of Franklin County’s 10,680 residents, 1,209 reported as being Hispanic or Latino. The Hispanic or Latino population accounts for 11.3% of the total population of Franklin County. Hampton, the Franklin County Seat, has seen its Hispanic or Latino population more than double from 463 in 2000 to 958 in 2010. This is an increase of 107%, or 21.5% of its total population. The Hispanic population in Hampton is attracted to the City by employment at various agricultural production facilities of hogs, chickens, and eggs. According to the Hampton-Dumont School District Profile prepared by the ISU Office of Social and Economic Trend Analysis in June 2013, 197 students, 15.5% of PK-12 students, were classified as possessing limited English proficiency.

The expanding Hispanic and Latino population in the region may increase the need for Spanish speaking drivers and transit marketing materials. However, analysis of the Region’s language spoken at home by those over the age of 5, shows that despite the increase in Hispanic and Latino populations in the area, only 1.62% - 1,935 people, of the Region’s population over the age of 25 reported as speaking English less than “very well”. The table below illustrates the population in Region 2 that report speaking only English, those that speak an ‘other’ language, and English proficiency of those who speak an ‘other’ language. This information is useful in determining the need for hiring translators or bilingual staff and printing materials in other languages. The most current information regarding language is available from the 2012-2016 American Community Survey (ACS) 5-Year Estimates.

Language Spoken by Population over age of five by County								
English Only Language Population Estimate				Other Language Speakers, Proficiency in English				
County	Pop. Over Age of 5 Estimate	Pop. speaking English only	% of Pop. Speaking Only English	Pop. Speaking other Language	% Of Pop. speaking other language	Speak English Very Well	Speak English Less than "Very Well"	% of Pop. that speaks English less than very well
Cerro Gordo	40,929	39,317	96.1%	1,612	3.9%	1,058	554	1.4%
Floyd	15,137	14,242	94.1%	895	5.9%	503	392	2.6%
Franklin	9,885	8,868	89.7%	1,017	10.3%	830	187	1.8%
Hancock	10,448	10,093	96.6%	355	3.4%	225	130	1.2%
Kossuth	14,359	14,051	97.9%	308	2.1%	215	93	0.6%
Mitchell	10,142	9,623	94.9%	519	5.1%	328	191	1.9%
Winnebago	9,999	9,539	95.4%	460	4.6%	313	147	1.5%
Worth	7,145	7,030	98.4%	115	1.6%	66	49	0.7%
Region Total	118,044	112,763	95.5%	5,281	4.5%	3,538	1,743	1.47%

Source: 2012-2016 American Community Survey (ACS)

Region 2 Transit and Mason City Transit have assessed the frequency with which staff and drivers have, or could have, contact with LEP persons. Both systems have had very little, if any, contact with LEP persons. LEP persons are likely to have English speaking persons schedule rides through the Region 2 demand response and Mason City Para-transit system. The fixed route system in the City of Mason City has had very little, if any, contact with LEP persons. Neither service has had requests for interpreters or translation services.

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

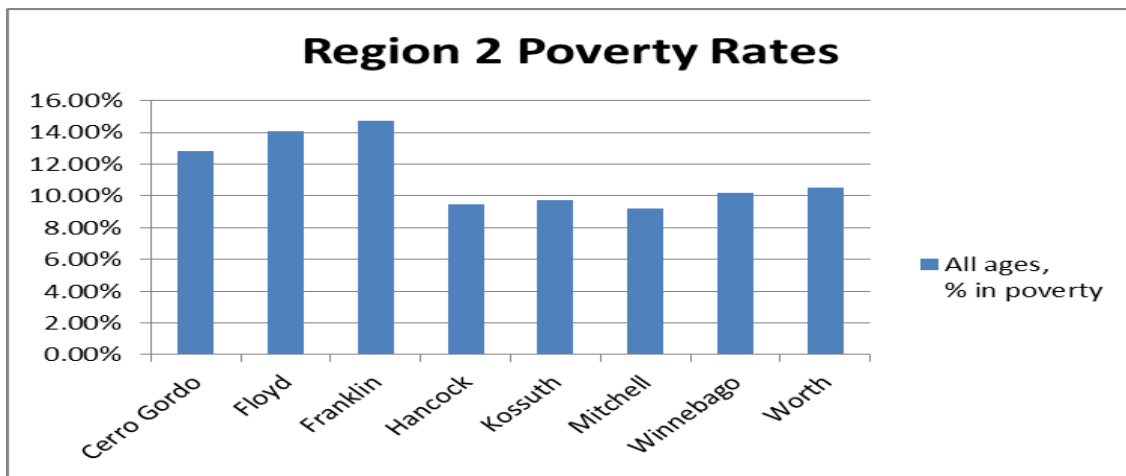
Meaningful access to a program requires an awareness of the program's existence, particularly when considering outreach or other documents designed to raise awareness of rights or services. Region 2 Transit and Mason City Transit recognize that it would be impossible, from a practical and cost-based perspective, to translate every piece of outreach material into every language. Title VI does not require this of recipients of federal financial assistance, and EO 13166 does not require it of federal agencies. Nevertheless, because in some circumstances lack of awareness of the existence of a particular program may effectively deny LEP individuals meaningful access, it is important for Region 2 Transit and Mason City to continually survey and assess the needs of eligible service populations in order to determine whether certain critical outreach materials should be translated into other languages. This monitoring has been identified as an on-going need in the RPA 2 PTP,

particularly in Franklin County. It may be an identified project in the near future if area providers indicate requests.

The Region 2 Transit System, through its many service providers, will continue to monitor the needs of current and future riders. If it is determined that the need has increased to the point of necessity, a plan will be implemented to produce marketing materials in the necessary language. The largest non-white population in the area is Hispanic or Latino, indicating that Spanish would be the target language of marketing materials for LEP populations.

Poverty

Poverty in the region is illustrated by the graph below. Whether or not existing or expanded transit services would help decrease the number of people in poverty is difficult to determine with certainty. One could possibly assume that persons and families in poverty depend on the public transportation services as it is unlikely they could afford a reliable vehicle.



Source: 2012-2016 American Community Survey (ACS)

Population Projections

Recent trends in population illustrate that the region has been losing population for the past few decades. Population decline peaked in the 1980's with a population loss of 9% and has been slowing since. The average rate of population decline for the region from is fairly steady at about 0.5% per year. However, population projections provided by Woods & Poole Economics, Inc., project slow, steady population growth from 2010 through 2040. The increase is approximately 6,094 people over the course of 30 years, or roughly 2% per decade. During this same period, Woods & Poole predicts growth for the state of about 4% per decade and 10% growth per decade at the national level.

The table below shows the *Population Projections 2010 – 2040 for NIACOG Region 2* by Woods & Poole Economics, Inc.

Population Forecast 2010 – 2040 for NIACOG Region 2							
County	2010	2015	2020	2025	2030	2035	2040
Cerro Gordo	44,104	44,778	45,559	46,376	47,182	47,968	48,771
Floyd	16,310	16,314	16,357	16,411	16,460	16,501	16,546
Franklin	10,683	10,536	10,413	10,298	10,179	10,055	9,933
Hancock	11,321	11,413	11,532	11,660	11,784	11,903	12,026
Kossuth	15,500	15,550	15,637	15,735	15,829	15,914	16,005
Mitchell	10,781	10,824	10,893	10,970	11,043	11,111	11,183
Winnebago	10,841	10,829	10,842	10,864	10,881	10,893	10,908
Worth	7,594	7,621	7,666	7,717	7,765	7,809	7,856
NIACOG Region	127,134	127,865	128,899	130,031	131,123	132,154	133,228
IOWA	3,049,883	3,097,674	3,152,734	3,210,201	3,266,749	3,321,744	3,377,782

Source: Woods & Poole Economics, Inc.

Employment and Education

In analyzing employment characteristics, transportation may be a factor for persons unemployed or under-employed. If a person cannot get to a place of employment or better employment, that person is severely limited in employment options. Transit service can greatly aid in a person’s choice of employment. However, transit services are generally run during daytime hours and may not be compatible for employees on second or third shifts. Coordinating with major employers in the area will aid in determining the need for expanded services or coordination opportunities.

LABOR FORCE AND EMPLOYMENT RATE								
COUNTY	LABOR FORCE		NUMBER EMPLOYED		% COUNTY		% STATE	
	2000	2012	2000	2012	2000	2012	2000	2012
CERRO GORDO	24,751	24,589	23,581	23,114	95.3	94.0	94.4	94.3
FLOYD	8,226	8,407	7,849	7,871	95.4	93.6	94.4	94.3
FRANKLIN	5,551	5,640	5,324	5,398	95.9	95.7	94.4	94.3
HANCOCK	6,207	5,952	6,036	5,651	97.2	94.9	94.4	94.3
KOSSUTH	8,565	8,126	8,240	7,893	96.2	97.1	94.4	94.3
MITCHELL	5,271	5,463	5,104	5,268	96.8	96.4	94.4	94.3
WINNEBAGO	6,232	5,892	6,045	5,661	97.0	96.1	94.4	94.3
WORTH	4,225	4,223	4,065	4,003	96.2	94.8	94.4	94.3
REGIONAL TOTAL	69,028	68,292	66,244	64,859	96.0	95.0	94.4	94.3

Source: 2010 Census

Many measures of education are used to describe an area’s educational system and workforce. To describe the general adult population however, it is relevant to inventory the educational attainment of residents after their education is largely complete. Iowa has long been known as a state that ‘exports’ one of its major products - the very well educated young people from the high schools, community colleges, and universities. Graduates from the Iowa schools systems rank among the highest in S.A.T. (Scholastic Achievement Testing) scores nationally. The Region 2 counties had a lower proportion of college graduates than the state overall. Recently, there have been several mergers of the smaller school districts in several of the Region 2 counties resulting in increased transportation costs to transport students much farther to schools. This trend is seen to continue.

EDUCATIONAL LEVEL COMPLETED					
Adults 25 or Older -- 2012					
COUNTY	Pop. over 25.	% of Pop. With Less Than 9th Grade	% of Pop. High School Graduate	% Pop. with Bachelor's Degree	% Pop. With Grad / Prof. Degree
CERRO GORDO	30,829	2.5	31.4	15.8	6.0
FLOYD	11,107	4.2	35.3	14.8	4.8
FRANKLIN	7,244	2.5	38.3	12.4	4.4
HANCOCK	7,771	2.8	36.7	14.4	5.5
KOSSUTH	10,730	1.9	37.9	15.7	3.9
MITCHELL	7,316	4.7	43.9	11.7	4.0
WINNEBAGO	10,730	1.9	37.9	15.7	3.9
WORTH	5,316	2.1	35.3	11.5	3.8
Region 2	91,043	2.7	35.4	14.7	4.9
Iowa	2,058,840	3.2	31.9	18.4	8.7

Source: 2012-2016 American Community Survey (ACS)

Disability

Having a disability can greatly impact an individual’s mobility. Individuals with disabilities are often dependent on public transportation for activities such as shopping, going to medical appointments, and visiting friends and family. When determining the demand for public transportation in an area, one important aspect to consider is population of those living with a disability. The following tables illustrate the population in the Region 2 area that live with disabilities.

PERCENTAGE OF POPULATION WITH DISABILITY/DIFFICULTY IN REGION 2

	Cerro Gordo County	Floyd County	Franklin County	Hancock County	Kossuth County	Mitchell County	Winnebago County	Worth County
	Total Est.	Total Est.	Total Est.	Total Est.	Total Est.	Total Est.	Total Est.	Total Estimate
Population	42,658	15,795	10,246	10,852	14,975	10,541	10,359	7,460
PERCENT IMPUTED								
Disability status	14.3%	14.5%	12.9%	12.1%	12.9%	10.3%	14.5%	13.5%
Hearing difficulty	4.9%	5.0%	3.2%	4.4%	4.4%	3.9%	5.4%	5.1%
Vision difficulty	1.7%	2.1%	2.0%	1.1%	2.5%	1.4%	2.1%	1.7%
Cognitive difficulty	5.8%	5.6%	5.5%	5.0%	4.5%	2.6%	5.5%	4.0%
Ambulatory difficulty	6.6%	6.2%	5.2%	6.0%	6.4%	6.4%	6.7%	5.9%
Self-care difficulty	2.7%	2.0%	2.1%	2.1%	2.0%	1.9%	1.7%	1.9%
Independent living difficulty	5.8%	5.8%	4.8%	4.3%	4.8%	4.6%	5.8%	4.1%

Source: 2012-2016 American Community Survey

The following tables show the population by age in each county who live with hearing, vision, cognitive, ambulatory, or independent living difficulties.

Cerro Gordo County			
	Total	With a disability	Percent with a disability
	Estimate	Estimate	Estimate
Total civilian noninstitutionalized population	42,658	6,095	14.30%
Population under 5 years	2,374	53	2.20%
With a hearing difficulty	(X)	53	2.20%
With a vision difficulty	(X)	0	0.00%
Population 5 to 17 years	6,595	547	8.30%
With a hearing difficulty	(X)	59	0.9%
With a vision difficulty	(X)	5	0.1% %
With a cognitive difficulty	(X)	483	7.30%
With an ambulatory difficulty	(X)	25	0.40%
With a self-care difficulty	(X)	112	1.70%
Population 18 to 64 years	25,621	3,086	12.0%
With a hearing difficulty	(X)	800	3.1%
With a vision difficulty	(X)	362	1.4%
With a cognitive difficulty	(X)	1,327	5.2%
With an ambulatory difficulty	(X)	1,175	4.60%
With a self-care difficulty	(X)	463	1.80%
With an independent living difficulty	(X)	1,044	4.10%
Population 65 years and over	8,068	2,409	30.0%
With a hearing difficulty	(X)	1,159	14.40%
With a vision difficulty	(X)	359	4.40%
With a cognitive difficulty	(X)	543	6.70%
With an ambulatory difficulty	(X)	1,450	18.0%
With a self-care difficulty	(X)	496	6.10%
With an independent living difficulty	(X)	913	11.30%

Source: 2012-2016 American Community Survey

Floyd County			
	Total	With a disability	Percent with a disability
	Estimate	Estimate	Estimate
Total civilian noninstitutionalized population	15,795	2294	14.5 %
Population under 5 years	867	0	0.00%
With a hearing difficulty	(X)	0	0.00%
With a vision difficulty	(X)	0	0.00%
Population 5 to 17 years	2760	211	7.6 %
With a hearing difficulty	(X)	72	2.6%
With a vision difficulty	(X)	56	2.0%
Population 18 to 64 years	8987	1052	11.70%
With a hearing difficulty	(X)	243	2.70%
With a vision difficulty	(X)	140	1.60%
With a cognitive difficulty	(X)	460	5.10%
With an ambulatory difficulty	(X)	350	3.90%
With a self-care difficulty	(X)	106	1.20%
With an independent living difficulty	(X)	287	3.20%
Population 65 years and over	3181	1031	32.4.0%
With a hearing difficulty	(X)	471	14.80%
With a vision difficulty	(X)	140	4.40%
With a cognitive difficulty	(X)	172	5.4%
With an ambulatory difficulty	(X)	509	16.0%
With a self-care difficulty	(X)	124	3.90%
With an independent living difficulty	(X)	419	13.20%

Source: 2012-2016 American Community Survey

Franklin County			
	Total	With a disability	Percent with a disability
	Estimate	Estimate	Estimate
Total civilian noninstitutionalized population	10,246	1,323	12.90%
Population under 5 years	508	0	0.00%
With a hearing difficulty	(X)	0	0.00%
With a vision difficulty	(X)	0	0.00%
Population 5 to 17 years	1,905	187	9.80%
With a hearing difficulty	(X)	27	1.40%
With a vision difficulty	(X)	38	2.0%
Population 18 to 64 years	5906	541	9.20%
With a hearing difficulty	(X)	73	1.20%
With a vision difficulty	(X)	59	1.0%
With a cognitive difficulty	(X)	275	4.70%
With an ambulatory difficulty	(X)	187	3.20%
With a self-care difficulty	(X)	44	0.70%
With an independent living difficulty	(X)	210	3.60%
Population 65 years and over	1927	595	30.90%
With a hearing difficulty	(X)	224	11.60%
With a vision difficulty	(X)	110	5.70%
With a cognitive difficulty	(X)	110	5.70%
With an ambulatory difficulty	(X)	321	16.70%
With a self-care difficulty	(X)	123	6.40%
With an independent living difficulty	(X)	164	8.50%

Source: 2012-2016 American Community Survey

Hancock County, Iowa			
	Total	With a disability	Percent with a disability
	Estimate	Estimate	Estimate
Total civilian noninstitutionalized population	10,852	1,311	12.10%
Population under 5 years	558	0	0.00%
With a hearing difficulty	(X)	0	0.00%
With a vision difficulty	(X)	0	0.00%
Population 5 to 17 years	1,953	169	8.70%
With a hearing difficulty	(X)	7	0.40%
With a vision difficulty	(X)	12	0.60%
Population 18 to 64 years	6,248	499	8.0%
With a hearing difficulty	(X)	101	1.60%
With a vision difficulty	(X)	51	0.80%
With a cognitive difficulty	(X)	195	3.10%
With an ambulatory difficulty	(X)	261	4.20%
With a self-care difficulty	(X)	58	0.90%
With an independent living difficulty	(X)	153	2.40%
Population 65 years and over	2,093	643	30.70%
With a hearing difficulty	(X)	370	17.70%
With a vision difficulty	(X)	52	2.50%
With a cognitive difficulty	(X)	168	8.0%
With an ambulatory difficulty	(X)	347	16.60%
With a self-care difficulty	(X)	156	7.50%
With an independent living difficulty	(X)	206	9.80%

Source: 2012-2016 American Community Survey

Kossuth County, Iowa			
	Total	With a disability	Percent with a disability
	Estimate	Estimate	Estimate
Total civilian noninstitutionalized population	14,975	1,937	12.90%
Population under 5 years	867	26	3.00%
With a hearing difficulty	(X)	0	0.00%
With a vision difficulty	(X)	25	2.90%
Population 5 to 17 years	2,511	132	5.30%
With a hearing difficulty	(X)	15	0.60%
With a vision difficulty	(X)	11	0.40%
Population 18 to 64 years	8,444	674	8.00%
With a hearing difficulty	(X)	137	1.60%
With a vision difficulty	(X)	105	1.20%
With a cognitive difficulty	(X)	282	3.20%
With an ambulatory difficulty	(X)	289	3.40%
With a self-care difficulty	(X)	118	1.40%
With an independent living difficulty	(X)	242	2.90%
Population 65 years and over	3,153	1105	35.0%
With a hearing difficulty	(X)	500	15.90%
With a vision difficulty	(X)	230	7.3%
With a cognitive difficulty	(X)	238	7.50%
With an ambulatory difficulty	(X)	605	19.20%
With a self-care difficulty	(X)	156	4.90%
With an independent living difficulty	(X)	311	9.90%

Source: 2012-2016 American Community Survey

Mitchell County, Iowa			
	Total	With a disability	Percent with a disability
	Estimate	Estimate	Estimate
Total civilian noninstitutionalized population	10,541	1,087	10.30%
Population under 5 years	615	0	0.00%
With a hearing difficulty	(X)	0	0.00%
With a vision difficulty	(X)	0	0.00%
Population 5 to 17 years	1,998	4	0.20%
With a hearing difficulty	(X)	0	0.00%
With a vision difficulty	(X)	0	0.00%
Population 18 to 64 years	5,771	406	7.00%
With a hearing difficulty	(X)	92	1.60%
With a vision difficulty	(X)	57	1.00%
With a cognitive difficulty	(X)	105	1.70%
With an ambulatory difficulty	(X)	221	3.80%
With a self-care difficulty	(X)	80	1.40%
With an independent living difficulty	(X)	133	2.30%
Population 65 years and over	2,157	677	31.40%
With a hearing difficulty	(X)	321	14.90%
With a vision difficulty	(X)	91	4.20%
With a cognitive difficulty	(X)	150	7.00%
With an ambulatory difficulty	(X)	419	19.40%
With a self-care difficulty	(X)	108	5.00%
With an independent living difficulty	(X)	234	10.80%

Source: 2012-2016 American Community Survey

Winnebago County, Iowa			
	Total	With a disability	Percent with a disability
	Estimate	Estimate	Estimate
Total civilian noninstitutionalized population	10,359	1,504	14.50%
Population under 5 years	581	22	3.80%
With a hearing difficulty	(X)	22	3.80%
With a vision difficulty	(X)	22	3.80%
Population 5 to 17 years	1,694	187	11.0%
With a hearing difficulty	(X)	16	0.90%
With a vision difficulty	(X)	3	0.20%
Population 18 to 64 years	6,134	657	10.70%
With a hearing difficulty	(X)	231	3.80%
With a vision difficulty	(X)	113	1.80%
With a cognitive difficulty	(X)	215	3.50%
With an ambulatory difficulty	(X)	294	4.80%
With a self-care difficulty	(X)	99	1.60%
With an independent living difficulty	(X)	249	4.10%
Population 65 years and over	1,950	638	32.70%
With a hearing difficulty	(X)	294	15.10%
With a vision difficulty	(X)	77	3.90%
With a cognitive difficulty	(X)	141	7.20%
With an ambulatory difficulty	(X)	352	18.10%
With a self-care difficulty	(X)	71	3.680%
With an independent living difficulty	(X)	217	11.10%

Source: 2012-2016 American Community Survey

Worth County, Iowa			
	Total	With a disability	Percent with a disability
	Estimate	Estimate	Estimate
Total civilian noninstitutionalized population	7,460	1,008	13.50%
Population under 5 years	417	0	0.00%
With a hearing difficulty	(X)	0	0.00%
With a vision difficulty	(X)	0	0.00%
Population 5 to 17 years	1,207	67	5.60%
With a hearing difficulty	(X)	6	0.50%
With a vision difficulty	(X)	7	0.60%
Population 18 to 64 years	4,424	499	11.30%
With a hearing difficulty	(X)	140	3.2%
With a vision difficulty	(X)	74	1.70%
With a cognitive difficulty	(X)	137	3.10%
With an ambulatory difficulty	(X)	169	3.80%
With a self-care difficulty	(X)	59	1.30%
With an independent living difficulty	(X)	105	2.40%
Population 65 years and over	1,412	442	31.30%
With a hearing difficulty	(X)	235	16.60%
With a vision difficulty	(X)	45	3.20%
With a cognitive difficulty	(X)	81	5.70%
With an ambulatory difficulty	(X)	243	17.20%
With a self-care difficulty	(X)	70	5.00%
With an independent living difficulty	(X)	133	9.40%

Source: 2012-2016 American Community Survey

The above information is provided to better illustrate the characteristics of the RPA 2 Region and the passenger transportation needs in the Region. As the Region is steadily declining in population, it is more difficult to continue to support a public transportation system. The passenger transportation providers generally serve elderly, disabled and student needs.

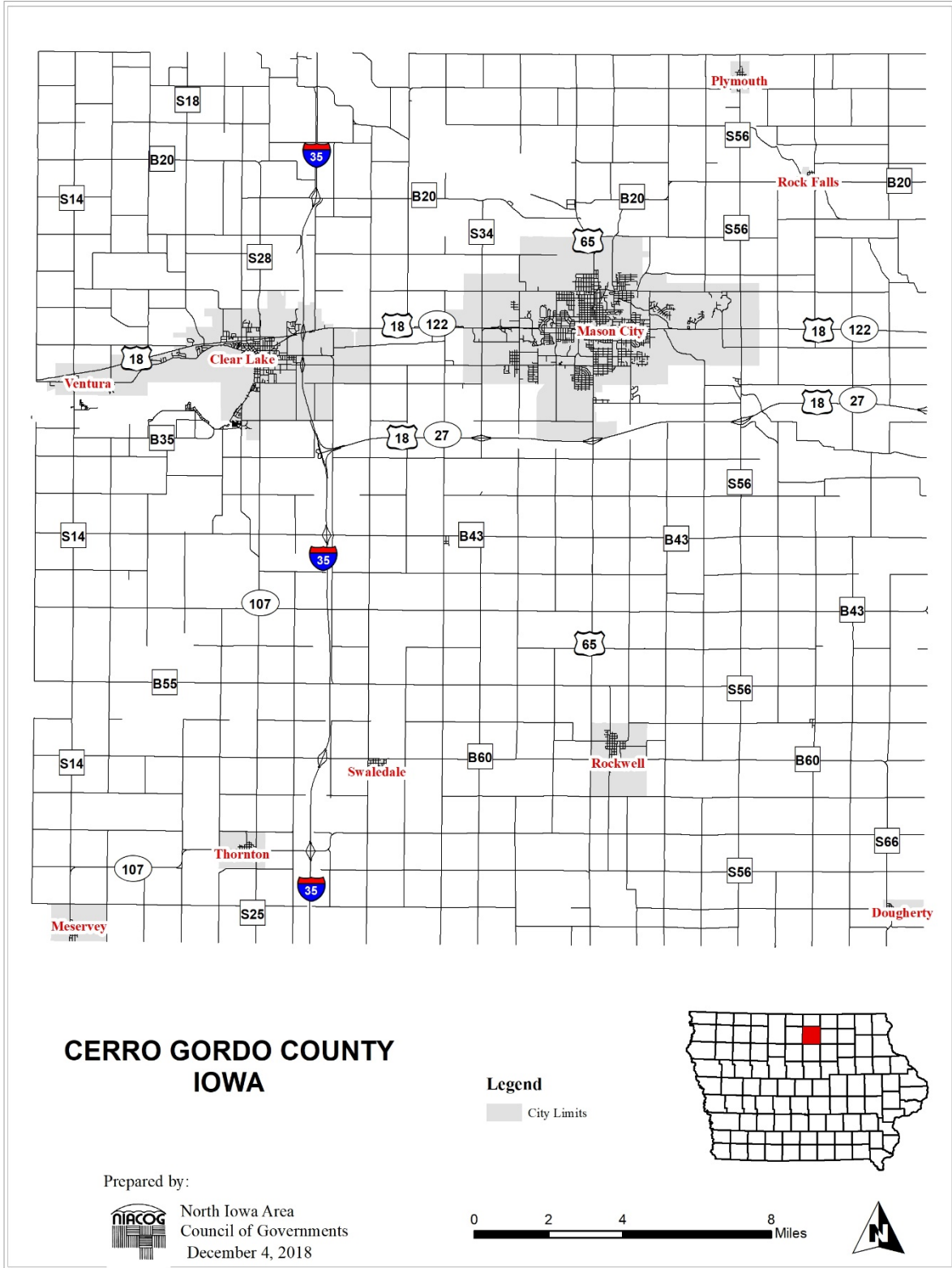
Activity Centers

Region 2 is home to several small communities that over the years have lost population and vital services. Medical services, banks, retail stores, pharmacies and educational services are often no longer available in smaller communities. The lack of available services in several of the region's communities has made public transportation an essential service to those who live in the region. The following tables detail each community in the eight county region, the services available in each community, and if the services that are available are served by transit.

As the Region 2 Transit System is a demand response system, by the very nature of the service, a user can attend any community and any service within that community. Essentially, the service is door-to-door regardless of the facility or service desired.

While the start of the discussion on Activity Centers above indicates that many of the small towns have lost population and services or retail opportunities, etc., there are still many options available in many of the communities in the sixty-seven cities of the RPA 2 Region. As such, a general county map illustrating the location of cities within the county is provided as well as tables for each and every city highlighting several services or facilities important to many transit users.

Cerro Gordo County



Clear Lake Activity Centers			
Activity Center	Served by Transit	Activity Center	Served by Transit
Hospitals		Schools	
None	NA	Ralph Schroeder Group Home	Yes
Clinics		Dancin' with Roxie	
Mercy Medical Clinic	Yes	Lake Town Charlie Brown	Yes
The Gabrielson Clinic	Yes	Clear Lake Head Start	Yes
Mercy Pediatric and Adolescent Clinic	Yes	Clear Lake Middle School	Yes
Clear Lake Chiropractic	Yes	Clear Lake High School	Yes
Abbas Acupuncture and Chiropractic Clinic	Yes	Clear Creek Elementary	Yes
Integrative Medicine Consultants	Yes	Colleges	
Accelerated Physical Therapy	Yes	None	NA
Martinek Physical Therapy	Yes	Extension Offices	
Estetico Medical Spa	Yes	None	NA
Voortmann Chiropractic	Yes	Grocery Stores	
Dentists		Grocery Stores	
Demro Orthodontics	Yes	Oakwood Market	Yes
Lake Dental Associates	Yes	Fareway Grocery	Yes
Patrick Carney DDS	Yes	Payless Foods	Yes
Scribbins Family Dentistry	Yes	Pharmacy	
Banks		Thrifty White Pharmacy	
Farmers State Bank	Yes	Clear Lake Pharmacy	Yes
Clear Lake Bank and Trust	Yes	Payless Foods	Yes
MBT	Yes	Nursing Homes/Retirement Homes	
		Oakwood Care Center	Yes
		The Courtyard	Yes

Mason City Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Banks Continued	
Mercy Medical Center - North Iowa	Yes	U.S. Bank	Yes
North Iowa Mercy Health Center-West Campus	Yes	U.S. Bank	Yes
Clinics		Bank of America	Yes
Mercy Family Clinic-Regency	Yes	Security First Bank	Yes
Child Health Specialty Clinic	Yes	Schools	
Mercy Pediatric and Adolescent Clinic	Yes	Newman Catholic High school	Yes
Mason City VA Outpatient Clinic	Yes	Newman Catholic Elementary High school	Yes
Haas Chiropractic Clinic	Yes	Mason City Community School	Yes
Mason City Clinic PC	Yes	Hoover School	Yes
Mason City Clinic: Congello	Yes	Harding Elementary School	Yes
Accelerated Rehabilitation Centers	Yes	North Iowa Christian School	Yes
Mercy Health Works	Yes	Roosevelt Elementary School	Yes
Mercy Women's Health Center	Yes	Jefferson School	Yes
Mercy Dermatology Center	Yes	Mason City High School	Yes
Mercy Internal Medicine Clinic	Yes	John Adams Middle School	Yes
North Iowa Family Health Care	Yes	Alternative School	Yes
Mercy Family Clinic-Forest Park	Yes	Colleges	
Mercy Sleep Clinic	Yes	North Iowa Area Community College	Yes
Mental Health Center of North Iowa	Yes	Kaplan University	Yes
Mercy Bariatric Center	Yes	La James College	Yes
North Iowa Anesthesia Associates	Yes	Extension Offices	
Dornbier Chiropractic Clinic	Yes	ISU Extension	Yes
Mason City Surgery Center	Yes	Grocery Stores	
Mason City Sleep Center	Yes	Walmart Supercenter	Yes
Lindstrom Family Practice	Yes	Aldi	Yes
Cerro Gordo County Department of Public Health	Yes	Target Supercenter	Yes
Dentists		Hy-Vee	Yes
Aspen Dental	Yes	Hy-Vee	Yes
Family Dentistry: Otto, Michael DDS	Yes	Hy-Vee	Yes
Dental Center of North Iowa	Yes	Martin Brothers Food Market	Yes
Burgmeier Dentistry	Yes	Fareway Grocery	Yes
Polking & Polking	Yes	Pharmacy	
Jon Hardinger, DDS	Yes	Mercy Family Pharmacy-Westside	Yes
North Iowa Periodontics	Yes	Walmart Pharmacy	Yes

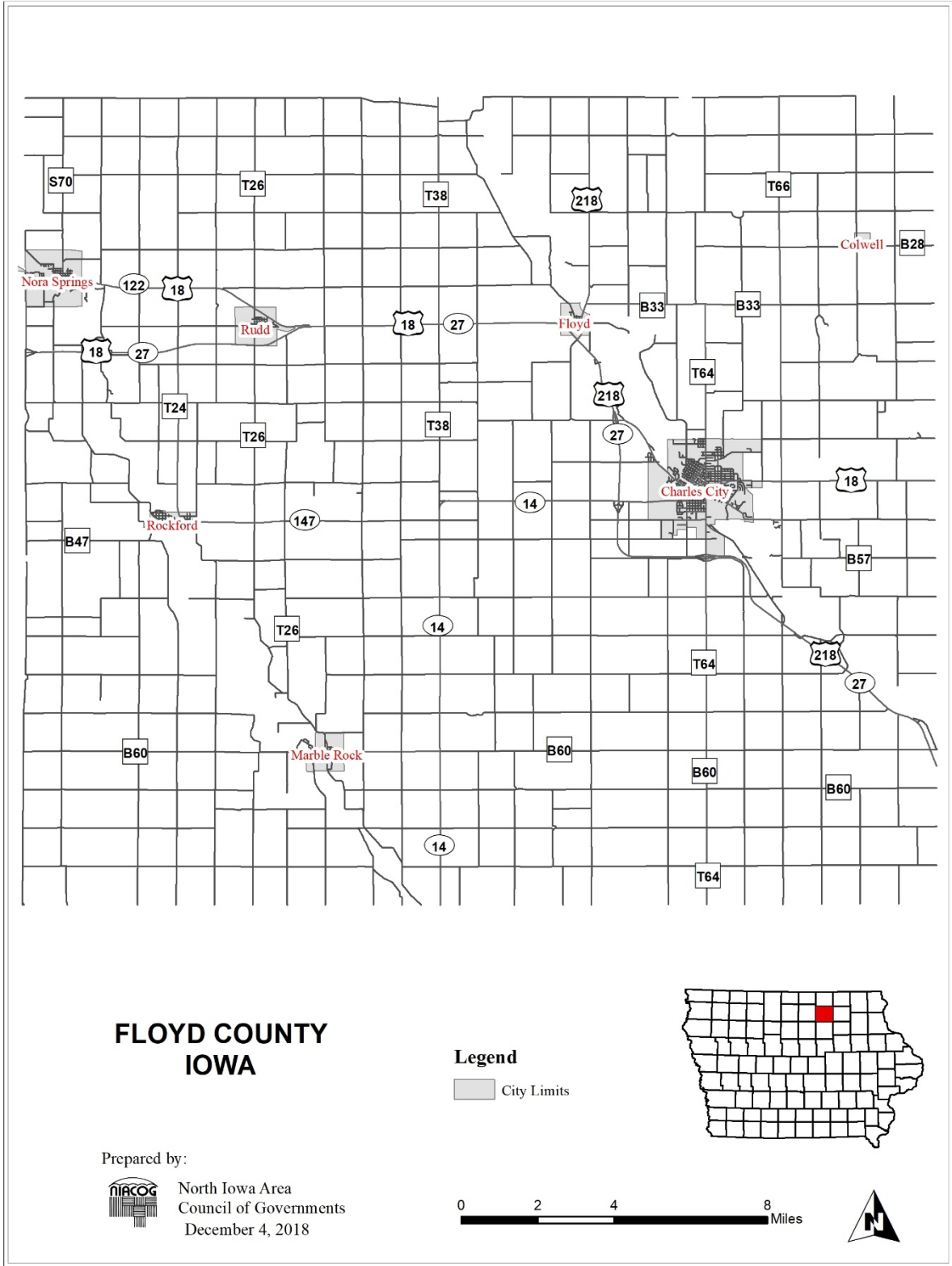
Mason City Activity Centers (Continued)			
North Iowa Oral Surgery Associates	Yes	Target Pharmacy	Yes
Central Park Dentistry	Yes	Hy-Vee Pharmacy	Yes
Nettleton Dental Group	Yes	Hy-Vee Pharmacy	Yes
Alpha Orthodontics	Yes	Hy-Vee Pharmacy	Yes
Todd Hoepfner DDS	Yes	Walgreens	Yes
Demro Orthodontics	Yes	Mercy Family Pharmacy-Forest Park	Yes
Banks		Houck Pharmacy	Yes
Northwoods State Bank	Yes	Shopko Pharmacy	Yes
Northwoods State Bank	Yes	Mercy Family Pharmacy-Regency	Yes
Clear Lake Bank & Trust Co.	Yes	Nursing Homes/Retirement Homes	
Clear Lake Bank & Trust Co.	Yes	Heritage Care and Rehabilitation Center	Yes
First Citizens Bank	Yes	Good Shepherd Geriatric Center	Yes
First Citizens Bank	Yes	IIOF Home and Community Therapy Center	Yes
Wells Fargo Bank	Yes	Kentucky Ridge	Yes
Wells Fargo Bank	Yes	Cornerstone Assisted Living	Yes
Wells Fargo Bank	Yes	Village Cooperative of Mason City	Yes
CENT Credit Union	Yes	The Willows	Yes
Northwestern States	Yes	Three Links Apartments	Yes
Iowa Heartland Credit Union	Yes	Homestead Mason	Yes
North Iowa Community Credit Union	Yes	Willow Pointe Assisted Living	Yes
North Iowa Community Credit Union	Yes		
Farmers State Bancshares Inc.	Yes		

Rockwell Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospital		Colleges	
None	NA	None	NA
Clinic		Extension Offices	
Westfork Family Medicine	Yes	None	NA
Dentist		Grocery Stores	
None	NA	Dugan's Super Market	Yes
Banks		Pharmacy	
First Security Bank & Trust	Yes	None	NA

Schools		Nursing Homes/Retirement Homes	
West Fork Middle School	Yes	Rockwell Community Nursing Home	Yes
Thornton Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospital		Colleges	
None	NA	None	NA
Clinic		Extension Offices	
None	NA	None	NA
Dentist		Grocery Stores	
None	NA	None	NA
Banks		Pharmacy	
First Security Bank & Trust	Yes	None	NA
Schools		Nursing Homes/Retirement Homes	
None	NA	None	NA

Ventura Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospital		Colleges	
None	NA	None	NA
Clinic		Extension Offices	
None	NA	None	NA
Dentist		Grocery Stores	
None	NA	None	NA
Banks		Pharmacy	
Farmers State Bank	Yes	None	NA
Schools		Nursing Homes/Retirement Homes	
Garner-Hayfield Junior High	Yes	None	NA

Floyd County



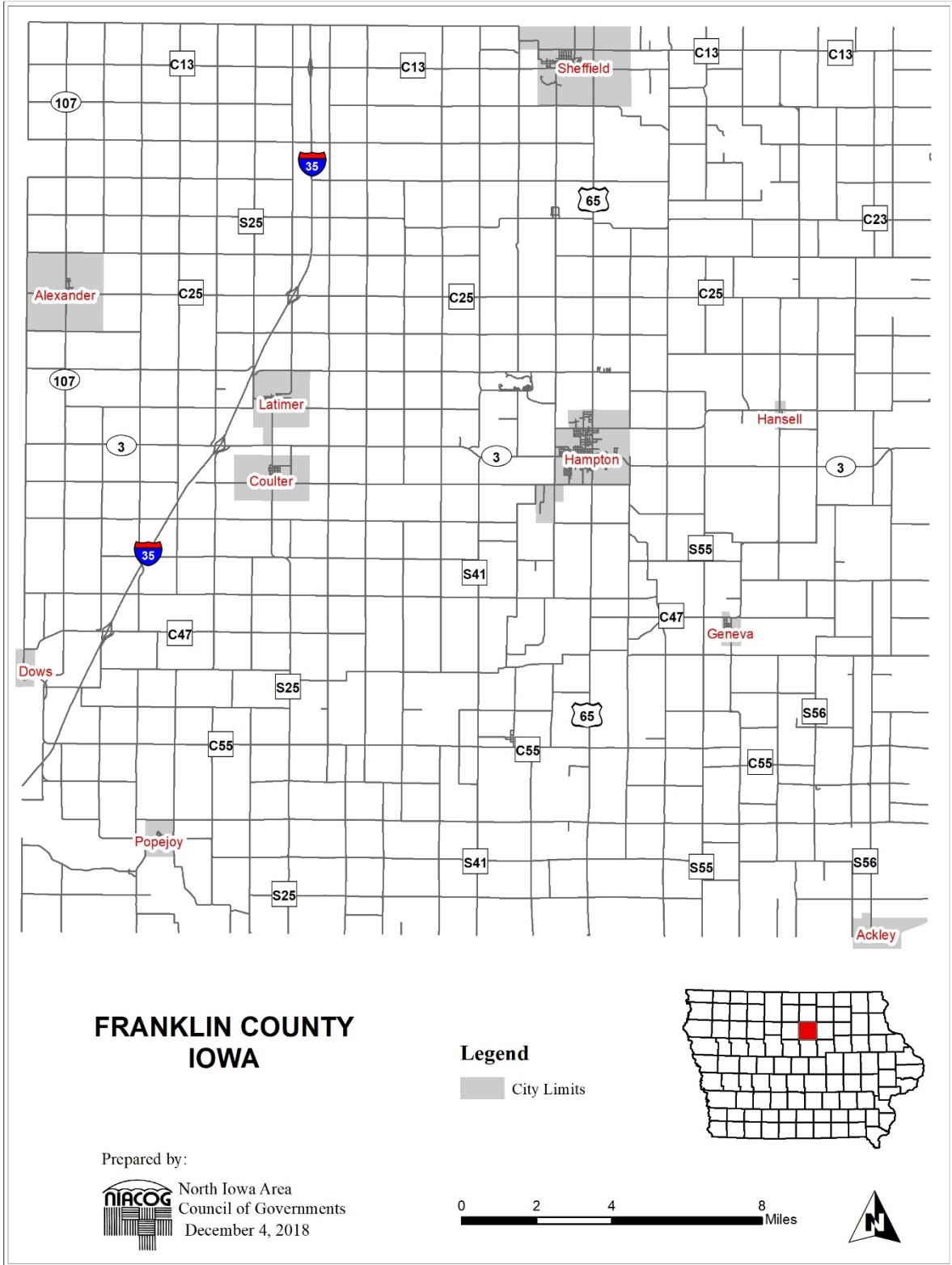
Charles City Activity Centers			
Activity Center	Served by Transit	Activity Center	Served by Transit
Hospitals		Schools Cont...	
Floyd County Memorial Hospital	Yes	Washington Elementary School	Yes
Clinics		Central Preschool	Yes
Optometric Center	Yes	Carrie Lane High School	Yes
Mercy Dialysis Center	Yes	Colleges	
Slinger Chiropractic	Yes	North Iowa Area Community College	Yes
Charles City Family Health Center	Yes	Extension Offices	
Mercy Family Clinic-Charles City	Yes	ISU Extension	Yes
Joanne Robinson, ARNP	Yes	Grocery Stores	
Dentists		Hy-Vee	Yes
Central Park Dentistry	Yes	Fareway Grocery	Yes
Dr. Jodie Buehler, DDS	Yes	Pharmacies	
Grimm, Greig DDS PC	Yes	Hy-Vee Pharmacy	Yes
Cedar Valley Orthodontics	Yes	Connors' Clinic Pharmacy	Yes
Banks		Kmart Pharmacy	Yes
First Security Bank & Trust	Yes	Charles City LTC Pharmacy	Yes
First Citizens National Bank	Yes	Nursing Homes/Retirement Homes	
C US Bank	Yes	Chautauqua Guest Homes, Inc.	Yes
Security State Bank	Yes	Cedar Health	Yes
Family Community Credit Union	Yes	Riverside Senior Living	Yes
Schools		Starr Home	Yes
Charles City Middle School	Yes	Port Charles Assisted Living	Yes
Lincoln Grade School	Yes	Apple Valley	Yes
Charles City Highschool	Yes		Yes

Marble Rock Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Colleges	
None	NA	None	NA
Clinics		Extension Offices	
None	NA	None	NA
Dentists		Grocery Stores	
None	NA	None	NA
Banks		Pharmacies	
First Security Bank & Trust	Yes	None	NA
Schools		Nursing Homes/Retirement Homes	
None	NA	None	NA

Nora Springs Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Colleges	
None	NA	None	NA
Clinics		Extension Offices	
Eagle Family Health	Yes	None	NA
Dentists		Grocery Stores	
Family Dentistry	Yes	None	NA
Banks		Pharmacies	
First Security Bank & Trust	Yes	None	NA
Schools		Nursing Homes/Retirement Homes	
Central Springs Middle School	Yes	Nora Springs Care Center	NA
Winnie the Pooh Preschool	Yes		

Rockford Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Colleges	
None	NA	None	NA
Clinics		Extension Offices	
None	NA	None	NA
Dentists		Grocery Stores	
None	NA	None	NA
Banks		Pharmacies	
First Security Bank & Trust	Yes	None	NA
Schools		Nursing Homes/Retirement Homes	
RRMR Community School	Yes	None	NA

Franklin County



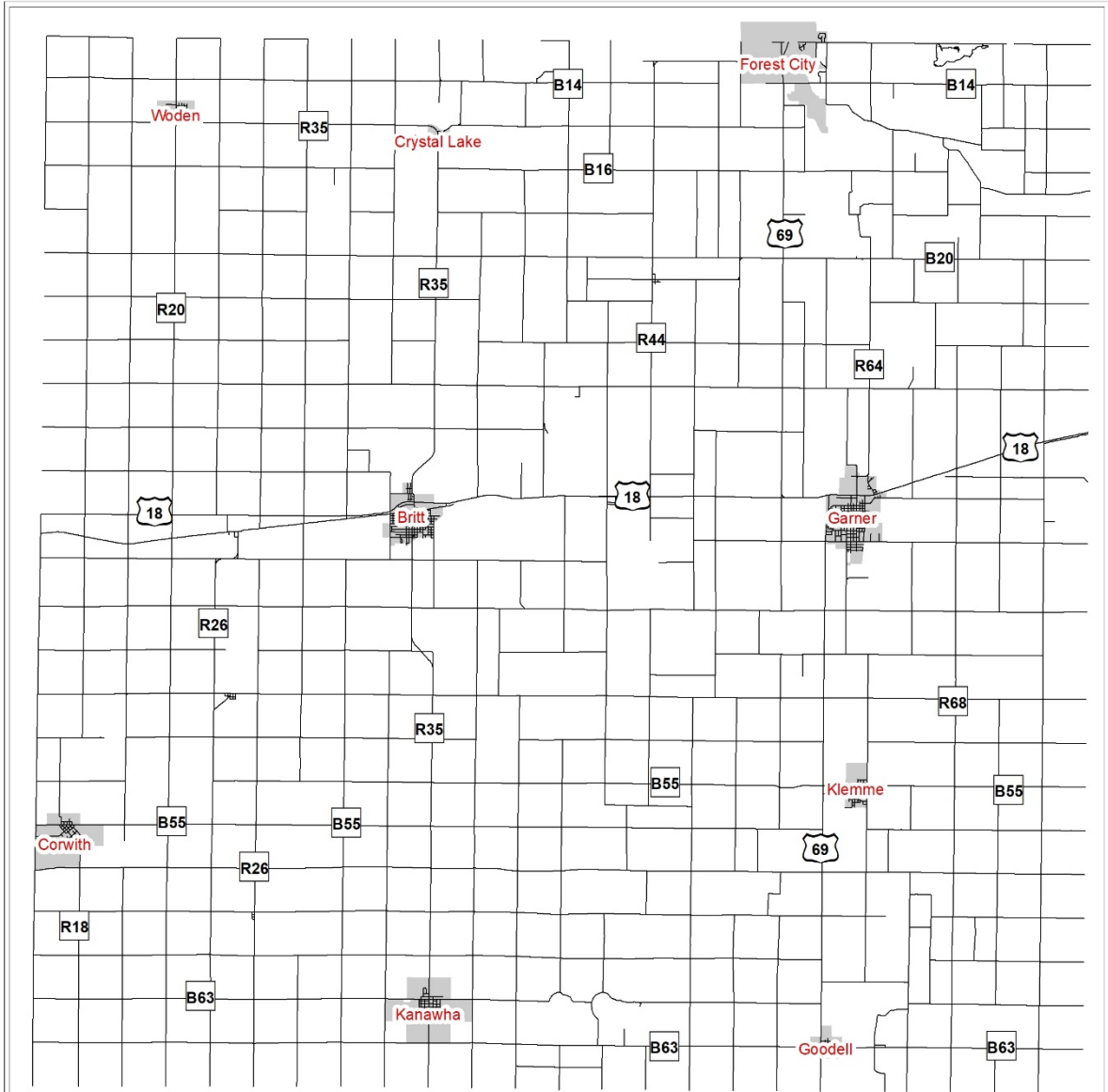
Hampton Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospital		Schools	
Franklin General Hospital	Yes	Hampton-Dumont High School	Yes
Clinic	Yes	Hampton-Dumont Middle School	Yes
Franklin Medical Center	Yes	South Side Elementary School	Yes
Franklin Medical Clinic - Dumont	Yes	North Side Elementary	Yes
21st Century Rehab, PC	Yes	Colleges	
Dentist		None	NA
Paul Sensor DDS	Yes	Extension Offices	
Larry Alquist DDS	Yes	ISU Extension Office	Yes
Sensor & Wagner	Yes	Grocery Stores	
William Moore DDS	Yes	Fareway Grocery	Yes
Jane Alquist	Yes	Tienda Y Carniceria	Yes
Banks		Pharmacy	
Hampton State Bank	Yes	Koerner-Whipple Pharmacies	Yes
First National Bank of Hampton	Yes	Rick's Pharmacy	Yes
United Bank & Trust	Yes	Shopko Hometown	Yes
U.S. Bank	Yes	Nursing Homes/Retirement Homes	
		Rehab Center of Hampton	Yes
		ABCM Corporation	Yes
		Franklin Prairie Apartments	Yes

Latimer Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Colleges	
None	NA	None	NA
Clinics		Extension Offices	
Franklin Medical Center-Latimer	Yes	None	NA
Dentists		Grocery Stores	
None	NA	Corner Market	Yes
Banks		Pharmacies	
First Citizens National Bank	Yes	None	NA
Schools		Nursing Homes/Retirement Homes	
CAL Community School	NA	None	NA

Sheffield Activity Centers

Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Colleges	
None	NA	None	NA
Clinics		Extension Offices	
None	NA	None	NA
Dentists		Grocery Stores	
None	NA	Dugan's	YES
Banks		Pharmacies	
United Bank and Trust	NA	None	NA
Schools		Nursing Homes/Retirement Homes	
West Fork High School	YES	Sheffield Care Center	Yes

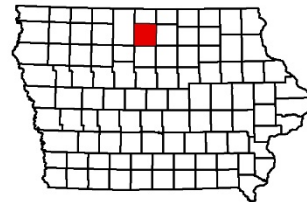
Hancock County



HANCOCK COUNTY IOWA

Legend

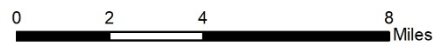
City Limits



Prepared by:



North Iowa Area
Council of Governments
December 4, 2018



Britt Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Colleges	
Hancock County Memorial Hospital	Yes	None	NA
Clinics		Extension Offices	
Britt Medical Clinic	Yes	None	NA
Dentists		Grocery Stores	
Dental Center of North Iowa	Yes	Primera Foods	Yes
Banks		Britt Food Center	
First State Bank	Yes	Pharmacies	
Farmers Trust & Savings Bank	Yes	Fedders Health Mart Pharmacy	Yes
Schools		Nursing Homes/Retirement Homes	
West Hancock Grade School	Yes	Westview Care Center	Yes
		Summit House	Yes

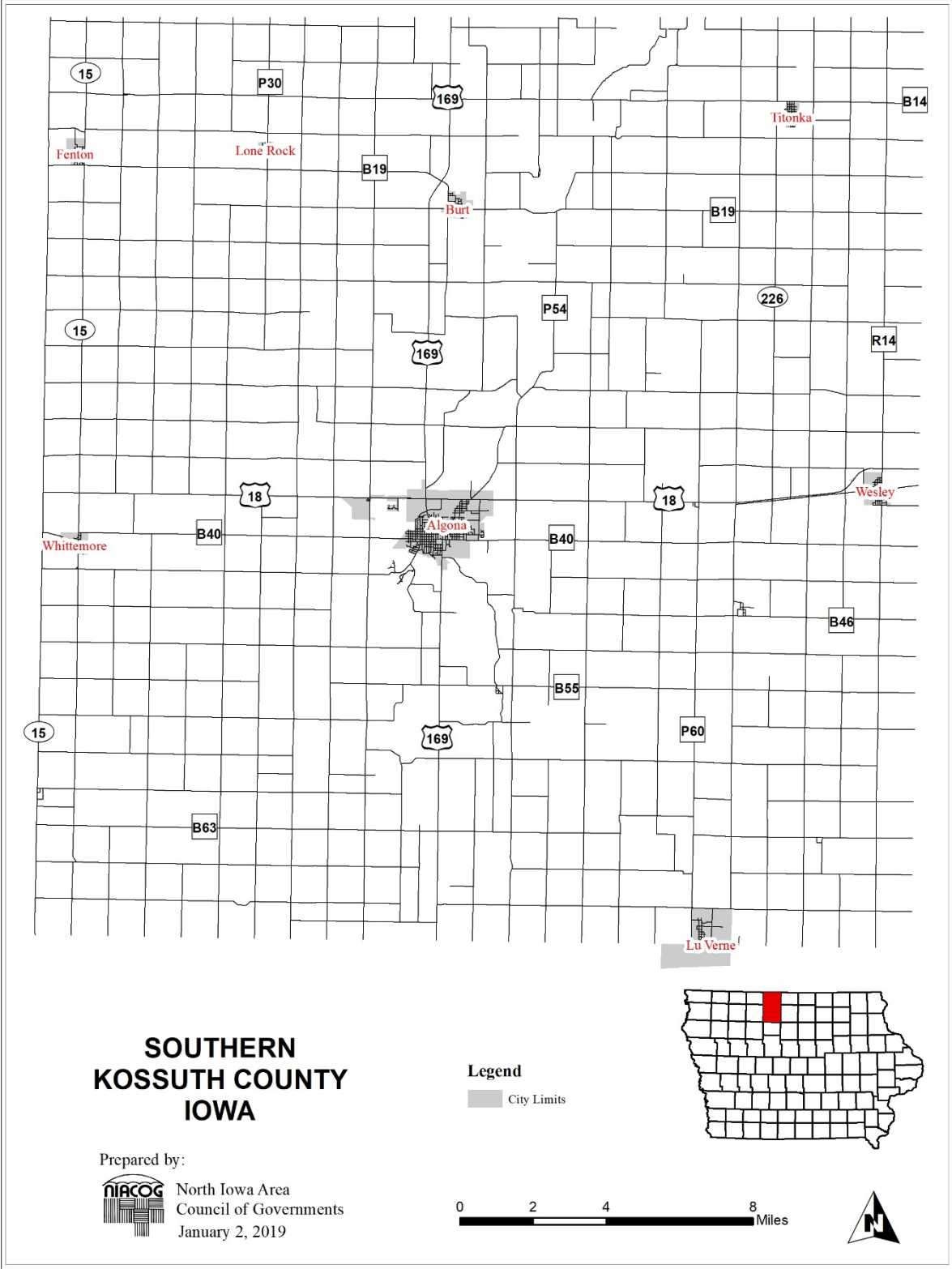
Corwith Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Colleges	
None	NA	None	NA
Clinics		Extension Offices	
None	NA	None	NA
Dentists		Grocery Stores	
None	NA	None	NA
Banks		Pharmacies	
Iowa State Bank	Yes	None	NA
Schools		Nursing Homes/Retirement Homes	
Corwith-Wesley High School	Yes	None	NA

Crystal Lake Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Colleges	
None	NA	None	NA
Clinics		Extension Offices	
None	NA	None	NA
Dentists		Grocery Stores	
None	NA	None	NA
Banks		Pharmacies	
Iowa State Bank	Yes	None	NA
Schools		Nursing Homes/Retirement Homes	
Woden Elementary	Yes	None	NA

Garner Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Schools	
None	NA	Garner-Hayfield High School	Yes
Clinics		Garner-Hayfield Middle School	
Garner Medical Clinic	Yes	Little Lambs Preschool	Yes
Hancock County Health System	Yes	Colleges	
Garner Family Practice Clinic	Yes	None	Yes
Wood Chiropractic Clinic	Yes	Extension Offices	
Garner Rehabilitation Clinic	Yes	Hancock County Extension Office	Yes
Family Eye Care Center	Yes	Grocery Stores	
Dentists		Bill's Family Foods	Yes
Tesene Maurer & Maurer PC	Yes	Pharmacies	
Peter Vidal, DDS	Yes	Tammy's Pharmacy	Yes
Banks		Nursing Homes/Retirement Homes	
Clear Lake Bank & Trust	Yes	Concord Care Center	Yes
Reliance State Bank	Yes	Prairie View Apartments	Yes
		Duncan Heights	Yes

Kanawha Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Colleges	
None	NA	None	NA
Clinics		Extension Offices	
Kanawha Medical Clinic	Yes	None	NA
Dentists		Grocery Stores	
None	NA	Big Brad's BBQ and Grocery	Yes
Banks		Pharmacies	
None	NA	None	NA
Schools		Nursing Homes/Retirement Homes	
West Hancock Junior High School	Yes	None	NA

Southern Kossuth County

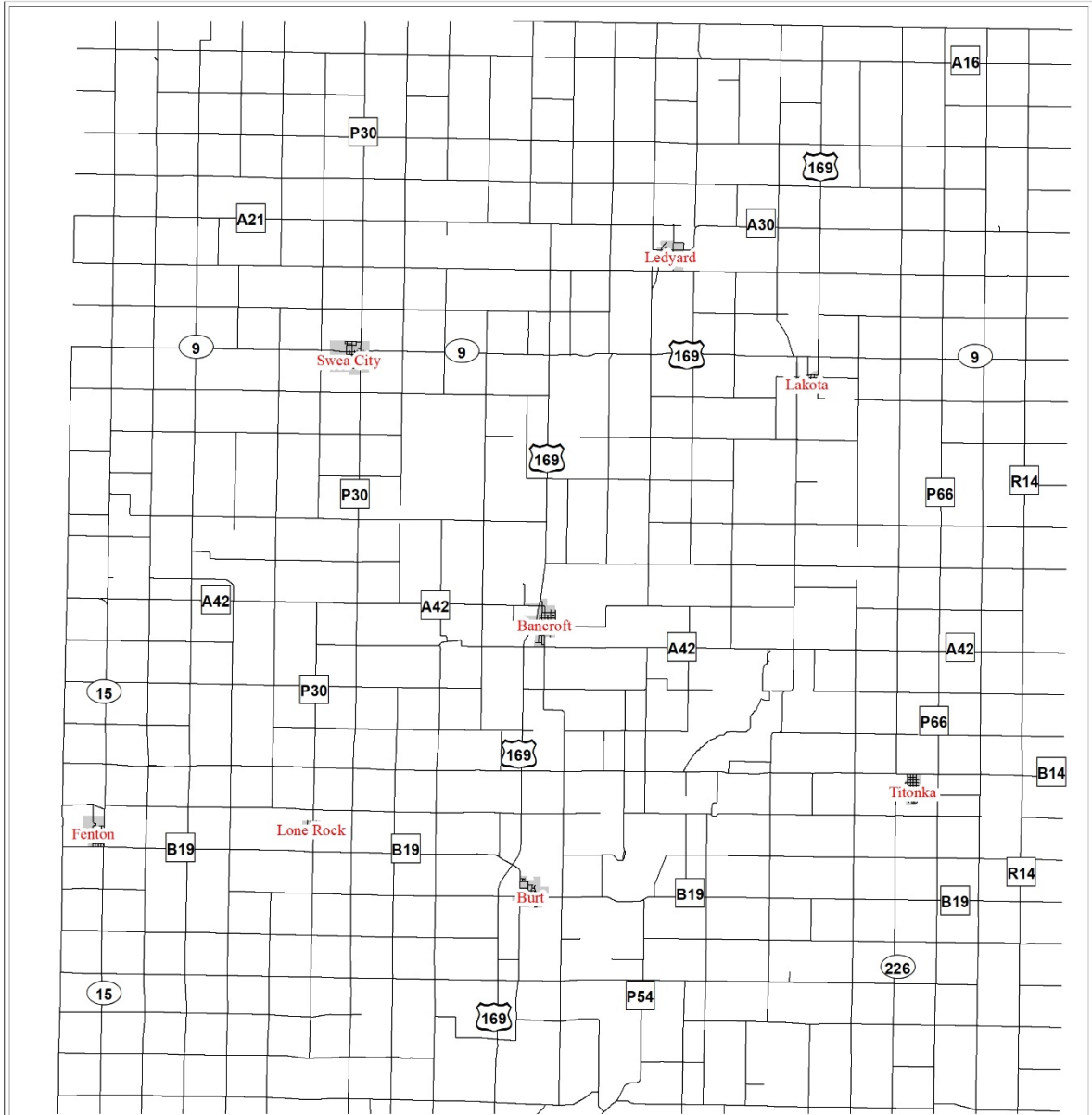


Algona Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Schools Cont...	
Kossuth Regional Health Center	Yes	Algona Middle School	Yes
Clinics		Bryant Elementary	
Kossuth Regional Health Center	Yes	Bertha Godfrey Elementary	Yes
Dentists		Colleges	
Louscher Family Dentistry	Yes	Iowa Lakes Community College	Yes
Family Dental Care	Yes	Extension Offices	
Shelly & Shelly Doctors Pc	Yes	Kossuth County Extension Services	Yes
Mark Jensen	Yes	Grocery Stores	
Banks		Fareway Grocery	
Iowa State Bank	Yes	Hy-Vee	Yes
Security State Bank	Yes	Fresh Connections Co-op	Yes
Farmers State Bank	Yes	Pharmacies	
Northwest Bank	Yes	KRHC Family Pharmacy	Yes
West Iowa Bank	Yes	Kmart	Yes
Bank of America	Yes	Hy-Vee Pharmacy	Yes
Citizens Community CU	Yes	Nursing Homes/Retirement Homes	
Iowa State Bank	Yes	Algona Manor Care Center INC	Yes
Schools		Algona Good Samaritan Center	
Bishop Garrigan High School	Yes	Van Buren Terrace	Yes
Seton Grade School	Yes	Huskamp Haven	Yes
Algona High School	Yes	Windsor Manor	Yes
Lucia Wallace Elementary School	Yes		Yes

Lu Verne Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Colleges	
None	NA	None	NA
Clinics		Extension Offices	
None	NA	None	NA
Dentists		Grocery Stores	
None	NA	None	NA
Banks		Pharmacies	
Security State Bank	Yes	None	NA
Schools		Nursing Homes/Retirement Homes	
Lu Verne Community School District	Yes	None	NA

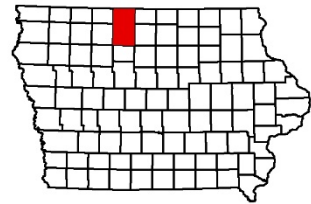
Whittemore Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Colleges	
None	NA	None	NA
Clinics		Extension Offices	
None	NA	None	NA
Dentists		Grocery Stores	
None	NA	None	NA
Banks		Pharmacies	
Farmers State Bank	Yes	None	NA
Schools		Nursing Homes/Retirement Homes	
None	NA	None	NA

Northern Kossuth County



NORTHERN KOSSUTH COUNTY IOWA

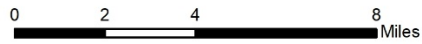
Legend
 City Limits



Prepared by:



North Iowa Area
 Council of Governments
 January 2, 2019



Bancroft Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Colleges	
None	NA	None	NA
Clinics		Extension Offices	
Kossuth Regional Health Center	Yes	None	NA
Tigges Chiropractic Clinic	Yes	Grocery Stores	
Dentists		None	NA
Bancroft Dental Clinic	Yes	Pharmacies	
Banks		None	NA
Farmers & Traders Savings Bank	Yes	Nursing Homes/Retirement Homes	
Schools		Heritage Homes	Yes
None	NA		

Burt Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Colleges	
None	NA	None	NA
Clinics		Extension Offices	
None	NA	None	NA
Dentists		Grocery Stores	
None	NA	None	NA
Banks		Pharmacies	
Security State Bank	Yes	None	NA
Schools		Nursing Homes/Retirement Homes	
None	NA	None	NA

Fenton Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Colleges	
None	NA	None	NA
Clinics		Extension Offices	
None	NA	None	NA
Dentists		Grocery Stores	
None	NA	None	NA
Banks		Pharmacies	
West Iowa Bank	Yes	None	NA
Schools		Nursing Homes/Retirement Homes	
None	NA	None	NA

Lakota Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Colleges	
None	NA	None	NA
Clinics		Extension Offices	
None	NA	None	NA
Dentists		Grocery Stores	
None	NA	None	NA
Banks		Pharmacies	
Farmers Trust & Savings Bank	Yes	None	NA
Schools		Nursing Homes/Retirement Homes	
None	NA	None	NA

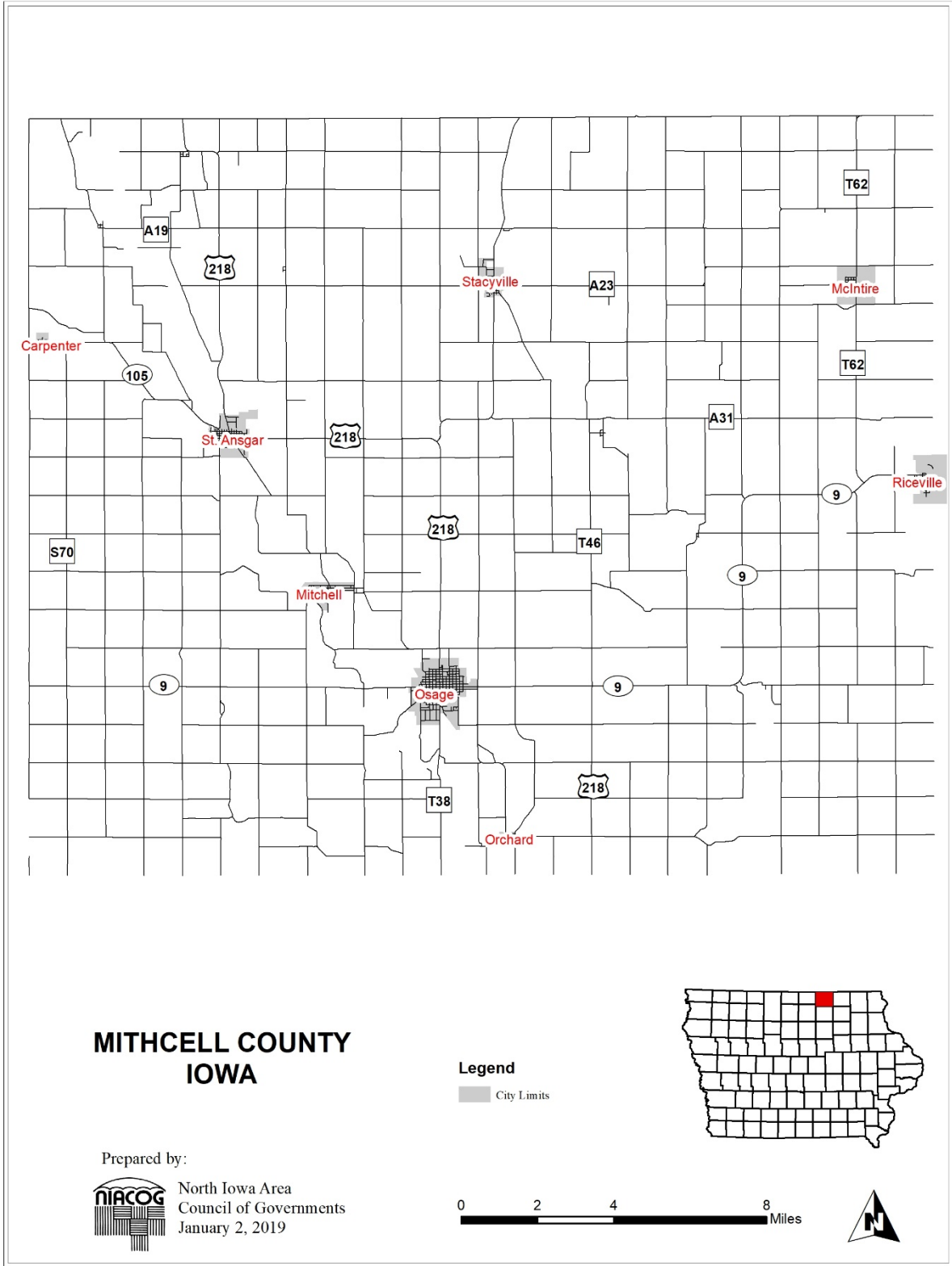
Ledyard Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Colleges	
None	NA	None	NA
Clinics		Extension Offices	
None	NA	None	NA
Dentists		Grocery Stores	
None	NA	None	NA
Banks		Pharmacies	
State Bank of Ledyard	Yes	None	NA
Schools		Nursing Homes/Retirement Homes	
None	NA	None	NA

Swea City Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Colleges	
None	NA	None	NA
Clinics		Extension Offices	
Swea City Clinic-Mayo Health	Yes	None	NA
Dentists		Grocery Stores	
None	NA	None	NA
Banks		Pharmacies	
Security State Bank	Yes	None	NA
Schools		Nursing Homes/Retirement Homes	
North Kossuth High School	Yes	Main Street Manor	Yes

Titonka Activity Centers

Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Colleges	
None	NA	None	NA
Clinics		Extension Offices	
None	NA	None	NA
Dentists		Grocery Stores	
None	NA	Titonka Food Store	Yes
Banks		Pharmacies	
Titonka Savings Bank	Yes	None	NA
Schools		Nursing Homes/Retirement Homes	
Titonka Middle School	Yes	Titonka Care Center	Yes

Mitchell County

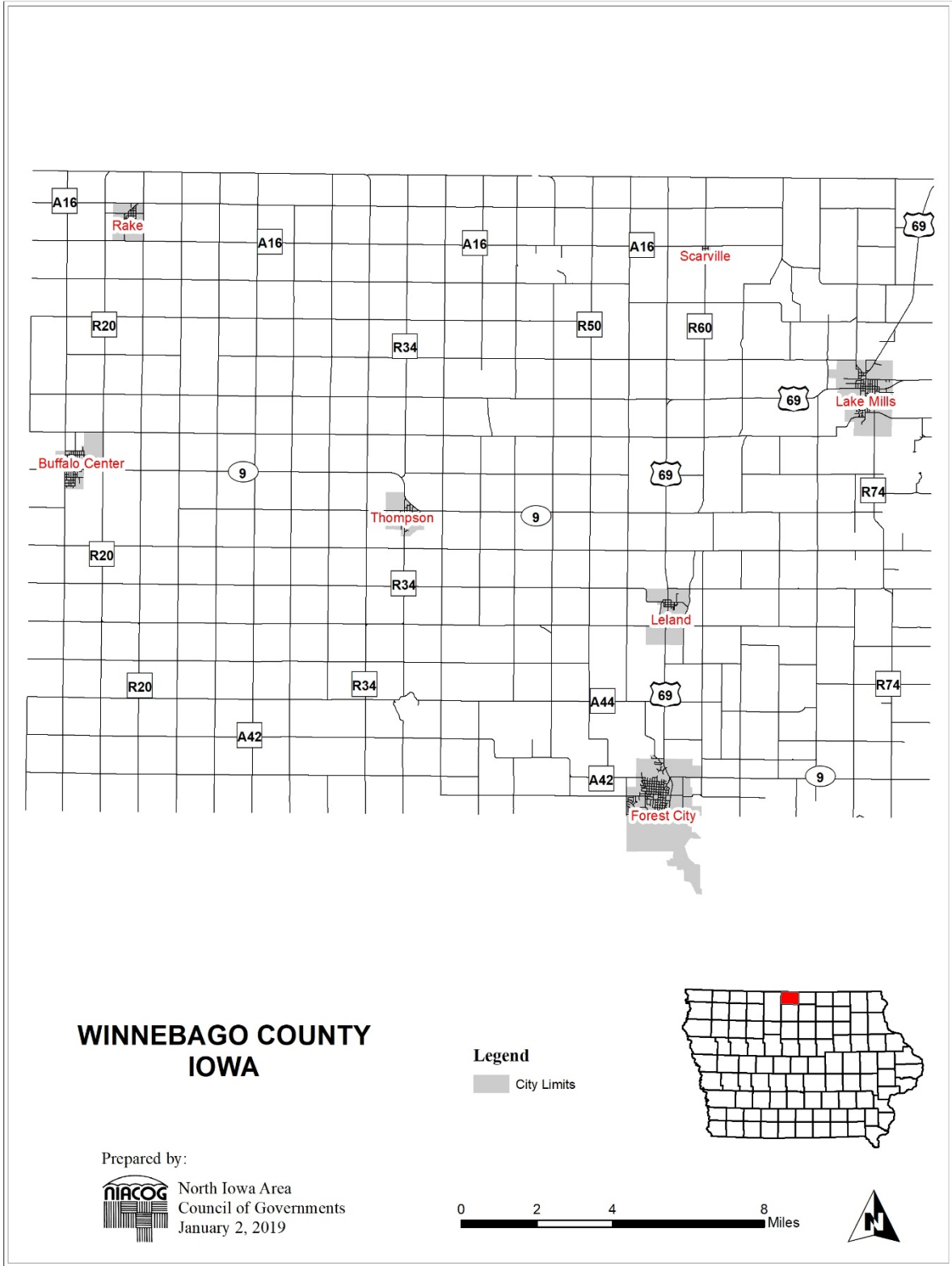


Osage Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospital		Schools Cont..	
Mitchell County Regional Health Center	Yes	Osage Alternative School	Yes
Clinic		Sacred Heart Catholic School	
Osage Rehabilitation Health Center	Yes	Colleges	
Street Chiropractic, PC	Yes	None	NA
Dentist		Extension Offices	
Osage Dental Arts	Yes	ISU Extension Mitchell County	Yes
James Janka, DDS	Yes	Grocery Stores	
Banks		Payless Foods	
Home Trust & Savings Bank	Yes	Kountry Kupboard	Yes
C US Bank	Yes	Nursing Homes/Retirement Homes	
First Citizens National Bank	Yes	Osage Rehabilitation & Health	Yes
Pharmacy		Evergreen Senior Living	
Smart Pharmacy	Yes	Faith Lutheran Home	Yes
Schools		Faith Home Assisted Living	
Osage High School	Yes	Apple Valley Osage	Yes
Osage Middle School	Yes	Mitchell County Care Facility	Yes
Lincoln Elementary	Yes		

St. Ansgar Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospital		Schools	
None	NA	St. Ansgar High School	Yes
Clinic		St. Ansgar Elementary School	
Mitchel County Regional Health Clinic	Yes	Colleges	
Accelerated Physical Therapy	Yes	None	NA
Dentist		Extension Offices	
Cedar Dental PC: John Lafferty DDS	Yes	ISU Extension Mitchell County	Yes
Banks		Grocery Stores	
St. Ansgar State Bank	Yes	None	NA
Farmers State Bank	Yes	Pharmacy	
Nursing Homes/Retirement Homes		Brower Pharmacy	
Good Samaritan Society	Yes		Yes

Stacyville Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Colleges	
None	NA	None	NA
Clinics		Extension Offices	
None	NA	None	NA
Dentists		Grocery Stores	
None	NA	Thome's Grocery	Yes
Banks		Pharmacies	
St. Ansgar State Bank	Yes	None	NA
Schools		Nursing Homes/Retirement Homes	
None	NA	None	NA

Winnebago County



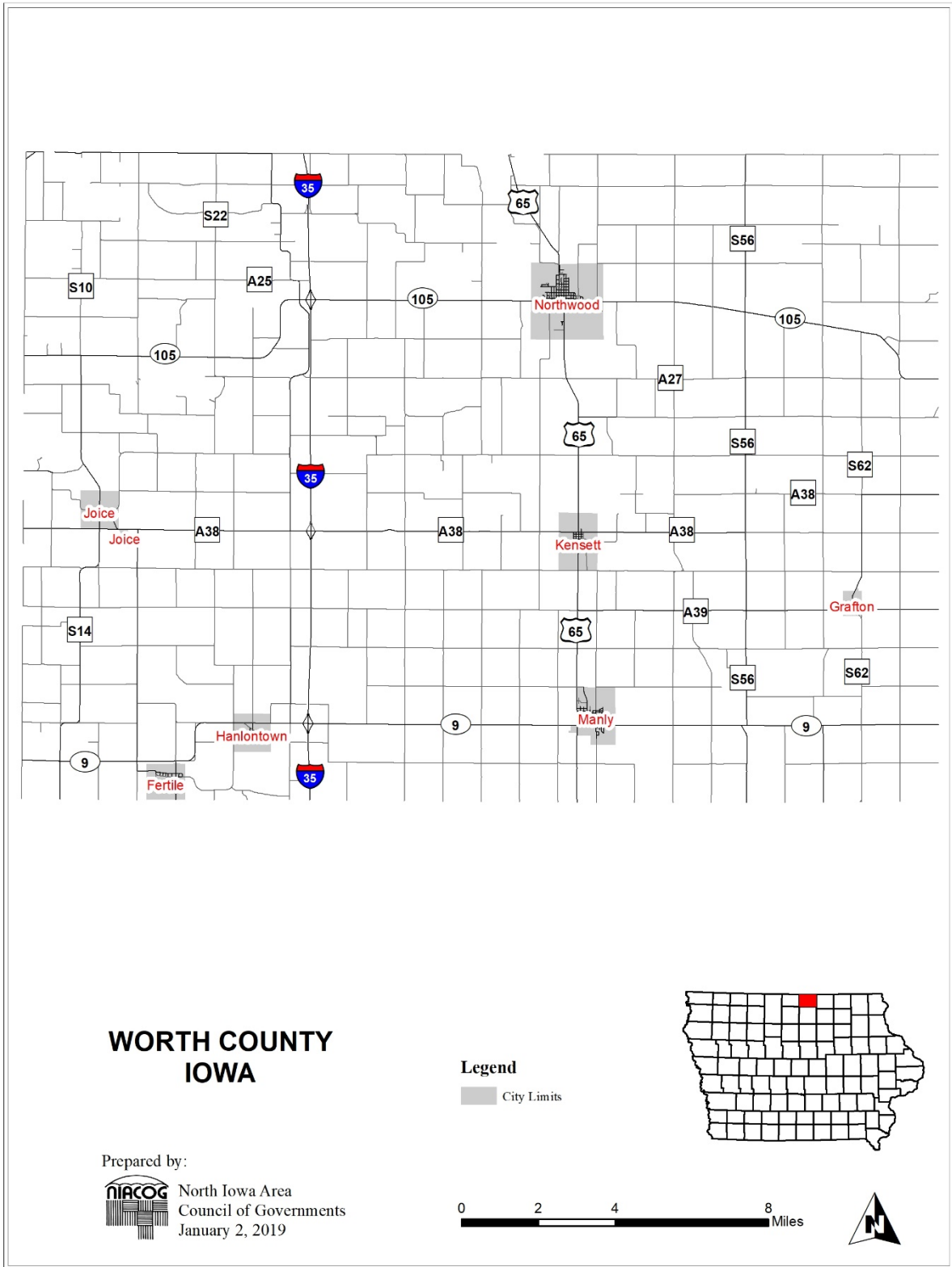
Buffalo Center Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Colleges	
None	NA	None	NA
Clinics		Extension Offices	
Mercy Family Clinic-Buffalo Center	Yes	None	NA
Dentists		Grocery Stores	
Johnson Dental Office	Yes	None	NA
Banks		Pharmacies	
Farmers Trust & Savings Bank	Yes	None	NA
Schools		Nursing Homes/Retirement Homes	
North Iowa Community School District	Yes	Timely Mission Nursing Home	Yes

Forest City Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospital		Schools	
None	NA	Forest City High School	Yes
Clinic		Forest City Alternative School	
Dentist	Yes	Forest City Middle School	Yes
Koenen Chiropractic Clinic	Yes	Forest City Christian High School	Yes
Family Eye Care Center	Yes	Forest City Elementary School	Yes
Accelerated Physical Therapy	Yes	Colleges	
Dentist		Waldorf College	
Wilson Dental	Yes	Extension Offices	
Forest City Family Dentistry	Yes	None	NA
Banks		Grocery Stores	
Titonka Savings Bank	Yes	Bills Family Foods	Yes
MBT Bank	Yes	Forest City Foods	Yes
Reliance State Bank	Yes	Pharmacy	
Nursing Homes/Retirement Homes		Miller Pharmacy	
Good Samaritan Center	Yes		Yes
Forest Plaza Assisted Living	Yes		

Lake Mills Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospital		Schools	
None	Yes	Lake Mills Community School	Yes
Clinic		Colleges	
Lake Mills Clinic	Yes	Lake Mills Community Preschool	Yes
Lake Mills Family Chiropractic	Yes	Son Shine Preschool	Yes
Mercy Family Clinic-Lake Mills	Yes	Faith First Preschool	Yes
Dentist		Extension Offices	
Scott Bosacker	Yes	None	Yes
Dr. Keith A. Johnson, DDS	Yes	None	NA
Banks		Grocery Stores	
Farmers Trust & Savings Bank	Yes	David's Super Foods	Yes
MBT Bank	Yes	Pharmacy	
Reliance State Bank	Yes	Miller Pharmacy	Yes
Nursing Homes/Retirement Homes			
Lake Mills Care Center	Yes		
Mills Harbor Assisted Living	Yes		

Thompson Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Colleges	
None	NA	None	NA
Clinics		Extension Offices	
None	NA	None	NA
Dentists		Grocery Stores	
None	NA	None	NA
Banks		Pharmacies	
Titonka Savings Bank	Yes	None	NA
Schools		Nursing Homes/Retirement Homes	
None	NA	None	NA

Worth County



Grafton Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Colleges	
None	NA	None	NA
Clinics		Extension Offices	
None	NA	None	NA
Dentists		Grocery Stores	
None	NA	None	NA
Banks		Pharmacies	
Farmers State Bank	Yes	None	NA
Schools		Nursing Homes/Retirement Homes	
None	NA	None	NA

Hanlontown Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Colleges	
None	NA	None	NA
Clinics		Extension Offices	
None	NA	None	NA
Dentists		Grocery Stores	
Stephen Welsh DDS	Yes	None	NA
Banks		Pharmacies	
Noneq	NA	None	NA
Schools		Nursing Homes/Retirement Homes	
None	NA	None	NA

Manly Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospitals		Colleges	
None	NA	None	NA
Clinics		Extension Offices	
None	NA	None	NA
Dentists		Grocery Stores	
Stephen Welsh DDS	Yes	None	NA
Banks		Pharmacies	
Noneq	NA	None	NA
Schools		Nursing Homes/Retirement Homes	
None	NA	Manly Nursing and Rehab Center	Yes

Northwood Activity Centers			
Activity Center	Served By Transit	Activity Center	Served By Transit
Hospital		Schools	
None	NA	Northwood-Kensett Elementary School	Yes
Clinic		Northwood-Kensett Junior-Senior High School	Yes
None	NA	Colleges	
Dentists		None	NA
Northwood Dental	Yes	Extension Offices	
Banks		None	NA
Northwoods State Bank	Yes	Grocery Stores	
Farmers State Bank	Yes	Fallgatters Market	Yes
Pharmacy		Nursing Homes/Retirement Homes	
Ver Helst	Yes	Lutheran Retirement Home, Inc.	Yes
		Northwoods Pines Assistant	Yes
		Maple Court Apartments	Yes

SECTION THREE: Coordination Issues

Evaluation of Passenger Transportation Services (Public Input Concerning Needs)

In April of 2006, RPA 2, in coordination with Region 2 Transit, Mason City Transit and Iowa DOT, held a Mobility Action Planning (MAP) Workshop to discuss regional barriers, needs, and coordination efforts. Numerous representatives from public/semi-public agencies and a few concerned citizens from across the region were in attendance at the initial MAP meeting. As part of the workshop, attendees worked in groups to identify possible solutions to shortfalls in the current transit systems or unmet needs that should be addressed by transit providers. The groups brainstormed action plan ideas including challenges and solutions. The groups then identified who would be in charge of implementing solutions, when the problem solving would start, and how success would be measured. Listed below are major issues that were identified in the meeting. These were presented and discussed following the MAP workshop by the Transportation Advisory Group.

Unmet needs by category	Challenges	Solutions
Inadequate rural transportation	Lack of centralized coordination Liability to assist others	24/7 centralized dispatch center master inventory educate and communicate Individual contractors Work with state and private insurance companies on liability Incentive to get involved
Inadequate urban transportation	Availability of drivers 24/7 Expanding routes further out Express routes Coordinate schedules	Private contractor Increased staff Increased dollars Schedule by demand on off hours Private contractor Review what works Centralized routes establish routes market change Central dispatch

<p>Service within Region 2</p>	<p>Capacity: Number of buses Number of drivers</p> <p>Funding and Scheduling</p> <p>Communications</p> <p>Geographic size of the region</p> <p>Prioritization</p> <p>Contractual obligations</p>	<p>Use more smaller buses Volunteer drivers Flexibility Use other county's buses while they are in Mason City Contract with other volunteer groups (such as those at Mercy Medical Ctr) Pursue legislation to ease liability insurance concerns (Maryland's proposed legislation) Networking between counties; so they can call-up and access each other's schedules. Lobby city councils and the state Legislature Allow other county's residents flexible options Communications between agencies Collaboration between service providers Education of Service providers Agencies Clients/families</p> <p>Incorporation of ITS technology Share county drivers while in Mason City Have all counties take the same days off (holidays) Delays Weather Mechanical Medical Communications</p>
<p>Service Between Regions</p>	<p>No coordination with other regions</p> <p>Cost effectiveness Volume of rides Funding</p> <p>Transportation services to: Iowa City Mayo Clinic Waterloo</p> <p>Volunteer drivers— liability concerns</p>	<p>Increase communications and coordination with other transit service providers</p> <p>Service providers call into regional dispatch when a transportation need arises.</p> <p>Set up a shuttle to coordinate all human service agencies' demand for medical trips outside of Region 2; for example, the first Monday of each month-a van will transport all patients desiring to go to Mayo</p> <p>Research and data collection</p>

As can be seen above, the major issues included coordination, communication, funding, scheduling, and cooperation. To clarify coordination, in the context of the transit discussion, some participants felt that if they had known a bus was making a trip to a certain place, they would have utilized it at that time instead of waiting or not utilizing it at all (see comment below). Some issues can be

addressed simply, while others are very complicated. They also vary depending on whether the service is an urban fixed route system or a rural demand response system. The issue of schedule sharing can be utilized on some levels in a rural setting if a provider is making the same trip on the same schedule. One comment was, "...had I known the bus would be in town, I would have utilized the service." The problem in this specific instance is that the provider of a demand response system doesn't know when they will be in that particular town making it nearly impossible to coordinate so that the passenger could have utilized the service that day. However, better communication between the general public, institutional users and the provider as to how and when the service operates could alleviate some of these challenges. The largest issues differed among the providers and the users with the passenger transportation providers noting challenges with rising costs, driver/bus availability, administrative requirements, good driver qualifications, and accurate route timing. User challenges included limited hours/days of service, and a lack of knowledge of services provided.

In addition to the information provided by the workshop attendees, a Passenger Transportation Services Survey was given to transportation providers as well as health and human service organizations from the NIACOG region and across the state to complete prior to the MAP Workshop. This survey was to gather information on the various services throughout the Region and the State to determine services provided, opportunities for coordination and any gaps in services. Common regional challenges illustrated in the 2006 survey include lack of funding, affordability of services, lack of coordination incentives, and Federal or State regulations

NIACOG representatives were also in attendance at the Statewide MAP Workshop, in which numerous human service and transit organizations shared their success stories or their struggles. Statewide findings are similar to those in NIACOG's regional efforts. A joint consensus was reached that providing safe, efficient, and affordable transportation to those that need it the most should be the main goal in future planning efforts.

The Transportation Advisory Group began meeting more regularly following the initial MAP meeting, but attendance waned. In approximately 2011, there were fewer members meeting, but the meetings became more focused on projects instead of just discussing issues. Since the initial development of the PTP and the MAP Workshop many of issues have not changed. Issues may have morphed somewhat, but the basic issue is still the same. For example, medical needs of passengers were not being met in the area. A shuttle to Iowa City was developed and funded by New Freedoms and United Way. Some patients were required to go to Fort Dodge. A shuttle was developed for that service in much the same way. Then, that service changed to Waterloo and the service evolved with it. The point is that medical needs were being met with a shuttle, but the location where that need would be met kept changing. The TAG responded to the needs. At this time, none of the shuttles have continued.

The TAG meets regularly every month to discuss progress on existing projects or initiative or to respond to new issues. Several projects have been implemented and others are being developed in an on-going manner. The following paragraphs provide a summary of previously recommended projects as well as needs in the Region 2.

Status of Previously Recommended Projects

Several previously recommended projects have been completed in the past years. The projects identified have primarily focused on improved efficiency, fleet replacement, fleet expansion, operations and maintenance. Stimulus funding was instrumental in the replacement of much of Region 2 and Mason City Transit fleets, but those vehicles are now hitting their replacement thresholds. There is not sufficient funding to keep the fleet updated and maintained, much less allow for other service and facility needs.

Specific projects that have used funding outside of the traditional 5311, 5310, STA. etc., have included projects funded with New Freedoms, Jobs Access Reverse Commute (JARC) and STA-Special projects funding and required local match funds.

Saints Shuttle

One of the first recommended projects was the Saints Shuttle. A medical shuttle service from Mason City to the University of Iowa Hospitals and Clinics. This service was funded with fares, New Freedoms funding and United Way of North Central Iowa as the local match. The service departed Mason City at approximately 6:00 AM on Wednesdays and Thursdays for Iowa City and left Iowa City for Mason City at approximately 4:00 PM. These hours were somewhat flexible depending on the riders and appointment times. This service was also open to the public for the same fare as those using the service for medical appointments. As the service went on, stops were made in communities along the way including in other transit Regions service area. Transit Regions besides Region 2 did not contribute anything financially to the operation of the Saints Shuttle. As this was seen as a benefit to the public, nobody that could be accommodated and paid the fare was turned away regardless of the Transit region they came from. Also, during this time period, TMS, the Medicaid transportation provider was providing service to Iowa City as well as was needed by Medicaid patients. There was very little cooperation or coordination from TMS with Region 2 Transit that would benefit both entities. TMS was not made to “come to the table” by the State of Iowa for the betterment of both services and seemed to “call the shots” so to speak. As the New Freedoms funding ended and the United Way of North Central Iowa was used up, that service was ended.

Fort Dodge Dash

The Fort Dodge Dash was created in response to the Iowa Cares provision of medical services and home hospitals. The home hospital for a majority of this Region was Fort Dodge. The TAG responded to the need by creating the Fort Dodge Dash shuttle service funded by fares, STA Special Projects funding and United Way of North Central Iowa as the local match. Shortly after the approval of this project, the Office of Public Transit (OPT) came out with a special Iowa Cares Transportation program for the State of Iowa. This program was very quickly depleted of funds. Shortly thereafter, the hospital areas changed so that the majority of Region was to receive Medicaid services in Marshalltown.

Marshalltown Missile

The TAG responded again and submitted yet another STA Special Projects application matched with United Way of North Central Iowa funds to create the Marshalltown Missile. This was very short lived and once the two year timeframe of the STA Special Projects funding was over, the project were not continued or were not necessary.

Mobility Manager

Beyond the actual services provided, another previously recommended project was that of a Mobility Manager. The Mobility Manager position was originally designed to act as a one stop shop for passenger transportation and was actually called a Travel Navigator. This position was different from a Mobility Manager as most people think of Mobility Management and as such the reporting requirements and documentation to the OPT had to be changed to accommodate the Region 2 Travel Navigator. According to the New Freedoms application and previous PTPs, the description of duties was as follows:

The Region 2 mobility manager's activities that are eligible for SAFETEA-LU funding include:

- Operating transportation brokerages to coordinate service providers, funding resources, and customer needs;
- Coordinating transportation services for older adults, individuals with disabilities, and individuals with low incomes;
- Supporting local partnerships that coordinate transportation services;
- Providing travel training and trip planning activities for customers;
- Developing and operating traveler call center to coordinate travel information, manage eligibility requirements, and arrange customer travel.

After several years of providing the local match to the New Freedoms funds and subsequent Federal funding that was allocated, the specific position in Region 2 Transit Was not seen as accomplishing enough to warrant the additional staff person. Existing staff has assumed those responsibilities and the position has been eliminated.

Cerro Gordo County JARC Service

The Cerro Gordo County JARC service as the name implies provided employment transit service from 6 PM to 10 PM Monday through Saturday in Cerro Gordo County. Ridership was relatively stable and for employment purposes only. With the passage of MAP-21, and JARC funding being eliminated as a program, the Region 2 Transit Service has continued to provide the service albeit open to the public. As there is no dedicated funding, the service must be self-sustaining to continue. As there have been times of low revenue, Region 2 is looking at way to support the service or even expand the service. As there is no JARC funding, the service is open to the public, however it is still seen as an employment service only. Mason City, Region 2 Transit and United Way of North Central Iowa are developing a service that will provide expanded hours of service and be open to the general public.

Update: The Cerro Gordo County JARC Service was changed to the Midnight Special, a demand response after hours service operated in the City of Mason City generally for employment transportation, but is open to the public for other types of trips. The Midnight Special was funded with STA Special Project funding and local match from the United Way of North Central Iowa. Mason City Transit contacted with Region 2 Transit to operate the service. This service has been fairly successful. The City of Mason City has continued the service with local funding as the STA Special Project funding has ended. While the service is primarily still employment related, persons can utilize it for entertainment, shopping or medical or any other appointments.

North Iowa Commuter Express (NICE) Shuttle

The NICE shuttle started out as a means to develop a van pool for employers in the Region 2 Transit area. As a vanpool, a group of employees from the same or very close in proximity employer would essentially utilize a Region 2 Transit vehicle to provide transportation for that group of employees. A regional survey was conducted to gauge the interest in a van pool as there needed to be at least four riders in the vanpool. The results indicated that at least 8 employees in Winnebago Industries were interested in a vanpool arrangement. There need to be a designated driver and backup driver to ensure the vanpool would operate. As the project moved forward, there were no designated drivers that would step forward due to the various schedules and shift requirement of Winnebago Industries. As this project was funded with STA Special Projects funding which has a time limit, something needed to happen to kick start the service. It was proposed that the vanpool be changed to a shuttle service in an effort to get people familiar with the bus operations and to test the service to see if there was demand. The NICE Shuttle, as it is now referred to, was a temporary response to a failed attempt at a van pool. As a shuttle, the service has been very successful in that the vehicle is generally at capacity most days, at least on one of the trips. Because the shuttle service has been successful, the Office of Public Transit was able to award additional funds to the Region 2 Transit Service to purchase a thirty

(30) passenger vehicle. With the additional capacity, the service should be able to operate on fares alone and not need outside funds.

Update: The North Iowa Commuter Express (NICE) Shuttle was discontinued in early 2018. With no outside financial contributions; issue with keeping drivers, and lack of full vehicles on most afternoon (return) trips, the service was unable to sustain itself, even with the 30 passenger busses. Both 30 passenger busses have been transferred to the Region XII area where they are being utilized as employment transportation for different manufacturing facilities in that area. Monogram Foods is one employer that is financially supporting the service so that it can continue to operate.

Other Recent Developments

A team from RPA 2 attended the Iowa Institute for Transportation Coordination in Des Moines in June 2011. The team then cooperatively developed 90 and 180 day action plans identifying projects and actions to implement projects. Most of these projects were already identified in the Region 2 PTP. All of the projects identified during the workshop have been implemented or further discussed. Region 2 TAG continues to build on successes such as this in developing new or expanded services.

Update: There have been no organized planning meetings of this nature since 2011.

Service Needs

Service needs in the Region have not changed much over the last several years. The addition of a maintenance facility for the Region 2 and Mason City Transit was intended to produce a cost savings on maintenance and repairs as well as being able to extend the life of the fleets. One service need in the Region is to add additional mechanical staff to keep up with the service and repair of the vehicles. The average mileage on the Region 2 Transit fleet is 88,453 miles. The acquisition of 25 vehicles and Mason City Transit replacing five vehicles (Stimulus funding) had improved the average age fleet considerably. However, the fleet's age and mileage continue to increase due to not having funding to keep up with the replacement needs. Reducing the mileage and age of the respective fleets generally reduces repair and replacement expenses.

Management Needs

Management needs include readily available, skilled drivers. While the driver pool for both Mason City Transit and Region 2 Transit has been relatively stable, there seems to always be a need for drivers at the regional and municipal level. Region 2 Transit providers, Cerro Gordo Transit and Mason City Transit continue to seek the best drivers for the Region needs.

Fleet Needs

Fleet needs include replacement and additional vehicles for the Region 2 Transit System as well as Mason City Transit. Fleet needs are also discussed in the previous *Service Needs* section. The Regional Technical Committee and Policy Board of RPA 2 have supported approximately a vehicle per year for the expansion of the Region 2 fleet. In many instances, these vehicles are ultimately used to replace aged and failing vehicles in the fleet as a result of a lack of funds. These expansion vehicles end up going into service for failing vehicles that do not qualify for replacement funds because they do not meet mileage thresholds. Some vehicles cannot meet mileage thresholds due to restrictions placed on the vehicles due to their age or mechanical condition. It is not feasible to invest more funds into these vehicles, yet they also can't be replaced. Many of the providers for Region 2 Transit are impacted by the lack of funds and replacement thresholds. This requires the provider to repair vehicles or reduce service due to breakdowns or safety concerns.

Facility Needs

The current Joint Region 2/Mason City Transit/NIACOG Facility is serving the services well. However, in an effort to more efficiently utilize the current fleet of vehicles, a regular rotation takes place by moving vehicle from the outdoor fenced in storage area. This storage area was never meant to hold in-service vehicles. As such, the storage area doesn't allow for plug-in of vehicles and washed vehicles cannot be stored outside during winter months.

Due to the increased need for enclosed vehicle storage space, the respective agencies are investigating and planning for a facility expansion of the south end of the bus storage portion of the existing facility.

Update: The Joint Transit Facility had an addition completed on the garage area to allow the parking of an additional 10 vehicles to improve the efficiency when shuffling vehicles to begin their routes or for service.

As can be seen from the above, many things have not changed in the RPA 2 Region concerning passenger transportation service delivery. The Stimulus funding was critical to replacing an aging fleet and freeing up maintenance dollars. The main issue of "not enough funding" still exists. The Region 2 Transit System, Mason City Transit, Health and Human Service providers, city and county governments are providing the best and most efficient service possible in the area with available funds.

Survey

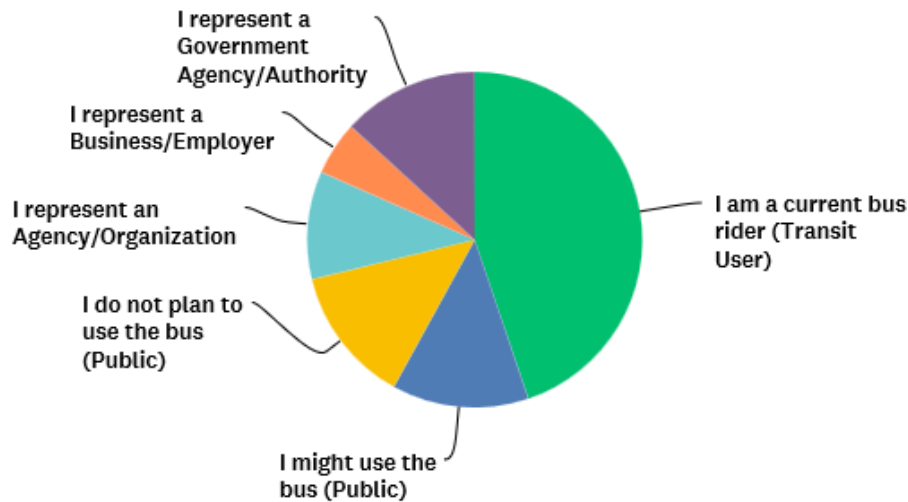
Update: As the TAG is continuing to meet monthly, new projects and initiatives will be developed. In an effort to obtain additional input from outside the TAG, an online survey was developed to solicit information from Businesses/Employers, Transit Users, General Public and Agencies that use or provide passenger transportation. A press release was distributed to media outlets in the North Iowa

area. KIMT News 3 presented a news story on the survey to the public with assistance from NIACOG staff. As of December 21, 2018, there were a total of 212 survey takers among the four surveys.

Some highlights of the surveys are as follows:

Please select the best description of your transportation experience:

Answered: 212 Skipped: 0

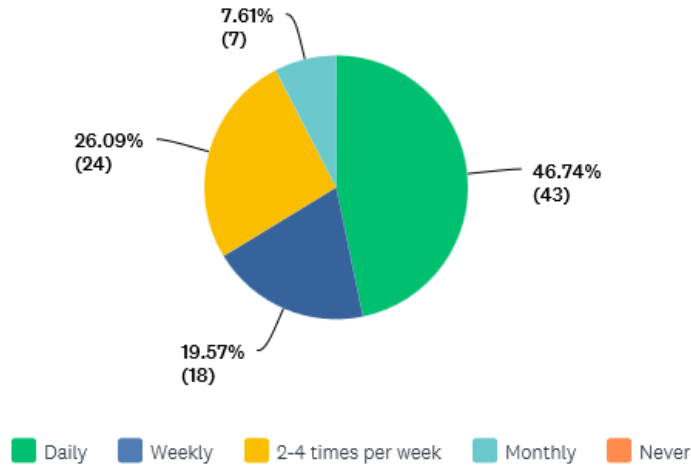


ANSWER CHOICES	RESPONSES
▼ I am a current bus rider (Transit User)	44.81% 95
▼ I might use the bus (Public)	13.21% 28
▼ I do not plan to use the bus (Public)	13.21% 28
▼ I represent an Agency/Organization	10.38% 22
▼ I represent a Business/Employer	5.19% 11
▼ I represent a Government Agency/Authority	13.21% 28
TOTAL	212

Users:

If you are a current bus rider, how often do you use the public bus?

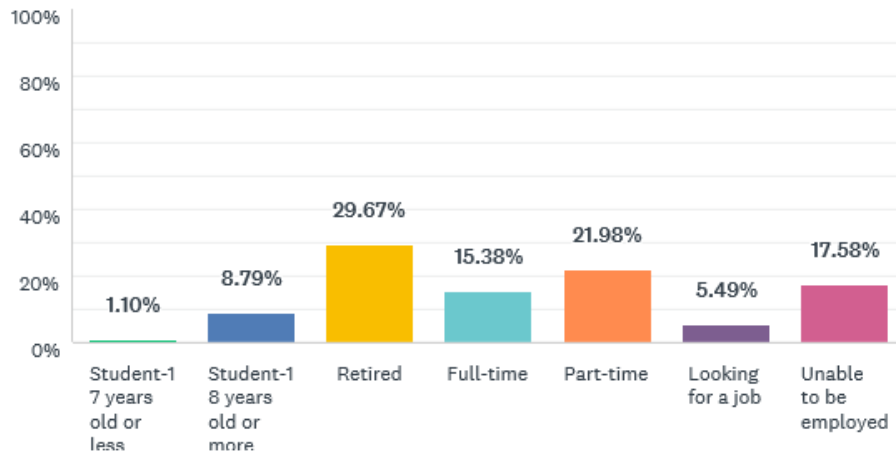
Answered: 92 Skipped: 120



Of those that use the Public transit systems, approximately 73% use it at least 2-4 times per week.

What is your employment status?

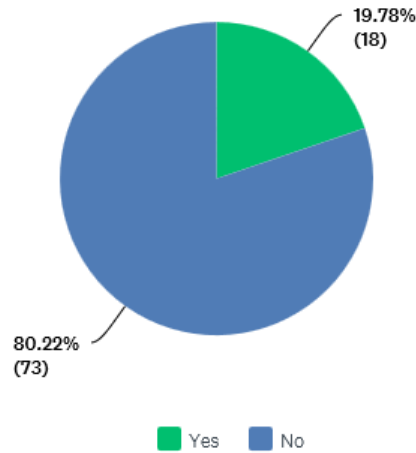
Answered: 91 Skipped: 4



Approximately 30% of transit riders are retired, while 22% are employed part-time and 15.4% are employed full-time.

Have you had difficulty getting or keeping a job due to transportation?

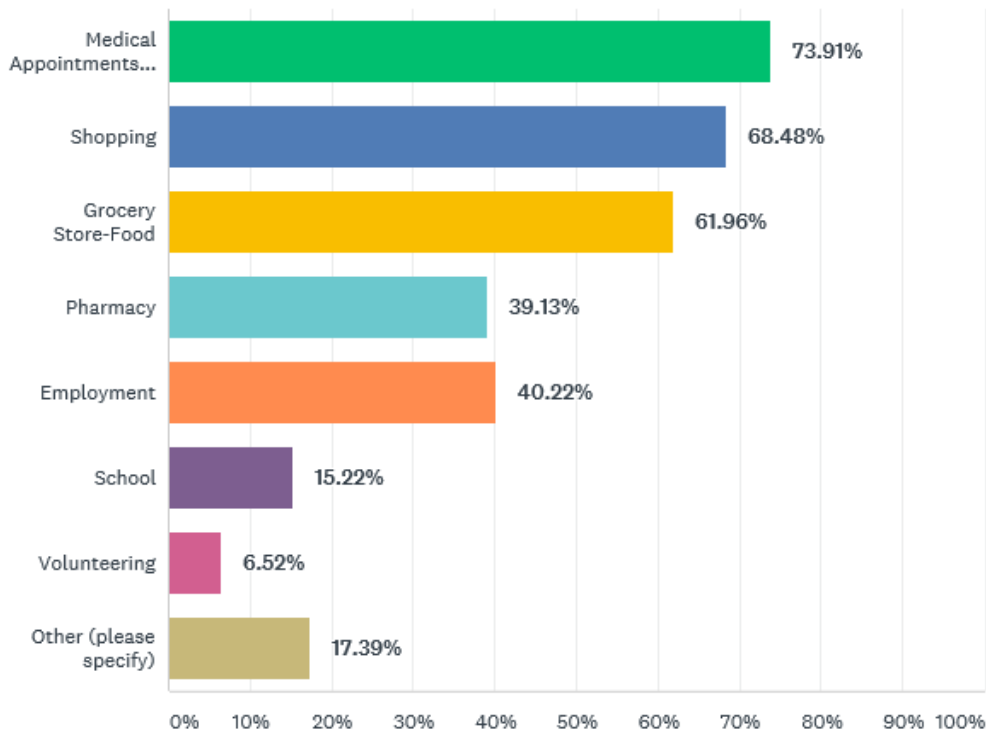
Answered: 91 Skipped: 4



The displays below show the wide range of reasons people use the transit services.

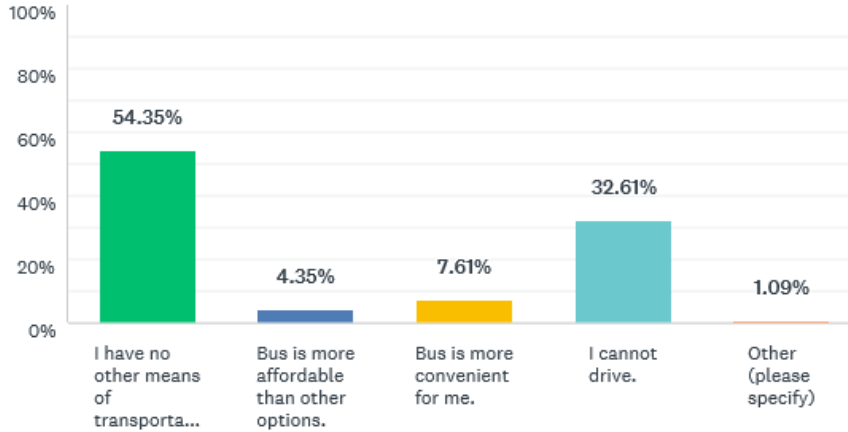
If you are a current bus rider, please tell us your destination type(s) when using the bus? (Check all that apply)

Answered: 92 Skipped: 3



If you are a current bus rider, generally, why do you ride the bus?

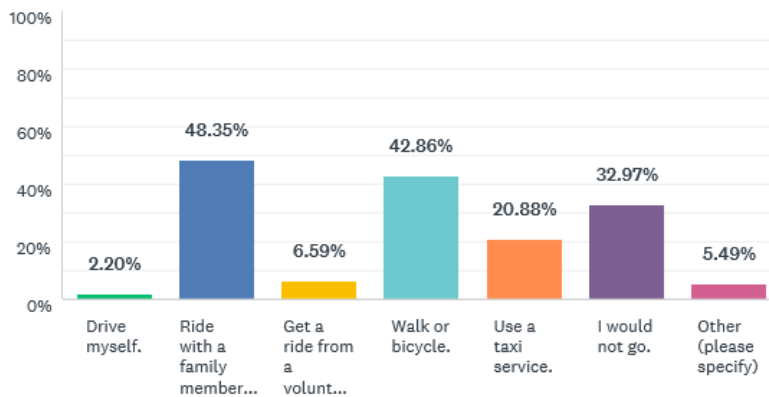
Answered: 92 Skipped: 3



According to the information below, approximately 50% of current users might ride with friends or family when not using public transit services while 43% would walk or bicycle. Approximately 33% of current user respondents stated they would not go to their destination without a public bus.

How do you get to the places you want or need to go if/when not using public bus service? (Check all that apply)

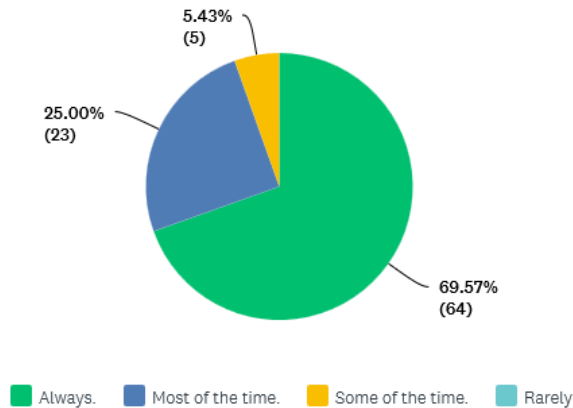
Answered: 91 Skipped: 4



The table below illustrates that slightly over 30% of transit users cannot always go where they want with existing modes of transportation and services available.

If you are a current bus rider, how often are you able to get to the places you want or need to go?

Answered: 92 Skipped: 3



For the most part people that utilize the transit systems for their transportation are able to get where they need to go.

As with all of the surveys, the question, “Please provide any suggestions for the public bus system to better serve you:” provides a wide array of responses that can be seen in the Appendix under User Survey.

Employers:

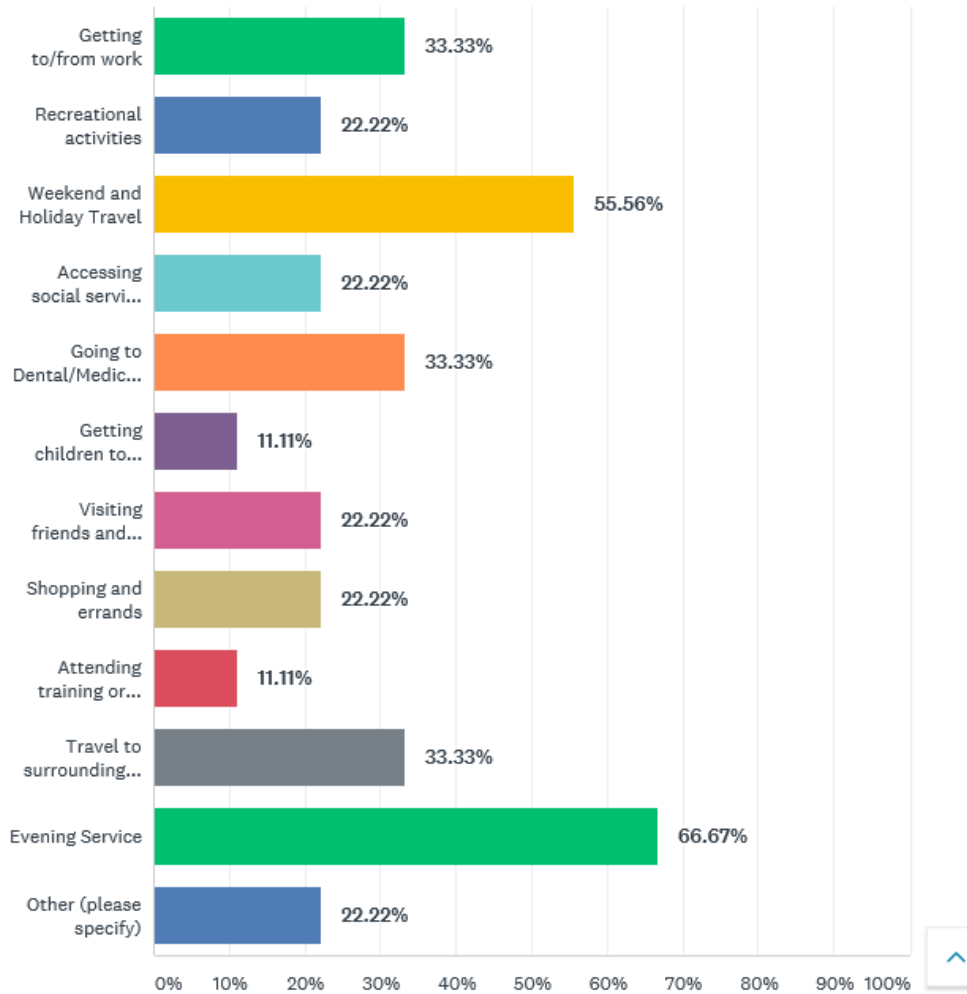
When asked “In what ways, if any, would a small transit system affect your place of business? Responses were as follows:

- *“It would be beneficial to be able to increase our recruitment in other communities by providing affordable, reliable transportation to candidates.”*
- *“None”*
- *“employees ride the bus”*
- *“It would help with some guests that stay with us.”*
- *“NOT SURE IF IT WOULD EFFECT IT AT ALL.”*

Agency:

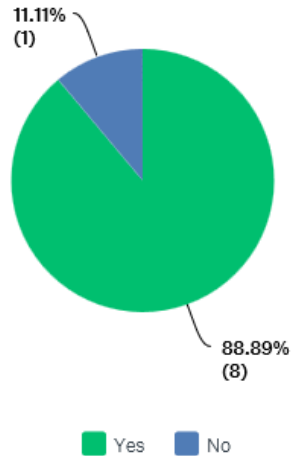
If you represent an agency/organization, what are your clients' unmet transportation needs? (Check all that apply)

Answered: 9 Skipped: 13



If you represent an agency/organization, do you feel the current/existing bus services meet the needs of your clients?

Answered: 9 Skipped: 13

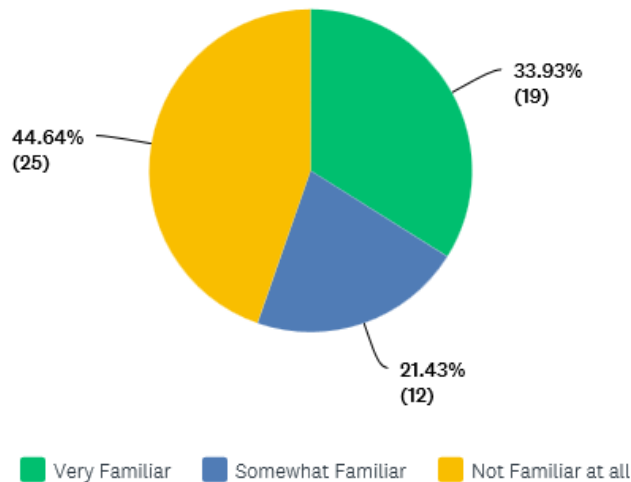


The information above provides information from agencies that provide social services. The survey also included results from county and city staff and elected officials representing governmental authorities. Please refer to the Appendix to see responses to, “Please provide any suggestions for the public bus system to better serve your agency and clients.

General Public (do not plan to use bus or might use bus):

In general, how familiar are you with the public bus services available near you?

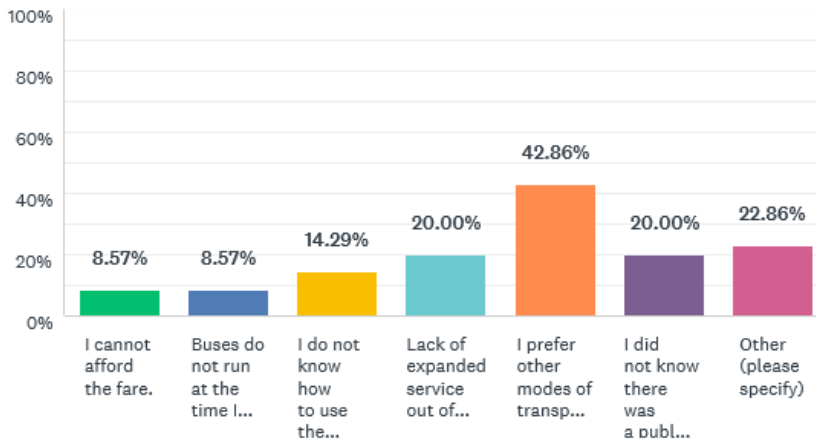
Answered: 56 Skipped: 0



The majority of those who do not currently use transit services, 55%, are aware of the existence of public transportation in the Region 2 area. The respondents include those who might use the public bus and those who plan on never using it.

If you currently do not use public bus services, why do you choose not to use them? (Check all that apply)

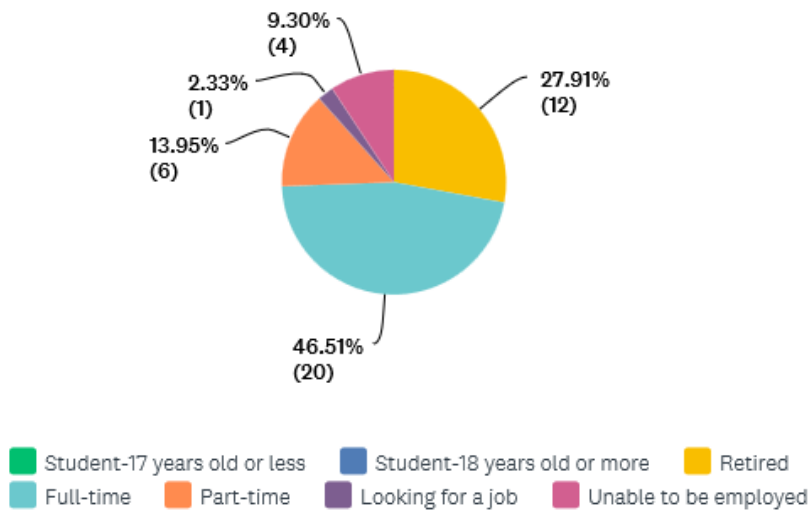
Answered: 35 Skipped: 21



The above table gives some insight into why respondents do not use public transportation. Other responses are as follow can be seen in the Appendix under General Public.

What is your employment status?

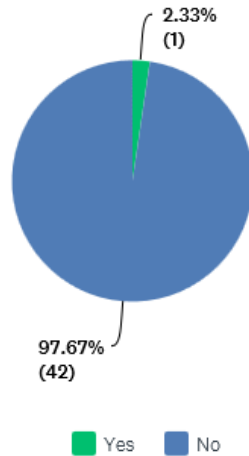
Answered: 43 Skipped: 13



The majority of the general public respondents are currently employed, while the “Other” includes students, retirees or disable people that aren’t able work.

Have you had difficulty getting or keeping a job due to transportation?

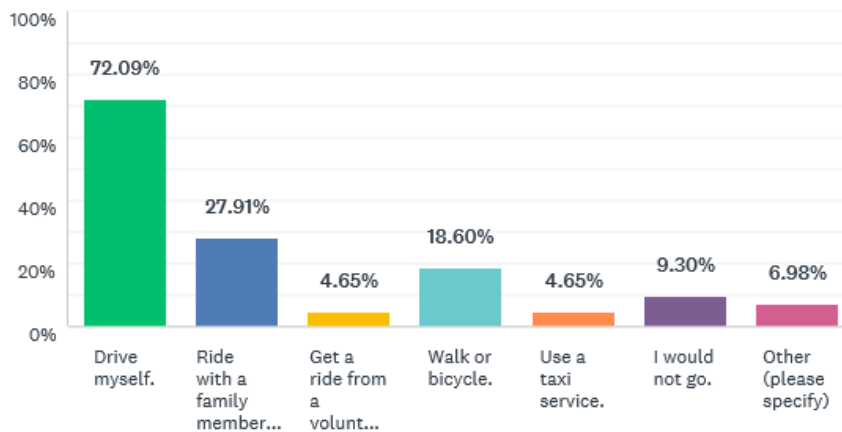
Answered: 43 Skipped: 13



2.3% of respondents in the General Public survey have had difficulty getting or keeping a job due to lack of transportation. This differs from Users that report 19.8% have had difficulty getting or keeping a job.

How do you get to the places you want or need to go if/when not using public bus service? (Check all that apply)

Answered: 43 Skipped: 13



The final question in the General Public Survey is, "Please provide any suggestions for the public bus system to better serve you:" As there are many comments and suggestions. Please refer to the Appendix for further detail to this answer.

The complete survey with results is a quite extensive and very large document, it is included as an Appendix to this PTP.

The survey will be continually analyzed for future projects that can be implemented. Already known priority or ongoing projects are listed in the next section.

SECTION FOUR: Priorities and Strategies

The following pages outline the goals and projects developed to address what was described as a gap or need in the previous section.

The Mason City Transit System and the Region 2 Transit System annually develop a four year program for operations, vehicle replacements, special projects, expansion and repairs. The Transit Element of the RPA 2 FFY 2020 – FFY 2024 Transportation Improvement Program (TIP) is included as an Appendix. A fifth year would include many of the same projects as the majority of the items included for the TIP are vehicle replacements and operating funds.

The TIP programmed projects identify the Operations/Maintenance/Administration, equipment and fleet needs to operate the Region 2 and Mason City Transit systems, as well as expected federal and state funding at the current levels.

The vehicles identified and programmed for replacement will enable the two fleets to remove aged vehicles from the fleet thereby reducing maintenance expenses, with which the savings could be used to initiate expanded services. Current funding levels restrict the transit services and other providers from expanding their services due to lack of funds.

Beyond the TIP programmed projects the RPA 2 TAG has identified several goals and actions to pursue to continually improve the passenger transportation service in the RPA 2 Region. Some of these goals identify projects listed in the TIP and some are more general policy type goals. As Region 2 Transit is a brokered service with Human Service agencies operating the transit services, the above programmed projects as well as the Goals and Actions stated below will also impact them and their bottom lines.

Goal: Provide Quality Public Transit Operation through Region 2 Transit

Action: Region 2 Transit’s mission is to provide safe, dependable, and efficient public transit services for all citizens within its service area in a manner that will help them maintain and improve their quality of life. This will be accomplished by continued operation of the system to the most effective and efficient level as possible, by utilizing funding sources for projects listed in the aforementioned TIP page. The service has continually improved operations and made capital investments to provide transportation at a cost that is affordable to the vast majority of the traveling public.

Partners and Resources: Region 2 Transit, FTA, IDOT/FTA, 5310, local funds and contract revenue.

Goal: Upgrade and Maintain Region 2 Transit Fleet (SEE FY2020-FY2024 TIP)

Action: Region 2 Transit plans to replace approximately 12 to 14 vehicles per year. Funding levels, however, limit actual replacement to 2 to 4 vehicles per year. An increase in federal funding would enable Region 2 Transit to maintain a bus replacement schedule according to FTA/IDOT guidelines. This will be accomplished by utilizing funding sources for projects listed in the aforementioned TIP document.

Partners and Resources: Region 2 Transit, FTA, IDOT/FTA, local funds, private funds and contract revenue.

UPDATE: FAST-Act has provided additional funds in recent years over the funding of MAP-21 levels. The State has provided funding to make up some of this lost funding, however it has not been enough to make up for the lost funding of past amounts, which were in themselves inadequate to maintain the fleets across the State.

Goal: Expand the Region 2 Transit Fleet to meet demands of clients.

Action: Region 2 Transit will annually request STP funds to purchase expansion vehicles.

Partners and Resources: Region 2 Transit, RPA 2 Technical Committee, RPA 2 Policy Board, FHWA, FTA, IDOT, local funds, private funds and contract revenue.

UPDATE: FAST-Act funding has restored some of the funding lost through MAP-21 which also impacted STBG funding. STBG funds to be used for expansion vehicles.

Goal: Centralize and Coordinate Dispatch Capabilities.

Action: Region 2 Transit is continually upgrading its own custom built program, to be able to create reporting, accounting and vehicle maintenance functions in conjunction with improved dispatch capabilities. The expansion of the dispatch area has further enhanced the coordination, administration, and dispatch capabilities for the Regional Transit system and its various human service providers.

Partners and Resources: Region 2 Transit, FTA, IDOT, local funds.

UPDATE: Region 2 Transit has continually made improvements to the dispatch capabilities of the system. Region 2 is now dispatching and providing service for Kossuth and Mitchell Counties

Goal: Upgrade and Maintain the North Iowa Joint Use Transit Facility

Action: Region 2 Transit and Mason City Transit will continually upgrade and maintain the transit facility.

Partners and Resources: Region 2 Transit, Mason City Transit, FTA, IDOT, local funds, RIIF, STP, 5339.

UPDATE: There are no plans to add additional space to the facility. Maintenance activities are ongoing.

GOAL: Upgrade and Maintain Mason City Transit Fleet (SEE FY2020-FY2024 TIP)

Action: Mason City Transit plans to replace approximately 2 vehicles per year depending upon the availability of federal grant funds and local matching funds.

Partners and Resources: Region 2 Transit, Mason City Transit, FTA, IDOT, local funds, RIIF, STP, 5339.

UPDATE: he programming of replacement vehicles will continue so that the system has reliable vehicles, that are more cost effective to maintain

GOAL: Increase Awareness of Public Transit

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

Marketing Mason City Transit and Region 2 Transit has been an ongoing effort. Marketing efforts have included: brochures, NIACOG newsletter articles, community visits, community service meeting presentations, newspaper ads, Mason City newsletter and website, yellow page listings and the internet. Arguably, some of these efforts have proven more fruitful than others. However, the need for continued marketing and promotion of the system continues.

Partners and Resources: Mason City Transit, Region 2 Transit and NIACOG staff (newsletter and website), Region 2 TAG, IDOT, IPTA, RSVP, local media, community service organizations, health and human services organizations and providers.

POTENTIAL PROJECT: The Region 2 Transit System and Mason City Transit will start to update brochures and information about the local Transit Systems to better inform potential users, current users, local governments and agencies how the Transit Systems can meet your need. It is believed that many person that don't use the service are not completely aware of how the system works. Better education and information about the system may help rectify this issue.

Action: Communication

Mason City Transit and Region 2 Transit need to communicate the availability of the public transit service to those who may need or want to utilize it. And users need to communicate their needs. Generally, these people are the elderly and those with special needs, but others can utilize and benefit from the system. These groups or organizations may include: care centers, schools, congregate meal sites, major employers or major retailers. While the message may be clear, the message needs to be delivered to the proper potential user groups.

Partners and Resources: Mason City Transit, Region 2 Transit, NIACOG staff, Region 2 TAG, local media, community service organizations, health and human services organizations and providers.

UPDATE: Region 2 Transit continually works with the service providers to improve the service provision and accommodate the needs of users.

Goal: Affordable Passenger Transit Service and Funding

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

Funding is critical for adequate delivery of passenger transportation services; whether this service is provided by public transit or through another provider. Education of legislators regarding the importance of passenger transportation is the key along with legislation that supports rather than decreases Mason City or Region 2 Transit service.

Partners and Resources: IDOT, IPTA, Federal and State Legislators, County and City Governments, Elderbridge Agency on Aging and United Way, 5310.

Action: Increase Efficiency

Increased efficiency will allow for better delivery of service. Combining trips both internally and working to develop a system that will allow for the combination of trips externally will improve efficiency and coordination.

Partners and Resources: Mason City Transit, Region 2 Transit, NIACOG staff, IDOT, Region 2 TAG, and passenger transportation providers.

UPDATE: Region 2 Transit is continually striving to be as efficient as possible to control costs and be able to continue to provide safe reliable transportation.

Goal: Retain and Recruit Quality Drivers

Action: Retain Quality Drivers

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

Partners and Resources: Mason City Transit, Region 2 Transit, NIACOG, IDOT, School Districts, and transportation providers.

UPDATE: Both Mason City Transit and Region 2 Transit have had a fairly stable pool of full and part-time drivers. Both systems receive positive comments from passengers on the quality of the service they receive. Both systems have recently increased the hourly pay rate to get and retain drivers.

Goal: Provide Additional After Hours Service

Action: Evaluate the Need for Expanded Public Transit and After Hours Service

As has been the case since the beginning of this coordination process, there is a need for additional hours of service. Budget restraints and fewer riders make it hard to justify a dedicated service. Local cab companies provide service after the regular transit service, albeit at a much higher cost. After hours and evening service is complicated due to the small number of rides that can be provided combined with the high cost of having a vehicle and driver available. If Mason City Transit and/or Region 2 Transit could partner with other agencies to share the expense of the service, it may be feasible to provide this service.

Partners and Resources: Mason City Transit, Region 2 Transit, Local governments, human service agencies, employers, general public fares, FTA or STA funds as available.

POTENTIAL PROJECT: As the TAG has been meeting as well as responses in the survey, some needs cannot be met through the current demand response system. Some of the identified needs are medical appointments after hours of the regular or other services, wait times. A project that will be further investigated is an expanded medical transportation service to meet the needs of persons being discharged or trips to the pharmacy. The Region 2 Transit administrator and other interested parties will meet to determine needs, what can be done to meet the needs, costs, available resources and sustainability. Hopefully, this could be a version of a 24 hour on-call service for medical services.

UPDATE: The Midnight Special has been successful at providing services to those that need it. Unfortunately, there are more that utilize the service, however there is not enough to justify expanding it at the present time. The City of Mason City is completely funding the service along with fares, but if the cost of the ride were to increase to lessen the cost to the City, it is likely ridership would decrease.

Action: Increase Service Hours to Accommodate Second Shift Employment Opportunities. Much like the above for general public service, employees need additional hours of service if they work second shift hours. The expansion of service hours would enable not only the general public, but also employees additional flexibility and opportunities for employment. It might also assist in fulfilling staffing needs of regional employers.

Partners and Resources: Employers, employees, Region 2 Transit, IDOT (STA), human service agencies.

UPDATE: The potential for this service expansion has been investigated further. The City of Mason City is intending to apply for STA Special Project funding with matching funds to be provided through campaign and fundraising efforts of the United Way-North Central Iowa to fund the service. Mason City will contract with Region 2 Transit to provide the service. The City of Mason City is continuing to offer this service with no outside funding. It is not known how long that will continue.

Goal: Increase Availability of Services

Action: Explore Creation of an “Express Route” in Mason City.

Participants in Region 2 TAG meetings indicated an interest in an express route between the west side of Mason City to various shopping/retail and medical destinations in the heart of Mason City. Several comments were that many people don’t want to ride the regular route due to the time, but if there was an express route, they would be more inclined to utilize the service.

Partners and Resources: Mason City Transit, Region 2 Transit, nursing homes, MMCNI, retailers.

UPDATE: This has not been pursued. Mason City Transit continually evaluates the needs and requests of passengers to ensure that the fixed route service is meeting riders’ needs. As these needs change the routes can also be changed.

Goal: Increase transportation access for employment opportunities in the Region.

Action: Investigate the Creation of Additional Shuttle Services, Subscription Services and Van Pools to Expand on the NICE Shuttle has done in the past

Region 2 Transit provided an employment shuttle to Winnebago Industries in Forest City, Iowa. This was originally intended to be a van pool, however the shuttle service has worked well, while the van pool never took off. There were some issues with the NICE Shuttle including difficult hours, driver harassment and lack of local funding beyond fares, so the service was discontinued. Region 2 Transit is open to additional employment services/shuttles. However, there needs to also be buy-in from the companies served or the service likely won’t be sustainable.

Partners and Resources: Employers, employees, Region 2 Transit, IDOT (STA), human service agencies, United Way of North Central Iowa.

UPDATE: The North Iowa Commuter Express has been discontinued for several reasons including lack of financial support from local employers.

Goal: Increase Passenger Transportation Coordination

Action: Coordination of transit service has always been a high priority for Region 2 Transit and Mason City Transit as evidenced by the cooperation shown in the Joint Transit Facility and Region 2 Transit providing para-transit services in Mason City. Further coordination with the United Way, Elderbridge, social service agencies and local governments have been successful. Additional efforts can and should be pursued. The Region 2 TAG will formulate and promote transit coordination efforts.

Partners and Resources: Region 2 Transit, Mason City Transit, RPA 2 TAG, NIACOG, Elderbridge Agency on Aging, Mercy Medical Center North Iowa.

UPDATE: Region 2 Transit is primarily served through providers that are local government administered, human service agency administered, or privately run. Region 2 continually works with its' providers to address the needs of the providers themselves as well as the clients or passengers.

Action: Full utilization of vehicles would increase efficiency in passenger transportation. Capital vehicle purchases are extremely expensive and these units need to be utilized as much as possible. Buses and vans at elderly care facilities, workshops, or other entities that provide less than a few rides per week or travel less than a few thousand miles a month or year are inefficient. Coordination or management of these units by Region 2 Transit would increase the utilization of these vehicles, provide increased transportation opportunities and coordination and likely reduce costs.

Partners and Resources: Region 2 Transit, Elderly Care facilities, Elderbridge

UPDATE: Region 2 Transit provides passenger transportation to many of the facilities listed previously in this document, even if they have their own vehicles. It is unlikely that many of these facilities could or be willing to give up their vehicles due to after-hours trips or other needs. This has not changed.

SPECIFIC TAG IDENTIFIED PROJECTS

Several projects have been specifically identified by the RPA 2 TAG process as well as potential future projects. While discussion of existing and proposed projects are further illustrated in the minutes attached as an Appendix, a summary of the projects is provided below.

The RPA 2 TAG first developed a shuttle service to Iowa City to meet an identified transportation need for medical appointments only available at Iowa City. This shuttle service was called the Saints Shuttle. While originally intended to meet the needs of patients that can only get medical care in Iowa City, the Shuttle was open to the public for a modest fare. Funding for this shuttle was through New Freedoms and United Way of North Central Iowa. Since that time two other shuttles have been developed to provide transportation for medical appointments, first in Fort Dodge for both medical and dental, then Marshalltown for medical. The shuttle to Fort Dodge was called the Fort Dodge Dash, and to Marshalltown the Marshalltown Missile. These shuttles were funded by STA Special Projects funding and United Way of North Central Iowa. All of these shuttles were discussed at every meeting of the TAG and adjusted as necessary to meet the needs of customers. As TAG meetings have continued, other projects have been identified, including the North Iowa Commuter Express (NICE) Shuttle. The NICE Shuttle was envisioned to be a vanpool that has turned into an employment shuttle to Winnebago Industries in Forest City. The following table illustrates specific project recommended by the TAG to further develop at this time or in the near future:

Project	Federal/State Source	Local Source	Year
Midnight Special**	STA Special Projects	United Way-NCI	2015-2016
North Iowa Commuter Express N.I.C.E. *	Fares	Users	2015-2016, On-going
Expanded Bus Storage Facility**	PTIG	NIACOG/City of Mason City	2015-2016
Bus Wraps*	Charges	Advertisees	On-going
Additional Employment Shuttles	STA Special Projects	United Way-NCI, Employers	2015-2016, On-going

UPDATE: All of the projects described above have been undertaken and are now complete. Other than non-specific projects discussed in the Goals Section, there are no specific project named at this time. However, there are continuing discussion for a potential project or two, specifically regarding 24 hour medical transportation. There are many details still to be worked out, but with cooperation, communication and financial support, it is likely something could at least be started that can be improved and sustained over time.

In addition, the TAG is concurring with the normal operating and capital replacements proposed in the FY 2020-FY 2024 TIP as follows:

Project	Federal/State Source	Local Source	Year
Eleven (11) 176" ADA Diesel	\$977,075	NIARTS	2020
Four (4) 158" ADA Diesels	\$336,940	NIARTS	2020
Operating	\$809,720 FTA	NIARTS	2020
Operating	\$446,752 STA	NIARTS	2020
Three (3) 176" Diesel Urbans	\$284,325	MCMTA	2020
One (1) 176" Diesel Urbans	\$92,395	MCMTA	2020
Operating	\$564,074 FTA	MCMTA	2020
Operating	\$305,685 STA	MCMTA	2020

SECTION FIVE: Funding

The following is a summary of the possible financial resources available to fund transportation services:

Bus and Bus Facilities Formula Grants (5339)

A new formula program created under MAP-21, Section 5339 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 (under 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. Funds are distributed utilizing the vehicle rankings of the Public Transit Management System (PTMS). Transit systems serving populations over 200,000 receive direct allocations from the Federal Transit Administration and are not included in the statewide distribution through PTMS.

Funding ratios are 85% federal/15% local for vehicles with ADA features and Clean Air adaptations, and 80% federal/20% local for all other vehicles

Rural and Small Urban Areas (5311)

Section 5311 funds provide formula funding to states for the purpose of supporting public transportation in areas less than 50,000 in population. It is apportioned in proportion to each state's non-urbanized population. Funds may be used for capital, operating, state administration, and project administration expenses. Federal regulation requires each state to prepare an annual program of projects, which must provide for fair and equitable distribution of funds within the states, including Indian reservations, and must provide for maximum feasible coordination with transportation services assisted by other Federal sources

Funds for 5310 and 5311 Programs are commingled at the state level and distributed to the various transit systems around the state. The Region 2 Transit System was projected to receive \$809,721 in FY2020. The Mason City Transit Service was projected to receive \$564,074 for FY2020.

Statewide and Nonmetropolitan Transportation Planning (5305e)

These funds are intended to support transit planning in addition to what is conducted by the individual MPOs. 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 a Metropolitan Planning Organization. Iowa DOT's Office of Systems Planning serves as the direct recipient of these funds. The combined 5305e and 5311 planning funds are distributed annually to each

of the state's 18 RPAs through the following formula. One-half is distributed equally among all RPAs; one-quarter is distributed based on each RPA's share of the total statewide non-urbanized population from the most recent decennial census; and one-quarter is distributed based on the ratio of the number of counties in each RPA out of 99 total counties. The Office of Systems Planning also distributes Statewide Planning and Research (SPR) funds from the Federal Highway Administration to the RPAs, for the same purpose and via the same formula. The 5305e and/or 5311 planning funds and SPR funds are administered jointly with any Surface Transportation Program (STBG) funds programmed for planning support by the RPAs. These funds jointly support regional intermodal planning on an 80% federal, 20% non-federal basis.

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

This is a federal program for support of transit services serving elderly and persons with disabilities. These funds are allocated to Iowa on the basis of the number of older adults and individuals with disabilities and allocated by area: Large Urbanized Area (60%), Small Urbanized Area (20%), and Rural (20%). By law, the state is the direct recipient of the funding for areas under 200,000 population. Urbanized areas over 200,000 in population receive direct allocation. Public agencies responsible for coordinating human service transportation are eligible, as are private not-for-profit agencies. Because Iowa requires the designated public transit systems to coordinate all publicly-funded passenger transportation services, Iowa distributes these funds to the public transit agencies. At least 55% of program funds must be used on capital or 'traditional' 5310 projects (buses, vans, wheelchair lifts, ramps, etc.) and 45% is for non-traditional projects once eligible under the New Freedom program (projects that go 'beyond the ADA,' travel training, etc.) Mobility management is eligible under either the traditional or non-traditional funding. The cost of contracted operations, equipment and passenger or vehicle shelters are funded on an 80% federal, and 20% non-federal basis. Purchase of vehicles equipped for access by persons with disabilities can be funded at 85% federal participation. Facilities other than passenger or vehicle shelters are not eligible. Operating assistance is funded at 50% federal share. Match can come from other Federal (non-US DOT) funds.

Section 5310 funds administered by the OPT are distributed based formula that factors in ridership and revenue miles. To simplify administration, the 5310 funds going to rural systems are only distributed to transit systems that purchase contracted transportation services. All projects using 5310 funding must derive from the Passenger Transportation Plan (PTP) prepared by the respective metropolitan or regional planning agency through their joint public transit/human service transportation planning process. All services supported with 5310 funding must be operated open to the general public. (Complementary ADA paratransit meets this requirement, as long as it matches up with an urban transit system's fixed-route hours and service area.)

Surface Transportation Block Grant Funds (STBP)

STP funds have been used by the Region 2 Transit System for expansion vehicles, equipment purchases and facility improvements.

The Region 2 Transit System and Mason City Transit jointly applied for STP funds in RPA 2 to aid in funding the joint use transit facility that now houses Region 2 Transit, NIACOG and the Mason City Transit Fleet.

In the past, the Region 2 Transit System has utilized STP funding for the purchase of expansion vehicles for the fleet. This process has continued as the RPA 2 Technical Committee has seen that funding of expansion Transit vehicles is necessary due to the aging fleet, lack of vehicle replacement funds and policies that require a certain number of miles to be put on vehicles, new or old, prior to replacement, even if it would require thousands of dollars to make them road worthy. Systems are penalized by removing replacement vehicles from the list if the vehicles to be replaced do not meet certain mileage requirements or if other vehicles do not meet the mileage thresholds. These requirements force systems to continually spend money on repairing vehicles that should be taken out of service until they can be replaced due to being well past their useful life. It is expected that Region 2 Transit will continue to request funds according to IDOT guidance for vehicle purchase to expand the number of vehicles in the Region 2 fleet.

Public Transit Infrastructure Grants

In 2006, the Iowa Legislature established a new program to fund some of the vertical infrastructure needs of Iowa's transit systems. Applications are accepted as part of the annual Consolidated Transit Funding Program. Projects can involve new construction, reconstruction or remodeling, but must include a vertical component to qualify. They are evaluated based on the anticipated benefits to transit, as well as the ability to have projects completed quickly. State participation in the cost of transit-related elements of a facility project is limited to 80% and cannot, in combination with federal funding, exceed that number. Also, no single system can receive more than 40% of the total available infrastructure funding in a given year.

Region 2 Transit requested funds for several projects within the joint Region 2/Mason City transit facility and was awarded \$58,320 in FY07. This project is now completed.

Region 2 Transit recently applied for and was awarded funds for an expansion of the transit dispatch area. This project added additional office space for administration and dispatch.

Region 2 Transit and Mason City Transit expect to submit a PTIG application for the expansion of the storage facility at the upcoming funding cycle..

Intercity Bus Assistance

Generally, this funding source is used by major transportation carriers such as Jefferson lines and is not an option for the Region2 or Mason City Transit services.

Iowa Clean Air Attainment Program (ICAAP)

This program is one of the five core funding programs of the Federal Highway Administration (FHWA) that can be flexed between highway, transit or bicycle/pedestrian uses. Nationally, the Congestion Mitigation/Air Quality (CMAQ) program is intended to fund transportation projects to assist metropolitan areas that are in violation of Clean Air Act standards. In those states with areas in violation, much or all of the CMAQ monies must be spent in the affected areas for projects conforming to a state air quality implementation plan. Because Iowa does not have any area in violation of transportation-related federal clean air standards, the state receives a minimum allocation of CMAQ funding that can be used anywhere in the state for any purpose for which STP funds can be used on the same 80% federal, 20% non-federal basis.

In Iowa, funds are programmed for highway or transit projects through a statewide application process. Funds are awarded based on the project's anticipated air quality or congestion relief benefits. Applications are due the first business day of October for projects to begin in the following federal fiscal year. Project selections are determined in February. When ICAAP funds are programmed for transit projects, funding is transferred from FHWA to FTA for administration through the statewide grant under either the 5307 or 5311 programs depending on whether the projects are in urbanized or non-urbanized areas.

State Transit Assistance (STA)

STA funding is derived from the use tax on the sale of motor vehicles. Funds can be used either for transit capital improvements or operations to support a transit program at local discretion. The FY20 projection for Region 2 Transit is \$446,752. Mason City Transit's projection is \$316,275.

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 which are developed in conjunction with human service agencies, or statewide projects to improve public transit in Iowa through such means as technical training for transit system or planning agency personnel, statewide marketing campaigns, etc.

Section 5311(f) Intercity Bus Assistance

A minimum of 15% of each year's non-urbanized 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 non-profit 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.

Diesel Emission Reduction Act (DERA) Grant Program

The Iowa DOT administers the Environmental Protection Agency's (EPA) DERA grant program for the state of Iowa. DERA comes out of the Energy Policy Act of 2005. The 2018 DERA grant funding is available for profit, nonprofit, and public entities that own or operate diesel fleets and equipment in any of the 99 counties in the state of Iowa. Public transit agencies operating medium-and heavy-duty diesel vehicles are eligible to apply. In 2018, the amount of funding available was \$712,685. Visit https://iowadot.gov/dera/pdfs/DERA_Grant_Program_Info_Guide.pdf for current application deadlines and further information

Community Development Block Grant (CDBG) Career Link Program –Employment Transportation

CDBG Career Link is a program administered by the Iowa Economic Development Authority (IEDA). The Career Link program can be used to address other employment barriers by providing funding for employment related transportation services. Eligible activities include transportation services for individuals to job activities and adult students to educational training/instructional opportunities. The majority of beneficiaries (individuals utilizing transportation) must reside in non-entitlement communities [i.e. communities under 50,000 in population]

Coordination of Special Projects

This is considered an “immediate opportunity” program by the Iowa DOT, meaning that these funds can be applied for at any time of the year as an opportunity arises, provided that funding is still available. Funded projects are intended to assist with start-up of new services that have been identified as needs by health, employment or human service agencies participating in the Passenger Transportation Planning process. Most projects are small in scope and typically will fall within the \$5,000-\$25,000 range. Funding for operating projects may be for up to a two-years, with maximum STA participation of 80% of net project cost in the first year and 50% of net project cost in the second year. Capital projects may have a maximum 80% STA share. Priority is given to projects which include a contribution from human service agencies.

A major component of the state-wide Special Projects fund is a program of transit training fellowships that parallels the RTAP fellowship program described previously. The STA fellowship program focuses on training costs for Iowa's large urban transit systems and metropolitan planning organizations that are not eligible under RTAP.

The statewide project funds can also be used on statewide transit marketing and projects exploring new transit technologies. The administrative rules provide flexibility for use of the funding.

If not needed for special projects, the money set aside for that purpose may be moved back into the STA formula program for distribution to all systems.

Capital Match Revolving Loan Fund (AMOCO Loan)

The capital match revolving loan fund was created by the Iowa Legislature in the early 1980's with funds from Iowa's share of the federal government's petroleum overcharge settlement against the American Oil Company (Amoco). The loan program is subject to an intergovernmental agreement between the Iowa DOT and the Iowa Department of Natural Resources (DNR). All public transit systems are eligible for loans under this program. The intent of the program is to increase the inherent energy conservation benefits of public transit by expediting the implementation of transit capital projects.

The program allows "no interest" loans to transit systems, which the transit system uses towards the required local match on a federally-funded capital project, paying it back over a negotiated time period as local funds become available. The loan can be used to temporarily fund the entire local match on capital equipment projects or 50% of the required non-federal match on facility projects. Loan recipients may be required to report project energy savings annually to OPT until the loan is repaid.

A project is eligible if it is a transit capital project that is approved for federal funding. The project should be targeted at energy savings.

Advertising Revenues

Sale of on-board advertising or advertising space in brochures, etc., can provide some additional revenues to the transit program.

Transit Levies

Municipalities are allowed under Iowa Code to levy taxes for transit service. As shown in the table below, about \$5,500,000 could be raised if all of the municipalities in the Region were to levy at the fullest extent allowed by law. Of the cities listed, cities of Algona and Charles City actually utilizes this levy to fund transit services. Algona is reported to generate around \$17,500 per year from this levy. For the FY 2019, the City of Charles City levied for \$45,000, which has been significantly less than past years. However, the City forecasts that in FY20, well above \$100,000 will be levied for transit services as the City has taken a more active role in providing those services. Unlike Charles City and Algona, many city councils do not see it as an option to levy a tax that is perceived to only benefit a few users of the systems. The marketing effort described as one of the goals of this PTP, could be an avenue to educating cities about the benefits of the transit system and justification of the levy, as well as increasing ridership.

Potential Value of Municipal Transit Levy Allowed by Iowa Code in the Region 2 Area			
City Name	Taxable Value	Taxable Value/\$1000	Levy (95 cents per \$1,000 of taxable property)
ALEXANDER	\$10,860,230	\$10,860.23	\$10,317
ALGONA	\$396,154,756	\$396,154.76	\$376,347
BANCROFT	\$32,809,429	\$32,809.43	\$31,169
BRITT	\$95,187,124	\$95,187.12	\$90,428
BUFFALO CENTER	\$35,605,207	\$35,605.21	\$33,825
BURT	\$12,732,628	\$12,732.63	\$12,096
CARPENTER	\$3,617,377	\$3,617.38	\$3,437
CHARLES CITY	\$394,715,029	\$394,715.03	\$374,979
CLEAR LAKE	987,536,306	\$987,536.31	\$938,159
COLWELL	\$2,044,344	\$2,044.34	\$1,942
CORWITH	\$12,684,298	\$12,684.30	\$12,050
COULTER	\$10,119,945	\$10,119.95	\$9,614
CRYSTAL LAKE	\$7,176,355	\$7,176.36	\$6,818
DOUGHERTY	\$3,201,295	\$3,201.30	\$3,041
FENTON	\$6,870,957	\$6,870.96	\$6,527
FERTILE	\$13,781,238	\$13,781.24	\$13,092
FLOYD	\$19,995,290	\$19,995.29	\$18,996
FOREST CITY	\$221,174,066	\$221,174.07	\$210,115
GARNER	\$202,883,085	\$202,883.09	\$192,739
GENEVA	\$4,530,724	\$4,530.72	\$4,304
GOODELL	\$3,799,771	\$3,799.77	\$3,610
GRAFTON	\$9,624,086	\$9,624.09	\$9,143
HAMPTON	\$177,913,669	\$177,913.67	\$169,018
HANLONTOWN	\$11,179,570	\$11,179.57	\$10,621
HANSELL	\$2,736,349	\$2,736.35	\$2,600
JOICE	\$18,752,741	\$18,752.74	\$17,815
KANAWHA	\$27,365,106	\$27,365.11	\$25,997
KENSETT	\$10,005,952	\$10,005.95	\$9,506
KLEMME	\$13,577,252	\$13,577.25	\$12,898
LAKE MILLS	\$113,332,817	\$113,332.82	\$107,666
LAKOTA	\$7,885,634	\$7,885.63	\$7,491
LATIMER	\$24,628,140	\$24,628.14	\$23,397
LEDYARD	\$7,155,483	\$7,155.48	\$6,798
LELAND	\$10,824,376	\$10,824.38	\$10,283
LONE ROCK	\$4,344,715	\$4,344.72	\$4,127

LUVERNE	\$14,454,887	\$14,454.89	\$13,732
MANLY	\$47,930,955	\$47,930.96	\$45,534
MARBLE ROCK	\$14,910,914	\$14,910.91	\$14,165
MASON CITY	\$1,832,927,527	\$1,832,927.53	\$1,741,281
MCINTIRE	\$3,292,131	\$3,292.13	\$3,128
MESERVEY	\$8,015,054	\$8,015.05	\$7,614
MITCHELL	\$5,653,736	\$5,653.74	\$5,371
NORA SPRINGS	\$62,318,297	\$62,318.30	\$59,202
NORTHWOOD	\$105,684,558	\$105,684.56	\$100,400
ORCHARD	\$2,049,439	\$2,049.44	\$1,947
OSAGE	\$193,680,904	\$193,680.90	\$183,997
PLYMOUTH	\$19,006,438	\$19,006.44	\$18,056
POPEJOY	\$2,525,195	\$2,525.20	\$2,399
RAKE	\$12,822,558	\$12,822.56	\$12,181
RICEVILLE	\$35,780,702	\$35,780.70	\$33,992
ROCK FALLS	\$11,771,527	\$11,771.53	\$11,183
ROCKFORD	\$33,341,515	\$33,341.52	\$31,674
ROCKWELL	\$54,174,495	\$54,174.50	\$51,466
RUDD	\$18,771,186	\$18,771.19	\$17,833
SCARVILLE	\$5,572,485	\$5,572.49	\$5,294
SHEFFIELD	\$60,526,440	\$60,526.44	\$57,500
ST ANSGAR	\$96,749,107	\$96,749.11	\$91,912
STACYVILLE	\$25,783,036	\$25,783.04	\$24,494
SWALEDALE	\$4,419,436	\$4,419.44	\$4,198
SWEA CITY	\$17,256,871	\$17,256.87	\$16,394
THOMPSON	\$20,267,086	\$20,267.09	\$19,254
THORNTON	\$16,161,560	\$16,161.56	\$15,353
TITONKA	\$13,927,867	\$13,927.87	\$13,231
VENTURA	\$97,301,783	\$97,301.78	\$92,437
WESLEY	\$21,718,384	\$21,718.38	\$20,632
WHITTEMORE	\$19,243,412	\$19,243.41	\$18,281
WODEN	\$8,992,343	\$8,992.34	\$8,543
REGION TOTAL	\$5,803,837,172	\$5,803,837.17	\$5,513,645
Taxable Values obtained from Iowa Department of Management's City Assessed & TIF Valuations by Class AY2017/FY2019			

Health and Human Service Programs

It may be possible to use other funding sources besides Department of Transportation/Federal Transit programs to fund transportation projects. Other federal and state programs allow funds to be used for transportation services. Many of these are already utilized by the passenger transportation service providers on an individual client basis as well as through allocations from agencies to the providers including the Mason City and Region 2 Transit systems.

Department of Education

- Assistance for Education of All Children with Disabilities

Department of Health and Human Services — Administration for Children and Families

- Community Services Block Grant Program
- Head Start
- Social Services Block Grants
- State Councils on Development Disabilities and Protection & Advocacy Systems
- Temporary Assistance for Needy Families
- Promoting Safe and Stable Families Program
- Developmental Disabilities Project of National Significance
- Refugee and Entrant Assistance Discretionary Grants
- Refugee and Entrant Assistance State Administered Programs
- Refugee and Entrant Assistance Targeted Assistance
- Refugee and Entrant Assistance Voluntary Agency Program

Administration on Aging

- Grants for Supportive Services and Senior Centers
- Programs for American Indian, Alaskan Native, and Native Hawaiian Elders

Centers for Medicare and Medicaid

- Medicaid
- State Children's Health Insurance Program

Health Resources and Services Administration

- Community Health Centers
- Healthy Communities Program
- HJV Care Formula
- Rural Health Care Network
- Rural Health Care Outreach Program
- Healthy Start Initiative
- Maternal and Child Services Grants
- Ryan White CARE Act Program

Substance Abuse Mental Health Service Administration

- Community Mental Health Service Block Grant

Department of Housing and Urban Development Office of Community Planning and Development

- Community Development Block Grant

Both the Region 2 Transit System and Mason City Transit utilize funds from the above programs, but are not able to quantify the amounts of assistance for the purposes of the Plan.

APPENDIX A: TAG MINUTES

**Region 2 RPA
Transportation Advisory Group
February 8, 2018 - 8:30 AM
Minutes**

Members present: Chris Diggins-NIACOG, Kevin Kramer–NIACOG, Matt O’Brien-NIACOG, Hunter Callanan-North Iowa Corridor, Kelly Grunhovd – Prairie Ridge, Dylan Schulte-Mason City Transit, Sarah Enke-Mercy, Debbie Abben – Mercy Community Care Coordination,

1. Call to order,

Call to order 8:35 AM.

2. Approve/Amend Agenda

There was consensus to approve the agenda with no additions, of course with flexibility of other discussion items as necessary.

3. Review/Approve Minutes

There was consensus to approve the minutes from December 14, 2017, with corrections of name spellings.

4. Existing/Potential Project Updates.

NICE Shuttle – Ridership is up because of weather. There have been complaints from temp agency about lack of seats. Full in morning, half a bus in afternoon which was noted has been common since the beginning of the Shuttle. Abben stated that production schedule is reason for decrease in ridership coming back. Diggins and Kramer described history of program as van pool to shuttle and working with Winnebago, as well as other companies in the Forest City area, to provide assistance for employees or financial assistance to operate or continue the service. Efforts have been unsuccessful after many attempts in the past. Abben will initiate future conversations to develop shuttle/van to Winnebago and other industry.

Abben asked what the program is requiring for contributions. Cost involves operations and not cost of purchasing bus. Cost of operations is based on amount of ridership. Currently, no business/organization has offered to pay except for United Way. Abben has asked if a survey has been distributed to businesses. Diggins stated that a survey was completed as part of the PTP process and that United Way was heavily involved with the survey. The survey results didn’t produce much for issue identification or projects because of different expectations of the survey. Callanan stated that the Corridor has numbers on traffic flow.

In talking about van pools and shuttles, Kramer discussed past off-site shuttle between former K-Mart parking and Mercy. Currently do not have an off-site parking lot to utilize. Discussion about vanpools with Mercy did not result in any project or service. Shuttle or vanpool is needed most when construction occurs at hospital. Each vanpool frees up 10 parking spaces on the hospital campus.

As discussions continued regarding the NICE Shuttle surveys, van pools and riders, Diggins provided a copy of the RPA 2 Passenger Transportation Plan to Abben to let her get some background on what the TAG is, does, and will illustrate the activities of the TAG over the previous years including the various projects, planning, funding, input gathering, surveys and results

Midnight Special – Kramer stated that ridership is high/steady; however not at highest level. Schulte stated that adding 3rd bus would hurt the financials of the program. United Way will be unable to assist in future. According to a map provided by Kramer, the program has a lot of travel time for small number of rides. Kramer stated that the shuttle at present is 85% employment, 10% medical, and 5% misc. The majority of passengers are coming from or going to work; however the locations of pick up and drop off

frequently change. Kraft, Walmart, Newman, Country Meadow Place, Affordables, and McDonalds West are nearly every night, if not nightly at least once or twice a week.

5. Policy Discussion/Other Discussion- Medicaid Privatization is still an ongoing issue for transportation provision. A new DHS Director is being brought up to speed on how the Medicaid process works and is working. Service is still being provided as issues are worked out. The new DHS head will be at the Fertile Community Center to get feedback from agencies, people/users and providers of Medicaid services. Diggins stated that he had heard a comment thrown out that the State of Iowa is questioning paying for transportation instead of paying just for services and care. There are other states that do not pay for transportation. Attendees all see the importance of transportation for people to get to appointments and such. Increased coordination needed between schedulers, transporters, and care providers.

6. Next Meeting Date: The next TAG meeting will be held March 8th, 2018 at the Joint Transit Facility.

7. Adjourn –
The meeting adjourned at 9:55 A.M.

Respectfully Submitted

Matt O'Brien

**Region 2 RPA
Transportation Advisory Group
March 8, 2018 - 8:30 AM
Minutes**

Members present: Chris Diggins-NIACOG, Kevin Kramer–Region 2 Transit, Matt O’Brien-NIACOG, Hunter Callanan-North Iowa Corridor, Dylan Schulte- Mason City Transit, Debbie Abben – Mercy Medical Center - NI, Cassandra Galsim – Prairie Ridge

1. Call to order,

Call to order 8:35 AM.

2. Approve/Amend Agenda

There was consensus to approve the agenda with no additions, of course with flexibility of other discussion items as necessary.

3. Review/Approve Minutes

There was consensus to approve the minutes from February 8, 2018, with corrections of name spellings.

4. Existing/Potential Project Updates.

NICE Shuttle – Ridership has increased and been coming home full a few times. This is the first time ridership has increased above 1,000. One potential reason according to Kevin Kramer is that more individuals are working full 8 hour shifts. Temp service has concern about not enough seats for everyone. According to Kramer, Federal law states that they are allowed to stand as long as they are behind the white line. Debbie Abben asked if there has been studies on number of people standing. Kevin says there has not been.

Midnight Special – Ridership has been steady the last 4 months.

5. Policy Discussion/Other Discussion-

City is currently learning about how bike racks work on buses. Opens up new pool of riders looking for leisure. Fat tire bikes don’t fit on bike racks. Total of 5 buses.

Medicaid Privatization – Nothing new according to Kevin Kramer until legislative session is over. Operating at same conditions currently.

Iowa Passenger Transportation Summit – Occurs on May 24, 2018. At DMACC in Ankeny.

6. Next Meeting Date: The next TAG meeting will be held April 12, 2018 at the Joint Transit Facility. It will include public hearing for consolidated transit application by Kevin Kramer.

7. Adjourn –

The meeting adjourned at 9 A.M.

Respectfully Submitted

Matt O’Brien

**Region 2 RPA
Transportation Advisory Group
April 12, 2018 - 8:30 AM
Minutes**

Members present: Chris Diggins-NIACOG, Kevin Kramer–Region 2 Transit, Matt O’Brien-NIACOG, Hunter Callanan-North Iowa Corridor, Dylan Schulte- Mason City Transit, Debbie Abben – Mercy Medical Center – NI

1. Call to order

Called to order at 8:30 am.

2. Approve/Amend Agenda

There was consensus to approve the agenda with no additions, of course with flexibility of other discussion items as necessary.

3. Review/Approve Minutes

There was consensus to approve the minutes from March 8, 2018, with correction of Debbie Abben’s represented organization to Mercy Medical Center – NI.

4. Public Hearing

The Public Hearing was opened at 8:37 AM to receive public comment on the Region 2 Transit Consolidated Transit Application submission. The notice has been published as well as posted in various locations throughout the Region. No verbal/written comments received from public nor private sector. No public in attendance. (see Notice of Public Hearing and Region 2 Transit Consolidated Transit Application attachment)

Kramer explained the application which prompted brief discussion.

Public Hearing closed at 8:53 am.

Motion made by Abben, seconded by Callanan to approve the FY 2019 Region 2 Transit Consolidated Transit Application. All present voted Aye and the motion passed unanimously.

5. Existing/Potential Project Updates (Brief Updates)

NICE Shuttle – Ridership surpassed last month with another record. Weather affected ridership with production delays at Winnebago.

Midnight Special – Ridership is steady according to Kramer. Almost same ridership four months in a row. Close to the record high. Abben asked if Midnight Special is being marketed to the public. Ridership is close to capacity according to Kramer with not much room to grow. Diggins stated that various agencies promote ride to their clients.

6. Policy/Other Discussion-

The Passenger Transportation Summit will be May 24, 2018 in Ankeny. Currently, Kramer, Diggins, and Abben plan on attending the Transportation Summit (see attached). Bus will leave NIACOG at 7:00 am. Includes Dept. of the Blind, Voc. Rehab, disability groups, MPO Planners, most transit directors.

Medicaid privatization is ongoing with services still being provided.

Transportation funding – STBG/SWAP applications have been received for road and bridge projects throughout the Region. TAP applications and funding recommendations have also been approved. Charles City is looking for replacement of a trail bridge. Mitchell County is paving last mile of Wapsi Trail to Minnesota border after acquiring 10 acres. Cerro Gordo County is doing trail work south of Swaledale. Diggins stated that expanding trails between cities is difficult because of county road ROW's and safety concerns.

Kramer stated that every 3 years, service contract requests are sent out. The Osage Senior Center notified him that they will no longer be a provider. Therefore Region 2 is looking for service provider in Mitchell County.

7. Next Meeting Date: The next TAG meeting will be held June 14, 2018 at 8:30 am at the Joint Transit Facility.

8. Adjourn: The meeting adjourned at 9:37 am.

Respectfully Submitted
Matt O'Brien

**Region 2 RPA
Transportation Advisory Group
June 14, 2018 - 8:30 AM
Minutes**

Members present: Chris Diggins-NIACOG, Kevin Kramer–Region 2 Transit, Matt O’Brien-NIACOG, Hunter Callanan-North Iowa Corridor, Sarah Enke – Mercy Medical Center – NI, Tracy Hedegard-Stump - Salvation Army

1. Call to order

Called to order at 8:34 am.

2. Approve/Amend Agenda

There was consensus to approve the agenda with no additions, of course with flexibility of other discussion items as necessary.

3. Review/Approve Minutes

There was consensus to approve the minutes from April 12, 2018.

4. Existing/Potential Project Updates (Brief Updates)

NICE Shuttle – Kramer stated that ridership numbers have declined. On May 30th service was suspended because of a driver vision impairment. Winnebago desires increased funding to keep service going. Spent approximately \$30,000 last three years. Currently no more opportunity for increased funding to come through.

Midnight Special – Currently higher ridership occurring. City of Mason City currently is planning to fund on its own starting July 1st through general fund.

5. 2018 Passenger Transportation Summit Recap Discussion

Enke, Abben, Kramer, and Diggins attended. \$287,000 to do Midnight Special in Spencer by privatizing with taxi service. Discussed creative marketing in Decorah with 5k dog fundraising.

Keynote speaker talked about collaborative efforts between agencies.

6. Policy/Other Discussion –

According to Enke, Mercy desires to do more for outlying communities, especially for Floyd County and transporting between Clear Lake and Mason City for treatment services. A gap also exists to support patients lacking physical and emotional support. These individuals need an escort and person waiting for them during medical care.

NIACOG is working on Passenger Transportation Plan Update. Abben and O’Brien and currently reading existing Plan. Update is needed by February 2019. Diggins states that he wants the Plan to have a simple survey. He is requesting input from TAG members on how to seek input via surveys. Enke suggests to go to Mercy’s website and look for Community Betterment’s Community Needs Assessment.

Kramer stated that a transit provider for Mitchell County Transit was not found. Region 2 Transit is taking over Mitchell County July 1st. Kramer will talk to City of Charles City to be provider for the City and Floyd County.

Kramer and Hedegard-Stump stated that there needs to be better communication between shelter providers, Region 2 Transit, and Cerro Gordo Emergency Management Agency. Kevin Pals, CG County Sheriff, assisted with communication between agencies during previous flooding events.

7. Next Meeting Date: The next TAG meeting will be held September 13, 2018 at 8:30 am at the Joint Transit Facility.

8. Adjourn: The meeting adjourned at 9:55 am.

Respectfully Submitted
Matt O'Brien

**Region 2 RPA
Transportation Advisory Group
September 13, 2018 - 8:30 AM
Minutes**

Members present: Chris Diggins-NIACOG; Kevin Kramer–Region 2 Transit; Matt O’Brien-NIACOG; Dylan Schulte – City of Mason City; Debbie Abben – Mercy Medical Center – NI; Cassandra Galsim – Prairie Ridge.

1. Call to order

Called to order at 8:40 am.

2. Approve/Amend Agenda

There was consensus to approve the agenda with no additions, of course with flexibility of other discussion items as necessary.

3. Review/Approve Minutes

There was consensus to approve the minutes from June 14, 2018.

4. Existing/Potential Project Updates (Brief Updates)

NICE Shuttle – Via email to Kevin Kramer from Susan Gardner, Winnebago requests program to be restarted in the future. Project is currently suspended because of driver and funding issues. Additionally, Region 2 Transit’s 30-person buses are gone according to Kevin Kramer

Midnight Special – Program is continuing. Just concluded fiscal year recording. About 400 riders per month. City is currently fully funding program. City currently does not plan on cutting funding. Dylan Schulte believes program is not endangered of losing city funding.

5. Policy/Other Discussion –

Medicaid -Currently on 2 MCO’s going onto 3 according to Kevin Kramer.

Community Grants Funding through U of I – Debbie Abben wants to utilize grant for transportation needs. Abben and others are reaching out to patients falling through cracks. Funding would be for people who currently do not qualify for services. Funding would be requested for adult daycare individuals. Adult daycare is willing to take in individuals but need way to get them there. Would create pilot to see if it can work. It would be called “Medical Taxi”. Currently, issues exist with regular taxi services in Mason City area according to Abben. Abben will work on applying for funding but needs community buy-in. Need exists to get people to table to plan the new service. Potentially use funding from Mercy and driver from Region 2 Transit for match. Kevin Kramer stated that there might be scheduling conflicts with program. Abben states that more people are qualified to drive taxi automobiles than buses with required CDL.

Abben will send report to group on calls to Mason City Police Department. Calls are from same individuals who use transit rides.

PTP Update – Matt will be giving Plan update his full attention. Plan is due in February. Will be working on updating survey process to make it more complete. Need to have projects identified in PTP.

Community Health Center of Mason City – Abben will discuss with Schulte transportation logistics to the new clinic. Clinic specializes in serving low-income individuals through various services. Sarah Enke will be a social worker at clinic working on transportation needs with clients.

6. Next Meeting Date: The next TAG meeting will be held October 11, 2018 at 10:30 am at the Joint Transit Facility.

7. Adjourn: The meeting adjourned at 9:40 am.

Respectfully Submitted
Matt O'Brien

**Region 2 RPA
Transportation Advisory Group
October 11, 2018 - 10:30 AM
Minutes**

Members present: Chris Diggins-NIACOG; Kevin Kramer–Region 2 Transit; Matt O’Brien-NIACOG; Dylan Schulte–City of Mason City; Cassandra Galsim–Prairie Ridge; Sarah Enke–Community Health Center of Mason City, Hunter Callanan–North Iowa Corridor

1. Call to order

Called to order at 10:33 am.

2. Approve/Amend Agenda

There was consensus to approve the agenda with no additions, of course with flexibility of other discussion items as necessary.

3. Review/Approve Minutes

There was consensus to approve the minutes from September 13, 2018.

4. Existing/Potential Project Updates (Brief Updates)

Midnight Special – Schulte states that program/rides are consistent and fully funded. Current plans are for it to continue. Buses are still on-demand without fixed route.

Kramer provided a Midnight Special cost analysis comparing FY18, FY17, and FY16 (partial year).

5. Policy/Other Discussion –

Medicaid – Kramer stated that 3rd MCO is not up till July 1st.

PTP Update – PTP analyzes needs and proposes projects using discussions at TAG meetings. O’Brien is reaching out to Kramer, Schulte, and others on providing information for the PTP update. O’Brien will obtain Mercy’s current community health needs assessment and finalize the Plan’s survey process.

Community Health Center of Mason City – Enke provided update on the new health center. Center is now open. A few dentals chairs still need to be put in place. Doctor and nursing staff are in place. Center takes everyone and all insurances. Has sliding fee scale. Takes Medicaid apps. Uninsured at lowest level pay \$20 for office visit (\$40 for dental). They may set up payment plan. The Center is working on collaboration with other community organizations.

Schulte says City is open to discussing allowing buses to drive up to health center. Buses currently drive to Fareway.

6. Next Meeting Date: The next TAG meeting will be held November 8th, 2018 at 10:30 am at the Joint Transit Facility.

7. Adjourn: The meeting adjourned at 11:40 am.

Respectfully Submitted
Matt O'Brien

**Region 2 RPA
Transportation Advisory Group
November 8th, 2018 - 10:30 AM
Minutes**

Members present: Chris Diggins-NIACOG; Matt O'Brien- NIACOG; Dylan Schulte–City of Mason City; Cassandra Galsim – Prairie Ridge; Mark Dodd – One Vision; Debbie Abben – Mercy Medical Center, North Iowa

1. Call to order

Called to order at 10:30 am.

2. Approve/Amend Agenda

There was consensus to approve the agenda with no additions, of course with flexibility of other discussion items as necessary.

3. Review/Approve Minutes

There was consensus to approve the minutes from October 11, 2018.

4. Existing/Potential Project Updates (Brief Updates)

Midnight Special – Ridership is up from August. City of Mason City is continuing to fund the program (2 buses that run from 6 pm to Midnight).

5. Policy/Other Discussion –

Email from IPTA – Region 2 Transit will monitor FY19 Presidential Budget in regards to non-emergency medical transportation (NEMT). It potentially would make NEMT optional under current regulations (with states required to provide it). Transit providers, IPTA, and human service providers will work with elected officials to address the issue. The impact to public transit in North Iowa is potentially hundreds of thousands of dollars according to Kevin Kramer.

PTP Update and Survey Discussion – NIACOG will focus on distributing survey via mail/paper copies. Survey Monkey Online survey (listed on hard copies) is available to be filled out still as an alternative to returning hard copy to NIACOG. Survey results (on hard copies) will be entered in manually by NIACOG on Survey Monkey for analyses/charts to include in PTP Update.

6. Next Meeting Date: The next TAG meeting will be held in January at the Joint Transit Facility. Date to be determined.

7. Adjourn: The meeting adjourned at 11:54 am.

Respectfully Submitted
Matt O'Brien

**APPENDIX B: DRAFT TRANSIT ELEMENT
RPA 2 FFY2020-FFY2023 TIP**

FY2020 - FY2023 Transit Program

RPA-02 (68 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY20	FY21	FY22	FY23
5339	Mason City	4838 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS Unit #: 41	Total	111,500			
				FA	94,775			
				SA				
5339	Mason City	4566 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS Unit #: #48	Total	111,500			
				FA	94,775			
				SA				
5339	Mason City	4569 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS Unit #: 44	Total	111,500			
				FA	94,775			
				SA				
STA, 5311	Mason City	4697 Operations Other	General Operations	Total	1,433,833	1,483,028	1,527,520	1,573,345
				FA	564,074	584,086	601,609	619,657
				SA	305,685	314,856	324,302	334,031
5339	Mason City	5429 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS Unit #: 42	Total	108,700			
				FA	92,395			
				SA				
5339	Region 2 / NIARTS	4064 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: C002	Total	104,500			
				FA	88,825			
				SA				
5339	Region 2 / NIARTS	2822 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: C001	Total	104,500			
				FA	88,825			
				SA				
5339	Region 2 / NIARTS	5370 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: 9014	Total	104,500			
				FA	88,825			
				SA				
5339	Region 2 / NIARTS	5371 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: N015	Total	104,500			
				FA	88,825			
				SA				
5339	Region 2 / NIARTS	5372 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: A003	Total	99,100			
				FA	84,235			
				SA				
5339	Region 2 / NIARTS	5373 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: 9012	Total	104,500			
				FA	88,825			
				SA				
5339	Region 2 / NIARTS	5374 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: B011	Total	104,500			
				FA	88,825			
				SA				
5339	Region 2 / NIARTS	5375 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: N016	Total	104,500			
				FA	88,825			
				SA				
5339	Region 2 / NIARTS	5376 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: D064	Total	99,100			
				FA	84,235			
				SA				
5339	Region 2 / NIARTS	5377 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: D066	Total	99,100			
				FA	84,235			
				SA				

RPA-02 (68 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY20	FY21	FY22	FY23
5339	Region 2 / NIARTS	5378 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: S024	Total	104,500			
				FA	88,825			
				SA				
5339	Region 2 / NIARTS	5379 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: B012	Total	104,500			
				FA	88,825			
				SA				
5339	Region 2 / NIARTS	5380 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: P001	Total	99,100			
				FA	84,235			
				SA				
STA, 5311, 5310	Region 2 / NIARTS	1238 Operations Misc	General Operations/Maintenance/Administration	Total	3,287,930	3,452,325	3,627,831	3,809,031
				FA	809,720	850,206	892,896	937,350
				SA	446,752	469,089	495,254	520,016
5339	Region 2 / NIARTS	4067 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: A004	Total	104,500			
				FA	88,825			
				SA				
5339	Region 2 / NIARTS	4068 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: B014	Total	104,500			
				FA	88,825			
				SA				
5339	Mason City	4837 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS Unit #: 46	Total		111,500		
				FA		94,775		
				SA				
5339	Mason City	4570 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS Unit #: #47	Total		111,500		
				FA		94,775		
				SA				
5339	Mason City	4839 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS Unit #: 45	Total		111,500		
				FA		94,775		
				SA				
5339	Region 2 / NIARTS	2078 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: 9011	Total		99,100		
				FA		84,235		
				SA				
5339	Region 2 / NIARTS	4070 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: 9017	Total		104,500		
				FA		88,825		
				SA				
5339	Region 2 / NIARTS	4071 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: 9018	Total		104,500		
				FA		88,825		
				SA				
5339	Region 2 / NIARTS	4073 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: 9016	Total		109,273		
				FA		92,882		
				SA				
5339	Region 2 / NIARTS	4074 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: D075	Total		104,500		
				FA		88,825		
				SA				
5339	Region 2 / NIARTS	4076 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: B015	Total		99,100		
				FA		84,235		
				SA				

RPA-02 (68 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY20	FY21	FY22	FY23
5339	Region 2 / NIARTS	4077 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: D072	Total		99,100		
				FA		84,235		
				SA				
5339	Region 2 / NIARTS	4848 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: 5002	Total		99,100		
				FA		84,235		
				SA				
5339	Region 2 / NIARTS	4849 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: 8009	Total		99,100		
				FA		84,235		
				SA				
5339	Region 2 / NIARTS	4850 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: 8008	Total		99,100		
				FA		84,235		
				SA				
5339	Region 2 / NIARTS	4851 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: B016	Total		99,100		
				FA		84,235		
				SA				
5339	Region 2 / NIARTS	4852 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: G019	Total		99,100		
				FA		84,235		
				SA				
5339	Region 2 / NIARTS	2823 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: D080	Total		104,500		
				FA		88,825		
				SA				
5339	Region 2 / NIARTS	2811 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: D068	Total		104,500		
				FA		88,825		
				SA				
5339	Region 2 / NIARTS	4066 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: B013	Total		104,500		
				FA		88,825		
				SA				
5339	Mason City	4876 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS Unit #: 49	Total			111,500	
				FA			94,775	
				SA				
5339	Mason City	4877 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS Unit #: 50	Total			111,500	
				FA			94,775	
				SA				
5339	Mason City	4878 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS Unit #: 51	Total			111,500	
				FA			94,775	
				SA				
5339	Mason City	4879 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS Unit #: 52	Total			111,500	
				FA			94,775	
				SA				
5339	Mason City	4880 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS Unit #: 53	Total			111,500	
				FA			94,775	
				SA				
5339	Mason City	4881 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS Unit #: 54	Total			111,500	
				FA			94,775	
				SA				

RPA-02 (68 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY20	FY21	FY22	FY23
5339	Mason City	4882 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS Unit #: 55	Total			111,500	
				FA			94,775	
				SA				
5339	Region 2 / NIARTS	2808 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: D069	Total			99,100	
				FA			84,235	
				SA				
5339	Region 2 / NIARTS	2077 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: 9010	Total			99,100	
				FA			84,235	
				SA				
5339	Region 2 / NIARTS	4853 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: D078	Total			104,500	
				FA			88,825	
				SA				
5339	Region 2 / NIARTS	4854 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: D079	Total			104,500	
				FA			88,825	
				SA				
5339	Region 2 / NIARTS	4855 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: 6006	Total			99,100	
				FA			84,235	
				SA				
5339	Region 2 / NIARTS	4857 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: S025	Total			99,100	
				FA			84,235	
				SA				
5339	Region 2 / NIARTS	4858 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: W005	Total			99,100	
				FA			84,235	
				SA				
5339	Region 2 / NIARTS	4859 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: D077	Total			99,100	
				FA			84,235	
				SA				
5339	Region 2 / NIARTS	4860 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: B017	Total			99,100	
				FA			84,235	
				SA				
5339	Region 2 / NIARTS	4861 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: D076	Total			104,500	
				FA			88,825	
				SA				
5339	Region 2 / NIARTS	4862 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: U003	Total			99,100	
				FA			84,235	
				SA				
5339	Region 2 / NIARTS	4863 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: M006	Total			99,100	
				FA			84,235	
				SA				
5339	Region 2 / NIARTS	4864 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: D071	Total			99,100	
				FA			84,235	
				SA				
5339	Region 2 / NIARTS	2815 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: D070	Total			99,100	
				FA			84,235	
				SA				

RPA-02 (68 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY20	FY21	FY22	FY23
5339	Mason City	5430 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS Unit #: 56	Total				111,500
				FA				94,775
				SA				
5339	Region 2 / NIARTS	2816 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: D074	Total				104,500
				FA				88,825
				SA				
5339	Region 2 / NIARTS	2824 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: D067	Total				104,500
				FA				88,825
				SA				
5339	Region 2 / NIARTS	5381 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: 9019	Total				99,100
				FA				84,235
				SA				
5339	Region 2 / NIARTS	4865 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: T001	Total				99,100
				FA				84,235
				SA				
5339	Region 2 / NIARTS	4867 Capital Replacement	Light Duty Bus (176" wb) Diesel, VSS Unit #: D073	Total				104,500
				FA				88,825
				SA				
5339	Region 2 / NIARTS	4868 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: 1001	Total				99,100
				FA				84,235
				SA				
5339	Region 2 / NIARTS	4869 Capital Replacement	Light Duty Bus (158" wb) Diesel, VSS Unit #: 1002	Total				99,100
				FA				84,235
				SA				

APPENDIX C: ADDITIONAL INFORMATION

REGION 2 Transit System FLEET REPLACEMENT SCHEDULE

FLEET ID	DESCRIPTION	EQUIPMENT	CLASS SIZE	REPLACE YEAR
D065	2005 Ford/Supreme	LDB	158	Funded/TBD
N012	2005 Ford / Supreme	LDB	138	Funded/TBD
A002	2006 Ford/Supreme	LDB	138	Funded/TBD
9008	2006 Ford/Supreme	LDB	138	Funded/TBD
N013	2005 Ford / Supreme	LDB	138	Funded/TBD
D060	2004 Ford Eldorado Aerotech	LDB	176	2018 Programmed
B010	2007 Ford/EIDorado	LDB	176	2018 Programmed
S021	2005 Ford / Supreme	LDB	138	2018 Programmed
D063	2005 Ford/Supreme	LDB	176	2018 Programmed
J005	2009 Ford / EIDorado	LDB	176	2018 Programmed
S020	2005 Ford / Supreme	LDB	138	2018 Programmed
8006	2007 Sprinter Paratransit	LDB	158	2018 Programmed
G017	2009 Ford Eldorado	LDB	158	2018 Programmed
S023	2009 Ford E450 / EIDorado Aerolite	LDB	176	2019 Programmed
8007	2007 Sprinter Paratransit	LDB	158	2019 Programmed
9015	2008 Ford/Supreme	LDB	176	Funded/TBD
S022	2006 Ford/Supreme	LDB	138	2018 Programmed
6005	2009 Ford?EIDorado 158" LD ADA bus diesel	LDB	158	2019 Programmed
G018	2009 Ford E450 / EIDorado Aerolite	LDB	176	2019 Programmed
A003	2009 Ford/EIDorado	LDB	158	2019 Programmed
9014	2009 Ford / EIDorado	LDB	176	2019 Programmed
9012	2008 Ford/EIDorado Aerotech	LDB	176	2019 Programmed
N015	2009 Ford E450 / EIDorado Aerolite	LDB	176	2019 Programmed
B011	2009 Ford / EIDorado	LDB	176	2019 Programmed
D064	2005 Ford/Supreme	LDB	158	2019 Programmed
N016	2009 Ford / EIDorado	LDB	176	2019 Programmed
D066	2006 Ford / Supreme	LDB	158	2019 Programmed
S024	2009 Ford / EIDorado	LDB	176	2019 Programmed
B012	2009 Ford E450 / EIDorado Aerolite	LDB	176	2019 Programmed
P001	2005 Ford / Supreme	LDB	138	2019 Programmed
C001	2009 Ford/EIDorado LD bus	LDB	176	Move to 2020
C002	2009 Ford/EIDorado LD bus	LDB	176	Move to 2020
B014	2011 Ford/Eldorado	LDB	176	Move to 2020
A004	2009 Ford/EIDorado	LDB	176	Move to 2020
B013	2011 Ford/Eldorado	LDB	176	Move to 2020
D080	2009 Ford / EIDorado	LDB	176	unknown

9017	2010 Ford/EIDorado	LDB	176	unknown
9018	2010 Ford/EIDorado	LDB	176	unknown
9011	2008 Ford/Eldorado	LDB	158	unknown
9016	2010 Ford/EIDorado	LDB	176	unknown
5002	2012 Sprinter/Pinnacle LD Bus	LDB	176	unknown
8009	2012 Sprinter/Pinnacle LD Bus	LDB	176	unknown
B015	2008 Midway Pinnacle Sprinter	LDB	158E	unknown
D075	2009 Ford E450 / EIDorado Aerolite	LDB	176	unknown
8008	2012 Sprinter/Pinnacle LD Bus	LDB	176	unknown
B016	2012 Sprinter/Pinnacle	LDB	176	FY2021
D068	2007 Ford/EIDorado	LDB	176	FY2021
D072	2007 Ford/EIDorado	LDB	158	FY2021
D070	2007 Ford/EIDorado	LDB	158	FY2021
G019	2012 Sprinter/Pinnacle LD Bus	LDB	176	FY2021
9010	2008 Ford/Eldorado	LDB	158	FY2021
D069	2007 Ford/EIDorado	LDB	158	FY2021
D078	2009 Ford E450 / EIDorado Aerolite	LDB	176	FY2021
D079	2009 Ford / EIDorado	LDB	176	FY2021
6006	2012 Sprinter/Pinnacle LD Bus	LDB	176	FY2021
9013	1999 DODGE	MPT	NA	unknown
2007	2005 Dodge Grand Caravan	MV	NA	unknown
2008	2005 Dodge Grand Caravan	MV	NA	unknown
B019	2008 Ford / Turtle Top Van Terra XL	LDB	138	FY2021
9009	2005 4 Wheel Drive Utility Tractor	T	NA	unknown
9006	2006 Ford F-250 Pick up truck 4x4	MPT	NA	unknown
S025	2012 Sprinter/Pinnacle LD Bus	LDB	176	FY2021
W005	2011 Ford/EIDorado Aerolite	LDB	158	FY2021
D077	2009 Ford E450 / EIDorado Aerolite	LDB	176	FY2021
B017	2012 Sprinter/Pinnacle LD Bus	LDB	176	FY2021
D076	2009 Ford E450 / EIDorado Aerolite	LDB	176	unknown
U003	2011 Ford/EIDorado Aerolite	LDB	158	unknown
M006	2012 Ford/EIDorado LD Buss	LDB	176	unknown
D071	2007 Ford/EIDorado	LDB	158	unknown
T001	2012 Ford/EIDorado LD Bus	LDB	176	unknown
9022	2016 Ford E350 / Turtle Top Terra Transit	LDB	158	unknown
D073	2009 Ford E450 / EIDorado Aerolite	LDB	176	unknown
D067	2007 Ford/EIDorado	LDB	176	unknown
D074	2009 Ford E450 / EIDorado Aerolite	LDB	176	unknown
1001	2014 158" Light Duty Bus (Diesel, surveillance)	LDB	158	unknown

1002	2014 158" Light Duty Bus (diesel, surveillance)	LDB	158	unknown
D085	2015 Ford/Winnebago 176" LD bus - Gas	LDB	176	unknown
D081	2016 Ford/Eldorado Aerotech	LDB	176	unknown
D082	2016 Ford/Eldorado Aerotech	LDB	176	unknown
D083	2015 Ford/Winnebago 176" LD bus (gas)	LDB	176	unknown
D087	2015 Ford/Winnebago 176" LD Bus - Gas	LDB	176	unknown
D086	2015 Ford/Winnebago LD 176" Gas	LDB	176	unknown
D089	2017 Chevrolet/Turtle Top Van Terra	LDB	138	unknown
D088	2017 Chevrolet/Turtle Top Van Terra	LDB	138	unknown
B018	2017 2017 Chevrolet Glaval/Titan	LDB	176	unknown
D090	2017 Chevrolet/Turtle Top Van Terra	LDB	138	unknown
D084	2015 Ford/Winnebago LD Bus 176" Gas	LDB	176	unknown

REGION 2 TRANSIT FLEET UTILIZATION ANALYSIS

Year	Body	Chassis	ID#	Seat Capacity	Service Type	Hours/ Wk	Used Evg/Wknd	Projected Annual Miles
2002	FORD	ELDORADO	2003	12/2	GP	40	Yes	10000
2005	FORD	SUPREME	2004	21/2	GP	40	Yes	10000
1996	FORD	SUPREME	30	21/2	GP	40	Yes	10000
2004	FORD	CHAMPION	38	11/2	GP	40	Yes	10000
2006	FORD	SUPREME	42	16/4	GP	40	Yes	10000
1998	CHEVROLET	FREEDOM ONE	7001	4/1	GP	40	Yes	10000
2002	FORD	ELDORADO	8005	12/2	GP	40	Yes	10000
2007	DODGE	SPRINTER	8006	12/2	GP	40	Yes	10000
2007	DODGE	SPRINTER	8007	12/2	GP	40	Yes	10000
2006	FORD	SUPREME	9008	12/2	GP	40	Yes	10000
2007	FORD	ELDORADO	9010	16/3	GP	40	Yes	10000
2007	FORD	ELDORADO	9011	16/3	GP	40	Yes	10000
2008	FORD	ELDORADO	9012	18/2	GP	40	Yes	10000
2009	FORD	ELDORADO	9014	18/3	GP	40	Yes	10000
2008	FORD	SUPREME	9015	19/2	GP	40	Yes	10000
1998	FORD	ELDORADO	A001	12/2	GP	40	Yes	10000
2006	FORD	SUPREME	A002	10/2	GP	40	Yes	10000
2007	FORD	ELDORADO	B010	16/2	GP	40	Yes	10000
2009	FORD	ELDORADO	B011	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	B012	18/3	GP	40	Yes	10000
1998	FORD	FORD	D049	14/0	GP	40	Yes	10000
1998	FORD	FORD	D050	14/0	GP	40	Yes	10000
1998	FORD	FORD	D051	14/0	GP	40	Yes	10000
2002	FORD	ELDORADO	D052	12/2	GP	40	Yes	10000
2002	FORD	ELDORADO	D053	12/2	GP	40	Yes	10000
2002	FORD	ELDORADO	D054	12/2	GP	40	Yes	10000
2002	FORD	ELDORADO	D055	12/2	GP	40	Yes	10000
2002	FORD	ELDORADO	D056	12/2	GP	40	Yes	10000
2002	FORD	ELDORADO	D057	12/2	GP	40	Yes	10000
2002	FORD	ELDORADO	D058	12/2	GP	40	Yes	10000
2004	FORD	ELDORADO	D059	21/2	GP	40	Yes	10000
2004	FORD	ELDORADO	D060	21/2	GP	40	Yes	10000
2004	FORD	ELDORADO	D061	21/2	GP	40	Yes	10000
2004	FORD	ELDORADO	D062	21/2	GP	40	Yes	10000
2005	FORD	SUPREME	D063	21/2	GP	40	Yes	10000
2005	FORD	SUPREME	D064	17/2	GP	40	Yes	10000
2005	FORD	SUPREME	D065	17/2	GP	40	Yes	10000
2006	FORD	SUPREME	D066	17/5	GP	40	Yes	10000
2007	FORD	ELDORADO	D067	16/4	GP	40	Yes	10000
2007	FORD	ELDORADO	D068	16/4	GP	40	Yes	10000
2007	FORD	ELDORADO	D069	16/4	GP	40	Yes	10000
2007	FORD	ELDORADO	D070	16/4	GP	40	Yes	10000
2007	FORD	ELDORADO	D071	16/4	GP	40	Yes	10000
2007	FORD	ELDORADO	D072	16/4	GP	40	Yes	10000
2009	FORD	ELDORADO	D073	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	D074	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	D075	18/3	GP	40	Yes	10000

2009	FORD	ELDORADO	D076	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	D077	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	D078	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	D079	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	D080	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	F006	14/2	GP	40	Yes	10000
1998	FORD	FORD	G010	14/0	GP	40	Yes	10000
2002	FORD	ELDORADO	G012	12/2	GP	40	Yes	10000
2004	FORD	ELDORADO	G013	20/2	GP	40	Yes	10000
2006	FORD	SUPREME	G015	17/5	GP	40	Yes	10000
2005	FORD	SUPREME	G016	10/2	GP	40	Yes	10000
2009	FORD	ELDORADO	G017	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	G018	18/3	GP	40	Yes	10000
2002	FORD	ELDORADO	J003	12/2	GP	40	Yes	10000
2005	FORD	SUPREME	J004	21/2	GP	40	Yes	10000
2009	FORD	ELDORADO	J005	18/3	GP	40	Yes	10000
2001	FORD	SUPREME	M005	12/2	GP	40	Yes	10000
1996	FORD	ELDORADO	N008	12/2	GP	40	Yes	10000
1996	FORD	ELDORADO	N009	12/2	GP	40	Yes	10000
2002	FORD	ELDORADO	N011	12/2	GP	40	Yes	10000
2005	FORD	SUPREME	N012	10/2	GP	40	Yes	10000
2005	FORD	SUPREME	N013	10/2	GP	40	Yes	10000
2006	FORD	SUPREME	N014	10/2	GP	40	Yes	10000
2009	FORD	ELDORADO	N015	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	N016	18/3	GP	40	Yes	10000
2005	FORD	SUPREME	P001	10/2	GP	40	Yes	10000
1996	FORD	ELDORADO	S017	11/4	GP	40	Yes	10000
2000	FORD	SUPREME	S019	12/2	GP	40	Yes	10000
2005	FORD	SUPREME	S020	10/2	GP	40	Yes	10000
2005	FORD	SUPREME	S021	10/2	GP	40	Yes	10000
2006	FORD	SUPREME	S022	10/2	GP	40	Yes	10000
2009	FORD	ELDORADO	S023	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	S024	18/3	GP	40	Yes	10000
1996	FORD	FREEDOM ONE	U001	6/2	GP	40	Yes	10000
2001	FORD	SUPREME	U002	12/2	GP	40	Yes	10000
2002	FORD	ELDORADO	W004	12/2	GP	40	Yes	10000

Form 231026wd (10-08)

PASSENGER TRANSPORTATION PROVIDER FACT SHEET

Data current as of 11/6/2018
(Date)

1. Provider Name: Mason City Public Transit System

Relationship to Transit System: Designated Public Transit System Provide services for Designated System Purchases services from Designated System None

Contact Person Dylan Schulte Telephone Number 641-421-3616

2. General description of Passenger Transportation Operations:

a. Type of service(s):
Fixed-Route, Paratransit and Evening Demand-Response

b. Groups served:
Public

c. Service area:
City Limits of Mason City

d. Service hours and days of operation:

Monday through Friday 6:30 AM. - 12:00 AM

Saturday N/A

Sundays and holidays N/A

e. Number of employees involved in your passenger transportation:

	Full-time	Part-time	Volunteers
Administrative	1	1	0
Maintenance	0	0	0
Drivers	0	15	0

Receive governmental (public) funding?

Yes No

3. Cost to individual passenger: \$.50, \$1.00, \$2.00 or \$4.00 (Depending on Service)

4. Vehicle fleet:

Number of vehicles:	Buses:	<u>15</u>	Vans:	<u>0</u>	
Station Wagons:	<u>0</u>	Sedans:	<u>0</u>	Other:	<u>0</u>
Number of vehicles with:	Wheelchair Lifts/Ramps:			<u>15</u>	
	Two-way Radios/Phones:			<u>15</u>	

5. Performance: (Last Year) 7/1/16 (Current Year) from: 7/1/17
 from: to: 6/30/17 to: 6/30/18

	Actual	Actual
Operating:		
Passengers	<u>210,502</u>	<u>211,220</u>
Wheelchair Lift Operations Performed	<u>Unknown</u>	<u>Unknown</u>
Revenue Miles	<u>352,662</u>	<u>355,595</u>
Revenue Hours	<u>27,842</u>	<u>28,759</u>
Average Daily Passengers Carried	<u>819</u>	<u>831</u>
Financial:		
Operating Expenses	<u>919,718</u>	<u>992,152</u>
Operating Revenues	<u>919,718</u>	<u>992,152</u>
Capital Expenses	<u>0</u>	<u>0</u>

6. Other information: