



Passenger Transportation Plan

DMATS & RPA8
Report FY 2010-2014

Passenger Transportation Plan

DMATS & RPA8
Report FY 2010-2014



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Executive Summary

East Central Intergovernmental Association's Region for the Passenger Transportation Plan (PTP) includes the counties of Dubuque, Delaware, Jackson, and Clinton. Services include: the Regional Transit Authority (RTA) which serves Dubuque, Delaware and Jackson Counties. Keyline Transit which includes the city of Dubuque, Clinton Municipal Transit Administration (MTA) which includes the City of Clinton, and River Bend which includes Clinton County. The purpose of this plan is to coordinate transportation services offered in each county to improve services for riders, and eliminate overlapping of services to reduce costs. This plan is extremely important for agencies that refer clients to our services and those that utilize our services as it attempts to reduce any gaps and addresses the needs of the community.

For the purposes of this plan, human service agencies, private transportation providers, and transit systems in our planning region were invited to attend and provide feedback regarding their needs and gaps in services. In addition, an inventory of transportation methods from human service agencies was compiled to assess the current facilities utilized.

Many people felt that each bus system in their community provided a vital service, however some expressed a need for more. Common themes regarding transportation needs identified were extending services to evenings, weekends and holidays, developing a route system that is easier to read, and convenient routes for a more continuous, smooth ride.

In previous years, this plan had not received as much publicity. This year, more people participated, and the interest level increased. It was clear that the public had transportation needs and were willing to be part of a bigger purpose. Nonetheless, these meetings created such a stir among human service agencies that many individuals wanted to help ECIA with transportation issues on an ongoing basis.

The Passenger Transportation Plan (PTP) is a creation of the State of Iowa to incorporate federal requirements for coordinated planning from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for users (SAFETEA-LU), along with Executive Order 13330; Human Services Transportation Coordination. The PTP will provide needs-based project justification for all transit programs. The Iowa Department of Transportation requires East Central Intergovernmental Association (ECIA) to be responsible for the Passenger Transportation Plan for the Dubuque Metropolitan Area Transportation Study (DMATS) and Regional 8 Planning Affiliation (RPA 8). The ECIA staff consists of the Transportation Planning and Information Technology; Jake Ironside, Transportation Director; Chandra Ravada, and the newly created Mobility Manager; Bridget Bartlett. This group helps create, prepare, evaluate and submit the PTP document.

DMATS and the RPA 8 includes Dubuque County, Delaware County, Jackson County and Clinton County. ECIA conducted four formal meetings in the service area. Cedar County was initially included in our evaluation, however it was decided by IADOT that ECICOG Region 10 was responsible for Cedar County. Nonetheless, we continued with our public input meeting with Clinton and Cedar, but coordinated with Region 10 to transfer all of the information. The public input meetings were designed to gain input from the public and human service agencies to determine what the needs and gaps are in transportation services. The meetings were held in each respective county to reach as many people and providers as possible.

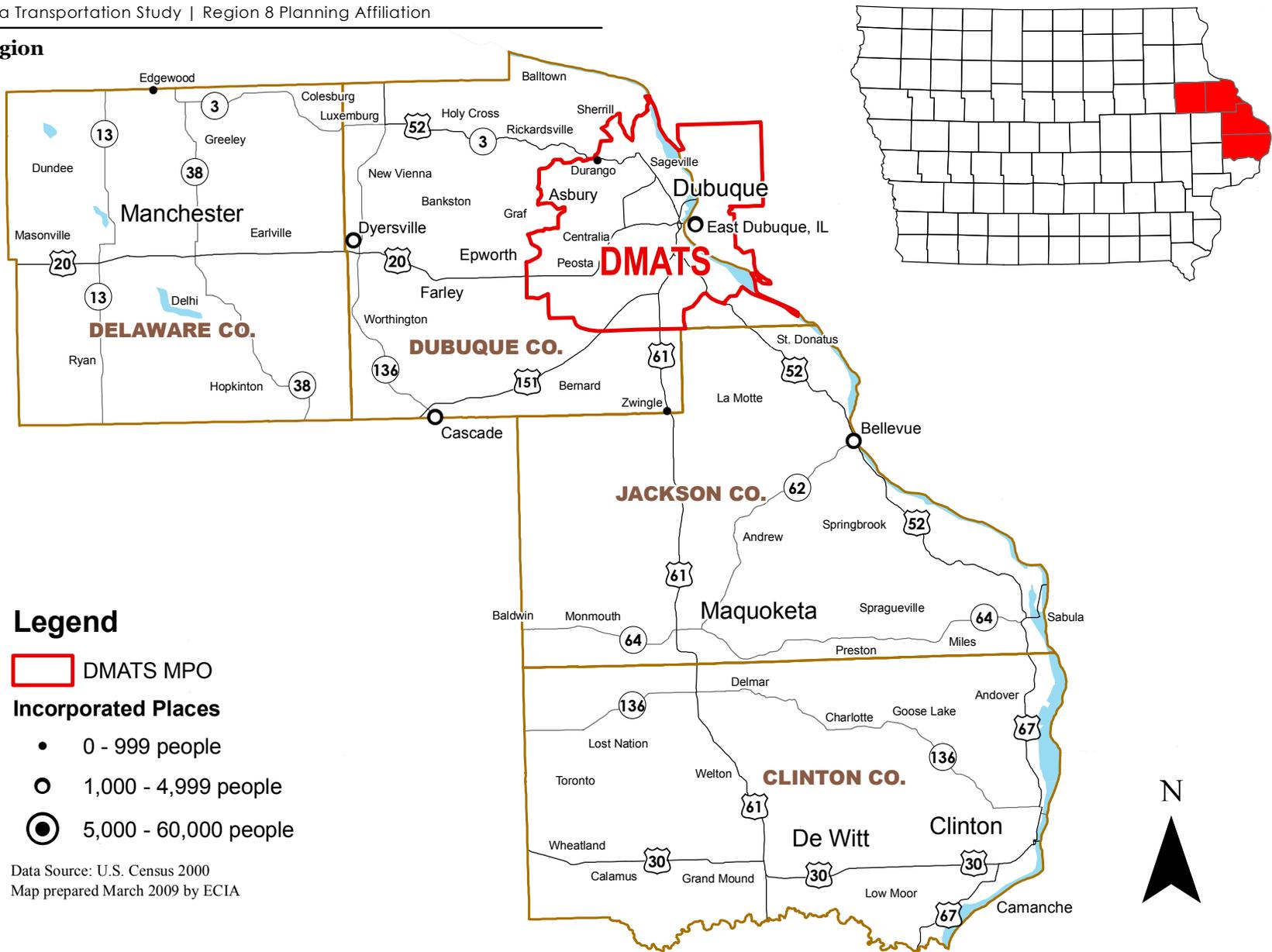
In addition to the public input meetings, the Regional Transit Authority (RTA) Director and the Mobility Manager met with various human service agencies to address their ongoing transportation needs. These meetings focused on the more rurally located agencies as the needs are greater and transportation barriers become prominent. In addition, the Mobility Manager attends a monthly human services networking meeting called Community Partnership for Protecting Children (CPPC). This meeting brings together the majority of the human service providers in Dubuque and Jackson County to discuss needs, barriers and updates on a monthly basis. This group has over 60 participants in Dubuque County and 40 in Jackson County. Through these meetings the Mobility Manager is able to reach a wealth of providers to market information, discuss transportation barriers, and create networking relationships between multiple agencies. A full list of these meetings and additional meetings can be found in part B of this section.

The new Mobility Manager position is responsible for creating a bridge between the human service providers and the transit providers. This responsibility has been long overdue as the needs are very evident from the human service agencies. The Mobility Manager met with various human service providers to determine their individual needs. The Mobility Manager also facilitated the public input meetings which created so much more interest than past year's meetings. The Mobility Manager is in the process of rejuvenating the Transit Action Group (TAG) started many years ago, but disbanded due to lack of time and interest.

Passenger Transportation Development Plan

Dubuque Metropolitan Area Transportation Study | Region 8 Planning Affiliation

DMATS and RPA 8 Region



A) Process Discussion

Public input meetings were held in the month of October to document the needs and gaps from the community. A community forum was held in which both Human service agencies and the general public were invited to attend (a list of those who attended can be found in part C of this section).

A mass mailing was sent via mail and email, and individuals were invited in person. Ads were placed in newspapers in all four counties and public service announcements were aired on radio stations that could reach all four counties to encourage participation. Surveys were available in hardcopy or online for those who had an internet connection. Agencies were encouraged to have consumers fill out the surveys and self addressed stamped envelopes were provided by ECIA. An iPod shuffle drawing was advertised as well, to gain as much participation as possible.

B) The following meetings were held regarding transportation needs, issues and suggestions within the counties of Dubuque, Delaware, Jackson and Clinton:

Date	Meeting	County
Monday August 24th, 2009	Meeting with IADOT to discuss PTP update requirements	Dubuque
Wednesday, September 9th, 2009	Collaboration with Jackson County CPC to discuss their needs and the PTP process	Jackson
Wednesday September 23rd, 2009	Collaboration with Scenic Valley Agency on Aging to discuss their needs and the PTP process	Dubuque
Tuesday October 13th, 2009	Public Input meeting	Jackson
Tuesday October 13th, 2009	Public Input meeting	Clinton
Tuesday October 13th, 2009	Update of the transportation element to the Dubuque County Management Plan for Mental Health Stakeholders Committee	Dubuque
Thursday October 15th, 2009	CPPC Meeting (Community Partnership for Protecting Children)	Dubuque
Monday October 19th, 2009	Meeting with City Council for approved funding for express NICC shuttle	Dubuque
Tuesday October 20th, 2009	Public Input meeting	Delaware
Friday October 23rd, 2009	CPPC Meeting (Community Partnership for Protecting Children)	Jackson
Friday November 6th, 2009	Collaboration with Edgewood Convalescent Home to discuss their needs and the PTP process	Delaware
Tuesday November 10th, 2009	Delaware County Advisory Board Meeting to discuss PTP process and consumer needs	Delaware
Wednesday November 25th, 2009	Collaboration with Crestridge in Maquoketa to discuss their needs and the PTP process	Jackson
Tuesday December 15th, 2009	Transit Action Group	Dubuque Delaware and Jackson Counties

C) PTP Participants

The following agencies were either present for the public input meetings or completed a paper survey or an online survey for the PTP:

- | | | | |
|---|---------------------|---|----------------------------|
| 1. Lutheran Services of Iowa; Clinton County | Sheila Busch | 41. Hillcrest Wellness Center | Lori Regan |
| 2. Iowa Workforce Promise Jobs; Clinton County | Wanda Wyatt | 42. Northeast Iowa Community College | Cindy O'Brien |
| 3. Delaware County Supervisor | Jeffery Madlom | 43. Iowa Vocational Rehabilitation Services | Jeanne Helling |
| 4. Unlimited Services; Delaware County | Angi Lawson | 44. Crescent Community Health Center | Julie Woodyard |
| 5. Delaware County Mayor | Milt Kramer | 45. Regional Transit Authority | Gary Wagoner, Stacie Scott |
| 6. City Clerk of Earlville | Linda Gaul | 46. Keyline Transit System | Ken Steuer |
| 7. Operation New View of Manchester | Sheila Frieburger | 47. River Bend Transit | Steve Swisher |
| 8. Manchester Consumer and NAMI Representative | Richard Heitmann | 48. Clinton MTA | Dennis Hart |
| 9. Area Residential Care Manchester | Michelle Steege | 49. Ecumenical Towers | Dave |
| 10. Delaware County Supervisor | Shirley Helmrichs | 50. City of Asbury | Beth Bonds |
| 11. Delaware County Supervisor | Jerry Ries | | |
| 12. Edgewood Convalescent Home | Melissa Kann | | |
| 13. Scenic Valley Agency on Aging in Manchester | Donna Smith | | |
| 14. Saint Mary's Parish Nurse in Manchester | Janice Laecke | | |
| 15. Catholic Charities of Dubuque | Amy Mahoney | | |
| 16. Iowa Workforce Development Dubuque County | Ron Axtell | | |
| 17. Area Residential Care of Dubuque | Jean Wuertzer | | |
| 18. Stonehill Adult Center of Dubuque | Gerry Rea | | |
| 19. Sierra Club of Dubuque | Charles Winterwood | | |
| 20. Keyline Transit Board Member | John Curtis | | |
| 21. Scenic Valley Agency on Aging in Dubuque | Linda McDonald | | |
| 22. Multicultural Center Board of Directors | Janice Craddieth | | |
| 23. Goodwill Industries | Mary Halfhill | | |
| 24. Hills & Dales Child Development Center | Kathy Bullmeyer | | |
| 25. Unified Therapy Services | Lois Burlage | | |
| 26. Opening Doors Transitional and Homeless Shelters | Michelle Brown | | |
| 27. Developing Alternative Choices (DAC), INC | Lenae Owen | | |
| 28. Crestridge Center | Harold McElderry | | |
| 29. Jackson County Case Management | Karen Intelkofer | | |
| 30. Operation New View of Maquoketa | Emilie Daniels | | |
| 31. YMCA/SA Resource Center of Jackson & Clinton County | Ronele Clark | | |
| 32. Scenic Valley Agency on Aging of Maquoketa | Kathy Carner | | |
| 33. Dubuque Community Y Domestic Violence Program | Sister Charla Bulko | | |
| 34. Families First | Cheri Alun | | |
| 35. Childcare Resource and Referral | Tara Roddick | | |
| 36. Department of Human Services | Tara Davids | | |
| 37. Dubuque Visiting Nurses Association | Molly Lammers | | |
| 38. Hillcrest Family Services | Erica Borgerding | | |
| 39. Delaware County Community Services | Mike Motto | | |
| 40. Voluntary Four Year Old Preschool Program | CJ Burroughs | | |

Consumer participation was overwhelming, with over sixty people either attending a meeting, completing a paper survey, or completing an online survey. Of those that participated 32% were between the ages of 40 and 50 years old, 21% were between the ages of 29-39 years old, and 20% were between the ages of 51 and 61 years old. County representation shows that 28% of respondents were from the Jackson County area, 19% from the Dubuque County area, 8% from the Clinton County area, and 2% from the Delaware County area.

Figure 1.a Participation by Age

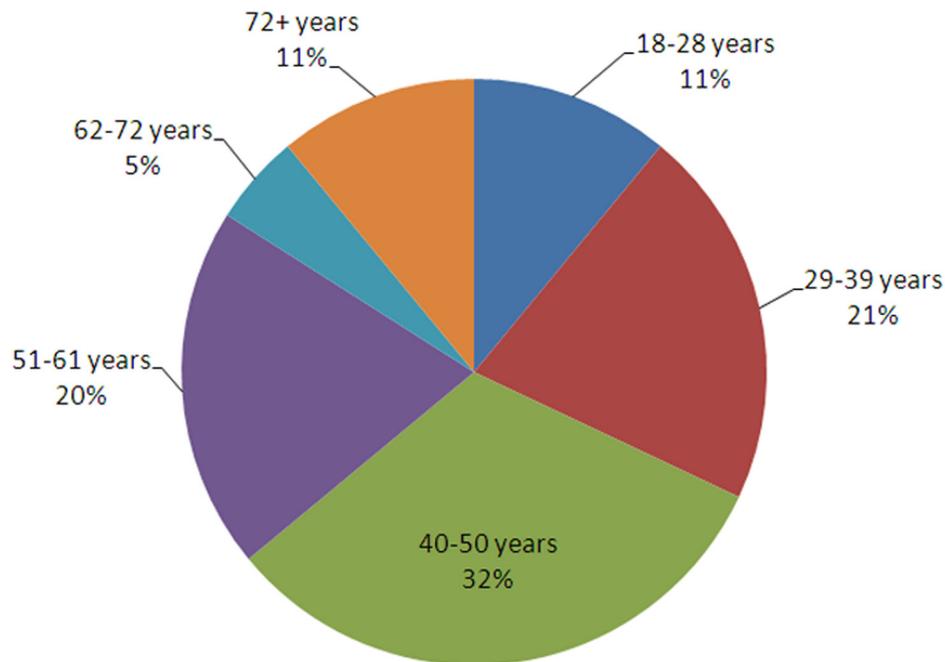
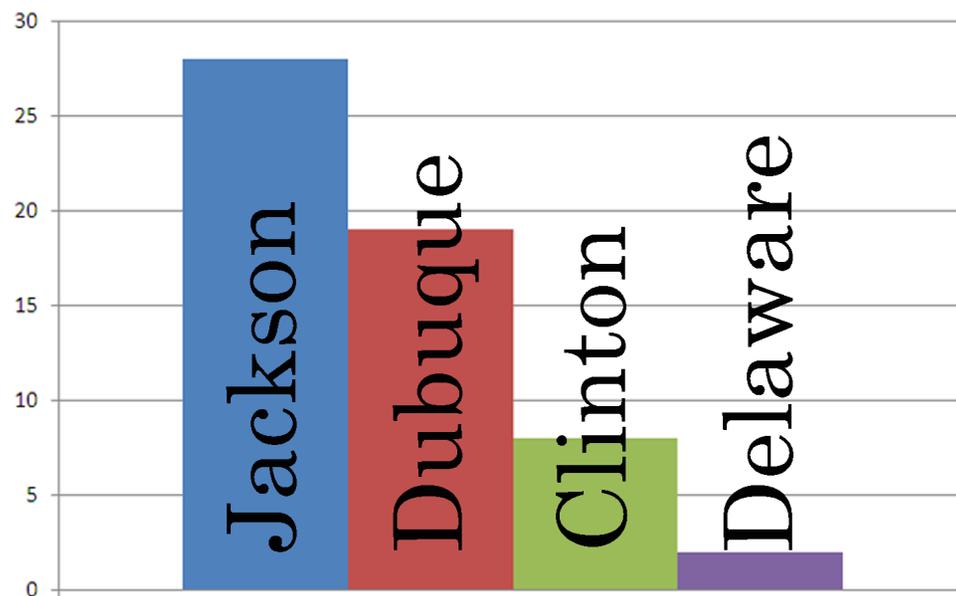


Figure 1.b Participation by County



In order to obtain the information for this section, research was conducted online, and through surveys sent to each provider. Follow up phone calls were also made to gain as much information as possible. Some respondents completed the entire survey, and some providers chose to leave questions unanswered. Information that was not made available was not included in this document. Information that was received by each provider is listed below in order of their service to the community.

A. Airports

The **Dubuque Regional Airport** is located approximately 6 miles south of Dubuque off Hwy 61 South and consists of more than 1,100 acres. The Operations Department is on duty 24 hours daily. The airport is owned by the City of Dubuque and managed by an airport commission as a department of the City of Dubuque.

The airport offers one airline with 3 daily flights connecting Dubuque to Chicago. With convenient departure times it is easy to reach almost any city in the world with just one stop from Dubuque. The airport has two runways and five taxiways to support air operations. The airport offers one fixed-base operator (FBO), which includes aircraft services of fueling, hangaring, deicing, and aircraft rental. The airport offers aircraft parking and hangar storage.

The **Clinton Municipal Airport** is located at 2000 South 60th Street. The airport is owned by the city of Clinton, and managed by a private manager. Clinton Municipal Airport has two runways. The airport is open seven days a week with shorter hours on the weekend. Clinton Municipal Airport is open to the public; however they do not have a commercial airline.

B. Taxi Service

Taxi Service within the city of Dubuque is provided by E & R Taxi Service (563-582-1818) and Starlight Taxi and Limousine Service (563-552-2028). Services are provided 24 hours a day with at total of 7 vehicles including 7 minivans for multiple passengers. The Taxi cab companies charge \$1.75 up front and \$2.50 a mile for the general public. Both cab companies collaborate with different facilities in the area and charge a flat rate of \$8 per ride, this includes rehabilitation facilities, hospitals, nursing homes, etc. Starlight and E & R Taxi are in the process of working collaboratively with the Transit Action Group.

Clinton, Jackson and Delaware Counties do not have a taxi service in their area. Individuals in that area, rely solely on the current transit providers for their transportation needs.

C. Intercity Bus

One intercity bus system operates in the Dubuque area. Burlington Trailways has a boarding station located on 400 Rhomberg Avenue the heart of Dubuque's Northeast neighborhoods, offers trips in and out of Dubuque to various cities throughout the United States. The boarding facility is also located along the Keyline Transit Grey Line that connects with all other bus routes located throughout the city. Trailways provides daily service from Dubuque to Des Moines with boardings in Dubuque at 11:15am, and arrival in Des Moines at 6pm for a total ride time of 6 hours and 45 minutes. Trailways also provides daily service from Dubuque to Chicago with boardings in Dubuque at 3:25pm and arrival in Chicago at 7:45pm for a total ride time of 4 hours and 20 minutes. Trailways also has capabilities to provide a direct route to the cities of Cedar Rapids, and Ames. The City of Dubuque provides Burlington Trailways a monthly rent subsidy payments to support the cost of renting the boarding facility.

D. School Transportation

Dubuque Community School District (DCSD) provides transportation for all elementary, middle school, and high school students in the Dubuque area. According to Iowa State Law, elementary, middle school and high school students are entitled to free transportation if they live more than 3 miles outside of the district. DCSD has 80 buses and 71 drivers. The Dubuque Community School district completed the Passenger Transportation Provider Fact Sheet which is in the appendix of this document. School boundaries can be viewed at the Dubuque Community School districts website at: <http://www.dubuque.k12.ia.us/Maps/index.htm>. Dubuque Keyline Transit realized the transportation needs for students living close to their attending school; therefore they offer free transportation to students with a school ID. This collaboration has helped school kids and families with alternative transportation options.

Western Dubuque County Community School District (WDCSD) provides transportation for 21 public and parochial schools. This includes central and western Dubuque County, Eastern Delaware County, Southern Clayton County, Northwest Jackson County, and Northeast Jones County. They have 73 buses and 14 vans for before and after school transportation. WDCSD has 7 full time staff and 83 part time drivers. WDCSD also transports children who live more than 3 miles outside of the district. Eligibility information can be found at: <http://www.w-dubuque.k12.ia.us/DesktopDefault.aspx?tabid=806>

Maquoketa Valley Schools provides transportation for the elementary, middle and high schools in the Maquoketa area. Maquoketa Valley Schools has 14 buses and 7 cars with one wheelchair accessible vehicle. They employ 10 bus drivers, and provide the transportation to and from school and for extra curricular activities. Their hours are from 7am till 5:30pm Monday through Friday. They generated 279,690 miles last year.

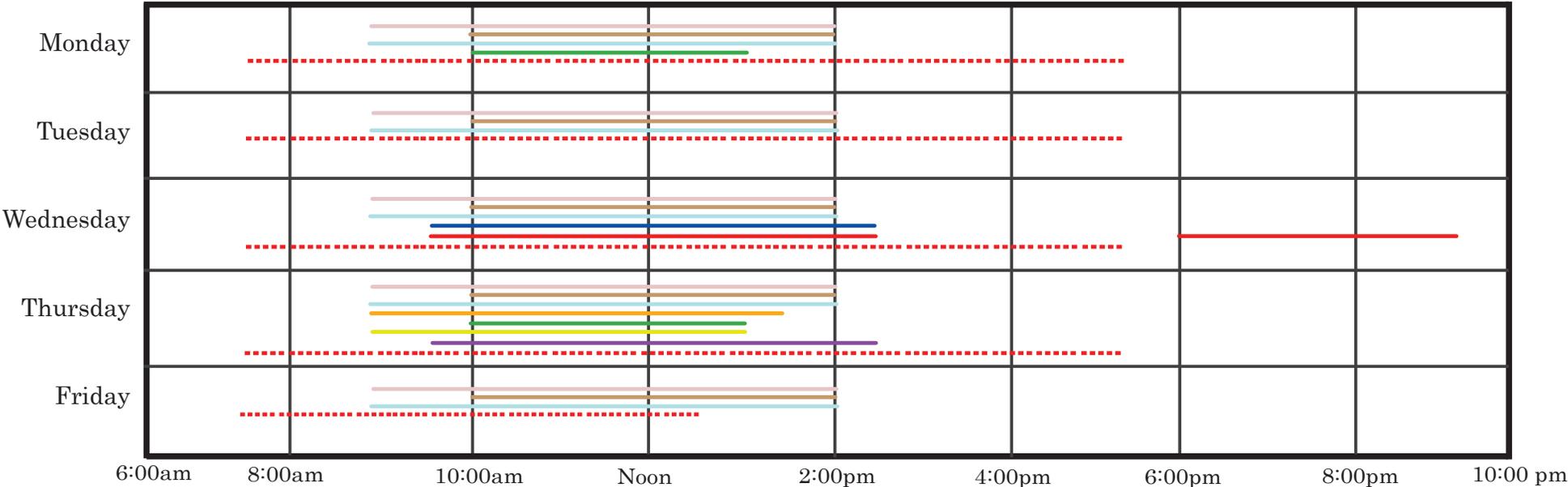
Clinton Community School District provides transportation for all elementary, middle school, and high school students in Clinton County. Their fleet consists of 41 buses and 5 suberbans. The buses can hold anywhere between 22 to 84 passengers. 1,400 children are transported in one day, and the buses are also used for field trips and team events. Busing boundary maps can be found at: http://www.clinton.k12.ia.us/pi_busing_boundary_maps.cfm

E. Public Transit Providers

The **Region 8 Regional Transit Authority (RTA)** was formed to improve, consolidate, and coordinate transportation services and provide accessible transportation to the underserved cities and rural areas of the State of Iowa Planning Area 8 including Delaware, Dubuque, and Jackson Counties. RTA provides many cities with daily service within their city as well as commuting to other cities, while other communities have service several times per week. The Region 8 Regional Transit Authority operates a fleet of 27 lift equipped light duty buses, 2 ramp accessible minivans and 2 non-ADA standard vans. Please see Appendix pages 6 through 11 for the Regional Transit Authority's Fact Sheet.

RTA Routes

- In-Town Manchester
- In-Town Dubuque
- In-Town Maquoketa
- Bellevue to Dubuque (2nd & 4th Thursday)
- Bellevue to Maquoketa (days vary)
- Cascade to Dubuque (1st Mon., 3rd, Thurs.)
- Colesburg/Greeley/Edgewood to Manchester (1st & 3rd Thursday)
- - - - Dubuque to Iowa City - Times vary (1st Thurs., 2nd Wed., last Tues.)
- Dyersville to Dubuque (4th Thursday)
- Manchester to Cedar Rapids (Last Wednesday)
- Manchester to Dubuque (1st, 2nd & 3rd Wednesday)
- Maquoketa to Davenport (By Request)
- Maquoketa to Dubuque (2nd & 4th Thurs.)
- - - - Peosta to Dubuque



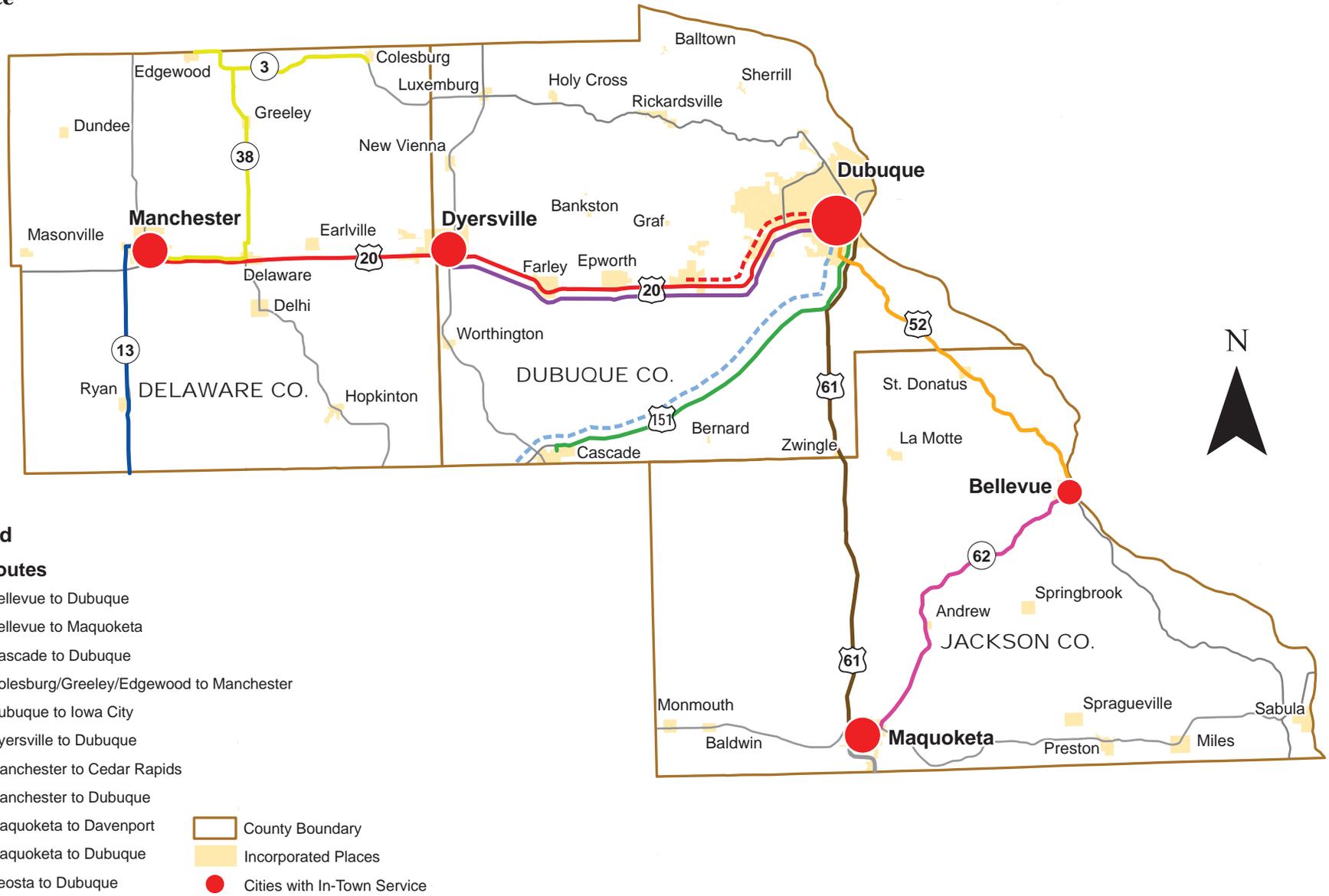
The Regional Transit Authority Fare Information	
Amount:*	Type:
\$3.00	In Town Dubuque
\$3.00	In Town Maquoketa
\$3.00	In Town Manchester
\$3.00	In Town Dyersville
\$1.00	In Town Bellevue
\$10.00	Manchester to Dubuque
\$7.00	Colesburg to Greeley to Manchester
\$7.00	Dyersville to Dubuque
\$1.00	Peosta to Dubuque
\$7.00	Cascade to Dubuque
\$30/round trip	Delaware, Dubuque, & Jackson County to Iowa City
\$10.00	Maquoketa to Dubuque
\$7.00	Bellevue to Maquoketa
\$7.00	Bellevue to Dubuque
*All routes are one way unless specified	



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RTA Service



Map prepared March 2009 by ECIA

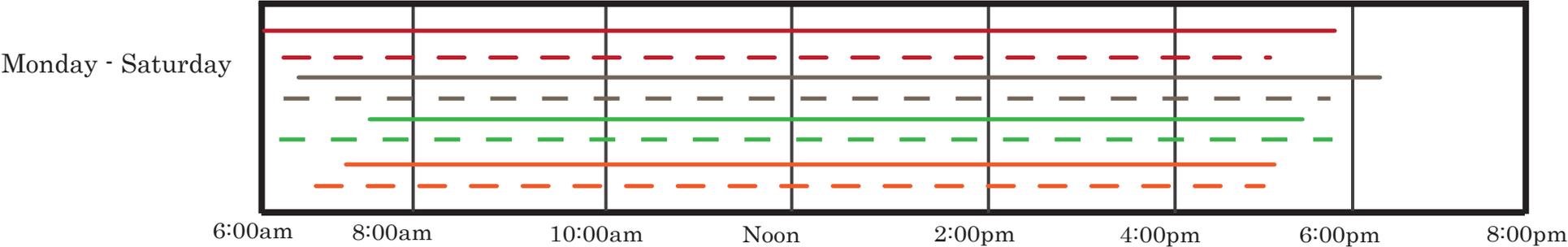
Keyline Transit strives to provide a safe, timely, and comfortable mode of public transportation for citizens to and from their destinations on fixed routes and door to door services. Fixed route service provides transportation to Dubuque citizens so that they may access various services, shopping, entertainment, community functions, and employment opportunities within the City. Map 3.3 shows Keyline fixed route service.

Mini-bus promotes independence for seniors and persons with disabilities by providing Origin to Destination transportation and passenger assistance when accessing the demand response service. The minibus is available to anyone over the age of 18 with a documented disability. An application and verification from a physician that the person has a disability that would prohibit them from riding the fixed route is required. The minibus is available Monday through Friday 6:20am-6pm and Saturdays 7:50am until 5:30pm/ Based on availability, the Keyline Minibus can offer rides up to one hour prior to requested time.

Keyline Transit operates a fleet of (14) 30-35' fixed route buses all equipped with ADA accessible lifts. In addition, Keyline also operates a fleet of 10 ADA Accessible Light Duty Buses as part of their complimentary paratransit service. Eligibility to the paratransit service is limited to those passengers unable to access the regular fixed route service due to a disability and to those passengers classified as senior or non-ADA certified. Cost is \$1.00 per one way ride for all certified ADA customers (\$0.50 per one way ride for eligible passengers with disabilities on the fixed route service) and \$2.00 per one way ride for all non-ADA certified seniors (\$0.50 per one way ride for non-ADA certified seniors on the fixed route service). Please see Appendix pages 12 through 20 for Keyline's Fact Sheet.

Keyline Routes

- Red Line East Bound - Mt St. Francis to WalMart
- - - Red Line West Bound - Warren Plaza to Mt St. Francis
- Grey Line East Bound - Warren Plaza to Point
- - - Grey Line West Bound - Point to Kennedy Mall
- Green Line East Bound - Asbury Plaza to 32nd & Saunders
- - - Green Line West Bound - 32nd & Saunders to Goodwill
- Orange Line South Bound - Dubuque Greyhound Park to Mt Carmel
- - - Orange Line North Bound - Mt Carmel to Dubuque Greyhound Park



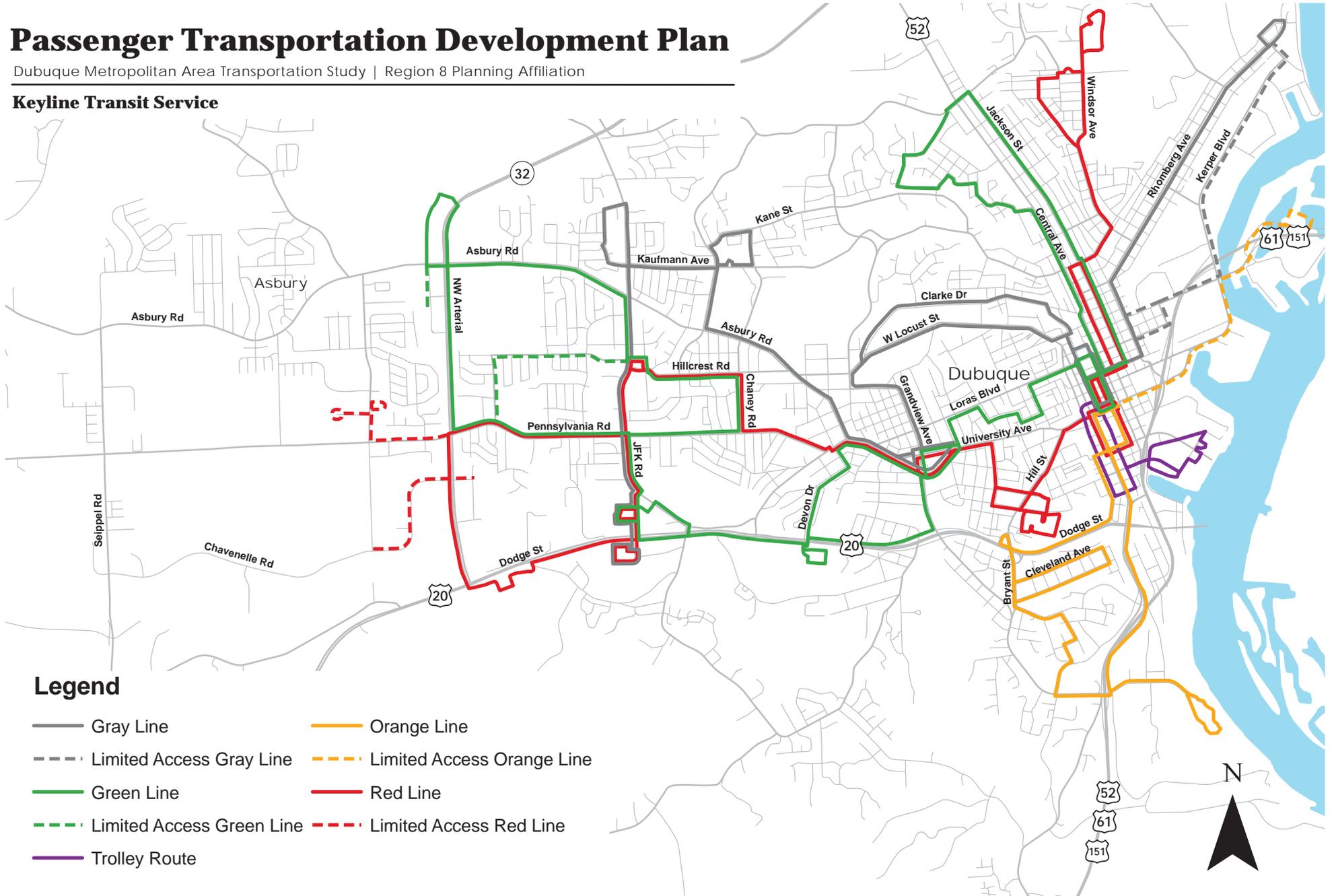
Keyline Transit Fare Information	
Amount:	Type:
\$1.00	Adult
Free	Students (K-12) ride free with a valid student ID
\$0.50	Students (K-12) without school ID
Free	Children under 5 accompanied with an adult
\$0.50	Senior Citizen/Disabled Ind./Medicaid Card
\$5.00	Senior Citizen/Disabled/Medicaid Punch Card (10 rides)
\$9.00	Adult Punch Card (10 rides)
\$35.00	Monthly Pass (effective for the calendar month)



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Keyline Transit Service



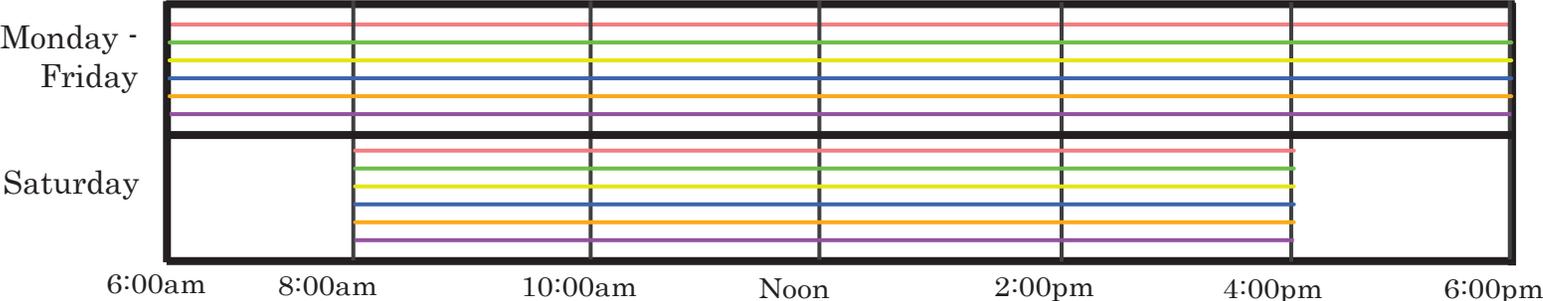
Clinton Municipal Transit Administration (MTA) is responsible for providing safe, accessible, economic and efficient public transportation service within the Clinton city limits.

- Fixed-route - There are six fixed-routes that the MTA operates. All routes except the Lincolnway Shuttle route meet at the central transfer point, located on 6th Avenue. The Main Avenue West Route and Camanche Avenue/South Clinton Route, Main Avenue North Route and Camanche Avenue Route along with the Lincolnway Shuttle meet at the shuttle transfer point located at the Home Depot parking lot near South 19th Street.
- Para-transit door-to-door service for elderly and disabled - Requires an advanced reservation; reservations can be up to 14 days in advance.
- Special event transportation

The MTA operates from 6:00 A.M. to 6:00 P.M. Monday through Friday and 8:00 A.M. to 4:00 P.M. on Saturday, excluding the following holidays: New Year’s Day, Memorial Day, and July 4th, Labor Day, Thanksgiving Day and Christmas Day. Please see Appedix pages 21 through 26 for Clinton MTA’s Fact Sheet.

Clinton MTA Routes

- Main Ave W/Camanche Ave - South Clinton Line
- Main Ave N/Camanche Ave Line
- Lincolnway Shuttle
- Hill Line
- Branch Line
- 13th Ave North Line



River Bend Transit provides door to door transportation within Clinton County. River Bend Transit is on a priority call system, first serving disabled and elderly on a first come, first served basis, with general public space as available. Service operates in different portions of the county each day of the week. For that reason, riders must plan their trips for that one day of the week when the vehicle comes to their area. The service day is the same day each week, however pick-up times may vary. River Bend Transit also provides rides to University of Iowa Hospitals and Clinics as well as other Iowa City destinations.

Clinton MTA Fare Information	
Amount:	Type:
\$1.00	Adult Cash
\$0.75	Senior Citizen/Disabled Cash, Shuttle Cash, Student (K-12) Cash*
\$3.00	Day Pass
\$30.00	Adult/Family Montly Pass
\$25.00	Senior Citizen/Disabled Monthly Pass
\$20.00	Unemployed Monthly Pass, College Student Monthly Pass, Student (K-12) Monthly Pass*
\$65.00	Student (K-12) Semester Pass*
\$20.00	Adult Punch Card (21 rides)
\$15.00	Senior Citizen/Disabled Punch Card (21 rides)
\$15.00	Para Transit Punch Card (11 rides)
*Students (K-12) ride free with a valid student ID	



River Bend Transit Fare Information	
Amount:	Type:
\$18.00	Clinton to Iowa City
\$6.50	Clinton to Davenport
\$1.50	Clinton In Town Service
\$3.00	Clinton County Service
Fees for the general public are an additional \$5.00	



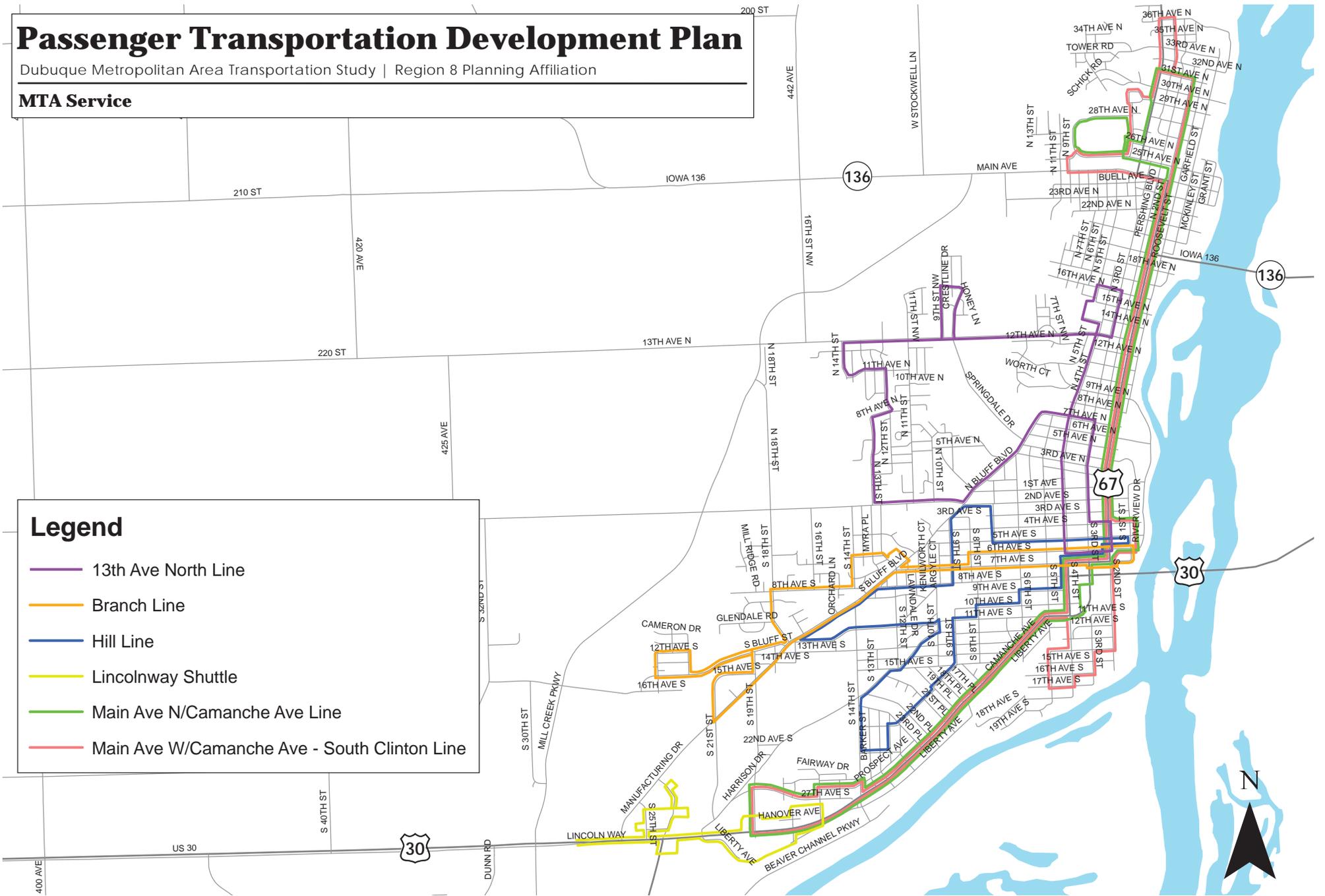
Passenger Transportation Development Plan

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MTA Service

Legend

- 13th Ave North Line
- Branch Line
- Hill Line
- Lincolnway Shuttle
- Main Ave N/Camanche Ave Line
- Main Ave W/Camanche Ave - South Clinton Line



F. Non Emergency Medical Transportation

- **Advanced Medical Transport of Dubuque** is a team of health care professionals that specialize in ambulance transportation. They have one accessible shuttle that can transport riders around Dubuque for medical appointments. The shuttle is a 15 passenger van that operates on a demand response, and can transport in the tri state area. Advanced Medical Transport is an active member on our TAG.
- **Paramount EMS** is a locally owned company with health care providers who provide ambulance and non emergency transportation. They have one accessible van that can transport riders around Dubuque for medical appointments or other necessary appointments. This shuttle also operates on a demand response and can transport throughout the tri state area. Paramount is an active member on our TAG and their own serves as the TAG's Vice Chair.
- **The University of Iowa** provides a shuttle for Iowa Care recipients. This shuttle is free and can be arranged with scheduled appointments at the University of Iowa. This shuttle is consistently busy, therefore is not able to transport any patients who are not participants of the Iowa Care Plan.
- **Dubuque Veteran's Association** is located in Dubuque. They provide financial and supportive services to veterans in the Dubuque area. The Veteran's Association can only transport people who are Veteran's and they provide transportation when needed for necessary medical appointments in town or to Iowa City. The Dubuque Veteran's Association has worked collaboratively with the Mobility Coordinator, and has been invited to the TAG meetings.

G. Volunteer Transportation Providers

- **DuRide** is a nonprofit transportation program that is run on volunteers. Volunteers utilize their own vehicles, and consumers are encouraged to donate their vehicles they no longer use, in exchange for credit towards their ride account. The program provides transportation to individuals who are 65 years and older. They provide transportation in Dubuque, Asbury, and portions of East Dubuque at a cost to riders. DuRide charges a \$40 annual fee and a small pick up fee for each trip. Up to five miles is \$3.00, five to eight miles is \$4.00, and eight to eleven miles is \$5.00. Riders are not allowed to tip drivers, and DuRide sets up an account system so riders do not have to pay during their ride. DuRide is an active member on our TAG.

H. Human Service Providers

- **Unlimited Services** is a residential and vocational facility for individuals with chronic mental illness and developmental disabilities. They own three minivans with a total of 19 seats. They use the vehicles for transportation to and from work place sites and recreational activities. They have 6 part time drivers and utilize these vehicles on an as needed basis. Unlimited Services has been invited to our TAG meetings.
- **Area Residential Care** is located in Dubuque and Delaware Counties and provides in home and vocational services to individuals with chronic mental illness or developmental disabilities. They have 19 vans and one car. They have five lift vans with one wheelchair space available. All authorized staff are able to utilize these vehicles, which are used

for vocational services, doctors appointments, and recreational activities. The vehicles are used as needed during the week, evenings and weekends. ARC also utilizes the RTA and Keyline mini bus for any additional transportation needs. ARC is an active participant in our TAG meetings.

- **Developing Alternative Choices, Inc.** (DAC) is located in Jackson County. They provide residential and vocational services to children and adults with disabilities. They have 21 vans and 2 cars with 5 wheelchair seats. All of their staff is eligible to drive these vehicles and they are used as needed for vocational transportation, recreational activities and necessary appointments for consumers. Their transportation supplements the transportation provided by the Region 8 Regional Transit Authority and is dedicated to only consumers affiliated with DAC. DAC is an active participant in our TAG meetings.
- **Hillcrest Family Services** is located in Dubuque. They provide residential services for adults, and adolescent individuals with mental or developmental disabilities. They have twenty (20) minivans and three cars on site. Hillcrest has over 400 staff and any staff member is able to utilize these vehicles, which they typically use for doctors appointments or recreational activities. Hillcrest Family Services is a participant of the TAG.
- **Hills & Dales** is located in Dubuque, Delaware, and Jackson counties. They provide residential and vocational services to adults and children with physical and developmental disabilities. They also have apartments scattered throughout Dubuque where people with disabilities can live independently with services. They have one Para-transit bus, a total of four vans, and three vehicles. Between all of these vehicles, they have thirteen seats for wheelchair passengers. These vehicles are used on an as needed basis for vocational transportation, recreational activities, and medical appointments. Independent living residents utilize Keyline and the RTA for their transportation needs. Hills and Dales previously used the taxi cab companies but discontinued because their vehicles are no longer handicapped accessible. Hills and Dales is an active member of our TAG.
- **Dubuque Community Y** is located in Dubuque. They provide recreational activities, child care, and after school care for at risk youth. They have one bus with 17 seats. They have three part time drivers and their bus is used for recreational activities, and their summer camp program. They only provide transportation from the Dubuque Community Y to their camp location or a scheduled activity. The Dubuque Community Y has attended the TAG meetings in the past.
- **Skyline Center** is located in Clinton. They provide customized services to individuals with physical and mental disabilities so they can live and work in the community. They have five vans with four wheelchair seats. All of their staff are able to transport consumers with their vehicles. Their vehicles are used for transportation to and from work, recreational activities and doctor's appointments. They use these vehicles as needed seven days a week.
- **Arch, Inc.** is located in Clinton. They provide services to individuals with disabilities. They have four seven passenger minivans which all staff is able to drive. They utilize these vehicles as needed for doctor's appointments, grocery shopping, trainings for the staff and clients, and for recreational activities.

I. Nursing Homes

- **Mount Saint Francis** is a religious convent located in Dubuque. They provide housing for the Sisters of St. Francis, and full time assisted living for retired sisters. They did not participate in our study, and were not sure who had the information we needed. They do have vehicle(s) onhand to assist the sisters with transportation within Dubuque.
- **Stonehill** is a nursing home serving residents in Dubuque. They have one van and two cars, which are not handicapped accessible. They use these vehicles on an as needed basis for medical appointments, and recreational activities. Stonehill also utilizes Keyline minibus three times a day five days a week and the RTA one time per day five days a week for additional appointments.
- **Bethany Home** is a retirement community located in Dubuque providing apartment living and health care services. They have one bus, one van with five handicapped accessible seats. They also have one full time driver. They use these vehicles on an as needed basis throughout the week for medical appointments and recreational activities.
- **Oak Park Place** is a senior living community located in Dubuque. They have one bus, and one car. They employ one full time driver and one part time driver to drive the residents around town for doctor's appointments, and recreational activities. The vehicles are primarily used Monday through Friday from 9am to 3pm and on Saturdays as needed.
- **Luther Manor** is a retirement community located in Dubuque offering, long term care, short term care, independent retirement apartments, and care at home services. They have one bus and one van. They have one part time and two full time drivers. They use these vehicles on an as needed basis for medical appointments and recreational activities.
- **Mercy Living Center South** is a nursing home in Clinton Iowa. Residents can participate in recreational activities and rehabilitation services onsite. They have one bus that is able to hold sixteen people with two wheelchair accessible seats. They share this vehicle with their sister site Mercy Living Center North. This bus is used for doctor's appointments, and recreational activities.
- **Eagle Point Nursing and Rehabilitation** is located in Clinton. They provide long term nursing care, short term nursing care, respite care, and outpatient therapy. They have one large bus that can seat 16 people and 4 wheelchair seats. They employ one full time driver and one part time on call staff member. They use these vehicles on an as needed basis for medical appointments, and recreational activities. Eagle Point Nursing also utilizes Clinton MTA for additional appointments or necessary trips.

J. Child Care Centers

- **Frog Hollow** has two locations in the city of Dubuque. One is located on the West end of town, and one is downtown. Frog Hollow is a preschool and wrap around child care for children within the Dubuque area. They offer transportation to and from their site and for children attending elementary school. They have four buses and one minivan. They employ one part time driver and utilize these vehicles Monday through Friday before and after school.
- **Early Learners Child Development Center** has two locations in the city of Dubuque. One on the North end and one on the southern

portion of Dubuque. They offer preschool and wrap around child care for children within the Dubuque area. They offer transportation to and from their site and children attending elementary school. They have two buses with two part time drivers

- **Young Ins Preschool and Child Care Center** is located in Dubuque. They offer preschool and wrap around child care for children within the Dubuque area. They offer transportation to and from their site and for children attending elementary school. They have two buses with six part time drivers.

Transit Providers: Dubuque, Delaware, Jackson and Clinton Counties

Provider	Service	Eligibility	Hours and days	Annual Miles	Wheelchair Accessible Vehicles	Operator	Annual Expenses
Regional Transit Authority	Fixed Route	Open to General Public	M-F 7am-10pm Sat. 8am-10pm Sun.8am-10pm	562,499	29	RTA	\$1,241,133
Keyline Transit	Fixed Route	Open to General Public	M-F 5:55am-6:30pm Sat 7:50am-5:55pm	550,000	29	City of Dubuque	\$2,940,221
Clinton MTA*	Fixed Route	Open to General Public	M-F6am-6pm Sat.8am-4pm	318,112	17	City of Clinton	\$1,158,410
River Bend*	Fixed Route	Open to General Public	M-F 5:30am-11pm Sat 5:30am-7pm Sun 8am-1pm	947,677	57	River Bend	\$1,912,907
Dubuque Community School District	Fixed Route for School Transportation	Students who live in the school districts boundaries	Mon.-Fri. 5:30am-5pm	910,868	12	Dubuque Community School District	\$2,500,000.00
Western Dubuque County School District	Fixed Route for School Transportation	Students who live in the school districts boundaries	Mon. - Fri. 6:45am-7:30pm	834,300	5	Western Dubuque Community School District	\$1,211,919.74
Maquoketa Valley Schools	Fixed Route for School Transportation	Students who live in the school districts boundaries	Mon-Fri 7am-5:30pm	279,690	1	Maquoketa Valley Schools	
Clinton Community School District	Fixed Route for School Transportation	Students who live in the school districts boundaries	Mon.-Fri. 6:30am-4:45pm			Clinton Community School District	
Dubuque Veterans Association	Fixed routed for Medical Appointments	For Veteran's only	As needed		0		
Advanced Medical Transport	Demand Response	Open to General Public	As needed		1	Advanced Medical Transport	
Paramount EMS	Demand Response	Open to General Public	As needed		3	Paramount	
DuRide	Demand Response	Open to all Seniors (65+)	As needed		0	DuRide	\$58,000

Service Providers Offering Transportation : Dubuque, Delaware and Jackson Counties

Transportation Providers	Vehicles				Drivers		Hours
	Buses	Vans	Cars	Wheelchair Seats	Full Time	Part Time	
Area Residential Care		19	1	5	All	Staff	As Needed
Developing Alternative Choices (Maquoketa)		21	2	5	All	Staff	As Needed
Hillcrest Family Services		20	3	13	All	Staff	As Needed
Hills & Dales	1	4	5			1	As Needed
Dubuque Community Y	1					3	As Needed
Mount Saint Francis							
Stonehill		1	2				As Needed
Bethany Homes	1	1		5	1		
Oak Park Place	1		1		1	1	M-F 9am-3pm Sat as needed
Luther Manor	1	1			2	1	As Needed
Frog Hollow	3	1				1	M-F Before and After School
Early Learners	2					2	M-F Before and After School
Young Ins Daycare	2					6	M-F Before and After School

Service Providers Offering Transportation : Clinton County

Transportation Providers	Vehicles				Drivers		Hours
	Buses	Vans	Cars	Wheelchair Seats	Full Time	Part Time	
Mercy Living Center South	1			2			As needed
Eagle Point Nursing	1			4	1	1	M-F 8am-5pm
Skyline Center, Inc.		5		4	All	Staff	As needed
Arch I, II, III		4			All	Staff	As needed

Existing Coordination Efforts

Region 8 RTA and KeyLine Transit Coordinate the RTA's subscription services with KeyLine ADA Paratransit service by combining the two transit services to accommodate passenger trips needs. KeyLine transit has paratransit consumers they can provide transportation to work at the end of the KeyLine service day and the RTA can return the passenger to their place of residence on an evening route the RTA provides in the City of Dubuque.

The Regional Transit Authority has also worked with numerous agencies and organizations to meet the needs of the transit consumer. RTA has initiated a route from Cascade to Dubuque when their only grocery store closed down. RTA provides this trip for residents of Cascade to come into Dubuque to grocery shop two times a month. In addition, the RTA has worked with Scenic Valley Area Agency on Aging to provide scenery trips for residents in Delaware and Jackson County. These trips consists of shopping or a walk through the Dubuque Arboretum. RTA has also worked closely with Edgewood Convelescant Home in Delaware County to meet their consumers needs. RTA has also extended services in Maquoketa, Jackson County, to meet the daily needs of their residents. This collaboration has helped many residents thus far. RTA has worked with the Community Circle of Care, who offeres assesment services to youth who have emotional and behavioral challeges, by providing additional routes as needed to Iowa City for psychiatric services.

Keyline offers free transportation for school children with a school ID to get back and forth to school. Keyline has also worked with the City of Dubuque in providing transportation for new employees at IBM, who has just located here in Dubuque. This collaboration has the potential to grow into other businesses using mass transit for employees. Keyline is also helping DuRide, a volunteer transportation provider, with expertise knowledge on purchasing software to track their rides, schedules and rates.

The Regional Transit Authority regularly participates in other standing Human Service Committee meetings throughout the year to garner information regarding developing issues and opportunities for coordination. Those programs include the Dubuque Mental Health Stakeholders Committee, the Delaware County Community Services Advisory Committee, Scenic Valley Area Agency on Aging Board, the Community Partnerships for Protecting Children, Dubuque Metropolitan Area Transportation Service and the Regional Planning Affiliation and meetings with Developing Alternative Choices (DAC). As a result the RTA has identified needs to including expansion of early childhood services to accommodate growing childcare needs, evening drop-in programs for consumers suffering from mental illness, expanded evening transportation employment for persons with disabilities, direct billings to the MR Waiver and Elderly Waiver programs to relieve consumers of the financial burden of paying fares out of pocket or paying for cab services.

Demographic characteristics within our area

The city of Dubuque is comprised of 57,686 people. Dubuque, Delaware and Jackson counties is comprised of 130,000 people. The city of Clinton is comprised of 27,704 people, with the remaining county comprising of 22,347 people. Dubuque is fairly urban while the rest of the area is more rural and spread out. Many of the cities within Delaware, Jackson, and Clinton County have smaller populations, and are therefore lacking in different resources. For example many people in Jackson County travel to Dubuque for the variety of health clinics and hospitals offered. In addition, all three counties; Delaware, Jackson and Clinton, do not have any taxi cab companies. Individuals without reliable transportation in these counties rely solely on the public transit systems and transit providers. Population projections are also included in Figure 3a and 3b to show the past, present, and future characteristics of the population in all four counties. Figures 3c and 3d show the population projection with age distribution to show the growth in the 65+ population bracket. As indicated in those Figures the elderly population is the largest group and will only continue to grow. In addition, the Population Age 65 and Up map for the Region and the DMATS area shows exactly where these individuals reside. Most elderly residents live in the heart of each town primarily in the downtown areas of each respective city.

Minority population is also displayed on Figure 5a and 5b. This shows where individuals of a minority race live in comparison to all four counties. Many people of a minority race live within the heart of Dubuque or Clinton. In addition, Figure 6a & 6b shows where the majority of individuals of low income reside. The Median Household Income maps for the region and the DMATS area shows that most persons of low income reside in the heart of all four cities; Dubuque, Clinton, Manchester, and Maquoketa. This may be due to the housing market or the availability of resources in each area. Nonetheless, most low income people do not have reliable transportation and rely on the transit systems to get them to work, grocery shopping, health care appointments, school, etc. With limited access to any of these services, individuals and families are forced deeper and deeper into poverty.

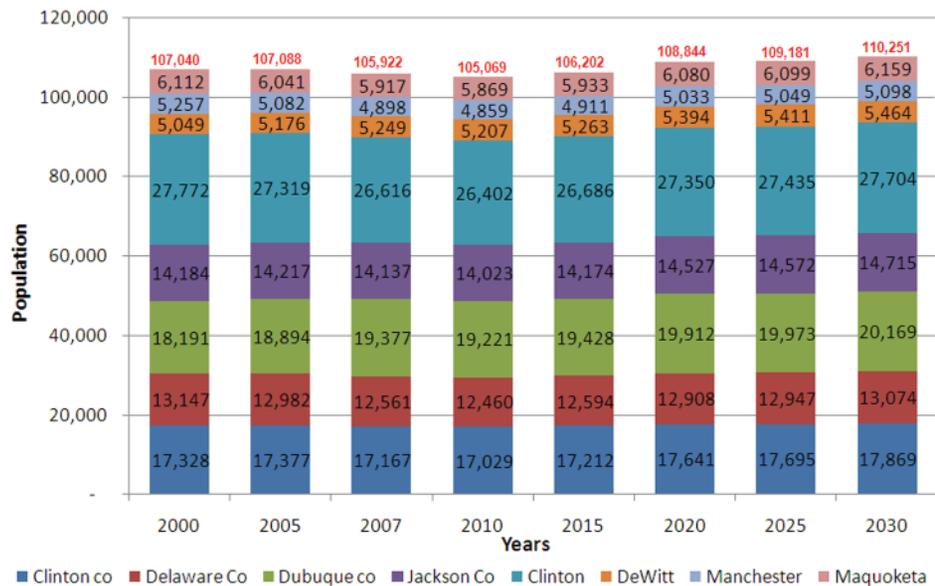
As shown in Figure 7a & 7b, most people in the RPA 8 area drive their own vehicle to work. Dubuque and Clinton are car friendly places. Many residents can get anywhere in Dubuque in less than 10 minutes. Dubuque was nationally known as one of the top ten places in the nation with the shortest commute. With that, the majority of the population drive their own vehicles to work, and do not carpool with other residents. Only approximately 0.5% (258) people utilize public transportation. Many residents drive because their job requires them to use their personal vehicles for work appointments, and others drive because they like the independence. Because this has been our culture for many years, residents need to be educated on mass transit benefits and a drastic change of mind set needs to be undertaken. With funding to market mass transit, this could possibly be accomplished. During this investigation, some individuals stated they have an interest in taking mass transit to work, or offering their workplace employer incentives for mass transit. Because mass transit is economically friendly, and environmentally friendly the public is now just starting to educate themselves of transit options in their area.

Future Population Forecasts

Population analysis is very important to the transportation planning process in that knowledge of past and present population characteristics is essential to meaningful projections of future population levels and characteristics. Future population levels are important since they determine both the amount of land to be developed in the future and, to a large extent, the type of development (e.g., residential or commercial), which will soon occur. An understanding of the present population characteristics also help the community to determine the adequacy of existing transportation facilities, land use patterns, economic arrangements, and community facilities in terms of meeting existing needs. Changes can also be made in projected population trends by significant changes in economic development strategies and proactive land use planning processes.

As seen in Figure 3a the first decade has shown a relatively small decrease in population and the last two decades showed a small increase in population when compared to 2000 census numbers. Over all the population within the region is going to increase by 2.99 percent in thirty years. Source: Census Bureau

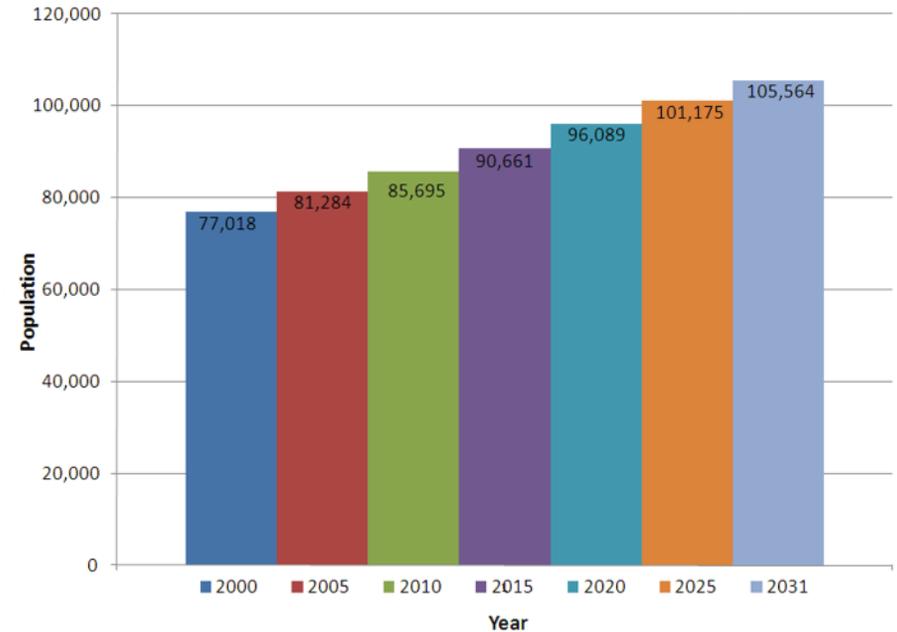
Figure 3.a Population Projection by County



As seen in Figure 3b, DMATS is expecting a steady increase in population from 2000-2031. Overall the population within DMATS is projected to increase by 37.06 percent from 2000 to 2031.

Source: Census Bureau

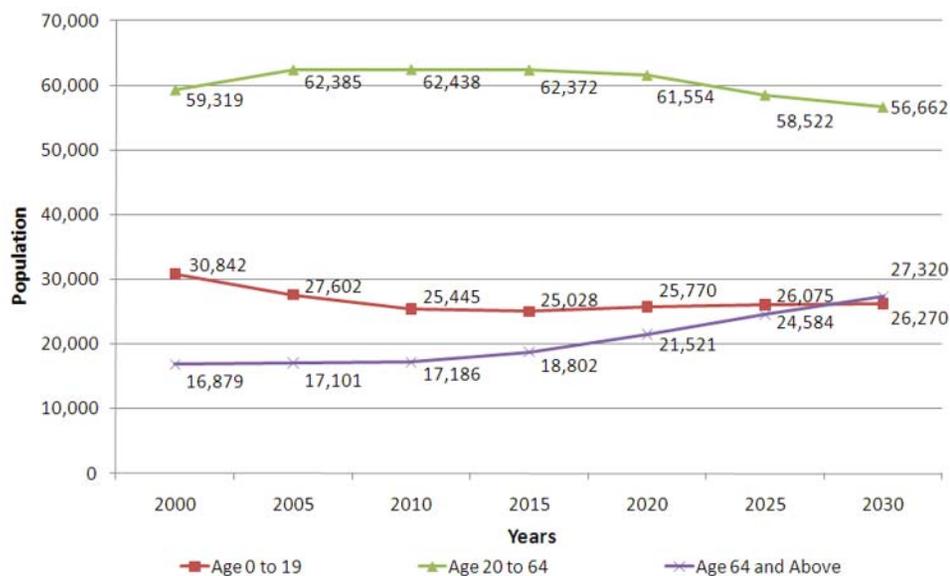
Figure 3.b Population Projection



While the overall population in the region is going to grow by 2.99 percent in thirty years, the majority of the growth is projected to occur in the largely urbanized area of Dubuque. While this may have apposite impact on potential transit ridership for KeyLine Transit, it is not likely to have a significant impact on the regional transit service unless commuter transportation from rural areas into the urbanized area develops.

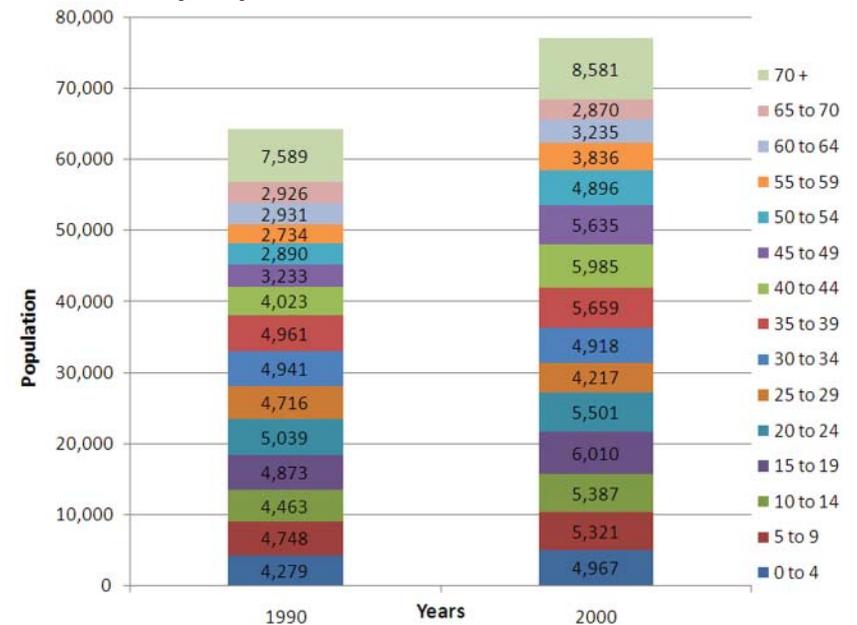
The age composition projections for the population of the RPA 8 region shows changes over the next thirty years that are aligned with Iowa trends. Figure 3c shows that a reduction of 15 percent over the thirty year period for 0-10 yr olds, where the second age bracket (20 – 64) has shown a reduction of 5 percent. On the other hand, the percentage of persons 65 years of age and over has increased by 62 percent and should continue to increase as the “baby boomer” generation reaches this age bracket. The percentage of persons over 65 years of age also reflects the trend of people living longer.. Source: Census Bureau

Figure 3.c Population Projection and Age Distribution (RPA8 Region)



The age composition projections for the population of the DMATS region shows changes over the next thirty years that are contrary to Iowa trends. These changes are shown in Figure 3d. The 0-19 age bracket shows an increase of 18 percent over the thirty year period where the age bracket of 20 – 64 has shown an increase of 23 percent. The percentage of persons 65 years of age and over has increased by only 9 percent. Source: Census Bureau

Figure 3.d Population Projection and Age Distribution (DMATS Region)



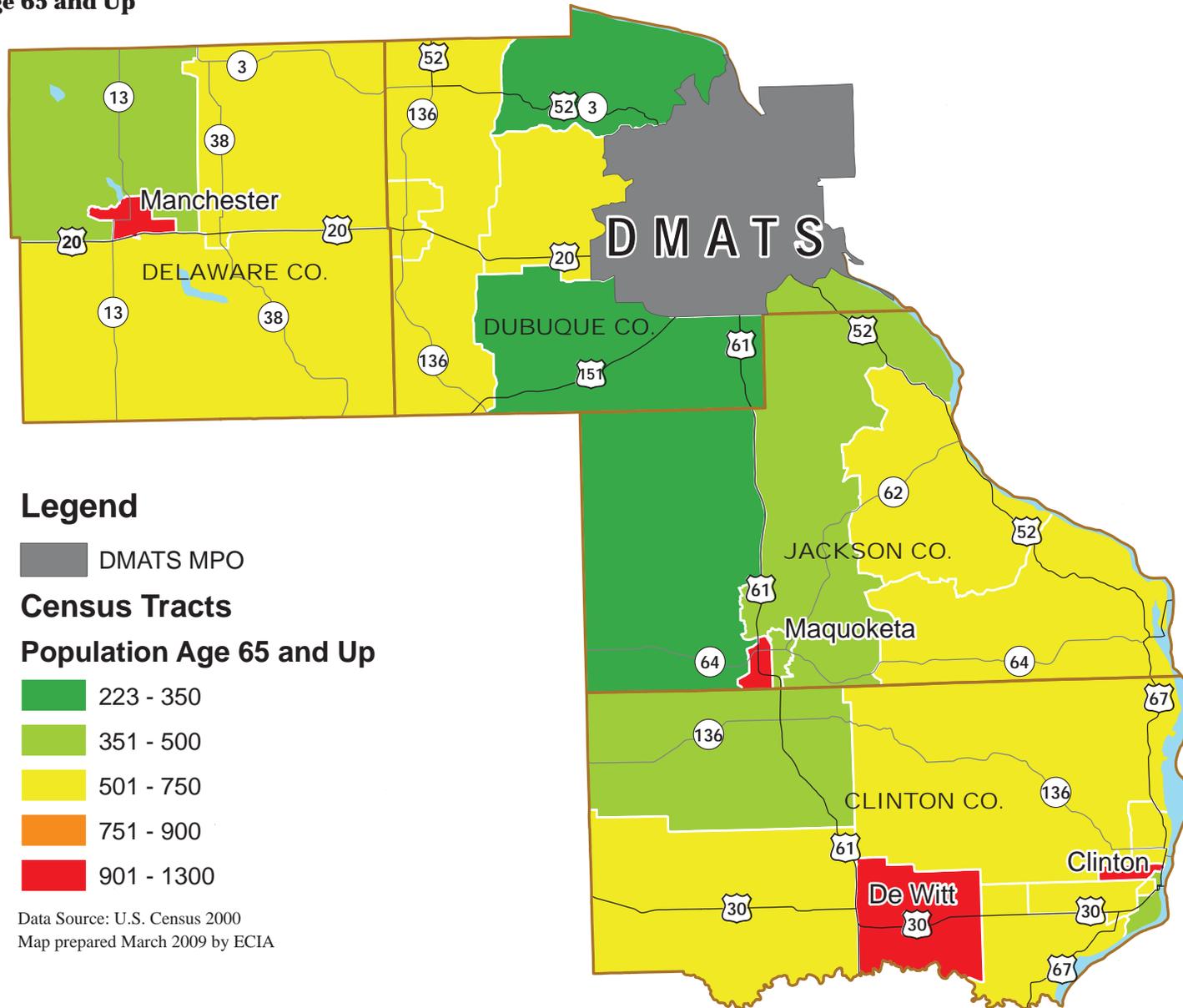
The fact that the percentage of persons 65 years and over has increased by 62 percent and is expected to continue growing, that may place additional demand on senior transportation in both rural and urban areas. This type of transportation poses several economic challenges to public transit especially under the current rules regarding non-emergency medical transportation. While the need for public transportation to medical facilities and other destinations for seniors may increase, the senior’s ability to pay for the service remains a problem.

Passenger Transportation Development Plan

Dubuque Metropolitan Area Transportation Study | Region 8 Planning Affiliation

RPA8 - Population Age 65 and Up

Figure 4a



Passenger Transportation Development Plan

Dubuque Metropolitan Area Transportation Study | Region 8 Planning Affiliation

DMATS - Population Age 65 and Up

Figure 4b

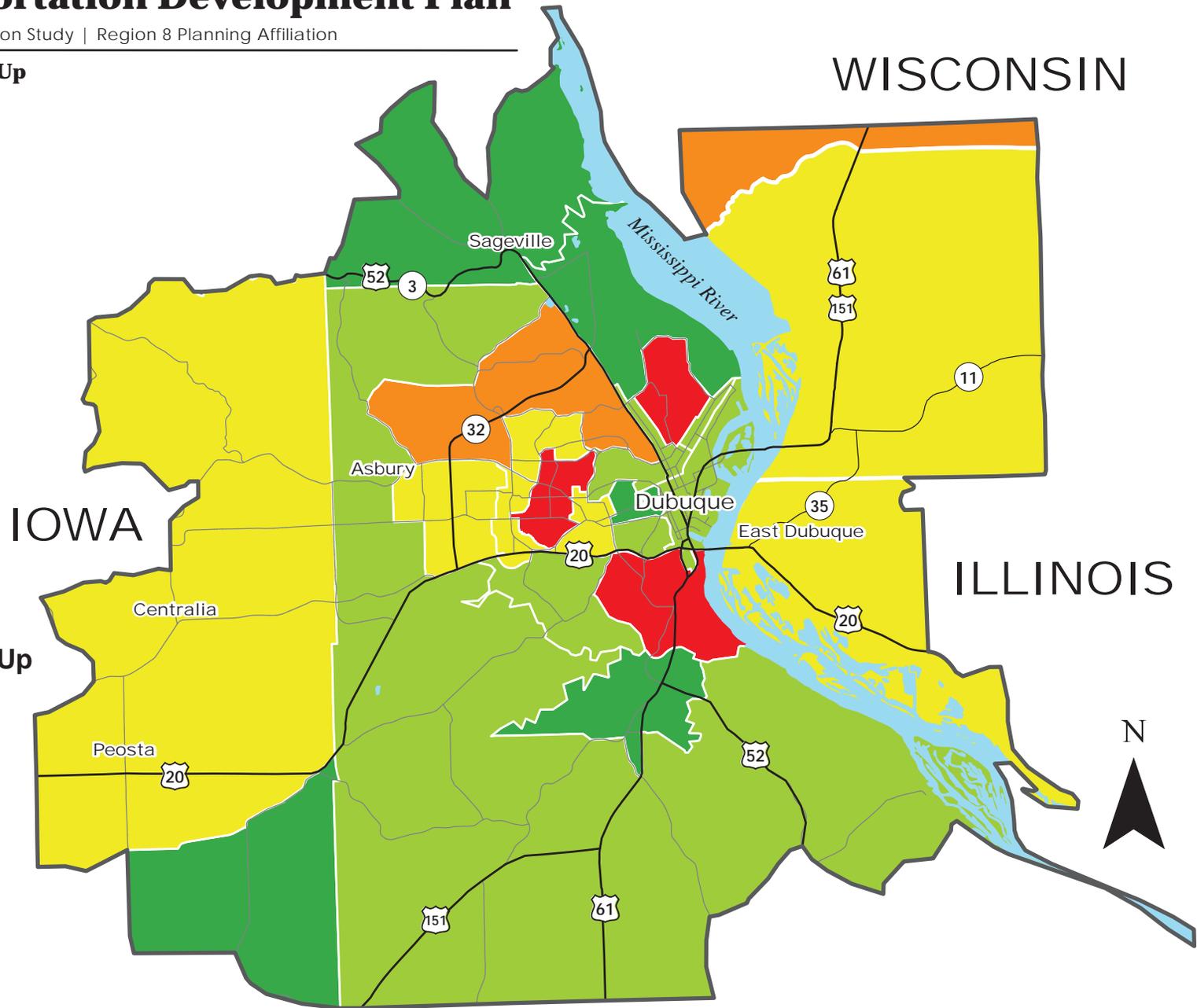
Legend

Census Tracts

Population Age 65 and Up

- 223 - 350
- 351 - 500
- 501 - 750
- 751 - 900
- 901 - 1300

Data Source: U.S. Census 2000
Map prepared March 2009 by ECIA

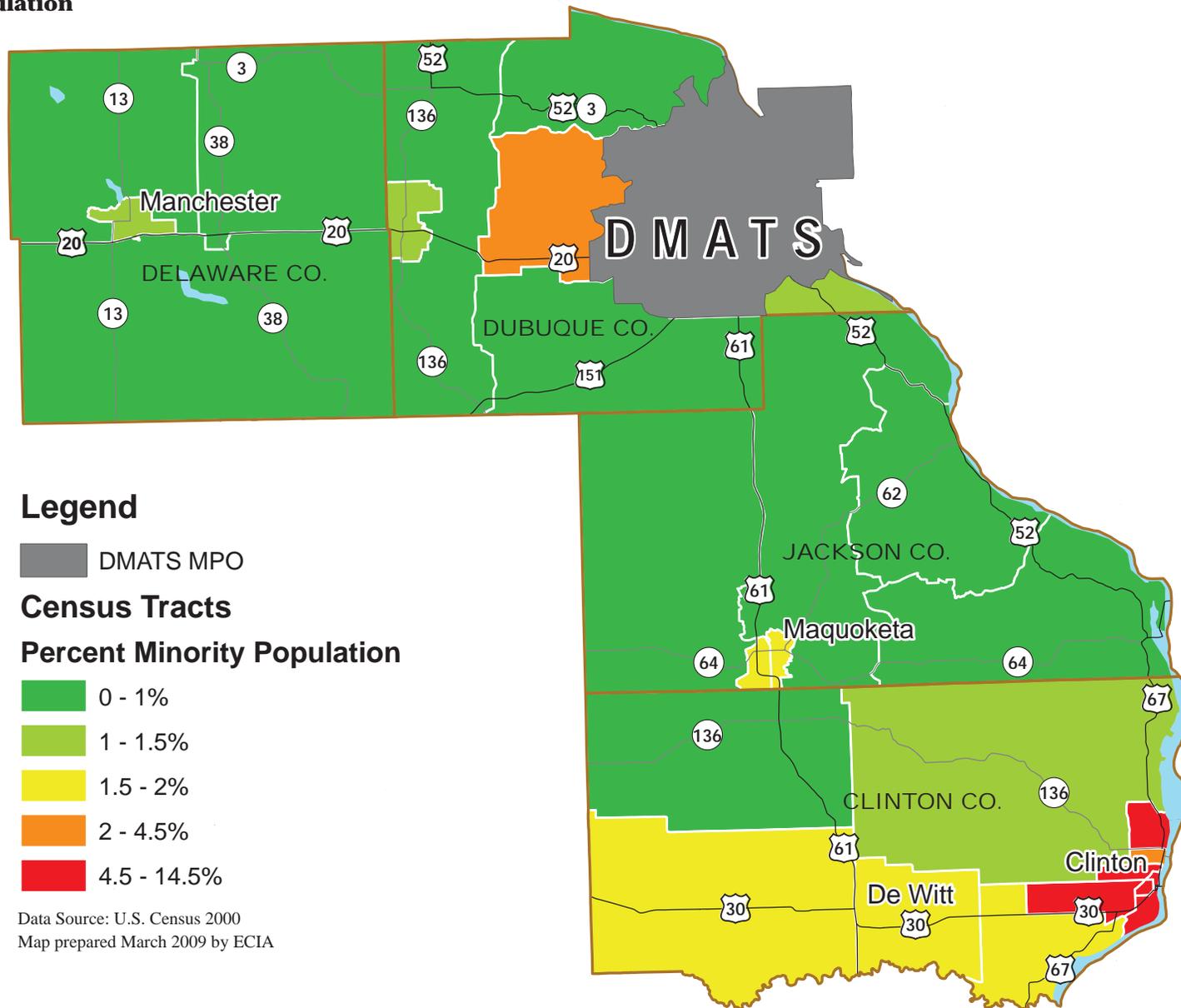


Passenger Transportation Development Plan

Dubuque Metropolitan Area Transportation Study | Region 8 Planning Affiliation

RPA8 - Minority Population

Figure 5a



Passenger Transportation Development Plan

Dubuque Metropolitan Area Transportation Study | Region 8 Planning Affiliation

DMATS - Minority Population

Figure 5b

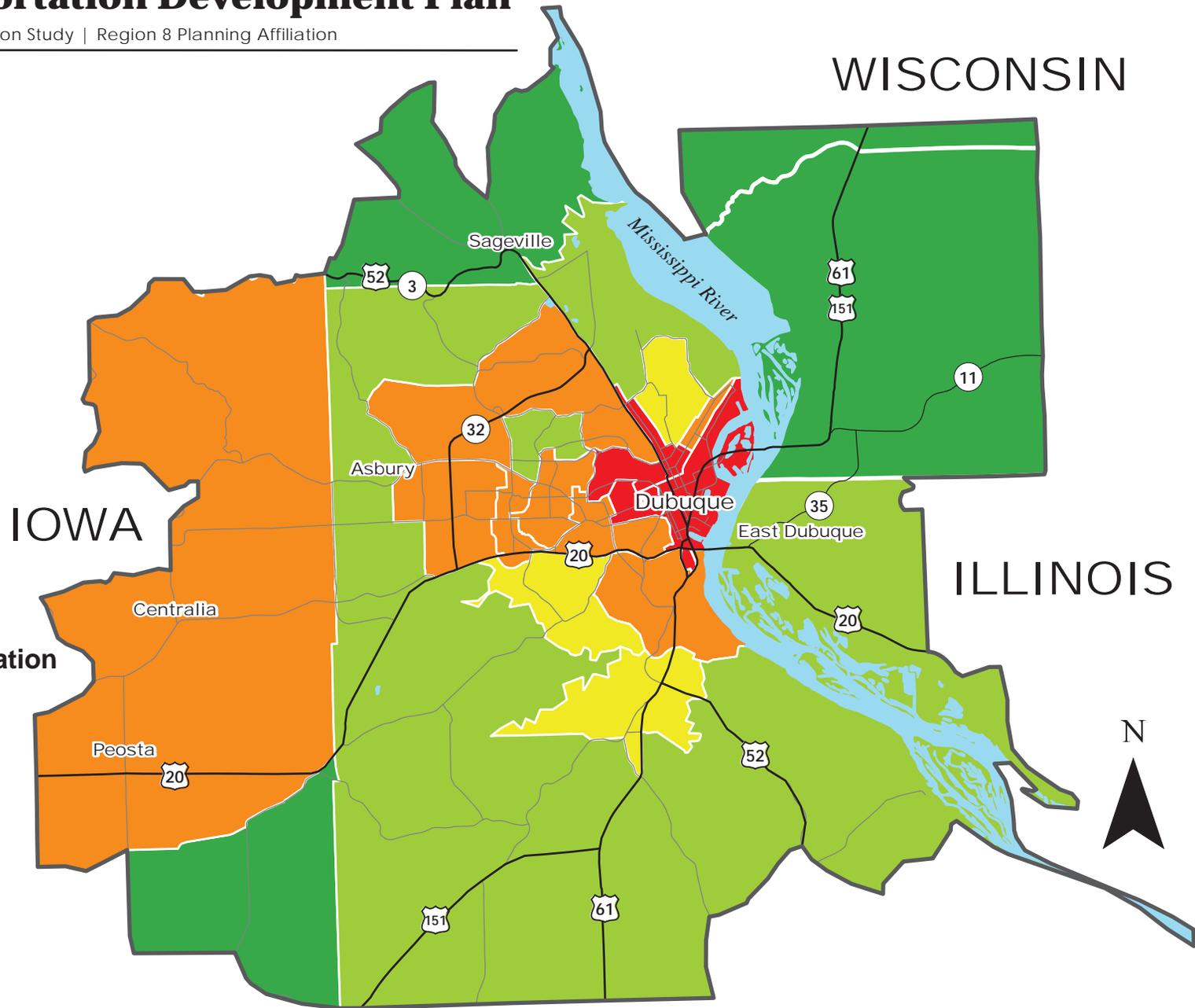
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Census Tracts

Percent Minority Population

- 0 - 1%
- 1 - 1.5%
- 1.5 - 2%
- 2 - 4.5%
- 4.5 - 14.5%

Data Source: U.S. Census 2000
Map prepared March 2009 by ECIA

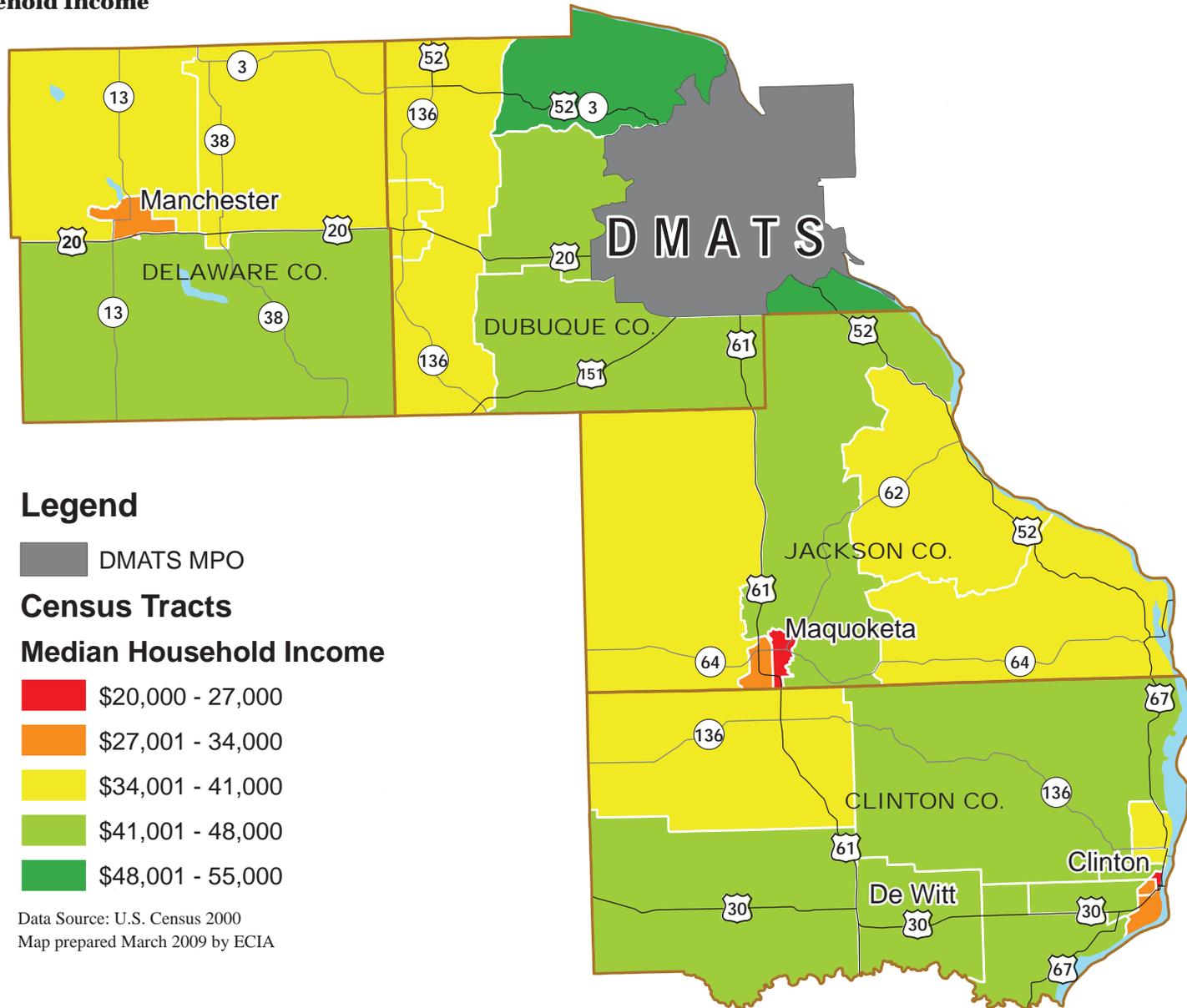


Passenger Transportation Development Plan

Dubuque Metropolitan Area Transportation Study | Region 8 Planning Affiliation

RPA8 - Median Household Income

Figure 6a



Passenger Transportation Development Plan

Dubuque Metropolitan Area Transportation Study | Region 8 Planning Affiliation

DMATS - Median Household Income

Figure 6b

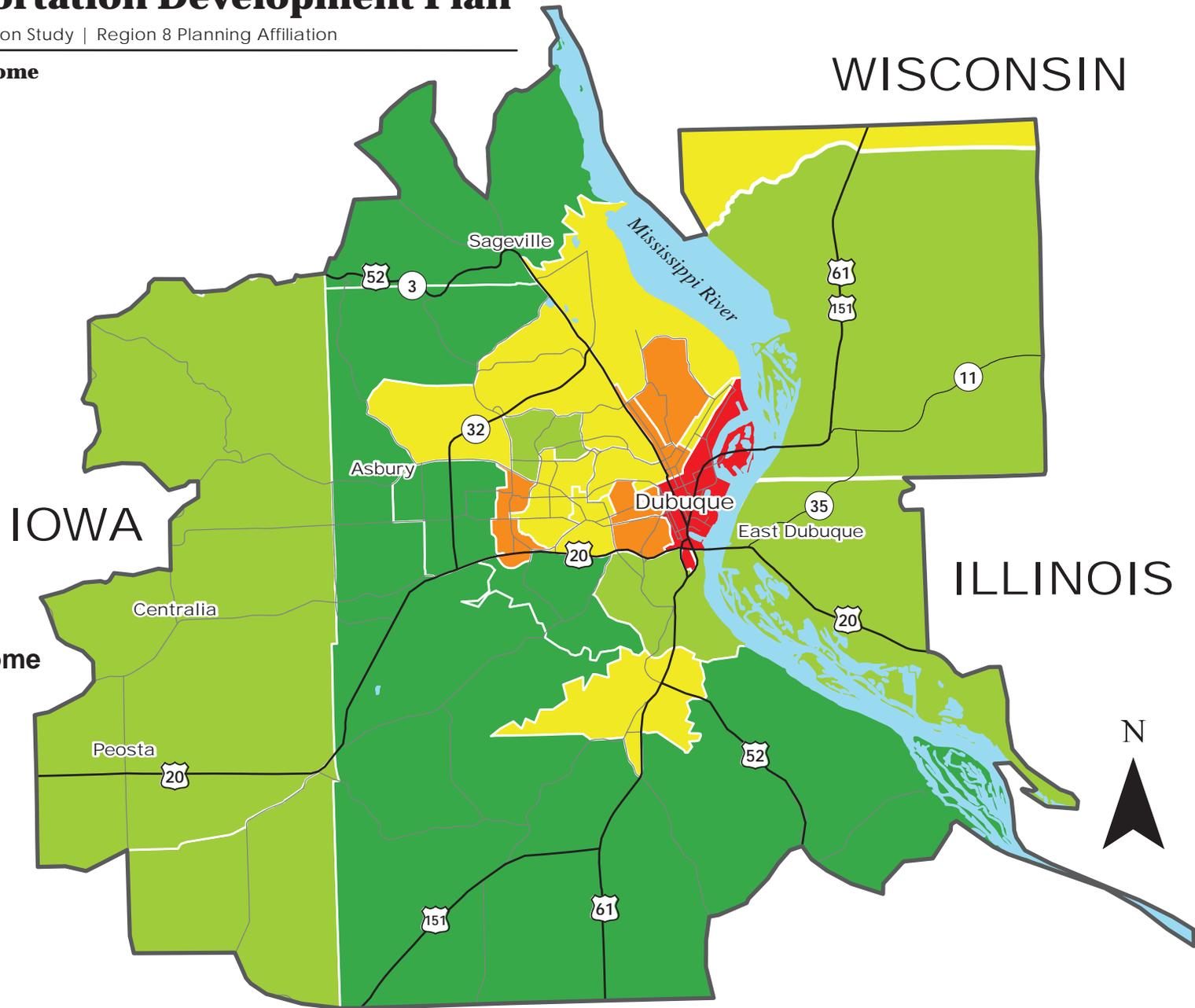
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Census Tracts

Median Household Income

- \$20,000 - 27,000
- \$27,001 - 34,000
- \$34,001 - 41,000
- \$41,001 - 48,000
- \$48,001 - 55,000

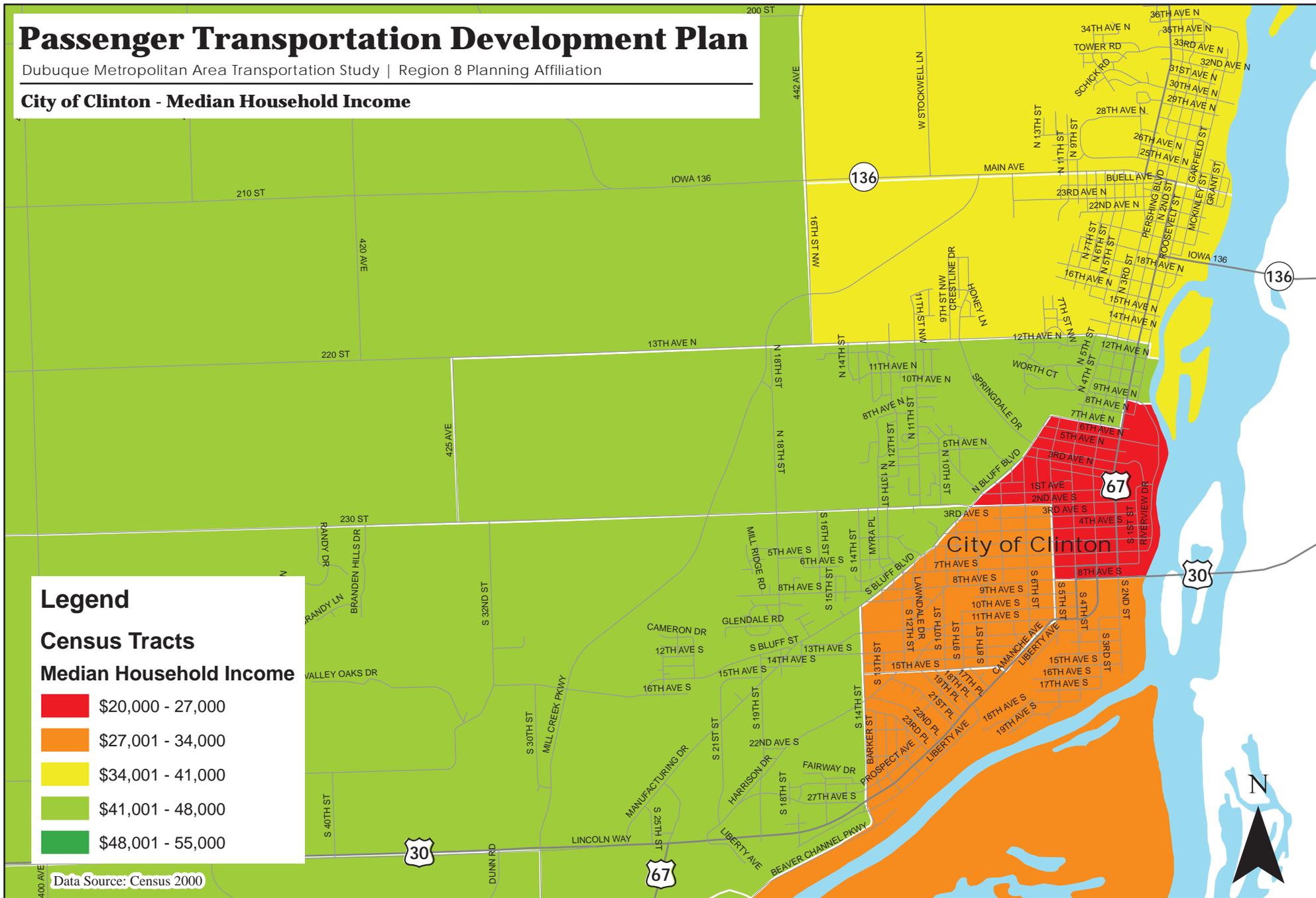
Data Source: U.S. Census 2000
Map prepared March 2009 by ECIA



Passenger Transportation Development Plan

Dubuque Metropolitan Area Transportation Study | Region 8 Planning Affiliation

City of Clinton - Median Household Income



Mode of Transportation to Work

Another key issue for the area's transportation system is transportation modes that are being used by workers to get to work. Trips to work make up the largest single group of trips and, in most urban areas, account for about 25 percent of all trips on an average day. Work trips place the single largest demand on the transportation system. The mode choice made by workers for their trip to work is one of the best indications available of the modes that will be chosen for other types of trips.

Figure 3e displays that most of the commutes in RPA 8 are single-occupant vehicle (SOV) trips and carpool trips. SOV trips account for 78.3 percent of RPA 8 commutes, with Cities having the highest percentage of SOV trips with in the region on an average of 82.0 percent.

Carpooling accounted for 10.2 percent of all commuting trips in RPA 8, with Jackson County reporting the highest rate (13.1 percent).

Walking to work is uncommon in RPA 8, at only 3.5 percent of all trips. City of Clinton had the smallest percentage of walkers (2.7 percent). Jackson County had the longest mean travel time (21.9 minutes). Dubuque County had the shortest mean travel time, at 15.5 minutes.

Mean travel time strongly correlates to commutation patterns, with those counties that retain more commuters having shorter mean travel times than those counties that retain fewer commuters.

Source: Census Bureau

Figure 3f displays that most of the commutes in the DMATS region are single-occupant vehicle (SOV) trips and carpool trips. SOV trips account for almost 84 percent of DMATS commutes. Carpooling accounted for almost 9 percent percent of all commuting trips in the DMATS area. Walking to work is more common in DMATS than other alternatives to driving alone or carpooling, at 4 percent of all trips.

Mean travel time strongly correlates to commutation patterns, with those counties that retain more commuters having shorter mean travel times than those counties that retain fewer commuters.

Source: Census Bureau

Figure 7a Mode to Work (RPA8 Region)

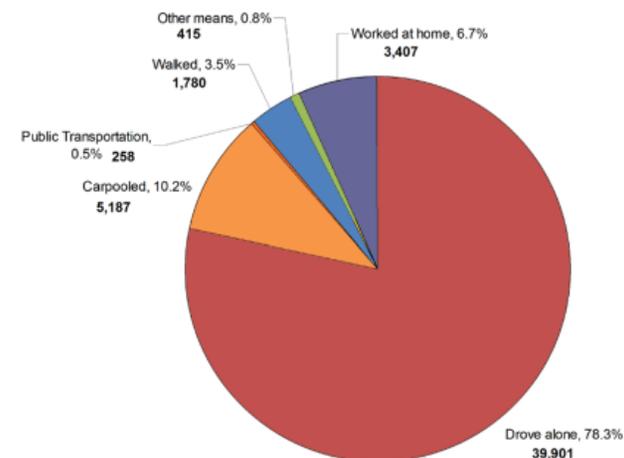
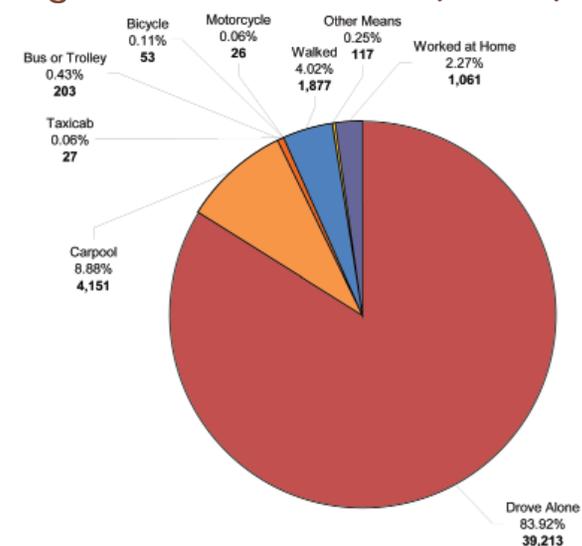


Figure 7b Mode to Work (DMATS)



1. Review of Prior Public Input (and new inputs) Concerning Needs

Previous public meetings were held in October 2008 in Clinton County and Dubuque County to gain feedback from the community regarding needs and gaps. The needs from last year's public input meetings included:

- Expanding hours and days of service
- Providing routes where there are gaps (i.e. Clinton to Camanche, Dubuque to Iowa City, Dubuque to Cascade, etc.)
- Expand routes within city limits (Dubuque, Manchester, Maquoketa, and Clinton)
- Provide shorter wait times
- Reduce ride times
- Increase number of bus stops
- Offer better marketing materials, and education on how to ride the bus
- Provide driver training
- Improve security on buses
- Provide a more affordable service
- Improve customer fare collection
- Accessible cab service
- Continuation funding JARC and New Freedoms

The public was also able to prioritize these needs. Below is a list of prior needs based on priority:

High Service Priorities

Camanche Route and Fulton Route: This would be a cooperative effort by the MTA, City of Clinton and each of these cities to assist in funding, developing and implementing new routes. Each route would be designed to link up with the existing MTA transit system, so citizens from all three entities could travel throughout the area by public transit.

Expanded Service: A few years ago the Clinton MTA felt the effects of losing the Machinery and Equipment tax. At that time service hours and routes were cut to reflect the reduction in the budget. The Clinton MTA plans to continue to improve routes and extend service hours as the budget allows. This would increase hours during the week, weekends and some night time hours.

Revise Routes: Millcreek area near 13th Ave. North and the Ashford University is experiencing growth. The City of Clinton has received inquiries about the availability of transit in this area. A revision of the current 13th Avenue North route and development of an additional route will be considered.

Increase Maintenance staff: This is a budgetary issue that will be need to be considered by the City Council when funding becomes available at the local level. With additional staff, projects could be completed at a more efficient rate.

Existing fleet beyond useful life: typically buses are in service for years after they have met the replacement criteria that IDOT has adopted years ago. Transits systems in Iowa will continue to work with IDOT and legislators to obtain and maintain funding for replacing vehicles on schedule.

Facilities Heaters: Budgeting locally or applying for grants the heater systems will be replaced in the original building which includes the maintenance and storage area. New more efficient heating systems will be installed for the most reliable and efficient systems that is affordable.

Concrete Repair: Areas around the facility are in need of repair. As budgets allow damaged areas will be replaced as planned and budgeted for.

Facility Garage doors: The original building was built in 1983. Most of the garage doors and openers are original. The current garage door openers do not allow the doors to open if there is any type of failure with the opener. This will be addressed through the budget process along with a competitive grant through the PTMS process.

Public Awareness: A marketing campaign to advertise what transit services available to the public. To promote transit to the citizens of Clinton. Funding through City Council budget process.

Driver Training: To enhance the driver training program and provide more frequent training. Covering all aspects of the job of transit drivers. To first aid, CPR, defensive driver and passenger assistance training to name a few programs. Funding will be obtained through the City of Clinton budget process.

Dubuque In-Town Evening Service: Currently Keyline stops service by 6 P.M. Monday through Friday. Keyline wishes to extend the operating hours of the fixed route schedule until 9:45 P.M., Monday through Friday, fifty-two (52) weeks. The extended hours would offer improved quality of life for Keyline customers by offering transportation to community events that are in the evening along with transportation to and from employment.

Expanded hours and days of service: Currently Keyline begins service at 6 A.M. Monday through Friday. Keyline wishes to expand the operating hours of the fixed route schedule by offering service at 5:30 A.M. for all fixed route buses, Monday through Friday, fifty-two (52) weeks. This would offer transportation to employment for more than just first shift employees.

User Friendly Route and Schedule Information: The fixed route user guide and map design needs to be updated. Keyline needs to offer materials in multiple dialects as part of the limited English program.

Education, Marketing and Outreach of Available Service: Keyline needs funding to properly market the existing and expanded services. This can be accomplished through public meetings and presentations, utilization of the City's cable network (channel 8) and press releases.

Greater Geographical Coverage of Routes: Keyline needs to expand operational coverage to keep pace with the economic growth within the City limits of Dubuque. The creation of a West-end Tripper service is required so that transportation is available for new employment opportunities.

Shorter Headways: Currently Keyline operates on 45 to 60 minute headways (frequency). With the current frequency, round trips can take up to 4 hours to complete. The creation of a Downtown Shuttle Service is required so that citizens can get to and from their destinations in a timely manner.

Replacement of 35' heavy duty buses: Keyline needs to replace four Heavy duty buses that have passed their useful life. Keyline and the City of Dubuque would like to purchase buses with a Hybrid Diesel –electric and reduce the carbon emissions in Dubuque.

Replacement of Light duty buses: Keyline needs to replace eight (8) Light duty buses that have passed their useful life.

Connect Transportation Modalities in a Central Location: Keyline is in need of a Intermodal facility that would offer a centralized facility for Intracity public transit, County transit, Interstate transit, Rail and taxi cab services. The City of Dubuque has secured the funding for the Feasibility and Engineering Design for the Intermodal Facility and upon completion will seek funding for the construction of said facility.

Repair and Rehabilitation of Keyline Facility: The Keyline facility currently houses the administrative offices, 100 percent vehicle storage, and partial maintenance facility. The facility is over 100 years old and is in need of structural and cosmetic updating.

Improvements of Facility Security: The Keyline facility currently houses the administrative offices, 100 percent vehicle storage, and partial maintenance facility. The current security system is antiquated and does not meet the necessary needs of today's environment.

Increased service to University of Iowa Hospitals and Clinics: The Regional Transit Authority currently provides 3 trips per month to the U of I Clinics and Hospitals from consumers in all three counties. The Crescent Community Center has opened recently and provides limited medical care to low income individuals and families. The center is also limited on procedures that they can provide at the clinic and relies on the University of Iowa Hospitals and Clinics for patient care. The opening of the center has directly resulted in an increase rate of referral for the Iowa City service. However, with three trips per month, the transit system is limited in its ability to balance efficiency of the service against convenience to the consumers. Often times the transit service requests passengers to cancel an appointment and reschedule on another day where there is a greater concentration of appointments in the earlier or latter part of the day. Depending on the type of appointment the consumer is making, this may not be in option. In some of those instances the bus travels to Iowa City with one or two passengers and consumes the better part of an 8 hour day or the service is either cancelled entirely. By having a 4th route to Iowa City, the transit system could have greater flexibility to create efficiencies without compromising the convenience or the medical care for the consumer and would also be able to increase capacity to accommodate the increase in demand.

User friendly route and schedule information: As the Regional Transit Authority service trends towards client centered services, the complexity of the funding, availability and eligibility of services has grown exponentially. Unlike a fixed route operator, the regional systems rely on a wide variety of funding sources in addition to passenger fares and they constitute the majority of the transit systems

revenue. It is complex enough to explain to passengers what services are available to them in their community, but even more complicated to explain payment and eligibility to various funding programs (Medicaid, Medicare, Title XIX, Elderly Waiver, MR-Waiver, BI-Waiver). A more sophisticated interactive website would reduce the confusion and the limited time the dispatchers have steering consumers through this complex web of funding. Also, because the system is operating in a wide variety of communities, it is necessary to have community-specific route information to reduce consumer confusion. Previous attempts to put all route information into a single website or brochure have not been effective so more printed materials, more local advertising and a more interactive website are necessary to make the route and schedule information user friendly.

Increased capacity on 1st shift Dubuque in-town shelter workshop routes: The Regional Transit Authority currently dedicates 5 daily routes to Area Residential Care, the largest organization representing persons with disabilities in Dubuque and Dubuque County. ARC has indicated that they are finding it increasingly difficult to operate their own fleet of equipment with the costs of maintenance and the limits of staff availability to drive. ARC has indicated they would more than double our current level of service to their program if the RTA could accommodate their request. The shifts typically operate for two hours in the AM and two hours in the PM and are all operating at the same time. To expand the service to another 5 or more routes would require another 5 buses. JARC or New Freedoms funding to support the first 2 years of operating expenses.

Increased capacity on 2nd shift Dubuque in-town service for disabled passengers: The Regional Transit Authority currently provides limited evening transportation for Area Residential Care, the largest organization representing persons with disabilities in Dubuque and Dubuque County and for Goodwill Industries. As consumers have become aware of the second shift service, especially because it is accessible and operated by the RTA, the number of requests have grown beyond the original schedules set up for ARC. We have also been requested by a newly elected legislator Chuck Eisenhart to communicate with the local Substance Abuse Services and the Correctional Services to coordinate service for consumers who are unable to drive due to legal restrictions. The local cab services are not eligible providers for waiver reimbursement and their fares often exceed the consumer's ability to afford the transportation. The RTA has not advertised or promoted a second shift route due to the lack of funds to support the service as private paid fares cannot offset the costs. At the current rate of growth with the disabled community, it will become necessary soon to add another bus onto the service at night to cover the territory and schedules requested. Any additional growth for consumers with legal restrictions on driving or for general public employment transportation will require additional subsidy.

Increased frequency on existing intercity routes: As part of the Regional Transit Authorities efforts to make the public transit service more accessible and affordable, the RTA requested and received New Freedoms funds to design regular route services connecting smaller communities with larger communities that could provide essential services such as medical, retail, etc. due to the limited funding and the consumers limited ability to pay the fares, most routes serve the smaller communities no more than twice a month and some only once a month. Especially with the demand for dialysis treatment, and the limited outlets for treatment in Delaware, Dubuque and Jackson counties, increased frequency on these types of routes is the most cost efficient solution to the demand. Volunteer driver services that supplement the route service are not accessible vehicles and are not the most efficient method of scheduling transportation, so increased frequency on existing intercity routes is necessary.

Dubuque and Asbury school shuttle service: the Regional Transit Authority currently provides a shuttle service from the town of Asbury to Eleanor Roosevelt Middle School so that students do not need to walk on streets without sidewalks or cross a four lane arterial highway 32. This service has been very successful since inception and has been served using an old school bus for capacity. This bus is more than 20 years old and should be taken out of service and replaced with two light duty buses. However, two light duty buses are more expensive to operate than the single school bus so greater utilization is necessary. While the RTA has been gradually reducing its in-town Dubuque daycare service due to budget constraints, there continues to be a demand for the service. If funding could be secured, the ridership demand for in-town Dubuque daycare service could supplement the expansion of equipment accommodating the Asbury shuttle, making it necessary to secure another bus and additional revenue to support the service.

Accessible Cab Service: In the past year, A-OK Yellow Cab went out of business, and the only accessible cab service ended. The smaller taxi operators that have come along do not have accessible equipment nor the resources to acquire same. There have been discussions between the RTA and the local taxi services over contracting with the RTA and leasing accessible equipment, but insurance requirements have been a stumbling block for lease options. The Regional Transit Authority operates limited service Monday through Sunday till 10:00 P.M. at night but there remains a gap from 10:00 P.M. to 6:00 A.M. Monday through Friday and from 10:00 P.M. to 8:00 P.M. Friday to Saturday and from Saturday to Sunday with accessible cab services.

Medium Service Priorities

Route between Dubuque and Peosta: Under a grant from the Iowa Clean Air Attainment Program, the RTA has been providing daily shuttle service from the downtown campus of the Northeast Iowa Community College (NICC) to their Peosta Campus. While the service has seen steady ridership, the amount of ridership has not grown to the levels necessary to make the service self-supporting without the ICAAP grant. For the 2009-2010 school year, NICC is considering funding the service, but even with the proposed funding the service will need to be cut in half and fares raised to \$1.50 per one-way ride. With IBM opening their offices in Dubuque and having training at the community college as part of their business plan, the continuation of this service is essential.

Education, marketing, and outreach of available services: Under the new management of the East Central Intergovernmental Association, the RTA has received more support and assistance with promotion and outreach than the service ever experienced under previous management. However, even with the thousands of dollars spent in radio, print and brochure ads there still remains a large part of the population in the 3 county service area who do not know what the RTA services can mean to them or someone in their family. As stated in the top priority category, user-friendly route and schedule information would be very useful in expanding the general public's knowledge of the RTA services, and increased education, marketing and outreach using those user-friendly tools would greatly enhance the communities understanding of the benefits and opportunities the RTA has to offer.

Dyersville to Dubuque: The Regional Transit Authority provides daily service between Dyersville and Dubuque with a transfer in Farley to transport Head Start Children and disabled adults. This service is at capacity and cannot accommodate more general public ridership in its current form. The RTA also provides a once-a-month shuttle from Dyersville to Dubuque for Dyersville residents and any residents interested in the service along Highway 20 between Dyersville and Dubuque, and has received numerous requests to expand the service especially due to increased need for dialysis transportation. By dividing the current daily route and adding an additional vehicles

and marketing employment transportation, the RTA could have the capacity to provide daily service between Dyersville and Dubuque but would require some additional funding and another bus to accommodate this expansion, accomodating these expansions with JARC and New Freedom funds.

Cities in northern Dubuque County to the city of Dubuque: Most of the Regional Transit Authority service is connected to the main highways of US 20, US 61 & US 151. The communities in northern Iowa are not directly on US 52 (the largest highway in that portion of the county) and are located on secondary roads or smaller. The largest populated areas in Delaware, Dubuque and Jackson counties are located along US, 20, 61 & 151 so service along those routes has a greater ability to serve more consumers. However, with the increase demand for dialysis treatment and that the nearest dialysis treatment center is in the city of Dubuque, the need for accessible equipment on a regular basis (3 times per week) is greater than the means to fund the service. Limited volunteer driver service has accommodated some of the ambulatory passengers, but demand for regular accessible equipment is growing. It will be necessary to create a regular weekly route at 3 trips per week to accommodate dialysis patients with an accessible bus.

Bellevue to Dubuque: Since redesigning the Regional Transit Authority services under the management of East Central Intergovernmental Association and establishing regular route services under New Freedoms grants, the RTA still has seen little interest in consumers accessing the regular route service in favor of setting up rides using the volunteer driver program. Effective April 1, 2009 a new policy approved by the RTA will strictly prohibit access to the volunteer driver service on ride requests that could be accommodated on the regular route. However, additional public awareness in the service would be beneficial. In addition, IBM has indicated an interest in transportation service from Bellevue to Dubuque for their future workforce with their opening of their office in Dubuque so the route needs to continue to be made available and be made more visible in the Bellevue community using JARC and New Freedom funds.

Maquoketa to Dubuque: Since redesigning the Regional Transit Authority services under the management of East Central Intergovernmental Association and establishing regular route services under New Freedoms grants, the RTA still has seen little interest in consumers accessing the regular route service in favor of setting up rides using the volunteer driver program. Effective April 1, 2009 a new policy approved by the RTA will strictly prohibit access to the volunteer driver service on ride requests that could be accommodated on the regular route. However, additional public awareness in the service would be beneficial. In addition, IBM has indicated an interest in transportation service from Maquoketa to Dubuque for their future workforce with their opening of their office in Dubuque so the route needs to continue to be made available and be made more visible in the Maquoketa community using JARC and New Freedom funds.

Manchester to Cedar Rapids (Saturday): Since redesigning the Regional Transit Authority services under the management of East Central Intergovernmental Association the RTA has seen limited success with the addition of a monthly weekday route from Manchester to Cedar Rapids. It is believed that increased marketing and advertising would produce greater interest and utilization of the service. It was also believed that offering a weekend service might attract more interest from consumers for recreational, social and retail interests.

Bellevue to Points in Jackson County: Since redesigning the Regional Transit Authority services under the management of East Central Intergovernmental Association and establishing regular route services under New Freedoms grants, the RTA still has seen little interest in consumers accessing the regular route service in favor of setting up rides using the volunteer driver program. Effective

April 1, 2009 a new policy approved by the RTA will strictly prohibit access to the volunteer driver service on ride requests that could be accommodated on the regular route. However, additional public awareness in the service would be beneficial. In addition, IBM has indicated an interest in transportation service from Bellevue to Dubuque for their future workforce with their opening of their office in Dubuque so the route needs to continue to be made available and be made more visible in the Bellevue community using JARC and New Freedom funds.

Low Service Priorities

Dundee to Manchester: In the town of Dundee there is a group home service adults with mental illness who wish to have access to employment and recreational/social services within the town of Manchester. Although the passengers are ambulatory, it is preferred to accommodate the service on an existing RTA route for efficiency. If the service could attract more than the two to three riders interested in the service it is possible that the RTA could make a route adjustment to add Dundee to an existing route. In the absence of more ridership, the RTA may need to rely on some additional subsidy to get the service started with marketing/advertising and general operating assistance.

Bellevue in-town 1st shift: The Regional Transit Authority currently leases a low floor minivan to the city of Bellevue who then operates the dial-a-ride service with local volunteers screened and approved by the RTA. The capacity of the minivan is very limited and local daycares, nursing homes and schools have needs for group transportation that far exceed the capabilities of the minivan. The cost of setting up a charter service is often prohibitive and is not necessarily desired by the transit system due to the charter regulations. However, by replacing the current volunteer service with an RTA operated accessible bus, the needs of both the dial-a-ride users, nursing homes, daycares and schools could be accommodated.

Increased capacity on Maquoketa in-town route: The Regional Transit Authority provides in-town dial-a-ride service to the town of Maquoketa Monday through Friday. One bus is dedicated to the service and two others are called in after they complete their sheltered workshop routes as needed. With the increase in medical appointments and dialysis, consumers are often turned down for ride requests less than 24 hours in advance. As the only transit service in their community, it would be desirable to have the capacity to expand beyond current capacities as needed to accommodate spikes in demand or unplanned but urgent medical transportation requests that are currently forced into the system but cause numerous delays and customer complaints. Increased capacity on the in-town route as needed would elevate this problem. Current service supported with JARC funding will need to continue to maintain existing capacity.

Bellevue school shuttle: The Regional Transit Authority currently leases a low floor minivan to the city of Bellevue who then operates the dial-a-ride service with local volunteers screened and approved by the RTA. The capacity of the minivan is very limited and local daycares and nursing homes and public school have needs for group transportation that far exceeds the capabilities of the minivan. The cost of setting up a charter service is often prohibitive and is not necessarily desired by the transit system due to the charter regulations. However, by replacing the current volunteer service with an RTA operated accessible bus, the needs of the dial-a-ride users and the nursing homes, daycares and schools could be accommodated.

Manchester in-town evening service: Local mental health professionals have created an evening drop-in service that has relied on volunteers to transport residents from group homes to the programs as needed. Some residents are forced to walk at night a great distance

and in inclement weather to attend the drop-in service. Because the demand for the service is unpredictable and evening service does not exist for any other program, start up funds would be necessary to get a viable evening service started.

Edgewood to Manchester: The convalescent home in Edgewood frequently has consumers who require doctor's appointments on short notice and have experienced difficulty forcing their service requests into the RTA's route schedules. To the extent the nursing home has the ability to plan ahead, it is the RTA's intent to train nursing home staff into grouping doctor's appointments into a time slot the RTA will dedicate to them on a weekly basis.

Table 1 Previously Identified Needs - Dubuque, Delaware and Jackson Counties

Service Needs and Projects for Dubuque, Delaware and Jackson Counties (Previously Identified 2009)					
Number	Service Need	Agency(s)	Project	Previously Identified	Status
1	Dyersville to Dubuque	Area Residential Care and Ellen Kennedy Living Center and Tri State Dialysis	Mon-Fri Round Trip	X	Service Implemented
2	Maquoketa to Dubuque	Mental Health America of Dubuque County & Tri State Dialysis	M-W-F Round Trip	X	New Freedoms Grant Approved
3	Dubuque In Town Evening Service	Goodwill Industries	8:30-9:30 Th-F-Sat One Way	X	Service Implemented
4	Manchester to Cedar Rapids Saturdays	Penn Center	Saturdays 12:00-5:00	X	Project terminated due to lack of interest
5	Manchester In Town Evening Service	Delaware County Advisor Committee	Mon-Sun Evening 6:30-10:30	X	Project still pending due to funding constraints
6	Dundee to Manchester	Dundee residents	8:00-5:00 Mon-Sat	X	Project still pending due to funding constraints
7	Dubuque In Town 1st Shift Service	Four Mounds and Hills and Dales and Area Residential Care	M-F Round Trip 7:30-6:00	X	Service Expanded on ARC routes
8	Dubuque to Peosta	NICC	M-F 7:30-5:30	X	Service Implemented
9	Bellevue to Dubuque	Senior Center	1X Per Week Round Trip 9:30-1:30	X	Service Implemented
10	Bellevue to Jackson County	Senior Center	1X Per Month Round Trip 9:30-1:30	X	Project still pending due to funding constraints
11	Cities Northern Dubuque County to Dubuque	Tri State Dialysis	M-W-F Round Trip 9:00-2:00	X	Project still pending due to funding constraints
12	Bellevue In-Town First Shift	Mill Valley Nursing Home and Senior Center	M-F 8:00-4:00 Round Trip	X	Service Implemented

Service Needs and Projects for Dubuque, Delaware and Jackson Counties (Previously Identified 2009)

Number	Service Need	Agency(s)	Project	Previously Identified	Status
13	Points in Dubuque, Delaware and Jackson County to Iowa City Hospitals	Visiting Nurses Association	4X Per Month Round Trip 6:00-6:00	X	Service expanded to 3X per month
14	Maquoketa In Town Service	Senior Center	Evening and Weekends 2X Per Month	X	Project still pending due to funding constraints
15	Education Marketing and Outreach of Available Services	Consensus of all PTDP stakeholders	Newspaper, Radio Community Access Programming, Brochures and Presentations	X	Newspaper, Radio Community Access Programming, Brochures and Presentations - Ongoing
16	User Friendly Route and Schedule Information	Consensus of all PTDP stakeholders	Post route/schedule information on website	X	Project Completed: All route schedule information posted on RTA website and a Pocked Ride Guide was developed and sent out
17	Increased Frequency of existing Intercity Routes	Tri State Dialysis scenic Valley Area Agency on Aging	Market service to employers & fund with JARC funding, NF funding	X	Project still pending due to funding constraints
18	Increased Capacity on Dubuque In-Town Routes	Area Residence Care	Market service to employers & fund with JARC funding, NF funding	X	Fleet operating at capacity
19	Increased Capacity on Maquoketa In-Town Routes	Scenic Valley Area Agency on Aging (DAC)	Market service to employers & fund with JARC funding, NF funding	X	Fleet operating at capacity
20	School Shuttle Service Dubuque and Asbury	Eleanor Roosevelt Middle School	Create neighborhood route in Asbury	X	Service Implemented
21	School Shuttle Service Bellevue	Bellevue community	contract with Bellevue community schools	X	Service terminated due to cancellation of contract with Bellevue Community Schools due to budget constraints
22	Accessible Cab Service	Region 8 RTA		X	Project still pending

Service Needs and Projects for Dubuque, Delaware and Jackson Counties (Previously Identified 2009)

Number	Service Need	Agency(s)	Project	Previously Identified	Status
23	Continuation funding of State Transit Assistance	Region 8 RTA	Operating Assistance for Day-To-Day Operation	X	Grant Received
24	Continuation funding of Federal Operating Assistance	Region 8 RTA	Operating Assistance for Day-To-Day Operation	X	Grant Received
25	Continuation funding of Job Access Reverse Commute	Region 8 RTA	Operating Assistance for Continuation of Previously Funded Project	X	Grant Approved
26	Continuation funding of New Freedoms	Region 8 RTA	Operating Assistance for Continuation of Previously Funded Project	X	Grant Approved
27	Continuation funding of STA Special Projects	Region 8 RTA	Service Expansions Identified in PTDP	X	Service Expansions Identified in PTDP
28	Medicaid	Region 8 RTA	Operating Assistance for Day-To-Day Operation	X	Operating Assistance for Day-To-Day Operation to transport eligible passengers - ongoing
29	(4) Wheelchair Capacity Buses for Dialysis	Region 8 RTA	Purchase Buses with (4) Wheelchair Capacity	X	Project completed four (4) to be delivered with (4) wheelchair positions
30	Low Floor Accessible Minivan	Region 8 RTA	Purchase Low Floor Accessible Minivan	X	Project completed (2) used vehicles purchased
31	16+ Passenger Accessible Buses	Region 8 RTA	Purchase Accessible Buses with 16+ Passenger capacity	X	Completed

Service Needs and Projects for Dubuque, Delaware and Jackson Counties (Previously Identified 2009)

Number	Service Need	Agency(s)	Project	Previously Identified	Status
32	Maintenance Equipment	Region 8 RTA	Purchase Maintenance Equipment capable of providing Transit System with In-House Maintenance Capacity	X	Project pending consideration under FY 10 Appropriations
33	Portable Bus Wash Equipment	Region 8 RTA	Purchase Portable Bus Wash Equipment	X	Project pending consideration under FY 10 Appropriations
34	Bus Storage Facility Dyersville	Region 8 RTA	Purchase Land and Construct Bus Storage Facility	X	Project still pending due to local funding constraint
35	Bus Storage Facility Manchester	Region 8 RTA	Purchase Land and Construct Bus Storage Facility	X	Project completed New facility construction with local contractor; space leased by RTA
36	Electronic Fareboxes	Region 8 RTA	Purchase Electronic Fareboxes	X	Project dropped
37	Driver Training First Aid/CPR Defensive Driving, Sensitivity, Passenger Assistance	Region 8 RTA	Schedule Driver Training First Aid/CPR Defensive Driving, Sensitivity, Passenger Assistance	X	On Going

City of Dubuque Previously Identified Needs

Table 2 shows the entire listing of previous needs identified for Keyline Transit. The first column displays the service need, the second column displays the agency that identified the need, the third column details the service, and the fourth column displays whether or not the need was identified previously. The status column was completed by the Keyline transit director, describing where the project is as of 2009. The public was able to prioritize these needs through an online survey developed by an ECIA staff member. This allowed community members to complete the survey on their own time and to maintain confidentiality. With that survey, transit directors were able to see what the community thought were the highest priorities and the lowest priorities.

Table 2 Previously Identified Needs - City of Dubuque

Service Projects and Needs for the City of Dubuque and East Dubuque (Previously Identified 2009)					
Number	Service Need	Agency(s)	Project	Previously Identified	Status
1	Expanded hours and days of service	PTDP Stakeholders	Evening, Weekend (Sunday), Holiday Service	X	Transit Study in progress to examine need and options to meet need
2	Equalize AM and PM Pullouts	KeyLine Transit/Drivers	Adjust pullout schedules to deploy service equally throughout the city	X	Transit Study in progress to examine need and options to meet need
3	Reduce ride times on routes	PTDP Stakeholders	Shorten routes or add additional buses to existing routes	X	Transit Study in progress to examine need and options to meet need
4	Knowledge of routes, schedules and service options to consumers	PTDP Stakeholders	Implement Marketing Plan	X	Marketing Plan scheduled for FY 2010
5	Greater geographic coverage of routes	PTDP Stakeholders	Downtown Work Shuttle, Keywest, West End Expansion, County Fairgrounds, Cedar Cross Road, Dubuque Arboretum	X	Transit Study in progress to examine need and options to meet need
6	Greater Accessibility to Service	PTDP Stakeholders	Shorten wait times, adjust route pickup times, increase number of bus stops	X	Transit Study in progress to examine need and options to meet need
7	More affordable Service	PTDP Stakeholders	Reduce or eliminate fares	X	Pilot project with Middle School implemented to eliminate fares for students
8	Passenger Rail Service Between Chicago and Dubuque	City of Dubuque	Passenger Rail Service Between Dubuque and Chicago	X	Interest groups still meeting and efforts to lobby state/federal

Service Projects and Needs for the City of Dubuque and East Dubuque (Previously Identified 2009)

Number	Service Need	Agency(s)	Project	Previously Identified	Status
9	Staff support to assist in coordination of service	KeyLine Transit & PTDP stakeholders	Mobility Manager Position	X	No current funding available
10	Bus Replacements	KeyLine Transit	Replace 22' MD buses	X	No federal funding available to fund 83% federal share
11	Improve customer fare collection system	KeyLine Transit	Electronic fareboxes	X	No federal funding available to fund 80% federal share
12	Improve security on buses	KeyLine Transit	Install security systems on buses	X	Security cameras being installed as funding is available
13	Improve fleet dispatch efficiency	KeyLine Transit	Install GPS and MDT systems	X	GPS installations ongoing as funding is available
14	Rehabilitate existing in-ground maintenance pits	KeyLine Transit	Rehabilitate existing in-ground maintenance pits	X	No federal funding available to fund 80% federal share
15	Improve facility security	KeyLine Transit	Upgrade existing security system	X	No federal funding available to fund 80% federal share
16	Repair and rehabilitate transit facility interior	KeyLine Transit	Repair and rehabilitate transit facility interior	X	No federal funding available to fund 80% federal share
17	Connect various transportation modalities in central location	City of Dubuque	Downtown Intermodal Facility	X	No federal funding available to fund 80% federal share
18	State Transit Assistance	KeyLine Transit	Operating Assistance for Day-To-Day Operation		Annual formula allocation
19	New Freedoms	KeyLine Transit	Operating Assistance for Day-To-Day Operation		New Freedoms

Service Projects and Needs for the City of Dubuque and East Dubuque (Previously Identified 2009)

Number	Service Need	Agency(s)	Project	Previously Identified	Status
20	STA Special Projects	KeyLine Transit	Service Expansions Identified in PTDP	Yes	Competitive grant
21	ICAAP Funding	KeyLine Transit	Service Expansions Identified in PTDP	Yes	Competitive grant

City of Clinton Previously Identified Needs

Table 3 shows the entire list of previous needs identified for Clinton MTA. The first column displays the service need, the second column displays the agency that identified the need, the third column details the service, and the fourth column displays whether or not the need was identified previously. The status column was completed by the Clinton MTA director, describing where the project is as of 2009. The public was able to prioritize these needs through an online survey developed by an ECIA staff member. This allowed community members to complete the survey on their own time and to maintain confidentiality. With that survey, transit directors were able to see what the community thought were the highest priorities and the lowest priorities.

Table 3 Previously Identified Needs - City of Clinton

Service Needs and Projects for the City of Clinton (Previously Identified 2009)					
Number	Service Need	Agency(s)	Project	Previously Identified	Status
1	Expanded Hours and Days of Service	Residents of Clinton and Camanche	Evening Service to midnight/Weekend Service/Holiday Service	X	Will discuss with City Council during budget process
2	Camanche - Fulton Route	Residents in Camanche, Clinton and Fulton	Extend existing routes to connect them with the cities of Camanche and Fulton	X	Will discuss with City Council during budget process
3	Expanded Routes	Residents of Clinton	Expand existing routes within the City of Clinton	X	Will discuss with City Council during budget process
4	Review Administrative Support Level	Clinton MTA	Expand Administrative Staff	X	Administration position was added and then lost due to reorganization
5	Increase Maintenance Support	Clinton MTA	Expand Maintenance Staff	X	Will discuss with City Council during budget process
6	Existing Fleet Operating Beyond Useful Life	Clinton MTA	Provide for more timely bus replacement with increased funding to Iowa Transit	X	(5) HD buses ordered through Federal Stimulus allocation
7	Maintenance Shop Heater Operating Beyond Useful Life	Clinton MTA	Purchase replacement shop heaters	X	will program replacing during budgeting process
8	Concrete floor in shop in need of repair	Clinton MTA	Repair shop floor concrete	X	will program replacing during budgeting process

Service Needs and Projects for the City of Clinton (Previously Identified 2009)

Number	Service Need	Agency(s)	Project	Previously Identified	Status
9	Maintenance Shop Garage Doors operating beyond useful life	Clinton MTA	Replace Maintenance shop doors	X	Will program replacing during budgeting process
10	Review routes - Camanche Ave.	Residents in Clinton, Clinton MTA	Review main routes due to road travel patterns changed due to construction		Will be discussed and budgeted with City Council during budget process
11	Public not fully aware of available services	Residents and Clinton MTA	Increase education, marketing and outreach of available service		Will increase budget amounts if City Council approves
12	Driving staff in need of training	Clinton MTA	Increase training on first Aid/CPR, Defensive Driving & Passenger Assistance		Ongoing as new drivers are hired
13	State Transit Assistance	Clinton MTA	Operating Assistance for Day-To-Day Operation	X	Annual formula allocation
14	Federal Operating Assistance	Clinton MTA	Operating Assistance for Day-To-Day Operation	X	Annual formula allocation
15	Job Access Reverse Commute	Clinton MTA	Operating Assistance for Day-To-Day Operation	X	Job Access Reverse Commute
16	New Freedoms	Clinton MTA	Operating Assistance for Day-To-Day Operation	X	New Freedoms
17	STA Special Projects	Clinton MTA	Service Expansions Identified in PTDP	X	Competitive grant
18	ICAAP Funding	Clinton MTA	Service Expansions Identified in PTDP	X	Competitive grant

2. Review Status of Previously Recommended Projects

See Tables 1 through 3 for previous status. The chart displays each provider, along with the projects and the status as of 2010.

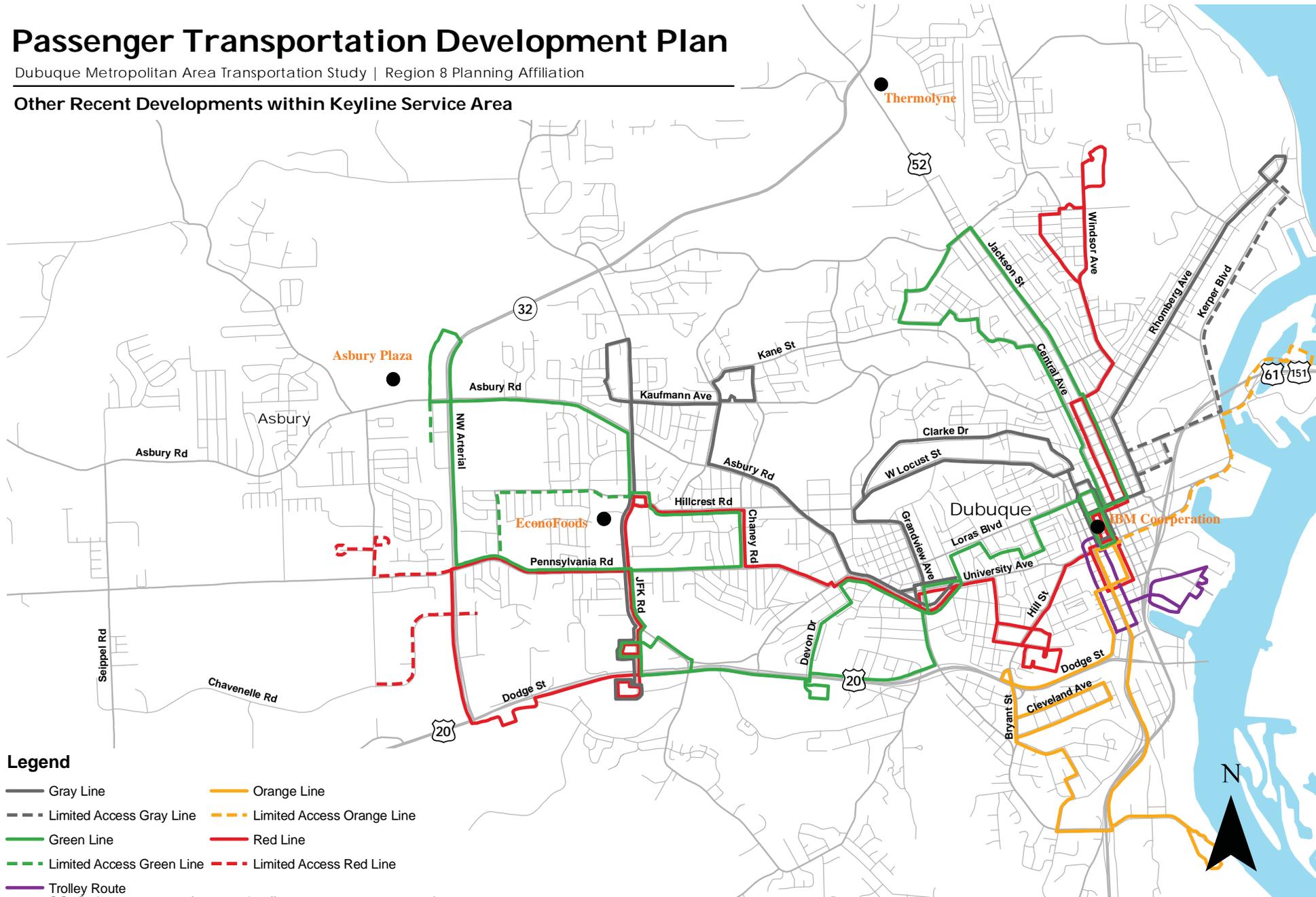
3. Other Recent Developments

- The City of Dubuque contracted with LSC Transportation Consultants, Inc. to complete an Operational Analysis of Keyline Transit. This study focused on the determining needs for future expansion; identifying efficiencies in providing both current and future services; and providing recommendations on system improvement. The study also includes an ICAPP grant for approval to implement a medical loop in the city of Dubuque for the convenience of its residents. The study will start in phases beginning its first year.
- The state of Iowa has just approved \$235,000 earmark for an intermodal location study and preliminary engineering for an Amtrak train from Chicago to Dubuque and possibly other cities in the area. \$4,300,000 in federal funding has also been earmarked for an Iowa station location study and preliminary engineering.
- International Business Machines (IBM) just recently located in downtown Dubuque. Because the employee parking for IBM exceeded city capacity, remote parking was arranged in the Port of Dubuque and KeyLine Transit created a route extension into the Port to accommodate. Future plans for additional IBM employees include a variety of downtown housing locations that would require KeyLine to realign their schedules and routes to accommodate commuters. Those commuters schedules would require KeyLine to develop routes that end at later times than currently scheduled.
- The West End of Dubuque, known as Asbury, originally was a small subdivision but has now grown into a booming little town. Today, the area continues to expand at a rapid pace, with new subdivisions and shopping centers stretching out for miles from the city's downtown. The West End is generally considered to include all of the suburban-style growth west of North Grandview Avenue, the University of Dubuque, and the Valentine Park neighborhood. The area is home to a wide variety of mostly middle-class neighborhoods and city parks, but also includes many of the city's largest schools, industrial parks, and all of its large shopping centers. The expansion of the area has also led to rapid growth in suburban Asbury and exurban Peosta, Iowa, both of which adjoin the West Side.
- The Dubuque Driver License Station was located on the West end of Dubuque, relocated to 2460 Gateway Drive in Key West, in a small strip mall near the intersection of U.S. 151/61 and U.S. 52. It is now close in proximity to the Iowa Department of Transportation maintenance garage, also in Key West. This location is now on the South side of Dubuque off the Highway which makes it very difficult for residents without transportation to access.
- Barnstead and Thermolyne in downtown Dubuque plans to close operations as of October 2010. Many employees drove to work, however now there may be a change in mass transportation as employees may utilize the buses for financial reasons. Dislocated workers will be looking for another job and relying on mass transit for their needs. This will affect downtown transportation and a portion of the Dubuque population.

Passenger Transportation Development Plan

Dubuque Metropolitan Area Transportation Study | Region 8 Planning Affiliation

Other Recent Developments within Keyline Service Area



3. Other Recent Developments Continued

- EconoFoods Grocery Store on the West end of Dubuque plans to close operations as of December 30th, 2009. This will not only leave a lot of employees out of a job, but many consumers scrambling to find transportation to a new grocery store in town. Area Residential Care purchased a building close to EconoFoods so that they could walk to the store for groceries. Now, residents will need transportation to and from the nearest grocery store location. This will in turn affect the nearby residents and the mass transit system operators.
- Archer Daniels Midland (ADM) has recently expanded their operation, by removing old homes in the city of Clinton and building a larger plant. This creates a change in the area, and a booming job market. With this recent development, Clinton MTA will re-route the South Clinton Line and offer an alternative route within the City. This development offers more employment options in Clinton and may have an increase in ridership with Clinton MTA based on the amount of employees needing transportation.
- Camanche Avenue, and Liberty Square in the City of Clinton is currently under construction. This highway is the main line through Clinton. When construction is completed, Clinton MTA will have opportunities to re-route into the residential areas of Clinton. This may increase ridership and accessibility for more people in the community.

4. Current Service Needs (This is a general assessment and not limited to projects currently being proposed by one of the providers.)

Determining Need: Public Input

Public input meetings were held in 2009 for all four counties (Dubuque, Delaware, Jackson, and Clinton). These meetings were presented as an opportunity for the public to discuss the current transit system in their area and provide feedback on how to make the system smooth for consumers. The public was very vocal with their concerns and needs, past and present. The meetings for this year were held as followed:

1. Tuesday October 13th, 2009 at Scenic Valley Agency on Aging in Jackson County
2. Tuesday October 13th 2009 at the Erickson Center in Clinton County
3. Tuesday October 20th, 2009 at the Manchester Public Library in Delaware County
4. Tuesday October 20th, 2009 at the Carnegie Stout Public Library in Dubuque County

Meetings were held in each county to reach as many consumers, human service providers and any other interested members of the community as possible. Muffins, cookies and refreshments were offered to increase participation, and a PowerPoint slide show was presented to introduce participants to the PTP process. In an effort to create a lot of publicity, we posted fliers in each community within some highly trafficked areas, made commercials on all four radio stations in the area, did a news cast with KCRG Channel 9 on the topic which covered all four counties, and raffled off an iPod shuffle for anyone who participated in this process (Please see Appendix Page 5 for a sample copy of the flier).

- **Transit Action Group (TAG)**

The TAG Group dissolved in 2007 due to lack of interest. However, the public input meetings were aggressively marketed to gain as much public feedback as possible. With the public input meetings, it was evident that the need to start up the TAG group again was crucial. This group started up again in December, and initiated with an entirely new focus and selection of members. With a new focus, and clear direction, it is hoped that this group would become permanent for the consumers, human service providers, transit providers, and the annual Passenger Transportation Plan document.

- **PTP Surveys**

Passenger Transportation Plan surveys were sent hard copy by mail and electronically to over 500 agencies and consumers for all four counties. Ninety two (92) surveys were completed and returned for the PTP process, this figure does not include those in attendance for the Public Input meetings. Those that completed the surveys included; human service providers, consumers, grocery stores, two colleges in town, one medical clinic, and two Central Point Coordinators (Please see Appendix Pages 1 through 4 for a copy of the surveys sent out).

Below is a list of needs, for each provider, that the **public** recommended during our PTP study:

Meeting the Need: Dubuque, Delaware and Jackson Counties (RTA):

- Expanded hours & days of service including; later afternoon service, evening service, weekend service, and holiday service - residents of Dubuque Delaware and Jackson County overwhelming requested this service. Many of them complained that they have asked for this for years and nothing has ever been changed. With the downslide in the economy, individuals who are unemployed, and do not have transportation are looking for employment during any shift. Many times, these individuals have to turn down job offers because they cannot work the hours requested, due to limited bus hours. If the Regional Transit Authority were to provide service throughout the evening hours, weekends and on holiday's residents would be able to search for employment through any employer at any shift. It is anticipated that this service would help the economy and employers searching for qualified applicants throughout all shifts.

Jackson County:

- Offer same day service or demand response – Developing Alternative Choices, and Crestridge requested this service as their needs are immediate and ongoing rather than predictable. Both agencies expressed the need for an immediate service as there are times when a consumer needs immediate medical attention. A service such as this could help consumers reach their basic medical needs.
- Add additional routes to Iowa City – Jackson County consumers requested additional routes to and from Iowa City so that there is flexibility in scheduling doctors' appointments. With increased routes, riders can schedule their necessary medical appointments around their doctor's schedule and their own schedule.
- Expand services within Jackson County- residents of Jackson County, particularly residents 65 and older requested this service. Jackson County does not have a taxi provider or an additional transit provider available. Therefore if residents needed transportation outside of RTA's services, nothing would be available to them. With expanded services, residents could get increase access to services and amenities.

Delaware County:

- Fixed route to Dundee – Unlimited Services in Manchester suggested this as they see individuals who live in Dundee, but cannot access employment in Manchester because of the lack of transportation. With a regular fixed route to and from Dundee and Manchester, residents could apply for more jobs and have access to additional services.
- Iowa City route on Fridays- Scenic Valley of Manchester requested an additional route to Iowa City so residents could have some flexibility when scheduling their medical appointments. With increased routes, riders can schedule their necessary medical appointments around their doctor's schedule and their own schedule.
- Add additional routes from Dyersville to Dubuque – residents of Dubuque and Delaware County requested additional routes from Dyersville to Dubuque to increase their access to medical services and employment opportunities. With increased routes, residents could access the City of Dubuque more often increasing many different opportunities.

- Expand services within Delaware county- residents of Delaware County, particularly residents 65 and older requested this service. Delaware County does not have a taxi provider or an additional transit provider available. Therefore if residents needed transportation outside of the Regional Transit Authority's services, nothing would be available to them. With expanded services, residents could get increase access to services and amenities.

Dubuque County:

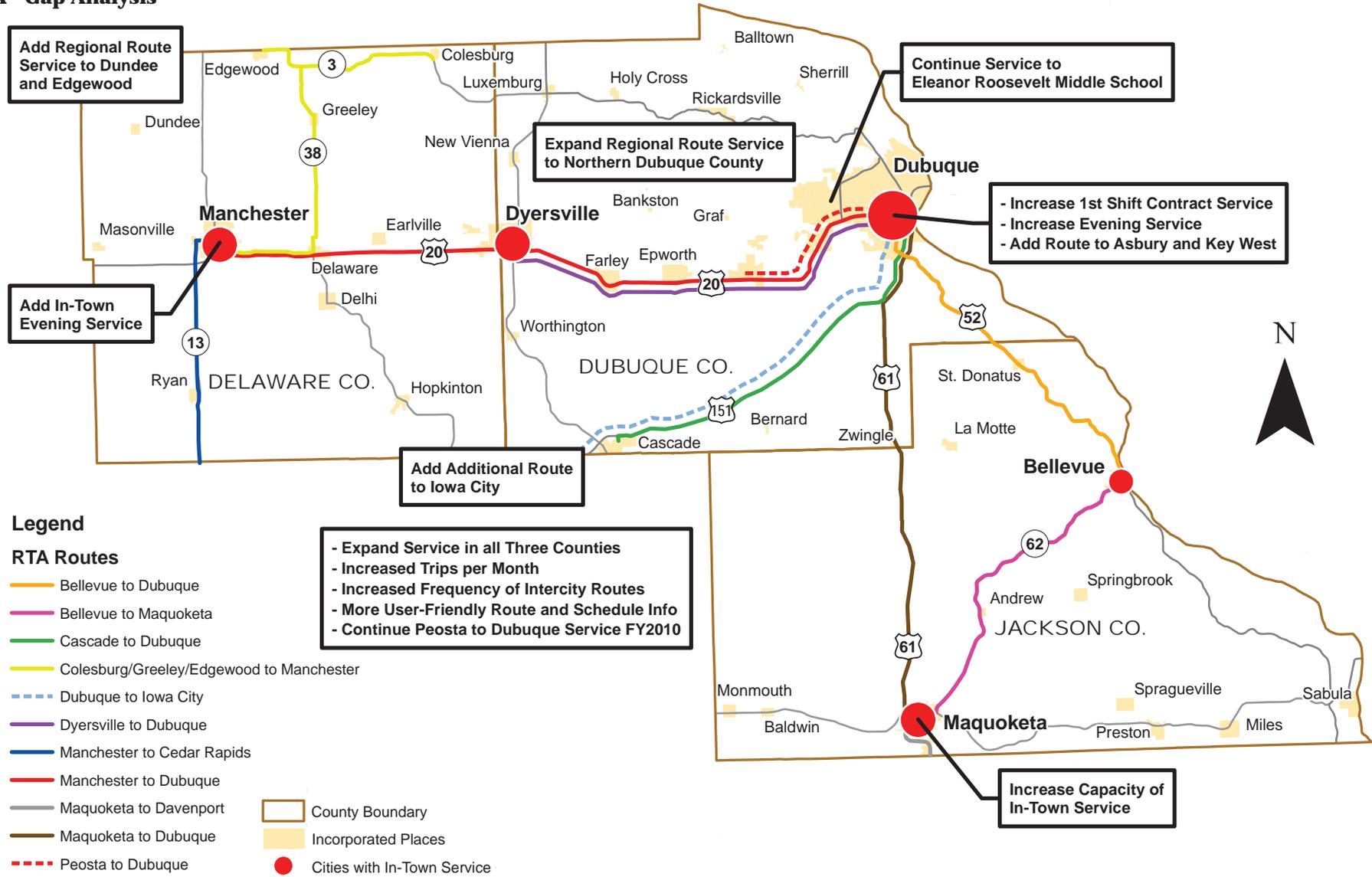
- Fixed route to West end neighborhoods – consumers of Keyline and the RTA asked for increase routes from the West End neighborhoods as businesses and neighborhoods are increasing rapidly. The West End is newly developed and many families are moving to the area. This area now has grown into many different subdivisions, and a large shopping outlet center. Increased routes would provide access to residents living in the West End area, and also provide access to residents living in the city of Dubuque to the West End area.
- Expand Services within Dubuque – residents of Dubuque and many human service providers requested this service as it would add to and compliment Keyline transit. The service could assist with residents who are not able to ride Keyline for a particular reason, but could still provide a quality transportation option.

RTA's strategies are concepts, not specifically designed projects. The concepts need to be further developed through ongoing discussions with the Human Service organizations. Also, the RTA service is not the same as fixed route such is the case with KeyLine and Clinton.

Passenger Transportation Development Plan

Dubuque Metropolitan Area Transportation Study | Region 8 Planning Affiliation

RTA - Gap Analysis



Map prepared March 2009 by ECIA

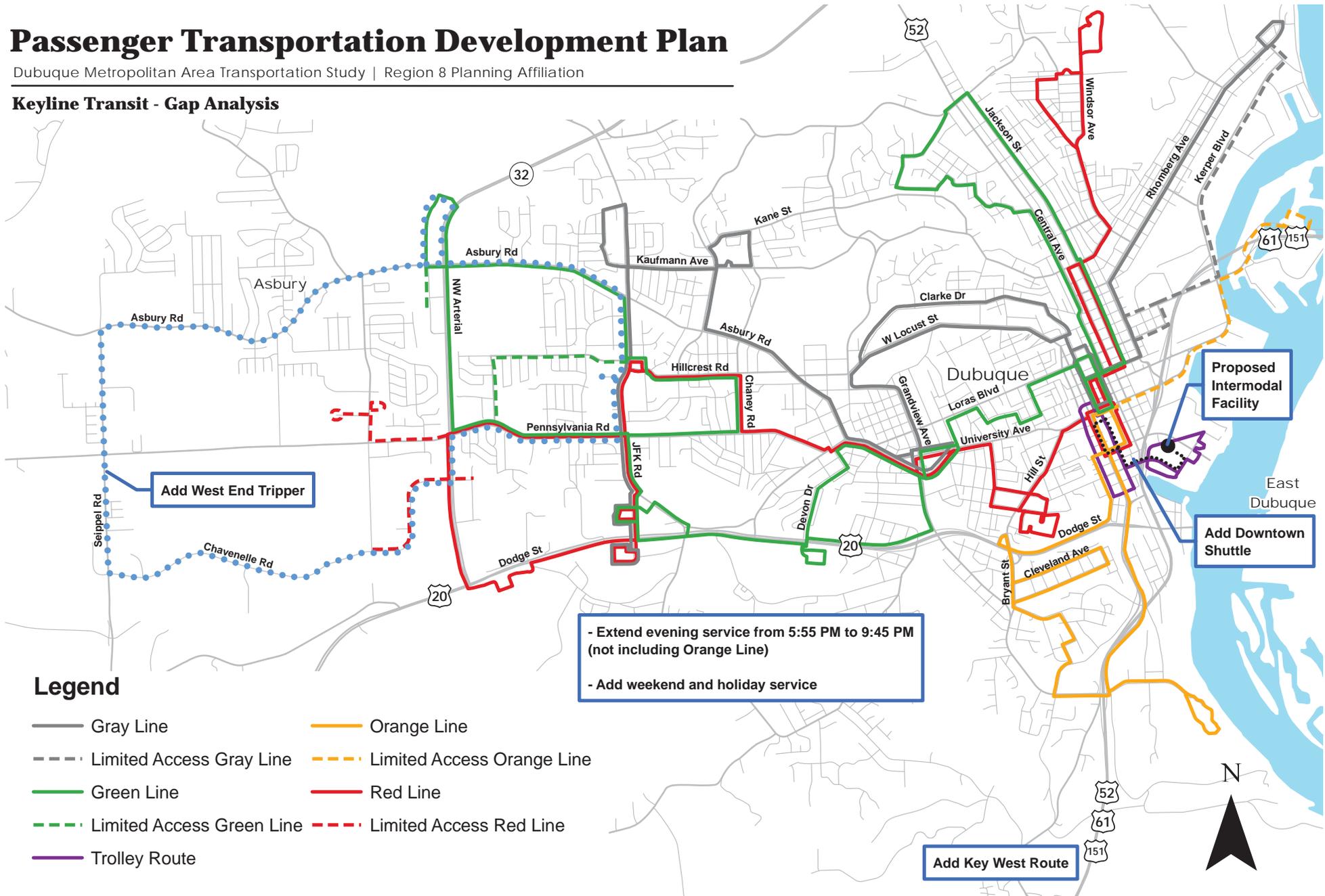
Meeting the Need: The City of Dubuque and East Dubuque, IL (Keyline Transit):

- Expanded Hours & Days of Service to include; evening service, weekend service, and holiday service – residents of Dubuque County overwhelming requested this service. Many of them complained that they have asked for this for years and nothing has ever been changed. With the downslide in the economy, individuals who are unemployed, and do not have transportation are looking for employment during any shift. Many times, these individuals have to turn down job offers because they cannot work the hours requested, because of the limited bus hours. If Keyline Transit were to provide service throughout the evening hours, weekends and on holiday's residents would be able to search for employment through any employer at any shift. It is anticipated that this service would help the economy and employers searching for qualified applicants throughout all shifts.
- Provide to a greater geographic area including; Key West, and West End – consumers and human service providers suggested an increase to these routes. Human service providers stated that since the Driver's License Bureau has moved to Key West, on the south side of Dubuque, many of their consumers are unable to get to the new location. Because it is a long distance from downtown Dubuque, and across a highly trafficked highway, residents are unable to walk. This will create a barrier for low income residents who need an identification card, or to obtain/renew their license. Many human service providers expressed concern as Iowa law mandates that they cannot provide transportation to their consumers, which in turn leads everyone relying on mass transit. A Keyline Transit consumer expressed a need for an increased route to the West End of Dubuque. With the expanding housing and commercial market in the West End, many residents need daily access.
- Expand services within the city- was initiated by a few consumer via the online survey for Keyline Transit. Consumers stated that if the buses were to expand within the downtown area, residents would have a greater access to organizations and services offered. This could also reduce wait times and the frequency of pick ups.
- Greater accessibility to service including; shorter wait times, better route pick-up times, increase number of bus stops and better service for those with disabilities- consumers, Hills and Dales, and Area Residential care suggested this project. Riders of Keyline Transit say that they could be sitting on the bus for over an hour to reach their destination. And if they are traveling to drop off an application to a prospective employer, they have to wait even longer for the next bus to come around again. This makes for a long day for riders, which in turn disrupts their productivity. Hills and Dales, and Area Residential Care suggested better services for those with disabilities because the bus service is limited and the cab service in town is not handicapped accessible. This leaves many individuals who are disabled with limited options and increased barriers.
- Affordability of Service including; decrease fares, or no fares at all – consumers of Keyline requested this change, as many of them are low income riders. Riders who need to ride the bus frequently throughout the day pay a significant amount of their income in fares. Consumers would like to see the service free or at a reduced cost in an effort to reduce their financial burden.
- Provide a passenger rail service between Chicago and Dubuque, which would create a daily Amtrak service back and forth to Chicago and Dubuque. This service would increase tourism and economic development. The rail service would offer Dubuque residents and quick trip to Chicago and would make Dubuque and easy place to visit.

Passenger Transportation Development Plan

Dubuque Metropolitan Area Transportation Study | Region 8 Planning Affiliation

Keyline Transit - Gap Analysis



Meeting the Need: The City of Clinton (Clinton MTA):

- Expanded Service Hours and Days, evening service, weekend service, holiday service – many residents, and participants involved in the public input requested this service. With the downslide in the economy, individuals who are unemployed, and do not have transportation are looking for employment during any shift. Many times, these individuals have to turn down job offers because they cannot work the hours requested. If Clinton MTA were to provide service throughout the evening hours, weekends and on holiday's residents would be able to search for employment through any employer at any shift. It is anticipated that this service would help the economy and the morale of the citizens.
- Re-route branch line to avoid unimproved roads – one resident who attended the public input meetings expressed concern about the buses running on unimproved roads. Her concern was that the bus was driving on these roads and creating more damage. She suggested making some changes to the route that would avoid these roads and also create more ridership, by traveling on roads that have higher traffic.
- Extend South Clinton Line for New Choices residents – Lutheran Social Services of Clinton suggested extending the South Clinton Line because the bus stop does not reach the New Choices facility. New Choices is a facility that provides services to children and adults with developmental and physical disabilities. Clinton MTA does not stop in front of their facility; therefore consumers walk from the bus stop to the front door which is approximately 4,000 feet. This can be dangerous for consumers and caregivers when walking in icy or stormy conditions.
- Add a route to and from Ashford University Campus – Clinton residents have been recently made aware that Ashford University plans to add another location to their campus in 2010. Residents may want access to all buildings on the Ashford Campus; therefore Iowa at Work and Lutheran Social Services of Iowa suggested preparing for this addition by adding an extra route. Advertising this as the building is under construction would help students who are enrolling or scheduling their classes.

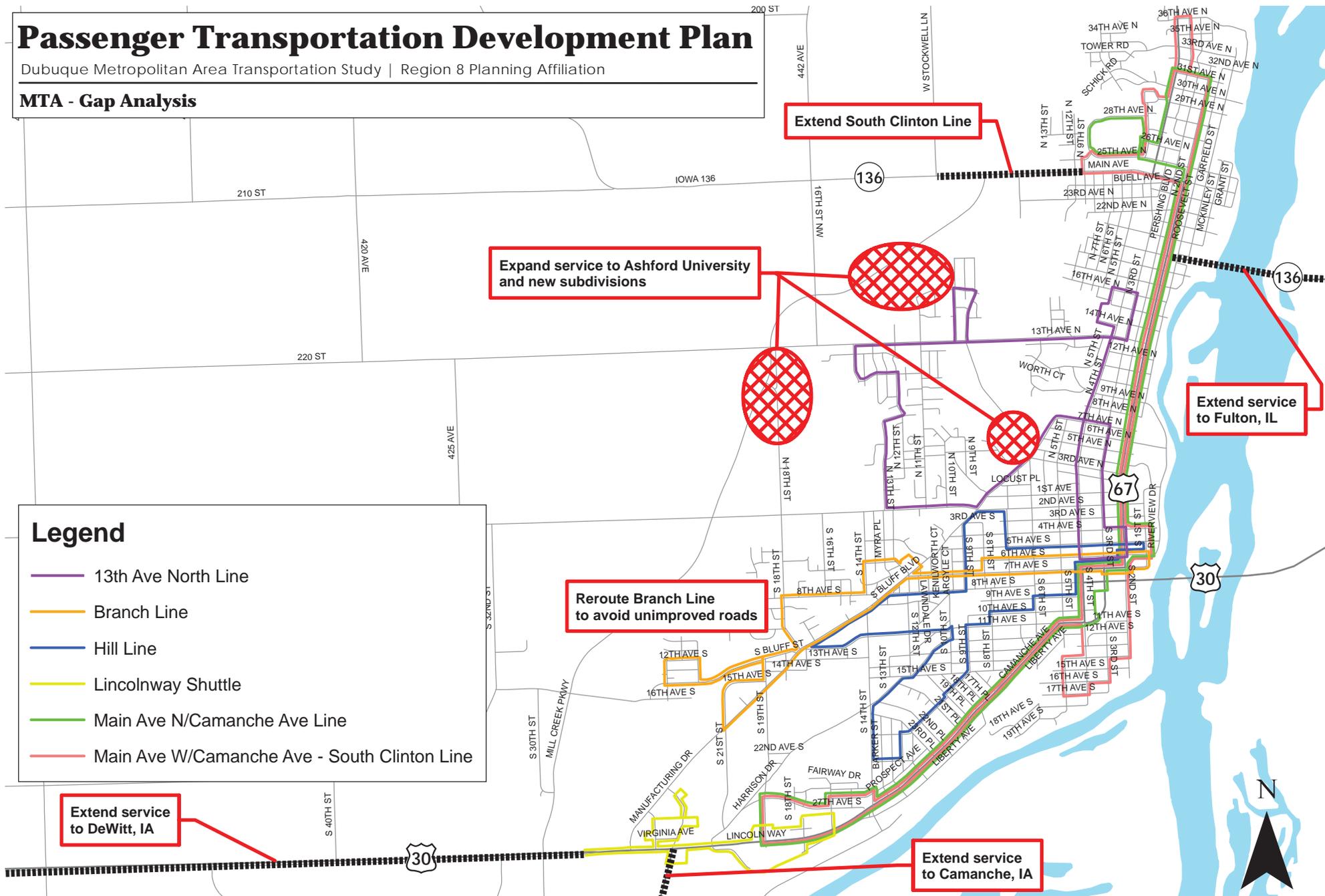
Clinton County (River Bend):

- Add a route from Clinton to Camanche – Lutheran Social Services suggested this route as she has consumers who frequently travel from Comanche to Clinton and vice versa. Comanche residents rely on Clinton for many needs including health care, grocery stores, banking, etc. This route would help residents access these valuable resources on a daily basis.
- Add a route from Clinton to DeWitt – Iowa at Work recommended this route as some of her clients, without transportation, would like to search for employment outside of the city of Clinton. This would increase her clients' job applications and job leads. With regular bus routes to and from Clinton to DeWitt, residents can increase their employment options.

Passenger Transportation Development Plan

Dubuque Metropolitan Area Transportation Study | Region 8 Planning Affiliation

MTA - Gap Analysis



Legend

- 13th Ave North Line
- Branch Line
- Hill Line
- Lincolnway Shuttle
- Main Ave N/Camanche Ave Line
- Main Ave W/Camanche Ave - South Clinton Line

Extend service to DeWitt, IA

Extend service to Camanche, IA

Reroute Branch Line to avoid unimproved roads

Expand service to Ashford University and new subdivisions

Extend South Clinton Line

Extend service to Fulton, IL

Transportation Priorities

The public was asked to place these projects in a ranking of priority through an online survey. The projects were ranked as “high”, “medium” and “low”. Projects ranked as a high priority were listed first and the lowest priorities last.

Project/Service	High Priority	Medium Priority	Low Priority
Regional Transit Authority			
Expand hours and days of service	88%	9%	3%
Maintain a consistent schedule	74%	26%	0%
Expand Services within Dubuque	59%	30%	11%
Expand services to West end	57%	35%	8%
Add an extra Iowa City route	56%	22%	22%
Offer same day service or demand response in Jackson County	55%	30%	15%
Offer more affordable services	49%	39%	12%
Educate community about route information and widely market services	48%	43%	9%
Offer additional routes from Dyersville to Dubuque	48%	40%	12%
Coordinate services with Manchester health clinic’s schedule	48%	43%	9%
Offer same day service or demand response in Dubuque County	45%	55%	0%
Expand Services in Delaware County	39%	43%	18%
Market employer incentives for mass transit	39%	39%	22%
Post announcements on RTA website	36%	42%	22%
Expand routes within Jackson County	35%	30%	35%
Add an extra bus for ARC services in Dubuque	33%	37%	30%
Add more wheelchair accessible buses	27%	40%	33%
Provide additional training to drivers on wheelchair tie downs	21%	52%	27%
Add a fixed route from the city of Manchester to Dundee	4%	38%	59%
Keyline Transit			
Expanded hours and days of service	84%	10%	6%
Provide a greater accessibility to services	73%	10%	17%
Expand services within community	70%	20%	10%
Cover a greater geographic area (Key West & West End)	60%	30%	10%
Market employer incentives for mass transit	47%	40%	13%
Educate community about route information and widely market services	47%	47%	6%
Offer more affordable services	46%	27%	27%

Project/Service	High Priority	Medium Priority	Low Priority
Keyline Transit			
Purchase of more wheelchair buses	27%	50%	23%
Installation of bike racks	20%	33%	47%
Clinton Municipal Transit Administration			
Expand service hours and days	50%	20%	30%
Provide defensive driver training	50%	10%	40%
Offer hand sanitizer to keep buses clean and sanitized	50%	20%	30%
Re-route Branch Line, Hill Line, and Camanche Avenue	40%	20%	40%
Offer a Clinton to Camanche Route	40%	30%	30%
Add an Ashford University Campus route	40%	10%	50%
Offer a Clinton to Fulton Route	20%	30%	50%
Extend South Clinton Line	10%	50%	40%
River Bend			
Add a Clinton to DeWitt route	30%	40%	30%
Offer hand sanitizer to keep buses clean and sanitized	20%	30%	50%

5. Management Needs

(This is a general assessment and not limited just to projects currently being proposed by one on the providers.)

The consensus from the public input meetings included items that were not related to a particular service. Therefore these items were listed below:

RTA Dubuque, Delaware and Jackson Counties:

- Provide better education and marketing of services - residents and human service providers felt that if the bus system was widely marketed, more people would use it or feel comfortable using it. Travel training could also be utilized to assist residents and reduce the intimidation of reading a bus schedule or finding the correct route.
- Provide driver training for wheelchair tie downs – Crestridge in Maquoketa requested training as they are concerned about their residents riding the RTA if the driver is not clear how to tie down the rider’s wheelchair. This is extremely important in ensuring the safety of the passengers and the driver.
- Post announcements on website (weather cancellations, or late arrivals) – Unlimited Services requested posting announcements that would be convenient for every provider who needs to know pertinent information regarding weather related delays or cancellations. This service is inexpensive to initiate and useful for all three counties the RTA serves.

- Market employer incentives for mass transit – residents of Dubuque requested marketing a service for employers to offer mass transit to work. Residents feel that this could be better for the environment and less costly. Research shows that employment transportation whether it is carpool or mass transit is beneficial for employers, employees and the environment.

Dubuque Keyline Transit

- Market employer incentives for mass transit – residents of Dubuque requested marketing a service for employers to offer mass transit to work. Residents feel that this could be better for the environment and less costly. Research shows that employment transportation whether it is carpool or mass transit if beneficial for employers, employees and the environment.
- Provide better education and marketing of services – residents and human service providers felt that if the bus system was widely marketed, more people would use it or feel comfortable using it. Travel training could also be utilized to assist residents and reduce the intimidation of reading a bus schedule or finding the correct route.

Clinton MTA

- Provide defensive driver training for all staff drivers to ensure safety on the roads and rider sensitivity.
- Provide hand sanitizer on each bus to reduce the spreading of germs – with the outbreak of H1N1, many residents are concerned about their health and the health of others. Sanitizer can help the bus stay sanitized and safe for everyone to ride, but also for the riders to use to help reduce the spread of germs.

River Bend

- Provide hand sanitizer on each bus to reduce the spreading of germs - with the outbreak of H1N1, many residents are concerned about their health and the health of others. Sanitizer can help the bus stay sanitized and safe for everyone to ride, but also for the riders to use to help reduce the spread of germs.

Human Service Agencies

- Many human service agencies prefer not to provide transportation on site as it is costly and does not provide any kind of profit. Therefore human service providers did not list any management needs for transportation.

6. Fleet Needs

(This is a general assessment and not limited just to projects currently being proposed by one on the providers.)

RTA Dubuque, Delaware and Jackson Counties:

- Add additional handicapped accessible buses to ensure adequate transportation for everyone.
- Add additional buses to expand services in Dubuque, Delaware and Jackson counties which will be necessary to expand the services

that the public recommended. In order to increase the service area in the region and provide services in the evenings and weekends, additional buses will be needed.

Dubuque Keyline Transit

- Add additional handicapped accessible buses to ensure adequate transportation for everyone.
- Install bike racks- as a different method of transportation, was recommended by the Sierra group to reduce overall emissions.
- Add additional buses to expand services which will be necessary to expand the services that the public recommended. In order to decrease wait times, expand services into different areas of the community more buses will be needed

Clinton MTA

- Add additional handicapped accessible buses to ensure adequate transportation for everyone.
- Add additional buses to expand services in Dubuque, Delaware and Jackson counties which will be necessary to expand the services that the public recommended. In order to increase the service area in the region and provide services in the evenings and weekends, additional buses will be needed.

Human Service Needs

- Human service agencies were asked if they plan to purchase vehicles for transportation, however because transportation is costly no one was planning on purchasing one.

7. Facility Needs

(This is a general assessment and not limited just to projects currently being proposed by one on the providers.)

Dubuque Keyline Transit

- The City of Dubuque is in need of a intermodal facility which would integrate a concrete parking structure with 750 parking stalls and an intermodal loop housed internally within the structure at ground level. The intermodal facility is also envisioned to accommodate people using the boat docks, passenger rail service, private buses and tours, interstate charters, and local taxi cabs. This project provides for 20% local funding for engineering and design fees for an intermodal facility for the Port of Dubuque. the total project cost, including construction, is estimated at \$14,523,000 and engineering and design costs are estimated to be 9% of the construction cost. This project is eligible for up to 80% of federal funding.

RTA Dubuque, Delaware and Jackson Counties:

- Install a radio tower for two way radio connection for all buses in three counties. Currently the existing radio tower sits on a hillside, but recent developments in the area can obstruct its view and frequency. A new radio tower along with a different location can ensure that every bus has adequate communication with the home base of the RTA.

- Replace the old portable power washer with a new bus washer for the Dubuque facility. A new bus washer can clean the buses more efficiently removing salt and dirt, and can extend the life of the buses.
- Ongoing maintenance equipment is needed to continue the daily and weekly mechanical needs of the buses.

Clinton MTA

- Installation of GPS/AVL Technology to ensure accurate arrival and departure times. With this technology, dispatchers can provide customers with accurate information regarding bus location and route schedules.
- Shop Equipment for ongoing maintenance equipment to continue the daily and weekly mechanical needs of the buses.
- Update of current dispatch software to provide automatic scheduling and link with GPS for mapping capabilities.

Human Service Agencies

- Human service agencies did not recognize any transportation facility needs.

8. Funding Needs

The Regional Transit Authority

- Continuation funding JARC, New Freedoms, FTA Operating, STA Operating, STA Special Projects, 5309 Capital

Keyline Transit

- Continuation funding JARC, FTA Operating, STA Operating, 5309 Capital

Clinton MTA

- FTA Operating, STA Operating, 5309 Capital

Human Service Agencies

- Human service agencies typically purchase bus passes for their clients to get around town. Passes are purchased for adults and children. Many providers request the monies from the community in the form of a donation. Funding for these passes are always needed.

9. Summarization of the needs and gap analysis

To analyze the needs of the community, the public input was always the highest priority of this plan. The public input was more successful this year than ever in the past. Because of this, it was extremely important to include everything mentioned by the communities and focus on their needs rather than the transit provider's needs. In addition, this analysis can be used by everyone in the community; human service providers, transit providers, consumers, and anyone else who has a desire to learn more about transportation needs.

The gaps can be best summarized by the input gained from the public. With the downfall in the economy, many advocates voiced their recommendation to extend the hours of the transit systems, and expand services to those in rural areas. With this expansion, residents

would be more likely to find employment and increase their financial stability and their productivity to their community. Advocates also recommended services to help those in need of emergency or non emergency transportation for health needs. Consumers are not able to get low cost transportation for emergency, same day service, for health care. This gap can cause serious ongoing health consequences and possibly death. In addition to these gaps, all advocates and transit providers agree that transportation should be accessible to everyone regardless of disability.

These needs have been recommended year after year, and are extremely important to this region. Transportation is an ongoing frustration for many human service providers because of the lack of funding, and change of the past years. The Transit Action Group understands that not all of the gaps can be met and funding may be limited. However, the group is currently taking matters into their own hands by researching other ongoing projects to provide alternative forms of transportation. This group may help human service providers and transit providers come together and collaborate on projects and ideas.

Possible Strategies

Project/Strategy:	Replace, maintain, and expand existing fleets, facilities and equipment
Cost:	
Needs Addressed:	Maintain and expand existing services Offer more employment options to persons who are low income Provide more hours of services on nights and weekends Provide access to health care services and basic amenities
Proposed By:	Keyline, RTA, Clinton MTA, and River Bend
Description:	The TAG supports replacing and expanding facilities, vehicles and equipment. Replacing vehicles will allow the providers to expand services and will let Keyline, RTA, Clinton MTA and River Bend provide existing services better
Options:	Secure funding by identifying and applying for federal/state grants and local foundations
Project/Strategy:	Provide evening and weekend service
Cost:	\$1.4 Million (Keyline) \$85,000 (RTA) \$118,600 (Clinton MTA)
Needs Addressed:	Offer more employment options to persons who have low income levels Provide access to a variety of services and opportunities on nights and weekends.
Proposed By:	TAG, Residents/consumers, human service providers
Description:	The TAG supports a project to make passenger transportation services available throughout the night to provide passenger transportation options to persons working second or third shift jobs. Continuation JARC and New Freedoms Funding
Options:	Determine routes and highly trafficked areas for weekends and evenings. Secure funding or contract with an outside agency to provide service

Project/Strategy:	Expand services within Dubuque, Delaware, and Jackson Counties
Cost:	\$134,000 Dubuque; \$10,000 Delaware; \$10,000 Jackson (RTA)
Needs Addressed:	Offer more employment options to persons who are low income Increase access to health care services, and basic amenities
Proposed By:	TAG, Residents/consumers, human service providers
Description:	The TAG supports a project to expand passenger transportation services and provide passenger transportation options to persons living in rural areas, and individuals with ongoing needs of the community.
Options:	Study current areas and determine routes within Dubuque, Delaware, and Jackson Counties Apply for and secure funding through federal or state grants Contract with an outside source to provide in-town services Continuation JARC and New Freedoms Funding Local foundations including volunteer drivers

Project/Strategy:	Add a route from Clinton to Camanche and DeWitt
Cost:	\$140,000 (Clinton MTA)
Needs Addressed:	Offer more employment options to persons who are low income Increase access to health care services and basic amenities
Proposed By:	TAG, Residents/consumers, human service providers
Description:	The TAG supports a project to offer a route from Clinton to Camanche and DeWitt and provide passenger transportation options to persons living in rural areas, and individuals with ongoing needs of the community.
Options:	Identify best possible route Secure funding through federal or state grants

Project/Strategy:	Marketing plan
Cost:	\$16,000 (Keyline) \$40/hour* (RTA) \$20,000 (Clinton MTA)
Needs Addressed:	Increase marketing of service Educate employers about benefits of mass transit
Proposed By:	TAG, Residents/consumers, human service providers
Description:	The TAG supports the marketing and education of transportation services to the community, in an effort to reduce intimidation of the bus system and awareness of routes and schedules.
Options:	Provide train the trainer sessions, widely market tax incentives for employers who encourage employees to carpool, vanpool or ride mass transit. Produce and distribute educational materials on how to ride public transit Study commuter needs in the three counties for employment transportation

Project/Strategy:	Driver Training
Cost:	\$20,000 (Keyline) \$30/hour* (RTA) \$20,000 (Clinton MTA)
Needs Addressed:	How to properly tie down a rider in a wheelchair, defensive driving techniques, and rider sensitivity
Proposed By:	Crestridge, Developing Alternative Choices
Description:	The TAG supports driver training to ensure the safety of all passengers. Drivers are trained on a yearly basis, however new employees will need training at date of hire
Options:	Secure State or Federal funds

Project/Strategy:	Additional routes to Iowa City
Cost:	\$4,100 (RTA)
Needs Addressed:	Increase access and flexibility to health care
Proposed By:	TAG, Residents/consumers, and human service providers
Description:	The TAG supports adding additional routes to and from Iowa City for specialized health care. This service would offer some flexibility for riders who are required to receive health care from the University of Iowa Health clinics.
Options:	Secure funding from federal or state grants

Project/Strategy:	Add routes in rural areas of Dubuque, Delaware, and Jackson Counties
Cost:	\$43/hour* (RTA)
Needs Addressed:	Increase access to health care services, and basic amenities
Proposed By:	TAG, Residents/consumers and human service providers
Description:	The TAG supports adding additional routes to and from the rural areas. Residents could use the additional routes to attend necessary medical appointments, or receive ongoing access to additional services
Options:	Identify best possible routes in each county Secure funding through federal or state grants Contract with an outside agency/human service provider to provide service

Project/Strategy:	Cover a greater geographic area in Dubuque. This includes the West End and Key West
Cost:	\$280,000 (Keyline)
Needs Addressed:	Increase access for employment opportunities and basic necessities
Proposed By:	TAG, Residents/consumers and human service providers
Description:	The TAG supports covering a greater geographic area in Dubuque. Residents would have access to additional services on both the West End and Key West area including the Driver's License Bureau
Options:	Identify best possible routes in each county Secure funding through federal or state grants Contract with an outside agency/human service provider to provide service

Project/Strategy:	Affordability of Service; decrease fares or charge no fares
Cost:	\$150,000 (Keyline) \$140,000 (RTA)
Needs Addressed:	Expanding services to those who are unable to afford transportation
Proposed By:	TAG, Residents/consumers and human service providers
Description:	The TAG supports the strategy of reducing the costs of fares or eliminating fare charges for some riders. Residents would have access to various locations in Dubuque at a low or no cost rate, which would eliminate a financial burden to low income riders.
Options:	Secure funding through federal or state grants Contract with an outside agency/human service provider to provide service

* Note that RTA's hourly rate was listed because these strategies are concepts, not specifically designed projects. The concepts need to be further developed through ongoing discussions with the Human Service organizations. Also, the RTA service is not the same as fixed route such is the case with KeyLine and Clinton.

Table one through three displays the service needs for each transit provider. This information was recommended by the public. There is a list of projects along with who requested the service and the status of each particular service. This is a convenient table to view the projects for each transit provider and the status as of current.

Table 1 Summary of Current Needs - Dubuque, Delaware and Jackson Counties

Service Projects and Needs for Dubuque, Delaware and Jackson Counties 2010					
Number	Service Need	Agency(s)	Project	Previously Identified	Status
Dubuque County					
1	Accessible Cab Service	Area Residential Care, Goodwill, Region 8	Assist cab companies with become accessible for everyone	X	Project still pending
2	Market for Employer Incentives	Opening Doors, Multicultural Center, Sierra Club	Encourage employers to utilize the transit systems		Publicize employer incentives, facilitate a lunch & learn for interested parties; Mobility Coordinator
3	Paving Dubuque Facility	Region 8 RTA	Place 2nd and Final coat asphalt on Dubuque Facility Parking lot		Apply for funding consideration under PTIG Program in 2010
4	Bus Storage Facility Dyersville	Region 8 RTA	Purchase Land and Construct Bus Storage Facility	X	Project still pending due to local funding constraint
Delaware County					
5	Manchester In Town Evening Service	Delaware County Public Input meeting (Consumers, Board of Supervisors)	Mon-Sun Evening 6:30-10:30	X	Secure funding or provide a volunteer driver, or contract with a private provider for service
6	Dundee to Manchester	Unlimited Services	8:00-5:00 Mon-Sat	X	Project pending due to funding constraints
Jackson County					
7	Maquoketa In Town Service	Jackson County Central Point Coordinator, Tri State Dialysis	Evening and Weekends 2X Per Month	X	Project Implemented
8	Offer same day service, or demand response	Developing Alternative Choices, Central Point Coordinator, Crestridge	Provide services on an on call basis		Project pending due to funding constraints

Service Projects and Needs for Dubuque, Delaware and Jackson Counties 2010

Number	Service Need	Agency(s)	Project	Previously Identified	Status
All Three Counties					
9	Expand Hours	Public Input	Expand hours to include late afternoons, evenings, weekends and holidays for all three counties	X	Secure funding or provide a volunteer driver and/or van pool, or contract with a private provider for service
10	Add more wheelchair buses	Area Residential Care	Add to wheelchair accessible fleet	X	Secure funding or provide a volunteer driver and/or van pool, or contract with a private provider for service
11	More days and times for Iowa City Route	Scenic Valley Area Agency on Aging	Provide an additional route weekly to Iowa City	X	Secure funding or provide a volunteer driver and/or van pool, or contract with a private provider for service
12	Website Announcements	Unlimited Services, Developing Alternative Choices, Area Residential Care, Goodwill, Edgewood Convelascant Home	Post delays and cancellations to routes on RTA website		Newspaper, Radio, Television, and updating website; Mobility Coordinator
13	Driver Training First Aid/CPR Defensive Driving, Sensitivity, Passenger Assistance	Developing Alternative Choices, Goodwill, Area Residential Care, Region 8 RTA	Schedule Driver Training First Aid/CPR Defensive Driving, Sensitivity, Passenger Assistance	X	On Going
14	Replace (2) 158" WG Buses	Region 8 RTA to accommodate increase need from community	Purchase (2) Light Duty Buses		Fundraising efforts underway to secure local match to open grant
15	Radio Tower	Region 8 RTA	Purchase Radio Tower for Dubuque Facility		Project pending consideration under FY 2010 Appropriations
19	Low Floor Accessible Mini Vans	Crestridge, Edgewood Convelescant Home, Region 8 RTA	Purchase (2) low floor minivans		Program in TIP for possible federal funding or purchase used from other transit systems

Service Projects and Needs for Dubuque, Delaware and Jackson Counties 2010

Number	Service Need	Agency(s)	Project	Previously Identified	Status
16	Continuation funding of State Transit Assistance	Region 8 RTA	Operating Assistance for Day-To-Day Operation	X	Operating Assistance for Day-To-Day Operation
17	Contunuation funding of Federal Operating Assistance	Region 8 RTA	Operating Assistance for Day-To-Day Operation	X	Operating Assistance for Day-To-Day Operation
18	Continuation funding of Job Access Reverse Commute	Region 8 RTA	Operating Assistance for Continuation of Previously Funded Project	X	Job Access Reverse Commute
19	Continuation funding of New Freedoms	Region 8 RTA	Operating Assistance for Continuation of Previously Funded Project	X	New Freedoms
20	Continuation fuding of STA Special Projects	Region 8 RTA	Service Expansions Identified in PTDP	X	Service Expansions Identified in PTDP
21	Medicaid	Region 8 RTA	Operating Assistance for Day-To-Day Operation	X	Operating Assistance for Day-To-Day Operation to transport eligible passengers -
22	Maintenance Equipment	Region 8 RTA	Purchase Maintenance Equipment capable of providing Transit System with In-House Maintenance Capacity	X	Project pending consideration under FY 10 Appropriations
23	Portable Bus Wash Equipment	Region 8 RTA	Purchase Portable Bus Wash Equipment	X	Project pending consideration under FY 10 Appropriations

Table 2 Current Needs - City of Dubuque

Service Projects and Needs for the City of Dubuque and East Dubuque 2010					
Number	Service Need	Agency(s)	Project	Previously Identified	Status
1	Expanded hours and days of service	Consumers and Human Service Providers (Hills & Dales, Area Residential Care, Iowa Workforce Development Center, Opening Doors)	Evening, Weekend (Sunday), Holiday Service	X	Add hours of service or contract out for additional hours of service from another provider
2	Equalize AM and PM Pullouts	Keyline Consumers	Adjust pullout schedules to deploy service equally throughout the city	X	Transit Study in progress to examine need and options to meet need
3	Provide bike racks	Keyline Consumers and Sierra Club	Purchase and install bike racks for riders		Coordinate with city and Sierra Club for funding
4	Reduce ride times on routes	Keyline Consumers and Human Service Providers (The Multicultural Center, Area Residential Care)	Shorten routes or add additional buses to existing routes	X	Transit Study in progress to examine need and options to meet need
5	Greater geographic coverage of routes	Keyline Consumers and Human Service Providers (DHS, LSI, etc.)	Keywest, West End Expansion	X	Realign and/or extend routes to more areas of City
6	Greater Accessibility to Service	Keyline Consumers and Human Service Providers (DHS, LSI, Families First, Unified Therapy Services)	Shorten wait times, adjust route pickup times, increase number of bus stops	X	Secure funding or contract out for additional services
7	More affordable Service	Keyline Consumers and Human Service Providers (Opening Doors, Multicultural Center)	Reduce or eliminate fares	X	Secure funding and/or contract out for additional services

Service Projects and Needs for the City of Dubuque and East Dubuque 2010

Number	Service Need	Agency(s)	Project	Previously Identified	Status
8	Knowledge of routes, schedules, and service options for consumers	Keyline Consumers and Human Service Providers (Iowa Workforce Development Center, Multicultural Center)	Increase knowledge of and market routes and fares	X	Marketing Plan scheduled for FY 2010; public presentations, City Channel 8, Advertising, press releases
9	Passenger Rail Service Between Chicago and Dubuque	City of Dubuque	Passenger Rail Service Between Dubuque and Chicago	X	Interest groups still meeting and efforts to lobby state/federal support
10	Bus Replacements	KeyLine Transit, to assist with increase in services suggested by community	Replace 35' HD buses		Secure Funding through STA or ICAAP
12	Bus Replacements	KeyLine Transit, to assist with increase in services suggested by community	Replace 22' MD buses	X	Secure Funding through STA or ICAAP
13	Improve customer fare collection system	KeyLine Transit	Electronic fareboxes	X	Secure Funding through FOA
14	Improve security on buses	Keyline Consumers and Keyline Transit	Install security systems on buses	X	Security cameras being installed as funding is available
15	Improve fleet dispatch efficiency	KeyLine Transit	Install GPS and MDT systems	X	GPS installations ongoing as funding is available
16	Improve facility security	KeyLine Transit	Upgrade existing security system	X	Secure Funding and upgrade existing security systems
17	State Transit Assistance	KeyLine Transit	Operating Assistance for Day-To-Day Operation	X	Annual formula allocation

Service Projects and Needs for the City of Dubuque and East Dubuque 2010

Number	Service Need	Agency(s)	Project	Previously Identified	Status
18	Federal Operating Assistance	KeyLine Transit	Operating Assistance for Day-To-Day Operation	X	Annual formula allocation
19	Job Access Reverse Commute	KeyLine Transit	Operating Assistance for Continuation of Previously Funded Project	X	Job Access Reverse Commute
20	New Freedoms	KeyLine Transit	Operating Assistance for Day-To-Day Operation	X	New Freedoms
21	STA Special Projects	KeyLine Transit	Service Expansions Identified in PTDP	X	Competitive grant
22	ICAAP Funding	KeyLine Transit	Service Expansions Identified in PTDP	X	Competitive grant

Table 3 Current Needs - City of Clinton

Service Needs and Projects for the City of Clinton 2010					
Number	Service Need	Agency(s)	Project	Previously Identified	Status
1	Expanded Hours and Days of Service	Residents of Clinton and Camanche	Evening Service to midnight/Weekend Service/Holiday Service	X	28E Agreement with the City of Fulton to assist with the operational funds.
2	Camanche - Fulton Route	Residents in Camanche, Clinton and Fulton	Extend existing routes to connect them with the cities of Camanche and Fulton	X	28E Agreement with the City of Fulton to assist with the operational funds.
3	Clinton to Camanche Route	Residents in Camanche, Clinton, Iowa at Work, LSI, Public Input	Fixed route from Clinton to Camanche		28E Agreement with the City of Fulton to assist with the operational funds.
4	Route revisions- Cam Ave Branch Hill	Residents of Clinton and Caroline Avenue	Re-Route Branch Line to avoid unimproved roads		Implement route revisions and budget funds through City of Clinton Council budget process
5	13th/Millcreek Route	Iowa At Work and LSI, Public Input	Provide rides for Ashford University Students to each campus		City of Clinton Council agreeing on budgeted amount to fund new service.
12	Driving staff in need of training	Clinton MTA	Increase training on first Aid/CPR, Defensive Driving & Passenger Assistance		Ongoing as new drivers are hired
6	GPS/AVL Technology	Clinton MTA	Equipment for buses to ensure accurate pick up and drop offs		Apply through statewide funding process and local budget
7	Shop Equipment	Clinton MTA	Replace and maintenance of equipment		Apply through statewide funding process and local budget

Service Needs and Projects for the City of Clinton 2010

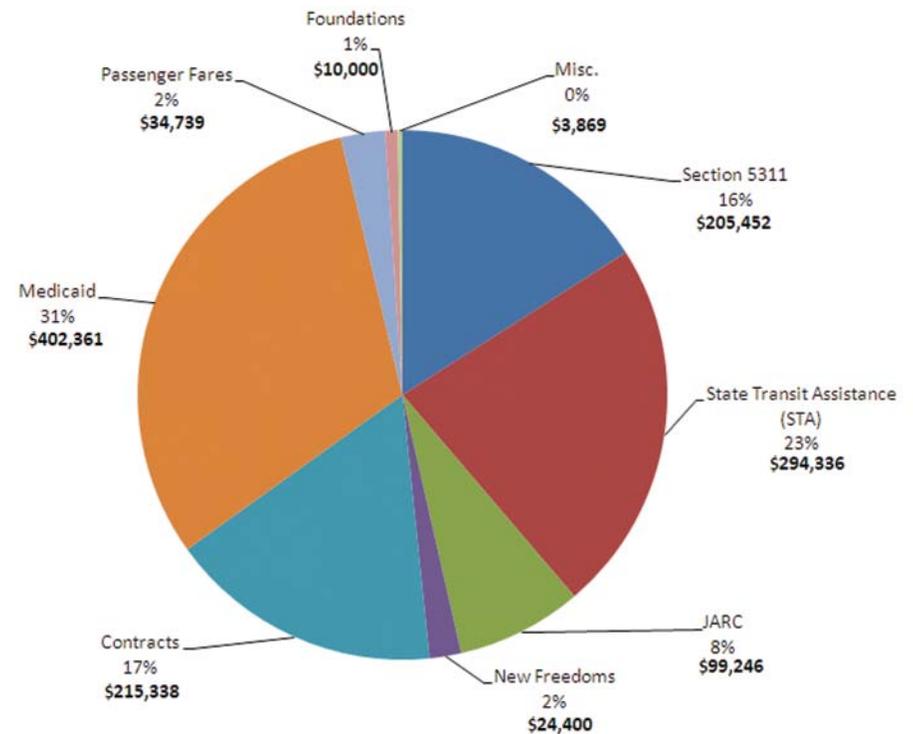
Number	Service Need	Agency(s)	Project	Previously Identified	Status
8	Dispatch Software	Clinton MTA	Software to assist with dispatching, scheduling, and accurate timelines		Apply through statewide fuding process and local budget
9	State Transit Assistance	Clinton MTA	Operating Assistance for Day-To-Day Operation	X	Annual formula allocation
10	Federal Operating Assistance	Clinton MTA	Operating Assistance for Day-To-Day Operation	X	Annual formula allocation
11	Job Access Reverse Commute	Clinton MTA	Operating Assistance for Day-To-Day Operation	X	Job Access Reverse Commute
12	New Freedoms	Clinton MTA	Operating Assistance for Day-To-Day Operation	X	New Freedoms
13	STA Special Projects	Clinton MTA	Service Expansions Identified in PTDP	X	Competetive grant
14	ICAAP Funding	Clinton MTA	Service Expansions Identified in PTDP	X	Competetive grant

Below is a table and pie chart detailing the funding breakdown for each transit provider. Table 4a displays the Regional Transit Authority's funding for 2010-2014. Figure 4b displays Keyline Transit's funding for 2010-2014. And Figure 4c displays Clinton MTA's funding for 2010-2014.

The Regional Transit Authority

Member	RTA					
Type of Funding	2010	2011	2012	2013	2014	2010
Section 5311	\$205,452	\$170,903	\$170,903	\$170,903	\$170,903	16.6%
State Transit Assistance (STA)	\$294,336	\$289,510	\$291,160	\$292,860	\$294,611	23.7%
JARC	\$99,246	\$99,000	\$99,000	\$99,000	\$99,000	8.0%
New Freedoms	\$24,400	\$24,400	\$24,400	\$24,400	\$24,400	2.0%
Contracts	\$215,338	\$209,438	\$215,721	\$222,193	\$228,859	17.4%
Medicaid	\$402,361	\$414,432	\$426,865	\$439,671	\$452,861	32.4%
Passenger Fares	\$34,739	\$35,781	\$36,854	\$37,960	\$39,099	2.8%
Foundations	\$10,000	\$20,000	\$20,000	\$20,000	\$20,000	0.8%
Misc.	\$3,869	\$4,000	\$4,100	\$4,200	\$4,300	0.3%
Total Funding	\$1,241,133	\$1,207,683	\$1,228,049	\$1,249,027	\$1,270,634	

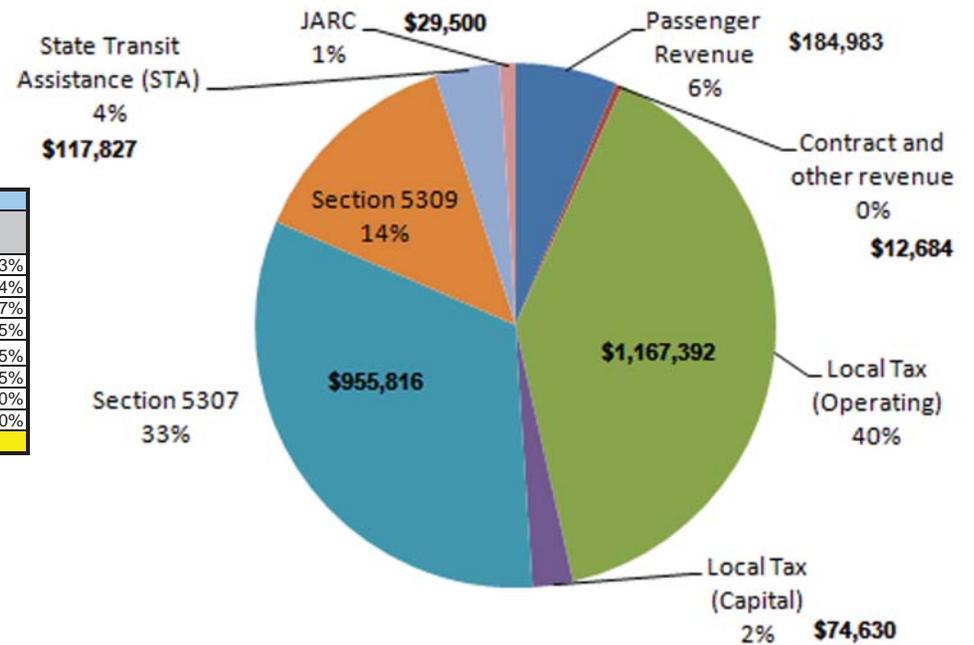
Figure 4.a RTA 8 2010 Funding Breakdown



Keyline Transit

Figure 4.b Keyline Transit 2010 Funding Breakdown

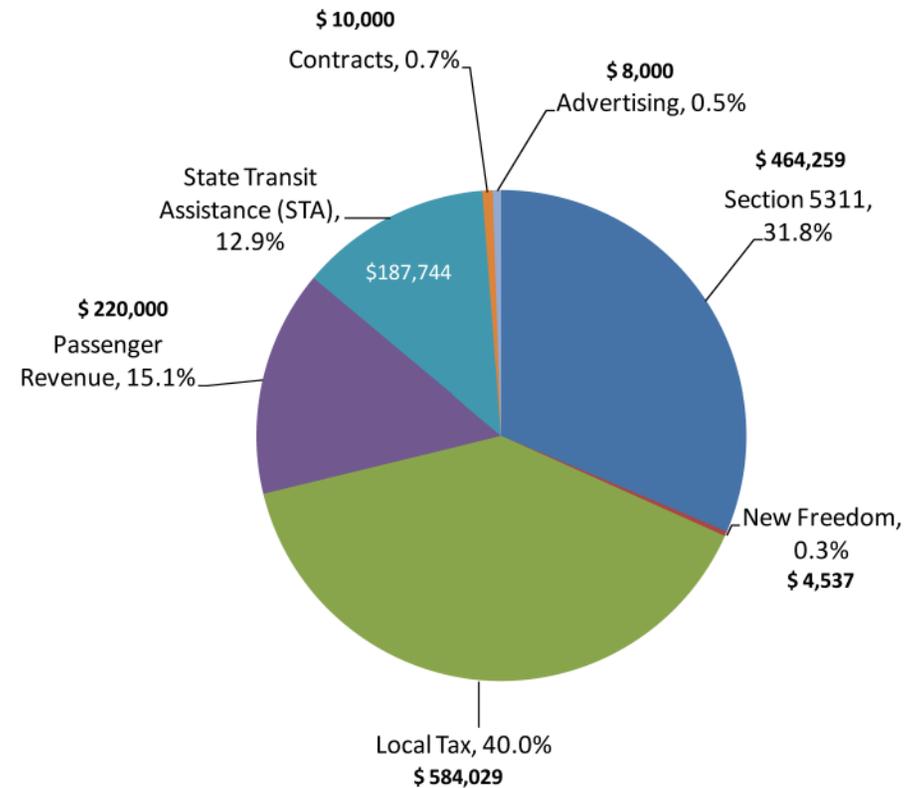
Member	Keyline					
Type of Funding	2010	2011	2012	2013	2014	2010
Passenger Revenue	\$184,983	\$185,000	\$185,000	\$185,000	\$190,550	6.3%
Contract and other revenue	\$12,684	\$12,684	\$12,684	\$12,684	\$13,065	0.4%
Local Tax (Operating)	\$1,167,392	\$1,203,628	\$1,203,628	\$1,203,628	\$1,239,737	39.7%
Local Tax (Capital)	\$74,630	\$63,750	\$371,280	\$119,000	\$119,000	2.5%
Section 5307	\$955,816	\$965,374	\$975,028	\$984,778	\$1,014,321	32.5%
Section 5309	\$397,389	\$311,250	\$1,812,720	\$581,000	\$581,000	13.5%
State Transit Assistance (STA)	\$117,827	\$178,000	\$178,000	\$178,000	\$178,000	4.0%
JARC	\$29,500	\$59,000	\$59,000	\$59,000	\$64,500	1.0%
Total Funding	\$2,940,221	\$2,978,686	\$4,797,340	\$3,323,090	\$3,400,173	



Clinton MTA

Member	MTA					
	2010	2011	2012	2013	2014	2010
Section 5311	\$464,259	\$480,727	\$499,956	\$499,956		31.8%
New Freedom	\$4,537	\$4,718	\$4,906	\$4,906		0.3%
Local Tax	\$584,029	\$584,029	\$584,029	\$584,029		40.0%
Passenger Revenue	\$220,000	\$220,000	\$220,000	\$220,000		15.1%
State Transit Assistance (STA)	\$187,744	\$193,576	\$201,319	\$201,319		12.9%
Contracts	\$10,000	\$10,000	\$10,000	\$10,000		0.7%
Advertising	\$8,000	\$8,000	\$8,000	\$8,000		0.5%
Total Funding	\$1,460,569	\$1,483,050	\$1,510,210	\$1,510,210	\$0	\$1

Figure 4.c Clinton MTA 2010 Funding Breakdown



There are several federal, state and local sources dedicated to funding of transportation services. A report from the General Accounting Office (GAO-03-697) provided an inventory of all federal programs that were using federal funds to provide transportation services for the transportation disadvantaged. This report identified 62 sources in 18 federal departments, including the U.S. Department of Transportation (USDOT). However, the primary source of funding for public transit programs comes from the USDOT and the Highway Trust Fund. The Highway Trust Fund provides funding for the federal grant programs authorized SAFETEA-LU. The Iowa Department of Transportation (Iowa DOT) also has several transit funding programs that help support public transit agencies. Human service agencies within the area also provide funding for clients to have services or contract services with a public transit provider. USDOT, FTA, Iowa DOT and know human service funding will be described in this chapter.

Federal Funding Programs

Metropolitan Planning Program (Section 5303):

This is a FTA program to support planning activities in metropolitan areas on an 80% federal, 20% non-federal basis. By law, the state is the direct recipient of the funding. In Iowa, these funds are administered by the Iowa DOT's Office of Systems Planning and are distributed to each of the state's Metropolitan Planning Organizations (MPOs). Annual allocations of 5303 funds are based on a formula that distributes 1/3 of the funds based on the 1990 urban area population, 1/3 based on the 2000 urban area population and the last 1/3 is equally distributed. The 5303 funds are administered jointly with Metropolitan Planning "PL" funds available through the Federal Highway Administration as part of a Consolidated Planning Grant. The 5303 and PL funds can support MPO costs related to intermodal transportation planning activities for the urbanized area.

Statewide Planning and Research (Section 5304):

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 5304 and 5311 planning funds are allocated among the state's 18 RPAs based on half of the funds being evenly distributed among the RPAs, 25% distributed on the basis of population and 25% on the basis of the number of counties within the region.

Urbanized Area Formula Program (Section 5307):

This is a federal program for support of urban transit systems serving communities with more than 50,000 population.

In all urbanized areas, 5307 funds can be used for capital improvements, including preventive maintenance activities, or planning activities on an 80% federal, 20% non-federal basis. Purchase and installation of special equipment or features required by the Americans with Disabilities Act or the Clean Air Act Amendments, and certain bicycle accommodation projects are eligible for 90% federal assistance. FTA has allowed revenue vehicles with required ADA and clean air equipment to be purchased at a blended participation rate of 83% federal, 17% non-federal.

Transit systems may use up to 10 percent of their total 5307 funds to pay for ADA paratransit costs on an 80% federal, 20% non-federal

basis. Each area over 200,000 population receives its own 5307 allocation directly from FTA. The allocations are based partially on population and population density, and partially on performance factors, including passenger miles of service provided.

Each state receives a single allocation of 5307 funds for use in the smaller urbanized areas (with population from 50,000-200,000). This 'Governor's Apportionment' includes a base allocation calculated strictly on population and population density of the state's communities in that size range, plus a "growing states" allocation, based on projected population growth. There is also now a "small transit intensive cities" tier that provides additional funding if any of the small urbanized areas in the state exceed the average performance of the larger communities across the nation on one or more of six specified performance measures. The state is responsible for deciding how 5307 Governor's Apportionment funds are distributed. Ames, University of Iowa's Cambus, Cedar Rapids, Coralville, Dubuque, Iowa City, Sioux City, and Waterloo all receive funding from the Iowa Governor's Apportionment. The Iowa DOT determines the allocation of the 5307 Governor's Apportionment funds after the federal appropriation process is completed (usually sometime from October to December). In addition to capital and planning uses, funding for these smaller urbanized areas can also be used to support operating deficit. Funds for operating support must be matched by non-federal funds (other than passenger revenues) on a dollar-for-dollar basis.

Capital Investment Program (Section 5309):

This is a federal program for support of transit capital needs that exceed what can be funded under the federal formula programs. All public transit systems are eligible for these funds. Public agencies may receive these funds directly. Private non-profit transit agencies may not apply directly, but can be part of a statewide application. This federal program provides discretionary funding of transit capital improvements on an 80% federal, 20% non-federal matching basis (83% federal, 17% non-federal for vehicles equipped to meet ADA and Clean Air standards). In most recent years, all 5309 funding has been earmarked by Congress through the authorization or appropriation processes. Iowa's Congressional delegation has been successful in capturing a portion of these funds for both individual system earmarks and a statewide bus earmark. The statewide funds are allocated to rollingstock replacement/rehabilitation projects in the Statewide Transportation Improvement Program (STIP) using a ranking process based on the age and accumulated mileage of vehicles being replaced/rehabilitated.

Special Needs Program (Section 5310):

This is a federal program for support of transit services serving elderly and disabled persons. These funds are allocated to Iowa on the basis of the number of persons who are elderly or have disabilities within the state compared to other states. By law, the state is the direct recipient of the funding. 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. The funds may be used for the cost of contracted operations, equipment and passenger or vehicle shelters on an 80% federal, and 20% non-federal basis. Purchase of vehicles equipped for access by persons with disabilities can be funded at 83% federal participation. Facilities other than passenger or vehicle shelters are not eligible.

The Iowa DOT's Office of Public Transit (OPT) is the recipient of the 5310 funds from FTA. Seventy percent of the annual funding is distributed to Iowa's large urban transit systems to support services to qualifying persons living in urbanized areas. These funds are distributed based on the same formula used for the rural systems, but with each transit system developing its own eligible project. The remaining 30% of the funds are administered and distributed in conjunction with Non-urbanized Area Formula Program 5311 funds. 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 Development Plan (TPDP) 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, so long as it matches up with an urban transit system's fixed-route hours and service area.)

equipment and passenger or vehicle shelters on an 80% federal, and 20% non-federal basis. Purchase of vehicles equipped for access by persons with disabilities can be funded at 83% federal participation. Facilities other than passenger or vehicle shelters are not eligible. Non-Urbanized Area Formula Program (Section 5311):

This federal program supports transit activities in rural areas and communities with less than 50,000 population. These funds are allocated to Iowa based on the number of persons living outside urbanized areas compared to other states. By law, the state is the direct recipient of the funding. Iowa DOT serves as the direct recipient of the funds, through both the Office of Public Transit (OPT) and the Office of Systems Planning. The OPT administers the bulk of the 5311 funding that is provided to small urban and regional transit systems, as well as the 15% of the annual apportionment, that in conformance with federal law, is utilized to support intercity bus services. The Office of Systems Planning administers that portion of the 5311 funds that are combined with the 5304 funding to support rural transit and intermodal planning activities.

The portion of the 5311 funds used for support of public transit services in Iowa is administered in conjunction with the rural portion of the 5310 funding. The 5311 funds may be used to support operating deficits (potentially on a 50% federal, 50% non-federal match), capital purchases (on an 80% federal, 20% non-federal match or 83% federal, 17% non-federal for vehicles meeting ADA and Clean Air standards), or planning activities (on an 80% federal, 20% non-federal match). State policy does not allow local transit administration costs for public transit systems to be treated any differently than operating expenses.

The Iowa DOT formula allocating 5310 and 5311 funds uses the past year's performance statistics. The amount of formula funds to be distributed to small urban systems versus regional systems is determined by comparing the "net public deficit" (unrestricted tax support) for all urban systems to that for all regional systems. The individual allocations to small urban systems are then determined on the basis of 50 percent of the percentage of total small urban ridership accomplished by that system and 50 percent of the percentage of total small urban revenue miles provided by the individual system. Individual allocations for regional systems are based on 40 percent of the system's percentage contribution to total regional transit ridership and 60 percent on the system's percentage contribution to total regional revenue miles.

The formula apportionment funds received by each system must be used to support services open to the public. This would include eligible transit capital operating expenses as defined by the federal government. The decision of how the formula funds are programmed is a part of the local transportation planning and programming process conducted through the regional planning affiliation. OPT provides

a projection of the formula funding that will be available to each system for the coming state fiscal year in early December, in order to facilitate integration of the 5311 programming process with the annual preparation of the Passenger Transportation Development Plan (PTDP) and the Regional Transportation Improvement Program (RTIP).

The OPT decides which agencies will receive 5310 funds versus 5311 funds, based on how the transit systems will use the monies. At present, most transit systems choose to use their formula funds for support of transit service costs. The 5310 funds are targeted to systems that purchase services from sub-providers, and 5311 funds are targeted first to systems that provide their services directly. To the extent that any system proposes to use its 5310/5311 allocation for purchase of rolling stock to operate within an urbanized area, 5310 funds will be used (and the project will be included in that urbanized area's Transportation Improvement Program (TIP).) If facility improvements are programmed with the formula funds, 5311 funding will be used.

Rural Transit Assistance Program:

This federal program provides a source of funding to assist in the design and implementation of training and technical assistance programs and other support services tailored to meet the specific needs of transit operators in non-urbanized areas (less than 50,000 in population). By law, the state is the direct recipient of the funding. In Iowa, the DOT's OPT serves as the recipient of these funds.

Iowa's RTAP funds are mainly used to provide local transit agencies with training fellowships. The fellowships pay 50 percent of the cost for Iowa's small urban and regional transit systems and their planners to attend Iowa DOT sponsored seminars, as well as transit-related courses or conferences sponsored by other groups. Transit systems may also be reimbursed for training held in-house. A parallel program funded with state transit assistance (STA) funds pays for costs incurred by large urban systems and their planners.

Intercity Bus Assistance Program:

A minimum of 15 percent 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. Iowa's Intercity Bus Assistance Program is intended to support intercity bus service in rural and small urban areas. Private-for-profit companies, private non-profit corporations, or public entities may apply for this funding. Eligible bus service must make convenient connections to the existing national intercity bus network. 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.

The Iowa Intercity Bus Assistance Program includes funding for four categories of projects:

Category 1 is support for continuation of existing services. Funding is available for providers of existing intercity bus service that apply and agree to reporting requirements. Category 1 projects pay \$0.10/revenue mile of scheduled route service that is justified based on preventive maintenance costs.

Category 2 is support for new and expanded intercity bus service or feeders connecting to existing intercity bus services. It is not intended to support duplication of existing services. Projects pay up to \$0.50/mile based on preventive maintenance, insurance and administrative costs, and operating support for a maximum of two years. After two years, the service may

receive support under Category 1.

Category 3 is support for marketing of existing and new services. Preference is for cooperative projects with involvement by communities served. Projects may pay up to 80% of project administration/marketing costs.

Category 4 supports facility improvements or equipment purchases necessary for the support of existing or new intercity bus services. Projects pay up to 80% of approved project amounts (83% for purchase of accessible vehicles or 90% on accessibility retrofits of existing vehicles) based on actual costs.

The Intercity Bus Assistance Program is included as a statewide total funding amount in the Statewide Transportation Improvement Program (STIP). Annual intercity bus assistance applications must be received by OPT by the first business day of October for projects to begin in January. Project selections are finalized by December.

Job Access and Reverse Commute Program (JARC):

This is a federal program established to provide transportation services to access employment opportunities and support services (such as training and child care) for welfare recipients and low-income individuals. Services designed for these purposes may be used by the general public for any trip purpose.

Each urbanized area over 200,000 population receives a separate annual apportionment of funding, and each state receives both an apportionment for use in urbanized areas under 200,000 population and a second apportionment for use in non-urbanized areas. The federal apportionments are based on census data concerning the number of low income individuals in each area, but the law requires that a competitive project selection process must be administered for each of these apportionment areas.



All projects must derive from the area's Passenger Transportation Development Plan (PTDP), developed through collaboration of public transit and human service interests. Required match (50% of net cost for operating projects and 80% for capital [83% for ADA vehicles]) can come from any non-DOT federal funds, as well as from state or local government or from private sources.

The OPT accepts applications for JARC projects under the small urbanized areas apportionment or the non-urbanized areas apportionment as part of its Consolidated Transit Funding Application due the first business day of May each year. If any funding remains unobligated after those applications are processed, a second round of applications may be solicited. The competitive application process in the Des Moines, Omaha-Council Bluffs and Quad Cities areas are each administered locally. For more information contact DART (Des Moines Area Regional Transit), MAPA (Omaha/Council Bluffs MPO) or Bi-State (Quad Cities MPO).

The majority of the grants in Iowa are for transit agencies to extend hours into the evenings and weekends. Other projects established new services to connect employment centers not previously served by transit, or purchased vehicles used for service expansions.

New Freedom Program (Section 5317):

This is a federal program established under SAFETEA-LU to support new services or accommodations for persons with disabilities that go beyond the minimums established by the rules implementing the Americans with Disabilities Act. "New" is defined as projects that were not implemented or programmed prior to the signing of SAFETEA-LU (August 10, 2005).

As with the JARC program, each urbanized area over 200,000 population receives a separate annual apportionment of funding, and each state receives both an apportionment for use in urbanized areas under 200,000 population and a second apportionment for use in non-urbanized areas. The federal apportionments are based on census data concerning the number of persons with disabilities in each area, but the law requires that a competitive project selection process must be administered for each of these apportionments.

All projects must derive from the area's Passenger Transportation Development Plan (PTDP), developed through collaboration of public transit and human service interests. Required match (50% of net cost for operating projects and 80% for capital [83% for ADA vehicles]) can come from any non-DOT federal funds, as well as from state or local government or from private sources.

The OPT accepts applications for New Freedom projects under the small urbanized areas apportionment or the non-urbanized areas apportionment as part of its Consolidated Transit Funding Application due the first business day of May each year. If any funding remains unobligated after those applications are processed, a second round of applications may be solicited.

The competitive application process in the Des Moines, Omaha-Council Bluffs and Quad Cities areas are each administered locally.

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 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 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 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.

Clinton MTA is planning on applying for an ICAAP grant in 2008. The proposed ICAAP project is to develop a new route that would expand services out to the new college located on Mill Creek Parkway. Clinton MTA would also like to expand service hours on Saturdays, that were cut a few years ago due to budget issues. A new route from the City of Camanche to Clinton is also a possibility for these funds. The Cities of Camanche and Clinton would have entered into a 28E agreement to share operational costs for this route to happen.

Surface Transportation Program (STP):

This is another of FHWA's core programs. These funds come to the state based on a number of factors including vehicle miles of travel, highway lane miles and the number and size of bridges. The funds can be used for roadway, transit capital projects, pedestrian/bikeway projects, or intermodal planning projects on an 80% federal, 20% local basis. In Iowa, a portion of these funds is programmed by local governments acting through metropolitan or regional planning agencies. Nearly all Iowa RPAs and some MPOs fund a portion of their intermodal transportation planning activities from STP funds. Most transit systems have also been successful in receiving STP funding from their local MPO or RPA. When programmed for transit or planning projects, these funds are transferred from FHWA to FTA for administration, either through a direct 5307 grant for large urban transit systems, through a statewide 5311 grant for small urban or regional systems, or through the statewide consolidated planning grant for planning projects. OPT administers the statewide grant for individual small urban and regional transit systems. The Office of Systems Planning administers the planning grant.

Over-the-Road Bus Accessibility Program (OTRB):

Grants are provided directly from FTA to operators of over-the-road buses to help finance incremental capital and training costs to implement the final accessibility rule under the Americans with Disabilities Act (ADA). Providers of intercity fixed-route service, commuter service, and charter and tour service may apply directly to FTA for annual grants. FTA announces its solicitation for applications each year through a notice in the Federal Register.

State Programs:

State Transit Assistance (STA):

All public transit systems are eligible for funding under the STA program, which began in 1976. Since 1984, STA funding has been derived from a dedicated portion (currently 1/20th) of the first four cents of the state "use tax" imposed on the sale of motor vehicles and accessory

equipment. STA funds are provided to support public transit services and may be used for either operating or capital projects.

The majority of the state transit assistance funds received in a fiscal year are distributed to individual transit systems on the basis of a formula using performance statistics from the most recent available year. Each month, the dollars received in the fund during the prior month are allocated to the transit agencies. These funds can be used by the public transit system for operating, capital or planning expenses related to the provision of open-to-the-public passenger transportation services.

The STA formula funds are first split between urban and regional systems on the basis of total revenue miles of service provided by each group. The funds are then split among individual systems in each category, 50 percent on the basis of locally determined income (LDI), 25 percent on the basis of rides per dollar of expense, and 25 percent on the basis of revenue miles per dollar of expenditure. OPT calculates LDI by subtracting FTA and STA formula funds from the system's operating expenses.

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.

Coordination Special Projects:

The Coordination Special Projects are 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. 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 Development Planning process. Most projects are small in scope and typically will fall within the \$5,000-\$25,000 range. Operating projects may be for up to a two-year duration, 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 project may have maximum 80% STA share. Priority is given to projects which include a contribution from human service agencies as well.

A major component of the state-wide Special Projects 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.

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. The infrastructure program participation in the cost of transit-related elements of a facility project is limited to 80% and cannot, in combination with federal funding, exceed that number. Also no single system can receive more than 40% of the available infrastructure funding in a given year.

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.

Local Funding:

Passenger Revenue:

Fees paid by the passengers is one of the most common sources of local support. This can include monies collected on-board the transit vehicle (usually called "farebox receipts"), as well as prepaid fares from sale of passes or tickets, or fares billed to the passenger after the fact. FTA requires that all passenger revenues be subtracted from the total cost of operating transit service to identify a net operating cost, before eligibility for federal financial support of operations can be calculated.

Contract Revenue:

Human service agencies, local communities, as well as private businesses are often willing to pay a part or all of the cost for certain types of rides provided as part of the open to the public transit operation. Such subsidies are classified as contract revenues and can count toward the required local match on federal projects.

Local Taxes:

Municipal Transit Levy:

Iowa law authorizes municipalities to levy up to 95 cents per \$1,000 assessed valuation to support the cost of a public transit system. Most of Iowa's larger communities levy for support of their urban transit systems. A number of smaller communities use this authority to generate funding used to support services contracted from their designated regional transit system. (This is something that can be implemented with a simple vote from the city council).

Regional Transit Levy:

In 2005, the Iowa legislature authorized Iowa's two largest counties to form special taxing districts, under the control of the county, for support of area-wide public transit services. Once formed, adjacent counties can become part of the district, or municipalities in non-participating adjacent counties can join. The district can levy up to the 95 cents per \$1,000 assessed valuation; but, unlike the provisions in the municipal levy, the regional transit districts can set differing levy rates across their territory. As of July 2007, only Polk County has chosen to form a district, and has, so far, limited its geographic coverage to just their county. Nearly all municipalities within the county have opted to participate.

General Fund Levy:

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

Trust and Agency Levy:

The Trust and Agency Levy can be used by cities and counties to support employee benefit plans. As such, it can be used to help support the cost of a city operated transit system.

Other Local Sources:

Student Fees:

Mandatory student fees established by a college or university are similar to a tax levy in that all members of the particular community contribute.

Advertising Revenues:

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

Foundations:

Over the past year, the RTA has aggressively pursued Foundation funding from various foundations located throughout the 3 county area. In FY 2009, the RTA secured more than \$39,000 in foundation funding to be used towards capital improvements in the RTA fleet. As is typical with foundation funding, most programs do not support operating expenses so the RTA is also meeting with DHS and CPC staff to discuss particular programs and other local funding resources to assist with the support of operating expenses for current and unmet needs. In Delaware County, the CPC has identified the McGee Fund as a possible source of operating expense assistance and is assisting

the Mobility Coordinator with a funding request. The same is true in Jackson County where another foundation identified by the Jackson County CPC may be a resource for the RTA. Another meeting is scheduled with the Dubuque County CPC to discuss various DHS funding sources that may be eligible funding sources for current and other unmet needs in Dubuque County.

Conclusion

As is clearly portrayed in the chapter of transit system funding, the sources of funding for public transportation relies heavily on traditional transit sources, with minimal support from human service sources other than Medicaid and Agency contracts. It is essential to the sustainability of the transit system and to implement identified projects that alternate revenue sources be identified and accessed.

Introduction

The projects identified in Section Three were unanimously recommended to be incorporated into the 2010 Dubuque, Delaware, Jackson, and Clinton County Passenger Transportation Plan via electronic proxy vote. The TAG committee was invited to participate in the recommendation via the internet through a survey, and participants were reminded to vote at the TAG meeting held on January 19th 2010. Out of the 23 members who attended the last two meetings, 19 replied to the survey. 18 approved the survey and one did not.

These projects reflect the need of the community that has been discussed through the PTP process for the past several years. These projects will help to keep the communities sustainable and help the residents access multiple services.

The Dubuque Metropolitan Area Transportation Study and the Region 8 Planning Affiliation will formally approve the plan and recommended projects during their February 2010 meetings, and a final submission to the IDOT by May 1, 2010.



Figure 5.a Transit Action Group Approval of PTP Projects

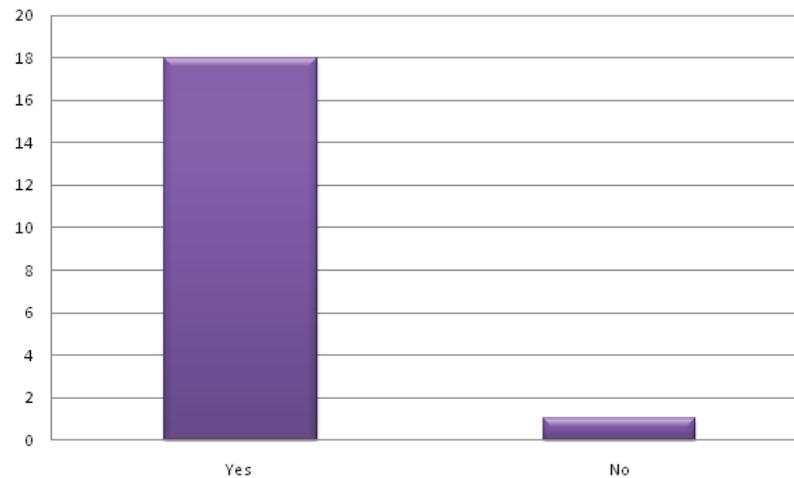


Figure 5.b Recommended Projects for Existing and Unmet Service Needs

#	Provider	Project Description	Type	Estimated Cost	Potential Source	Amount (\$)	Priority	FY 2010	FY2011	FY2012	FY 2013	FY 2014
1	Keyline	Expanded hours and days of service	O	\$1.4 Million	5307, Local Tax, JARC, New Freedom		H			\$1,400,000		
2	Keyline	Provide a greater accessibility to services	O	\$2.1 Million	5307, Local Tax, JARC, New Freedom		H			\$2,100,000		
3	Keyline	Expand services within community	O	\$2 Million	5307, Local Tax, JARC, New Freedom		H			\$2,000,000		
4	Keyline	Cover a greater geographic area (Key West & West End)	O	\$280,000	5307, Local Tax, JARC, New Freedom		H		\$280,000			
5	Keyline	Market employer incentives for mass transit	O, P	\$12,000	5307, Local Tax, JARC, New Freedom		M		\$2,000	\$2,000	\$2,000	\$6,000
6	Keyline	Educate community about route information and widely market services	P	\$16,000	5307, Local Tax, JARC, New Freedom		M		\$16,000			
7	Keyline	offer more affordable services	O	\$150,000	5307, Local Tax, JARC, New Freedom		L			\$150,000		
9	Keyline	Installation of bike racks	O, P	\$10,000	5307, Local Tax, JARC, New Freedom		L	\$6,000	\$4,000			
10	Keyline	Continuation Funding of JARC		\$31,000								
11	RTA	Expand hours and days of service	O	\$85,000	5311, STA, JARC, New Freedoms, Medicaid	\$43/hr	H	\$43	\$45	\$47	\$49	\$51
12	RTA	Maintain a consistent schedule	O	\$0		\$0	H	\$0	\$0	\$0	\$0	\$0
13	RTA	Expand services within Dubuque	O	\$134,000	5311, STA, JARC, New Freedoms, Medicaid, Property Tax, Agency/Contract Revenue	\$43/hr	M	\$43	\$45	\$47	\$49	\$51
14	RTA	Expand services to West end	O	\$43/hr	5311, STA, JARC, New Freedoms, Medicaid, Property Tax, Agency/Contract Revenue	\$43/hr	M	\$43	\$45	\$47	\$49	\$51
15	RTA	Add an extra Iowa City route	O, P	\$4,100	5311, STA, New Freedoms, Medicaid, Property Tax, Agency/Contract Revenue	\$43/hr	M	\$43	\$45	\$47	\$49	\$51
16	RTA	Offer same day service or demand response in Jackson County	O	\$10,000	5311, STA, JARC, New Freedoms, Medicaid, Property Tax, Agency/Contract Revenue	\$43/hr	M					
17	RTA	Offer more affordable services (No fare)	O	\$140,000	5311, STA, JARC, New Freedoms, Medicaid, Property Tax, Agency/Contract Revenue	\$140,000	M	\$140,000	\$140,000	\$140,000	\$140,000	\$140,000

Figure 5.b Recommended Projects for Existing and Unmet Service Needs (continued)

18	RTA	Educate community about route information and widely market services	P	\$40/yr	Mobile City Coordinator Position, Special Projects	\$40/yr	M	\$40/yr	\$40/yr	\$40/yr	\$40/yr	\$40/yr
19	RTA	Offer additional routes from Dyersville to Dubuque	O	\$4,100	RTA, STA, MRC, New Freedoms, Medicaid, Property Tax, Agency/Contract Revenue	\$43/yr	M	\$43	\$45	\$47	\$49	\$51
20	RTA	Coordinate services with Manchester health clinic's schedule	O	\$40/yr	Mobile City Coordinator Position	\$40/yr	M	\$40/yr	\$41/yr	\$42/yr	\$43/yr	\$44/yr
21	RTA	Offer same day service or demand response in Dubuque County	O	\$43/yr	RTA, STA, MRC, New Freedoms, Medicaid, Property Tax, Agency/Contract Revenue	\$43/yr	M	\$43	\$45	\$47	\$49	\$51
22	RTA	Expand services in Delaware County	O	\$10,000	RTA, STA, MRC, New Freedoms, Medicaid, Property Tax, Agency/Contract Revenue	\$43/yr	M	\$43	\$45	\$47	\$49	\$51
23	RTA	Market employer incentives for mass transit	O, P	\$40/yr	Mobile City Coordinator Position	\$40/yr	M	\$40/yr	\$40/yr	\$40/yr	\$40/yr	\$40/yr
24	RTA	Post announcements on RTA website	P	\$40/yr	Mobile City Coordinator Position	\$40/yr	M	\$40/yr	\$41/yr	\$42/yr	\$43/yr	\$44/yr
25	RTA	Expand routes within Jackson County	O	\$4,200	RTA, STA, MRC, New Freedoms, Medicaid, Property Tax, Agency/Contract Revenue	\$43/yr	M	\$43	\$45	\$47	\$49	\$51
26	RTA	Provide additional training to drivers on wheelchair tie downs	P	\$30/yr	RTA, MTA, STA, Property Tax	\$30/yr	L	\$30	\$32	\$34	\$36	\$38
27	RTA	Add a fixed route from the city of Manchester to Dundee	O	\$44,720	RTA, STA, MRC, New Freedoms, Medicaid, Property Tax, Agency/Contract Revenue	\$43/yr	L	\$43	\$45	\$47	\$49	\$51
28	RTA	Continuation Funding of JARC		\$100,000				\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
29	RTA	Continuation Funding of New Freedoms		\$25,000				\$25,000	\$25,000	\$25,000		
30	MTA	Expand service hours and days	O	\$118,600	local		H			\$118,600		
31	MTA	Provide defensive driver training	P	\$30/yr	local		H	1,000				
32	MTA	Offer hand sanitizer to keep buses clean and sanitized	O	\$300	local		H	300				
33	MTA	Re-route Branch Line, Hill Line, and Camanche Avenue	O	\$25,000	local		H	25000				
34	MTA	Offer a Clinton to Camanche Route	O	\$140,000	local-28E		M				140000	
35	MTA	Add an Ashford University Campus route	O	\$110,000	local-28E		L				110000	
36	MTA	Offer a Clinton to Fulton Route	O	\$115,000	local-28E		M				115000	
37	MTA	Extend South Clinton Line	O	\$0	local		L					
39	River Bend	Add a Clinton to DeWitt route	O				M					
40	River Bend	Offer hand sanitizer to keep buses clean and sanitized	O	\$300			L					
<p>Project Code: O= One-time, C= Capital, P= Planning Revenue Code: L= Wheelchair Lift, R= Wheelchair Ramp, MB= Mobile Buses, P= Paratransit, MCR= Mobile Bus Terminal/Connector, RC= Security Camera Type of Recommendation: NP= New Project, RR= Re-route</p>												

Existing and Unmet Service Needs

The Regional Transit Authority

Job Access Reverse Commute (Continuation Project)

The Delaware, Dubuque and Jackson County Regional Transit Authority (RTA) provides a mix of general public demand response and subscription transportation for consumers in their 3 county service area and to a limited extent the additional counties of Clinton, Linn and Johnson using a combination of ADA accessible buses and a limited volunteer driver service program. The RTA partners with the urban public transit system, KeyLine Transit and dozens of area human service organizations including the Area Residential Care, Hills and Dale Child Development, Department of Human Services, Iowa Workforce Development, Delaware Dubuque and Jackson County CPC's, the Metropolitan Planning Organization and the Regional Planning Affiliate to coordinate employment and job readiness training transportation in RTA service area. The JARC project in 2011 is a continuation project for employment transportation and will provide approximately 32,000 rides, 149,000 revenue miles and 9,100 revenue hours of service. The Regional Transit authority operates (8) 16-passenger buses Monday through Friday on split shifts from 7:00-9:00 A.M. and from 2:30-4:30 P.M. transporting 110 passengers to the following job sites within the city limits of Dubuque: Vocational Services Center, McGraw Hill Publishing, Can Redemption Center, Dittmer Recycling, Pepsi, Finnin Ford Colonial Terrace, Goodwill Super Center, Hy Vee, Burger King, Crescent Community Center and Stonehill Care Center.

The Regional Transit Authority also operates (1) 16-passenger bus Monday through Sunday from 8:00-10:00 P.M. transporting 7-10 passengers to the following job sites within the city limits of Dubuque: Crescent Community Center, Stonehill Care Center and Goodwill Super Center. The Service is a subscription service and was implemented by the Regional Transit Authority January 1, 2007. The service is open to the general public and is predominantly utilized by passengers with disabilities who are living below the poverty level.

New Freedoms (Continuation Projects)

Bellevue to Dubuque

Through the help of ECIA transportation staff and DOT approval of New Freedoms funding, a variety of regular inter-city and inter-county routes were designed. Those routes include a route between the city of Bellevue and Dubuque. In September 2009, the Jackson County Regional Health Center closed its dialysis unit requiring patients to secure transportation from Maquoketa and the surround area to Tri State Dialysis of Dubuque. RTA is in need of funding from New Freedoms to fund subsidized wheelchair accessible service to the dialysis unit in Dubuque in FY 2010. The project fits the eligibility requirements of New Freedoms under corridor services providing transportation access for populations beyond those served by one agency or organization within a community.

Cascade to Dubuque

Through the help of ECIA transportation staff and DOT approval of New Freedoms funding, a variety of regular inter-city and inter-county routes were designed. Those routes include a route between the city of Cascade and Dubuque. In September 2009, the Jackson County Regional Health Center closed its dialysis unit requiring patients to secure transportation from Maquoketa and the surround area to Tri State Dialysis of Dubuque. RTA is in need of funding from New Freedoms to fund subsidized wheelchair accessible service to the dialysis unit in Dubuque in FY 2010. The project fits the eligibility requirements of New Freedoms under corridor services providing transportation access

for populations beyond those served by one agency or organization within a community.

Manchester to Cedar Rapids

Through the help of ECIA transportation staff and DOT approval of New Freedoms funding, a variety of regular inter-city and inter-county routes were designed. Those routes include a route between the city of Manchester and Cedar Rapids. RTA is in need of funding from New Freedoms to fund the continuation project for subsidize wheelchair accessible service to Dubuque in FY 2010. The projects have been funded previously with New Freedoms funding and the proposed service fits the eligibility requirements of New Freedoms under corridor services providing transportation access for populations beyond those served by one agency or organization within a community.

Bellevue to Maquoketa

Through the help of ECIA transportation staff and DOT approval of New Freedoms funding, a variety of regular inter-city and inter-county routes were designed. Those routes include a route between the city of Bellevue and Maquoketa. The RTA is in need of funding from New Freedoms to fund the continuation project for service to subsidize wheelchair accessible service to Maquoketa in FY 2010. The projects have been funded previously with New Freedoms funding and the proposed service fits the eligibility requirements of New Freedoms under corridor services providing transportation access for populations beyond those served by one agency or organization within a community.

In-Town Dyersville

The RTA provides two 4 hour days of service in the city of Dyersville for the general public to phone a day in advance and schedule transportation within the city limits. The service is provided on Tuesdays and Thursdays between the hours of 10:00 AM and 2:00 PM. The projects have been funded previously with New Freedoms funding and the proposed service fits the eligibility requirements of New Freedoms under corridor services providing transportation access for populations beyond those served by one agency or organization within a community.

Dyersville to Dubuque

The RTA provides transportation from Dyersville to Dubuque every 4th Thursday from 9:30 AM to 2:30 PM to the general public who phone in a day in advance for service. The projects have been funded previously with New Freedoms funding and the proposed service fits the eligibility requirements of New Freedoms under corridor services providing transportation access for populations beyond those served by one agency or organization within a community.

Manchester to Dubuque

The RTA provides transportation from Manchester to Dubuque every 2nd Wednesday of the month from 9:30 AM to 1:30 PM to the general public who phone in a day in advance for service. The projects have been funded previously with New Freedoms funding and the proposed service fits the eligibility requirements of New Freedoms under corridor services providing transportation access for populations beyond those served by one agency or organization within a community.

Expanded Hours and days of service

This project would fund an additional 5 hours of service per day Monday through Friday and 13 hours of service on Saturdays to accommodate evening and weekend transportation needs.

Maintain a consistent schedule

This project would ensure that the passenger's expected pick up and drop off times are adhered to as closely as possible to the scheduled pick up and drop off times through the use of computerized dispatch scheduling and mobile data terminals installed on each of the RTA buses.

Expand services within Dubuque

This project would fund the addition of three RTA bus routes operating a total of 4 hour per day each, five days per week between the hours of 7:00 AM and 8:00PM and 3:00 PM and 5:00 PM Monday through Friday to accommodate employment transportation in Dubuque.

Expand services to Dubuque West end

This project would fund additional RTA routes on Dubuque's west side (west of JFK Road) to accommodate transportation needs of residents living on Dubuque's west side as well as the town of Asbury.

Add an extra Iowa City route

This project would fund another day of service per month from the RTA service area to Iowa City clinics and hospitals.

Offer same day service or demand response in Jackson County

This project would fund an addition 2 hours of service per day Monday through Friday within Jackson County.

Offer more affordable services (no fare)

This project would eliminate any passenger fares collect for RTA service other than those services billed to Medicaid and Title XIX.

Educate community about route information and widely market services

This project would utilize the Mobility Coordinator who presents information to service providers in Delaware, Dubuque and Jackson counties via presentations, printed material and website information.

Offer additional routes from Dyersville to Dubuque

This project would fund an addition two trips per month between the cities of Dyersville and Dubuque between the hours of 9:30 AM and 2:30 PM.

Coordinate services with Manchester health clinic's schedule

This project would involve dispatch and the Mobility Coordinator to work with the staff at Manchester's health clinic to coordinate availability of services on the days that various specialty services are provided to patients.

Offer same day service or demand response service in Dubuque County

This project would fund the availability of general public transportation for consumers in Dubuque county on a dial a ride basis with at least a day in advance scheduling notice to services within Dubuque county.

Market employer incentives for mass transit

This project would involve the Mobility Coordinator meeting with various employers and employment services to explain what employer tax and employee benefits are available for the provision of public transportation to their workforce.

Post announcements on RTA website

This project would involve the Mobility Coordinator and the dispatchers to post cancellations, delays and service announcements on the current RTA website.

Expand routes within Jackson County

This project would fund the availability of general public transportation for consumers in Jackson County on a dial a ride basis with at least a day in advance scheduling notice to services within Jackson County.

Provide additional training to drivers on wheelchair tie downs

This project would expand current passenger assistance training to an annual or semi-annual training course to all drivers in addition to new driver orientation and training.

Add a fixed route from the city of Manchester to Dundee

This project would add a daily route between the town of Dundee and Manchester between the hours of 7:00 AM and 9:00 AM and 3:00 PM and 5:00 PM Monday through Friday.

Keyline Transit

Expanded Hours and Days of service

This project would fund an additional 5 hours of service per day Monday through Friday and 13 hours of service on Saturday's to accommodate evening and weekend transportation needs. An additional study will need to be conducted to determine the peak ride times for evening and weekend fixed routes.

Provide a greater accessibility to services

This project would fund for consumers to reach multiple areas surrounding the DMATS area including areas that are not currently traveled by Keyline. An additional study will need to be conducted to determine the highly trafficked areas and where most riders need to access.

Market employer incentives for mass transit

This project would fund for an education session to inform businesses about the benefits and opportunities available for employers to offer mass transit options to employees.

Educate community about route information and widely market service

This project would fund for a marketing campaign to increase ridership and make transit more accessible to the general public. Options include ride guides, videos, and fliers to acclimate the public with available services.

Offer more affordable services

This project would fund for consumers to access the bus if their budget is tight. A financial scholarship could be available for consumers to apply for and receive assistance.

Installation of bike racks

This project would fund to purchase and install bike racks for riders to utilize.

Clinton MTA

Expand service hours and days of operation

This project would fund for 5 additional hours during the weekday evenings and thirteen hours on the weekend. Increasing hours of operation is a budgetary process that must first be approved by the City Council. At this time, the City Council has not approved this project.

Provide defensive driver training

This project would fund ongoing training provided by Clinton MTA for drivers to receive important training on defensive driving. All training will be budgeted through the budget process in stages of priorities.

Revise Routes

Revising these routes is in the planning stages of implementation. Branch Line has already had a minor change to remove route off an unimproved street. Ashford College has now changed their plans and purchased the Clinton Country Club golf course which will change the transit routes in that area to accommodate their new location. The Camanche Avenue routes will be revised for the new Ashford College location which may also require route revisions of the Hill Line and Branch Line.

Clinton to Fulton Route

This project would fund a route from Clinton to Fulton for job opportunities or medical appointments. When the cities are able to financially maintain a new route between the two cities this will be possible. A 28E agreement will be agreed upon.

Extend South Clinton Line

This project would fund an extension of this route for clients of the New Choices facility. This however will not be possible because most of the South Clinton Line will be purchased by ADM to develop for industry.

Figure 5.c Recommended Fleet Replacement & Expansion Projects

Number	Provider	Project Description	Type	Estimated Cost	Potential Source	Amount (\$)	Priority	FY 2010	FY2011	FY2012	FY 2013	FY 2014
1	RTA	1996 Ford Windstar (595)	R, MR	\$42,000	5309/Local Match	\$34,860/\$7,140	H					
2	RTA	1996 Ford LD Bus(416)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H					
3	RTA	1996 Ford Standard Van (333)	MR	\$68,000	5309/Local Match	\$57,270/\$11,730	H					
4	RTA	1996 Ford Standard Van (334)	MR	\$68,000	5309/Local Match	\$57,270/\$11,730	H					
5	RTA	1999 Ford LD Bus (46)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H					
6	RTA	1999 Ford Eldorado (861)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H	\$68,000				
7	RTA	1999 Ford Eldorado (1)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H					
8	RTA	2002 Ford Supreme (650)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H	\$68,000				
9	RTA	2002 Ford Supreme (649)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H	\$68,000				
10	RTA	2002 Ford Supreme(666)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H		\$69,000			
11	RTA	2002 Ford Supreme (384)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H		\$69,000			
12	RTA	2002 Ford Supreme (94)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H		\$69,000			
13	RTA	2002 Ford Supreme (28)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H			\$70,000		
14	RTA	2002 Ford Supreme (29)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H			\$70,000		
15	RTA	2004 Champion (601)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H			\$70,000		
16	RTA	2004 Champion (470)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H			\$70,000		
17	RTA	2004 Champion (469)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H			\$70,000		
18	RTA	2006 Ford El Dorado (945)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H				\$71,000	
19	RTA	2006 Ford El Dorado (102)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H				\$71,000	

Figure 5.c Recommended Fleet Replacement & Expansion Projects (continued)

20	RTA	2006 Ford El Dorado (101)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H				\$71,000	
21	RTA	2006 Ford El Dorado (4)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H				\$71,000	
22	RTA	2006 Ford El Dorado (6)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H				\$71,000	
23	RTA	2006 Ford El Dorado (7)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H				\$71,000	
24	RTA	2006 Ford El Dorado (5)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H				\$71,000	
25	RTA	2009 Ford El Dorado (113)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H					\$72,000
26	RTA	2009 Ford El Dorado (114)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H					\$72,000
27	RTA	2009 Ford El Dorado (143)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H					\$72,000
28	RTA	2009 Ford El Dorado (9142)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H					\$72,000
29	RTA	2009 Ford El Dorado (9143)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H					\$72,000
30	RTA	2009 Ford El Dorado (9144)	L, MR,MDT	\$68,000	5309/Local Match	\$57,270/\$11,730	H					\$72,000
31	MTA	2009 Gillig (0941)	R, MR, F, SC	new			L					
32	MTA	2009 Gillig (0942)	R, MR, F, SC	new			L					
33	MTA	1993 ORION sub for 403 (431)	R, MR, F, SC	ordered	stimulus		L					
34	MTA	1993 ORION sub for 472 (432)	R, MR, F, SC	326,000	grant	83%	H11	326,000				
35	MTA	1993 ORION (434)	R, MR, F, SC	ordered	stimulus		L					
36	MTA	1993 ORION (435)	R, MR, F, SC	ordered	stimulus		L					
37	MTA	1992 ORION (436)	R, MR, F, SC	ordered	stimulus		L					
38	MTA	1997 Champlain (470)	L, MR, F, SC	375,000	grant	83%	H			375,000		
39	MTA	1997 Orion (471)	R, MR, F, SC	326,000	grant	83%	M			326,000		
40	MTA	1978 GMC RTS sub for 415 (04)	L, MR, F, SC	ordered	stimulus		L					
41	MTA	1993 Orion (473)	RM, R, F, SC	326,000	grant	83%	M	326,000				
42	MTA	2001 Ford Eldorado (0150)	L, MR, F, SC	81,000	grant	83%	M			81,000		
43	MTA	1998 Ford Eldorado (9856)	L, MR, SC	93,000	grant	83%	M			93,000		
44	MTA	2000 Ford Supreme (562)	L, MR, SC	83,000	grant	83%	H	83,000				
45	MTA	2004 Ford Supreme (563)	L, MR, SC	79,000	grant	83%	L		79,000			
46	MTA	2006 Ford Supreme (564)	L, MR, SC	79,000	grant	83%	L			79,000		
47	MTA	1997 Ford Truck (457)	MR	41,600	grant	80%	H		41,600			
48	MTA	2001 Dodge Minivan (593)		30,160	grant	80%	H		30,160			
49	MTA	2006 Ford Eldorado (0640)	L, MR, F, SC	93,000	grant	83%	L				93,000	
50	MTA	2000 Ford Eldorado (427)	L, MR, F, SC	93,000	grant	83%	H	93,000				

Figure 5.c Recommended Fleet Replacement & Expansion Projects (continued)

51	Keyline	35' Heavy Duty Bus 2558	R,MR,F,MDT,SC	\$375,000	5309/local match	83%	H	\$375,000				
52	Keyline	35' Heavy Duty Bus 2559	R,MR,F,MDT,SC	\$375,000	5309/local match	83%	H	\$375,000				
53	Keyline	35' Heavy Duty Bus 2561	R,MR,F,MDT,SC	\$375,000	5309/local match	83%	H	\$375,000				
55	Keyline	176" wb Light Duty Bus 2582 (Diesel)	R,MR,F,MDT,SC	\$93,000	5309/local match	83%	H		\$93,000			
56	Keyline	176" wb Light Duty Bus 2578 (Diesel)	R,MR,F,MDT,SC	\$93,000	5309/local match	83%	H		\$93,000			
57	Keyline	176" wb Light Duty Bus 2583 (Diesel)	R,MR,F,MDT,SC	\$93,000	5309/local match	83%	H		\$93,000			
58	Keyline	176" wb Light Duty Bus 2584 (Diesel)	R,MR,F,MDT,SC	\$93,000	5309/local match	83%	H		\$93,000			
59	Keyline	176" wb Light Duty Bus 2585 (Diesel)	R,MR,F,MDT,SC	\$93,000	5309/local match	83%	H		\$93,000			
60	Keyline	176" wb Light Duty Bus 2586 (Diesel)	R,MR,F,MDT,SC	\$93,000	5309/local match	83%	H		\$93,000			
61	Keyline	176" wb Light Duty Bus 2587 (Diesel)	R,MR,F,MDT,SC	\$93,000	5309/local match	83%	H		\$93,000			
Product Code: O= Operations, C= Capital, P= Planning Equipment Code: L= Wheelchair Lift, R= Wheelchair Ramp, MR= Mobile Radio, F= Farebox, MDT= Mobile Data Terminal/Computer, SC= Security Camera Type of Improvement: REP= Replace, REHAB= Rehabilitate												

All vehicles that are scheduled for replacement have or will have met the replacement standards to receive funding. Most will run beyond the useful life standards set because funding is not available.

The buses listed are typically older buses and are still used in daily operation. The purchase of new buses has many advantages, including: customers and driver's comfort level, more efficient engines, cleaner emissions, and they create a more positive and modern public image.

Figure 5.d Recommended Facility and Equipment Projects

Number	Provider	Project Description	Type	Estimated Cost	Potential Source	Amount (\$)	Priority	FY 2010	FY2011	FY2012	FY 2013	FY 2014
1	Keyline	Electronic Fare Boxes	C	\$355,000.00	5309, local funds		M			\$355,000		
2	Keyline	Install Security Cameras on Buses	C	\$60,000.00	5309, local funds		H	\$60,000				
3	Keyline	Install GPS and MDT System on Buses	C	119,000	5309, local funds?ARRA		H	\$44,800	\$74,200			
4	Keyline	Facility Security - Upgrade system	C	\$20,000.00	5309, local funds		H		\$20,000			
5	Keyline	Bus Stop Amenities	C	\$30,000.00	5309/local funds		H		\$30,000	\$30,000	\$30,000	\$30,000
5	RTA	Radio Tower - Upgrade Existing tower	C	\$5,500	5309, 5311, STA, Local foundations/grants	\$4,400/\$1,100	M	\$5,500	\$6,000	\$6,500	\$7,000	\$7,500
6	RTA	Maintenance Equipment	C	\$20,000	5309, 5311, STA, Local foundations/grants	\$16,000/\$4,000	H	\$20,000	\$21,000	\$22,000	\$23,000	\$24,000
7	RTA	Portable Bus Wash Equipment	C	\$5,000	5309, 5311, STA, Local foundations/grants	\$4,000/\$1,000	H	\$5,000	\$5,500	\$6,000	\$6,500	\$7,000
8	RTA	Paving Dubuque Facility	C	\$40,000	5309, 5311, STA, Local foundations/grants	\$32,000/\$8,000	M	\$40,000	\$41,000	\$42,000	\$43,000	\$44,000
9	MTA	GPS/AVL Technology	C	250,000	grant-local	200,000	M				250,000	
10	MTA	Shop Equipment	C	25,000	grant-local	20,000	L			20,000		
11	MTA	Dispatch Software Upgrade	C	100,000	grant-local	80,000	M			100,000		

Product Code: O= Operations, C= Capital, P= Planning
 Equipment Code: L= Wheelchair Lift, R= Wheelchair Ramp, MR= Mobile Radio, F= Farebox, MDT= Mobile Data Terminal/Computer, SC= Security Camera
 Type of Improvement: REP= Replace, REHAB= Rehabilitate

Each facility project requested is essential for the overall general transportation operations, or the upkeep of the facilities. For a detailed description of each project, please see Facility Needs in Chapter Three.

Passenger Transportation Development Plan Survey

Please help us in identifying transportation needs and gaps within your community by completing this survey. All responses will be kept secure and confidential. This information is vital for our planning process and is greatly appreciated!

1. Agency Name: _____
2. Agency Service Area: _____
3. What type of service does your agency provide (check all that applies)?

<input type="checkbox"/> Senior Services	<input type="checkbox"/> Housing
<input type="checkbox"/> Medical Services	<input type="checkbox"/> Education
<input type="checkbox"/> Disability Services	<input type="checkbox"/> Recreation/fitness
<input type="checkbox"/> Employment Services	<input type="checkbox"/> Legal services
<input type="checkbox"/> Counseling	<input type="checkbox"/> Economic Development
<input type="checkbox"/> Food and/or clothing	<input type="checkbox"/> Community Development
<input type="checkbox"/> Client Transportation	<input type="checkbox"/> Religious
<input type="checkbox"/> Government Services	<input type="checkbox"/> Assisted Living
<input type="checkbox"/> Nursing Home	<input type="checkbox"/> Other, please specify _____
4. What days of the week do you provide services?

<input type="checkbox"/> Monday	<input type="checkbox"/> Tuesday
<input type="checkbox"/> Wednesday	<input type="checkbox"/> Thursday
<input type="checkbox"/> Friday	<input type="checkbox"/> Saturday
<input type="checkbox"/> Sunday	<input type="checkbox"/> Varies, please explain _____
5. Does Your Agency Provide transportation?

<input type="checkbox"/> Yes
<input type="checkbox"/> No
6. Does Your Agency Receive Public Funding (local, state or federal)?

<input type="checkbox"/> Yes
<input type="checkbox"/> No
7. Does your agency provide bus passes or vouchers?

<input type="checkbox"/> Yes
<input type="checkbox"/> No
8. If your agency does provide passes, how much per year do you spend?
\$ _____

NEEDS:

9. ARE THERE SERVICES YOUR AGENCY IS CURRENTLY PROVIDING THAT YOU WOULD RATHER SEE A PUBLIC TRANSIT SYSTEM PROVIDE? (Please go into detail)

10. ARE THERE UNMET TRANSPORTATION NEEDS IN THE AREA? (Please go into detail)

11. WHAT IS ONE OR TWO THINGS YOU WOULD LIKE TO SEE CHANGED ABOUT PUBLIC OR REGIONAL TRANSPORTATION FOR YOUR CUSTOMERS/CLIENTS?

12. HOW CAN CURRENT TRANSPORTATION SERVICES IN YOUR AREA BE IMPROVED?

Passenger Transportation Plan Survey for the General Public

Please help us in identifying transportation needs and gaps within your community by completing this survey. All responses will be kept secure and confidential. This information is vital for our planning process and is greatly appreciated!

1. Name (optional): _____
2. What is your age:
 - 18-28
 - 29-39
 - 40-50
 - 51-61
 - 62-72
 - 72+
3. What county do you live in?
 - Dubuque
 - Delaware
 - Jackson
 - Other: _____
4. Do you utilize public transportation?
 - Yes
 - No
5. Would you be interested in utilizing the Public Transit System if it met your needs?
 - Yes
 - No
6. If you do not use Public Transportation, please state why (check all that apply):
 - Too expensive
 - Takes too long
 - Not educated enough about routes and/or schedule
 - Worried about who else I will be riding with
 - Have a phobia of buses
 - Not convenient enough
 - Bus does not run in my neighborhood
 - Bus does not run at the times I need
 - Other (please explain): _____
7. How much should a one way, in town, ticket cost?
 - \$1.00-\$2.00
 - \$2.00-\$3.00
 - \$3.00-\$4.00
 - Other: _____

Please turn over

8. If you chose to use public transportation, what are the times and dates you would need the bus?

9. Are there unmet transportation needs in your community? If so, please explain.

10. What are one or two suggestions you would have on changes to the public or regional transportation services offered in your area?

11. How can transportation services in your area be improved?

If you would like to be registered for an iPod Shuffle, please list your name, address, telephone number and email address below.

Name: _____

Address: _____

Telephone Number: _____

Email Address: _____

Thank you for your time!!

We're waiting.....for your input

Provide your thoughts on routes, schedules, and gaps in public transportation by attending a meeting or completing an online or paper survey

Keyline and RTA Meeting:

Carnegie-Stout Public Library
360 W 11th St, Dubuque
Tuesday October 20, 2009
2:00 pm



Win an
iPod shuffle!



Fill out the online survey at www.rta8.org/contactus/

PASSENGER TRANSPORTATION PROVIDER FACT SHEET

Data current as of November 10, 2009
(Date)

1. Provider Name: Delaware Dubuque And Jackson County Regional Transit Authority

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

Contact Person Mark Munson Telephone Number (563) 556-4166

2. General description of Passenger Transportation Operations:

- a. Type of service(s):
General Public, demand response and subscription passenger transportation.
- b. Groups served:
Persons with disabilities, senior citizens, students and low income individuals and families
- c. Service area:
Delaware, Dubuque and Jackson Counties
- d. Service hours and days of operation:

Monday through Friday 7:00 am to 10:00 pm

Saturday 8:00 pm to 10:00 pm

Sundays and holidays 8:00 pm to 10:00 pm

e. Number of employees involved in your passenger transportation:

	Full-time	Part-time	Volunteers
Administrative	4	0	0
Maintenance	0	0	0
Drivers	5	28	6

f. Receive governmental (public) funding?
 Yes No

3. Cost to individual passenger: Fares, vary and range from \$3.00 per one-way ride up to \$15.00 per one way ride depending on the trip.

4. Vehicle fleet:

Number of vehicles:	Buses: <u>27</u>	Vans: <u>4</u>
Station Wagons: <u>0</u>	Sedans: <u>0</u>	Other: <u>0</u>
Number of vehicles with:	Wheelchair Lifts/Ramps: <u>29</u>	
	Two-way Radios/Phones: <u>31</u>	

5. Performance:

(Last Year) from: 7/1/08
to: 6/30/09

(Current Year) from: 7/1/09
to: 6/30/10

Actual

Projected

Operating:

Passengers	<u>181548</u>	<u>181548</u>
Wheelchair Lift Operations Performed	<u></u>	<u></u>
Revenue Miles	<u>562499</u>	<u>562499</u>
Revenue Hours	<u>39149</u>	<u>31000</u>
Average Daily Passengers Carried	<u>350</u>	<u>350</u>

Financial:

Operating Expenses	<u>1445461</u>	<u>1235620</u>
Operating Revenues	<u>1432351</u>	<u>1235620</u>
Capital Expenses	<u>55000</u>	<u>275000</u>

Covers the period from:

to:

6. Other information:

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Vehicle: Model Year/Body Manufacturer and Model	Fleet ID	No. Seats/Wheelchairs	Base Location	Base County	Assignments	No. Hours Per Week Used	Is it Used Evg/Wknd?	Proj. Annual Miles	Current Mileage
1996 Ford Windstar	595	3/1	Bellevue	Jackson	General Public	30	No	>10,000	189550
1996 Ford LD Bus	416	6/3	Dubuque	Dubuque	Backup	4	No	>3000	181383
1996 Ford Standard Van	333	15	Dubuque	Dubuque	Backup	4	Yes	>10,000	201298
1996 Ford Standard Van	334	15	Dubuque	Dubuque	Iowa City/JARC	20	Yes	>10,000	204563
1999 Ford LD Bus	46	16/2	Dyersville	Dubuque	Backup	20	No	>10,000	217663
1999 Ford El Dorado	861	19/2	Dubuque	Dubuque	NICC Shuttle	40	No	>10,000	213799
1999 Ford Eldorado	1	19/2	Dubuque	Dubuque	ARC	20	Occ.	>10,000	250746
2002 Ford Supreme	650	8/4	Maquoketa	Jackson	DAC	20	No	>10,000	101874
2002 Ford Supreme	649	8/4	Dubuque	Dubuque	Sunycrest	45	Occ.	>10,000	149414
2002 Ford Supreme	666	8/4	Dubuque	Dubuque	ARC	30	Occ.	>10,000	165926
2002 Ford Supreme	384	8/4	Dubuque	Dubuque	JARC	40	Occ.	>10,000	168358
2002 Ford Supreme	94	8/4	Dubuque	Dubuque	ARC	25	No	>10,000	154804
2002 Ford Supreme	28	8/4	Dubuque	Dubuque	JARC/Misc.	40	Occ.	>10,000	167557
2002 Ford Supreme	29	13/2	Dubuque	Dubuque	ARC	25	No	>10,000	160963
2004 Champion	601	6/3	Manchester	Delaware	General Public	25	Occ.	>10,000	94556
2004 Champion	470	6/3	Maquoketa	Jackson	DAC/AAA	40	No	>10,000	113911
2004 Champion	469	6/3	Dubuque	Dubuque	JARC/General	40	Occ.	>10,000	136162
2006 Ford El Dorado	945	8/4	Maquoketa	Jackson	DAC/AAA	40	No	>10,000	87716
2006 Ford El Dorado	102	8/4	Maquoketa	Jackson	DAC	25	Occ.	>10,000	98456
2006 Ford El Dorado	101	8/4	Maquoketa	Jackson	DAC/AAA	32	Occ.	>10,000	65072
2006 Ford El Dorado	4	8/4	Dubuque	Dubuque	Head Start	30	No	>10,000	74685
2006 Ford El Dorado	6	8/4	Dyersville	Dubuque	Head Start	25	Occ.	>10,000	56784
2006 Ford El Dorado	7	8/4	Dyersville	Dubuque	JARC/Misc.	32	No	>10,000	114499
2006 Ford El Dorado	5	8/4	Manchester	Delaware	General Public	35	Occ.	>10,000	62050
2009 Ford El Dorado	113	16/2	Maquoketa	Jackson				>10,000	1000
2009 Ford El Dorado	114	16/2	Dubuque	Dubuque				>10,000	11000
2009 Ford El Dorado	143	16/4	Dubuque	Dubuque				>10,000	9857
2009 Ford El Dorado	9142	16/4	Manchester	Delaware				>10,000	1000
2009 Ford El Dorado	9143	16/4	Dubuque	Dubuque				>10,000	1000
2009 Ford El Dorado	9144	16/4	Dubuque	Dubuque				>10,000	1000

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Vehicle: Model Year/Body Manufacturer and Model	Fleet ID	No. Seats/Wheelchairs	Vehicle Equipment	Current Mileage	Current FY 10	FY 11	FY 12	FY 13	FY 14
1996 Ford Windstar	595	3/1	R, MR	189550					
1996 Ford LD Bus	416	6/3	L, MR, MDT	181383	416				
1996 Ford Standard Van	333	15	MR	201298					
1996 Ford Standard Van	334	15	MR	204563					
1999 Ford LD Bus	46	16/2	L, MR, MDT	217663	46				
1999 Ford El Dorado	861	19/2	L, MR, MDT	213799					
1999 Ford Eldorado	1	19/2	L, MR, MDT	250746	1				
2002 Ford Supreme	650	8/4	L, MR, MDT	101874		650			
2002 Ford Supreme	649	8/4	L, MR, MDT	149414					
2002 Ford Supreme	666	8/4	L, MR, MDT	165926		666			
2002 Ford Supreme	384	8/4	L, MR, MDT	168358			384		
2002 Ford Supreme	94	8/4	L, MR, MDT	154804			94		
2002 Ford Supreme	28	8/4	L, MR, MDT	167557				29	
2002 Ford Supreme	29	13/2	L, MR, MDT	160963				29	
2004 Champion	601	6/3	L, MR, MDT	94556					601
2004 Champion	470	6/3	L, MR, MDT	113911					470
2004 Champion	469	6/3	L, MR, MDT	136162					
2006 Ford El Dorado	945	8/4	L, MR, MDT	87716					
2006 Ford El Dorado	102	8/4	L, MR, MDT	98456					
2006 Ford El Dorado	101	8/4	L, MR, MDT	65072					
2006 Ford El Dorado	4	8/4	L, MR, MDT	74685					
2006 Ford El Dorado	6	8/4	L, MR, MDT	56784					
2006 Ford El Dorado	7	8/4	L, MR, MDT	114499					
2006 Ford El Dorado	5	8/4	L, MR, MDT	62050					
2009 Ford El Dorado	113	16/2	L, MR, MDT	1000					
2009 Ford El Dorado	114	16/2	L, MR, MDT	11000					
2009 Ford El Dorado	143	16/4	L, MR, MDT	9857					
2009 Ford El Dorado	9142	16/4	L, MR, MDT	1000					
2009 Ford El Dorado	9143	16/4	L, MR, MDT	1000					
2009 Ford El Dorado	9144	16/4	L, MR, MDT	1000					

Note: for FTA/STA projects, projects for sub-providers to designated public transit systems must be grouped by designated transit system(s)
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Project Type Codes: **O** = Operations, **C** = Capital, **P** = Planning

Funding Source Codes: FTA Programs: 5307 = Urbanized Formula, 5309 = Capital Investment Grants, 5310 = Special Needs,
5311 = Non-Urbanized Formula, 5316 = Job Access/Reverse Commute, 5317 = New Freedom
STA Programs: STA-F = State Transit Formula, STA-S = State Transit Special Projects,
PTIG = Public Transit Infrastructure Grant.
HHS Programs: HS = Head Start, OAA = Older Americans Act, etc., WTF = Welfare to Work
IaDHS Programs:

* - Priority Code: H (High), M (Medium), or L (Low).

PASSENGER TRANSPORTATION PROVIDER FACT SHEET

Data current as of December 1, 2009
(Date)

1. Provider Name: Keyline Transit

Transit System Affiliation: Designated Public Transit System Contractor to Designated System None

Contact Person Jon Rodocker Telephone Number 563-589-4196

2. General description of Passenger Transportation Operations:

a. Type of service(s):
fixed route, paratransit, demand response

b. Groups served:
general public

c. Service area:
City of Dubuque Iowa, East Dubuque Ill

d. Service hours and days of operation:

Monday through Friday 5:55 am - 6:30 pm

Saturday 7:50 am - 5:55 pm

Sundays and holidays N/A

e. Number of employees involved in your passenger transportation:

	Full-time	Part-time	Volunteers
Administrative	4	4	
Maintenance	2	1	
Drivers	4	33	

f. Union. Are any employee groups covered under collective bargaining agreements?

Yes No

Union Teamsters Local # 421

g. Receive public money?

Yes No

3. Fare Structure: cash, coin, passes

Vehicle fleet:

Number of vehicles: Busses: 13 Vans: 13 Trucks: 1
 Station Wagons: _____ Sedans: 1 Other: 2 - Bus on Chassis Trolley
 Wheelchair Spaces 58
 Number of vehicles with: Wheelchair Lifts/Ramps: 29
 Two-way Radios/Phones: 30

Performance:

(Last Year) FY | 9

(Current Year) FY | 10

Actual

Projected

Operating:

Passengers	<u>335,632</u>	<u>342,344</u>
Wheelchair Lift Operations Performed	<u>63428</u>	<u>64000</u>
Revenue Miles	<u>548,122</u>	<u>550,000</u>
Revenue Hours	<u>40,820</u>	<u>40820</u>
Passenger/Revenue/Mile	<u>1.63</u>	<u>1.61</u>
Passenger/Revenue/Hour	<u>8.22</u>	<u>8.39</u>
Average Daily Passenger Carried	<u>1072</u>	<u>1093</u>

Financial:

Operating Expenses	<u>2296787</u>	<u>2789459</u>
Operating Revenues	<u>201180</u>	<u>205000</u>
Capital Expenses	<u>21274</u>	<u>101000</u>
Cost/Revenue Mile	<u>0</u>	<u>0</u>
Revenue/Revenue Mile	<u>0</u>	<u>0</u>
Cost/Passenger Trip	<u>0</u>	<u>0</u>
Revenue/Passenger Trip	<u>0</u>	<u>0</u>
Cost/Revenue Hour	<u>0</u>	<u>0</u>
Revenue/Revenue Hour	<u>0</u>	<u>0</u>
Average Passenger Fare/Trip	<u>0</u>	<u>0</u>

Covers the period from: July 1, 2009 to: June 30, 2010

6. Other information:

FLEET UTILIZATION ANALYSIS

Appendix Pages 1-23

Transportation Provider: Keyline Transit City Of Dubuque

Date Prepared: December 1, 2009

Vehicle: Model Year/Body Manufacturer and Model	Fleet ID	No. of Seats/ Wheelchairs	Base Location	Assignments	No. of Hours Per Week Used	Is it Used Evg/Wknd?	Projected Annual Miles
1976,GMC,omnibus	2504	38 / 2	Dubuque	FR	20	wknd	5400
1976,GMC,omnibus	2510	38 / 2	Dubuque	FR	20	wknd	5400
1979,GMC,RTS	2558	34 / 2	Dubuque	FR	70	wknd	28356
1979,GMC,RTS	2559	34 / 2	Dubuque	FR	70	wknd	31440
1981,GMC,RTS	2560	34 / 2	Dubuque	FR	70	wknd	31560
1981,GMC,RTS	2561	34 / 2	Dubuque	FR	70	wknd	28524
2002,Nova,RTS	2563	27 / 2	Dubuque	FR	70	wknd	22056
2002,Nova,RTS	2564	27 / 2	Dubuque	FR	70	wknd	31260
2002,Nova,RTS	2565	27 / 2	Dubuque	FR	70	wknd	31392
2002,Nova,RTS	2566	27 / 2	Dubuque	FR	70	wknd	30612
2002,Nova,RTS	2567	27 / 2	Dubuque	FR	70	wknd	34380
2002,Nova,RTS	2568	27 / 2	Dubuque	FR	70	wknd	27492
1999,Chevy,pu	2562	2 /	Dubuque	service	10	wknd	2088
		/					
1996,Ford,Aero	1730	3 / 1	Dubuque, E Dubuque III	DR	10		14388
1996,Ford,E	1751	8 / 2	Dubuque,E Dubuque III	DR	50		18564
2002,Ford,E	2578	16 / 2	Dubuque	DR	50	wknd	24420
1995,Ford,E	2581	16 / 1	Dubuque	DR	30	wknd	9204
1995,Ford,E	2582	16 / 1	Dubuque	DR	40	wknd	21048
2005,Ford,E	2583	16 / 4	Dubuque	DR	50	wknd	24072
2005,Ford,E	2584	16 / 4	Dubuque	DR	50	wknd	26352
2005,Ford,E	2585	16 / 4	Dubuque	DR	50	wknd	28308
2005,Ford,E	2586	16 / 4	Dubuque	Dr	50	wknd	28248
2005,Ford,E	2587	16 / 4	Dubuque	DR	50	wknd	29172
2003,Opti,trolley	2579	28 / 2	Dubuque	FR	72	evg,wknd	5793
2003,Opti,trolley	2580	28 / 2	Dubuque	FR	72	evg,wknd	5793
2000	2500	27 / 2	Dubuque	FR	72	Wknd	25000

FLEET REPLACEMENT / REHABILITATION SCHEDULE

Transportation Provider: Keyline Transit City Of Dubuque

Vehicle: Model Year/Body Manufacturer/ Model	Fleet ID	No. of Seats/ Wheelchairs	Vehicle Equipment	Previously Rehabbed	Mileage as of 6 - 30 - 9	Current FY 10	Proposed Work			
							FY 11	FY 12	FY 13	FY 14
Example: 1996 El Dorado Aerotech										
1979,RTS	2558	34 / 2	L,F,MR	98	262742	274123	REP			
1979,RTS	2559	34 / 2	L,F,MR	98	285078	296305	REP			
		/								
		/								
2002,RTS	2563	27 / 2	L,F,MR		223368	238105		REP		
2002,RTS	2564	27 / 2	L,F,MR		240087	254841		REP		
2002,RTS	2565	27 / 2	L,F,MR		241836	257295		REP		
2002,RTS	2566	27 / 2	L,F,MR		235102	250497		REP		
2002,RTS	2567	27 / 2	L,F,MR		231605	247601		REP		
2002,RTS	2568	27 / 2	L,F,MR		231605	245711		REP		
1995,FORD,E	2581	16 / 1	L,F,MR		196939	198598	REP			
		/								
		/								
2002,FORD,E	2578	16 / 2	L,F,MR		138168	148551	REP			
2005,FORD,E	2583	16 / 4	L,F,MR		99264	111106	REP			
2005,FORD,E	2584	16 / 4	L,F,MR		105420	117176	REP			
2005,FORD,E	2585	16 / 4	L,F,MR		106062	117439	REP			
2005,FORD,E	2586	16 / 4	L,F,MR		109480	121754	REP			
2005,FORD,E	2587	16 / 4	L,F,MR		106149	113695	REP			
2003,OPTI	2579	28 / 2	L,F,MR		36739	40750			REP	
2003,OPTI	2580	28 / 2	L,F,MR		37459	41023			REP	
		/								
2002 Ford E	2501	18 / 5	LFMR		206364	216014		REP		
2002 FORD E	2502	18 / 5	LFMR		193163	202943		REP		

MDT = Mobile Data Terminal/Computer; SC = Security Camera
Appendix Pages 1-25
Type of Improvement: REP = Replace; REHAB = Rehabilitate

CAPITAL IMPROVEMENT PROGRAM

Appendix Pages 1-25

Transportation Provider: Keyline Transit City Of Dubuque										
Vehicle Type	Seats/ Wheelchairs			Type Purchase	Needs Reference	*Pending Projects	Acquisition Year/Programmed Costs			
	FY 10	FY 11	FY 12				FY 13			
35' HD	32	/	2	REP	2558		364000			
35' HD	32	/	2	REP	2559		364000			
		/								
		/								
22' LD	18	/	6	REP	2581		75000			
		/								
22' LD	18	/	6	REP	2583			75000		
22' LD	18	/	6	REP	2584			75000		
22' LD	18	/	6	REP	2585			75000		
22' LD	18	/	6	REP	2586			75000		
22' LD	18	/	6	REP	2587			75000		
Total	172	/	40				803000	375000		

Purchase Types: Rep. = Replacement; Rehab. = Rehabilitation; Exp. = Expansion
 Needs Reference: Fleet ID# of vehicle to be replaced or rehabilitated; or name of proposed new service(s) if expansion.

Description	Needs Reference	*Pending Projects	Acquisition Year/Programmed Costs			
			FY	FY	FY	FY
	Totals					

* Any project for which funding has been approved.

Description	Type Purchase	*Pending Projects	Acquisition Year/Programmed Costs			
			FY	FY	FY	FY
Totals						

Capital Expenses	FY	FY	FY	FY
1. Vehicles				
2. Vehicle Equipment				
3. Non-Vehicle Equipment				
4. Real Estate (Buildings)				
5. Other				
Total				

*Any project for which funding has been approved.

PASSENGER TRANSPORTATION PROVIDER FACT SHEET

Data current as of February 8, 2010
(Date)

1. Provider Name: Clinton Municipal Transit Administration

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

Contact Person Dennis Hart Telephone Number 563 242 3721

2. General description of Passenger Transportation Operations:

a. Type of service(s):
fixed route, para transit, contracted

b. Groups served:
general public

c. Service area:
City of Clinton

d. Service hours and days of operation:

Monday through Friday 6 AM - 6 PM

Saturday 8 AM - 4 PM

Sundays and holidays closed

e. Number of employees involved in your passenger transportation:

	Full-time	Part-time	Volunteers
Administrative	3	drivers	0
Maintenance	2	drivers	0
Drivers	7	19	0

f. Receive governmental (public) funding?

Yes No

3. Cost to individual passenger: Fixed route- adult \$1.00, Senior / Disabled - .75 , students - .75, para transit - \$2.00

4. Vehicle fleet:

Number of vehicles:	Buses:	<u>17</u>	Vans:	<u>1</u>	
Station Wagons:	<u>0</u>	Sedans:	<u>0</u>	Other:	<u>1</u>
Number of vehicles with:	Wheelchair Lifts/Ramps:	<u>17</u>			
	Two-way Radios/Phones:	<u>19</u>			

5. Performance:

(Last Year) from: 7/1/08 (Current Year) from: 7/1/09
 to: 6/30/09 to: 6/30/10

	Actual	Projected
Operating:		
Passengers	<u>373,231</u>	<u>375000</u>
Wheelchair Lift Operations Performed	<u>7648</u>	<u>8,000</u>
Revenue Miles	<u>318,112</u>	<u>320,000</u>
Revenue Hours	<u>25,956</u>	<u>26,000</u>
Average Daily Passengers Carried	<u>1,201.25</u>	<u>1,250</u>
Financial:		
Operating Expenses	<u>1,158,410</u>	<u>1,424,200</u>
Operating Revenues	<u>1,228,392</u>	<u>1,515,000</u>
Capital Expenses	<u>724,176</u>	<u>435,000</u>

Covers the period from: July 1, 2008 to: 6/30/09

6. Other information:

includes -FTA,STA and bus replacement grants

FLEET UTILIZATION ANALYSIS

INTENT: If someone is proposing to add fleet, this form can be used to inventory what vehicles are currently available and then assist in determining if any new fleet is needed.

Transportation Provider: Clinton Municipal Transit Administration

For 35 Systems Only

Vehicle: Model Year and Body Manufacturer	Fleet ID	No. of Seats/ Wheelchair spaces	Base Location (where is it housed?)	What type of service is it performing?	No. of Hours Per Week Used	Is it Used Evg/Wknd?	Projected Annual Miles
Example: 1996 El Dorado Aerotech	157	20 / 3	Story City	HS	35	Evg	347,528
2009 Gillig	0941	32 / 2	Clinton	FIXED	40	WKND	30,000
2009 Gillig	0942	32 / 2	Clinton	FIXED	40	WKND	30,000
1993 ORION	431	21 / 2	Clinton	FIXED	20	WKND	20,000
1993 ORION	432	21 / 2	Clinton	FIXED	20	WKND	25,000
1993 ORION	434	21 / 2	Clinton	FIXED	20	WKND	25,000
1993 ORION	435	21 / 2	Clinton	FIXED	25	WKND	25,000
1992 ORION	436	20 / 5	Clinton	FIXED	20	WKND	20,000
1997 ORION	471	21 / 2	Clinton	FIXED	20	WKND	20,000
1991 ORION	472	21 / 2	Clinton	FIXED	20	WKND	20,000
1993 ORION	473	21 / 2	Clinton	FIXED	20	WKND	20,000
1997 CHAMPLAIN TROLLEY	470	41 / 2	Clinton	FIXED	20	WKND	10,000
1997 FORD TRUCK	457	5 /	Clinton	SERVICE	12	WKND	10,000
2001 FORD ELDORADO	0150	17 / 2	Clinton	PARA	25	WKND	12,000
1998 FORD ELDORADO	9856	16 / 4	Clinton	PARA	20	WKND	10,000
2000 FORD SUPREME	562	10 / 2	Clinton	PARA	25	WKND	12,000
2004 FORD GOSHEN	563	8 / 2	Clinton	PARA	30	WKND	15,000

Service Type: HS = Head Start

FLEET REPLACEMENT / REHABILITATION SCHEDULE

Transportation Provider: Clinton Municipal Transit Administration

Vehicle: Model Year/Body Manufacturer/ Model	Fleet ID	No. of Seats/ Wheelchair spaces		Vehicle Equipment (see codes below)	Mileage as of today – 103109	Current FY 20 10	Proposed Work			
							FY 2011	FY 2012	FY 2013	FY 2014
Example: 1996 El Dorado	157	20	/ 3	L; MR; F; SC	279,633		REP			
2009 Gillig	0941	32	/ 2	RMRFSC	18,761					
2009 Gillig	0942	32	/ 2	RMRFSC	18,955					
1993 ORION- sub for 403	431	21	/ 2	RMRFSC	399,796	stimulus				
1993 ORION- sub for 472	432	21	/ 2	RMRFSC	367,895	REP				
1993 ORION	434	21	/ 2	RMRFSC	439,900	stimulus				
1993 ORION	435	21	/ 2	RMRFSC	456,868	stimulus				
1992 ORION	436	21	/ 2	RMRFSC	259,244	stimulus				
1997 CHAMPLAIN	470	41	/ 2	LMRFSC	204,938	REP				
1997 ORION	471	21	/ 2	RMRFSC	324,212	REP				
1978 GMC RTS- Sub for 415	04	35	/ 2	LMRFSC	35012	stimulus				
1993 ORION	473	21	/ 2	RMRFSC	294,791	REP				
2001 FORD ELDORADO	0150	17	/ 2	LMRFSC	83,932	REP				
1998 FORD ELDORADO	9851	16	/ 4	LMRSC	196,110	REP				
2000 FORD SUPREME	562	10	/ 2	LMRSC	238,380	REP				
2004 FORD SUPREME	563	8	/ 2	LMRSC	92,234	REP				
2006 FORD SUPREME	564	8	/ 2	LMRSC	39,675			REP		

Equipment Code: L = Wheelchair Lift; R = Wheelchair Ramp; MR = Mobile Radio; F = Farebox;
MDT = Mobile Data Terminal/Computer; SC = Security Camera
Type of Improvement: REP = Replace; REHAB = Rehabilitate

