

DMATS



RPA 8



Passenger Transportation Plan

FY 2026-2030



Contents

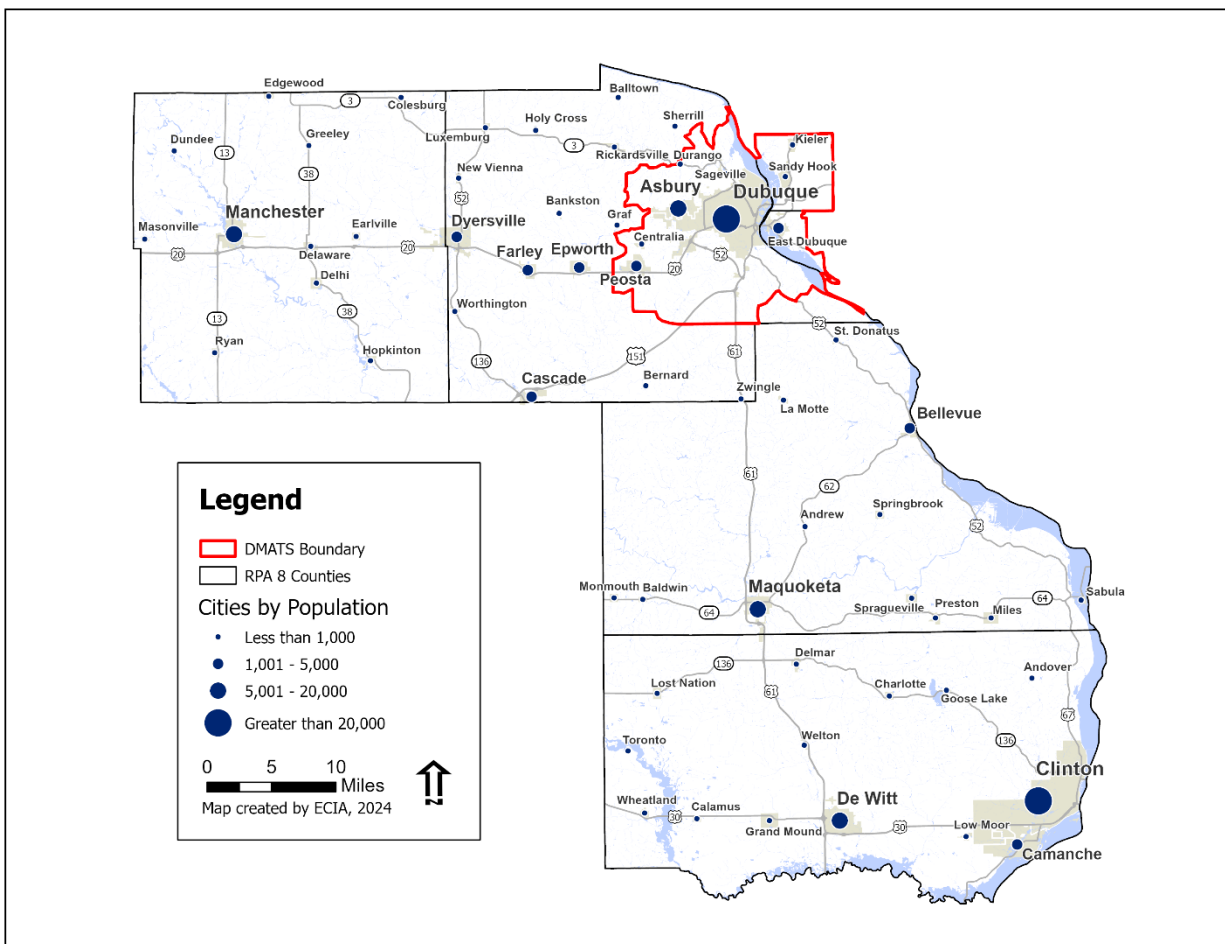
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SECTION ONE: Introduction and Process Discussion

Overview

The Passenger Transportation Plan (PTP) process was developed by the State of Iowa to promote joint, coordinated passenger transportation planning systems that further the development of local and regional public transit systems. This is to meet requirements for coordinated planning from the Fixing America's Surface Transportation Act (FAST Act) as well as Executive Order 13330; Human Services Transit Coordination. This PTP is designed to provide a needs-based project justification for all transit planning programs within the Dubuque Metropolitan Area Transportation Study (DMATS) and Regional Planning Affiliation 8 (RPA 8). DMATS is the Metropolitan Planning Organization (MPO) that covers Dubuque and its surrounding communities. RPA 8 is a regional planning organization that includes Clinton, Delaware, Dubuque (excluding DMATS jurisdiction) and Jackson counties. See Figure 1 for a map of the DMATS and RPA Regions.

Figure 1. DMATS and RPA 8 Region Map



There are four transit agencies within the region, listed in the table below.

Table 1. Transit Agencies in the Planning Region

Agency	Covers
MTA Transit	City of Clinton
Regional Transit Authority 8	Delaware, Dubuque and Jackson Counties
River Bend Transit	Clinton County
The Jule	City of Dubuque

Staff assisting in the development of this plan include:

Table 2. PTP Planning Staff

Dan Fox	Senior Planner
Jack Studier	Planner I

Over the past year staff have worked with the Transit Action Group (TAG) by conducting surveys to list and prioritize needs. In addition, staff meet individually with different human service agencies to address their ongoing transportation needs. Staff continue to stay in touch with the needs of the consumer by attending various human services meetings throughout the DMATS and RPA 8 areas.

TAG

There are 3 Transit Action Groups (TAGs) that meet on a regular basis in the region. Each TAG represents a different county, the three in our region are in Delaware, Dubuque and Jackson counties. The TAGs met several times throughout FY 2025, dates listed below. Meeting minutes are included in Appendix A. Table 3 lists TAG participants by county with the organizations they represent.

Participant	Organization
Angie Gudenkauf	Abbe Health - Penn Center
Diane Brecht	Abbe Health - Penn Center
Katie Alshouse	Abbe Health - Penn Center
Peggy Petlon	Community Services/MHDS
Jeff Madlom	Delaware County Board of Supervisors
Shirley Helmricks	Delaware County Board of Supervisors
Donna Boss	Delaware County Economic Development
Dan Fox	East Central Intergovernmental Association
Chandra Ravada	East Central Intergovernmental Association
Jenny Schrobilgen	Eastern Iowa Regional Housing Authority
Mindy Meyers	Eastern Iowa Regional Housing Authority
Rob Busch	Edgewood-Colesburg Community School District
Kristine Bartels	Grand River Medical Group
Mike Mellon	Imagine the Possibilities
Leann Herman	Regional Family Health

Gail Kuhle	Regional Transit Authority 8
Stacie Scott	Regional Transit Authority 8
Jodi Burgin	RMC/Public Health
Krystle DeShaw	RMC/Public Health
Heather Hansel	Unlimited Services/Public Relations
Michelle Armstrong	Unlimited Services/Public Relations
Kristen Rickey	West Delaware County Community School District
Tim Felderman	West Delaware County Community School District

Participant	Organization
Sue Freeman	Area Residential Care
Rachel Naderman	Area Residential Care
Peter Supple	Community Foundation of Greater Dubuque
Ann Morris	Crescent Community Health center
Shawna Domeyer	Crescent Community Health center
Kelsey Wade	Department of Human Services
Traci Gael	Department of Human Services
Ernie Bolibaugh	Dubuque Community School District
Lori Anderson	Dubuque Community School District
Ann McDonough	Dubuque County Supervisor
Harley Potoff	Dubuque County Supervisor
Danielle Peterson	Dubuque United Way
Paula Paider-Licht	Dubuque United Way
Randy Rennison	Dubuque Vets Office
Greg Orwoll	DuRide
Dan Fox	East Central Intergovernmental Association
Chandra Ravada	East Central Intergovernmental Association
Jenny Schrobilgen	Easter Iowa Regional Housing Authority
Michelle Huseman	Easter Iowa Regional Housing Authority
Bill Stumpf	General Public
Margee Woywood	Goodwill Industries
Mary Halfhill	Goodwill Industries
Brenda Klepper	Grand River Medical Group/Tri-State Dialysis
Kelly Kass	Grand River Medical Group/Tri-State Dialysis
Dan McDonald	Greater Dubuque Development Corporation
Jason White	Greater Dubuque Development Corporation
Beverly Maas	HACAP
Ashley Robins	Hills & Dales

Kara Huss	Hills & Dales
Michelle Schmitt	Hills & Dales
Carolyn Schaefer	Imagine The possibilities, Inc.
Robin Nims	Imagine The possibilities, Inc.
Jason Rubel	Iowa Vocational Rehab
Maral Loeche	Iowa Workforce Development
Greg Zars	Northeast Iowa Area Agency on Aging
Stacie Speirs	Northeast Iowa Area Agency on Aging
Carol Gebhart	Opening Doors
Heather Lugin	Opening Doors
Gail Kuhle	Regional Transit Authority 8
Stacie Scott	Regional Transit Authority 8
Joey Lueck	The Jule
Russ Stecklein	The Jule
Ann Pusateri	Unified Thearapy
Kelly Heysinger	Unified Thearapy
Shelly	Unified Thearapy

Participant	Organization
Tom Meyer	Bellevue Community School District
Sally Davies	Clover Ridge Place
Deb Courter	Department of Human Services
Chandra Ravada	East Central Intergovernmental Association
Dan Fox	East Central Intergovernmental Association
Lynn Bopes	Eastern Iowa MHDS Region
Caitlin Siemionko	Eastern Iowa Regional Housing Authority
Michelle Huseman	Eastern Iowa Regional Housing Authority
Chris Fee	Easton Valley Community School District (Preston)
Ted Strait	General Public
Laura Westphal	HACAP
Ronelle Clark	HACAP
Angela Martensen	Imagine The possibilities, Inc.
Carolyn Schaefer	Imagine The possibilities, Inc.
Danielle Kopf	Imagine The possibilities, Inc.
Luann Goeke	Jackson County Board of Supervisors
Mike Steines	Jackson County Board of Supervisors
Kelley Brown	Jackson County Economic Alliance
Jean Hayes	Jackson County Regional Health Center
Pam Schoenthaler	Jackson County Regional Health Center
Chris Hoover	Maquoketa Community School District
Gail Kuhle	Regional Transit Authority 8

Stacie Scott	Regional Transit Authority 8
Jessica Hingtgen	

SECTION TWO: Inventory and Area Profile

Area Profile

The Area Profile section in this plan is an overview of demographic characteristics within the DMATS and RPA areas. This data is an essential input used to analyze transportation needs and to develop transportation requirements for the region. Doing this analysis is both critical for quality long-range transportation planning and for compliance with federal transportation legislation. The process of acquiring and reviewing the data involves coordination between all transportation and planning departments in the region.

Population

Table 3. DMATS and RPA 8 Area Populations

Clinton		Delaware		Dubuque		Jackson	
City	Population	City	Population	City	Population	City	Population
Andover	109	Colesburg	386	Asbury	5,943	Andrew	380
Calamus	356	Delaware	142	Balltown	79	Baldwin	99
Camanche	4,570	Delhi	420	Bankston	23	Bellevue	2,363
Charlotte	389	Dundee	198	Bernard	114	La Motte	237
Clinton	24,469	Dyersville (pt.)	297	Cascade (pt.)	1,966	Maquoketa	6,128
Delmar	542	Earlville	716	Centralia	116	Miles	408
DeWitt	5,514	Edgewood (pt.)	620	Dubuque	59,667	Monmouth	129
Goose Lake	239	Greeley	217	Durango	20	Preston	949
Grand Mound	615	Hopkinton	622	Dyersville (pt.)	4,180	Sabula	506
Lost Nation	434	Manchester	5,065	Epworth	2,023	Spragueville	92
Low Moor	250	Masonville	99	Farley	1,766	Springbrook	143
Toronto	102	Ryan	350	Graf	76	St. Donatus	120
Welton	121			Holy Cross	356	Zwingle (pt.)	21
Wheatland	775			Luxemburg	245		
				New Vienna	382		
				Peosta	1,908		
				Rickardsville	202		
				Sageville	95		
				Sherrill	189		
				Worthington	382		
				Zwingle (pt.)	63		
Unincorporated	7,975	Unincorporated	8,356	Unincorporated	19,441	Unincorporated	7,910
Total	46,460	Total	17,488	Total	99,236	Total	19,485

The DMATS and RPA 8 regions have a combined population of 182,669. Most of the population is concentrated in the DMATS area and Dubuque County. The next largest concentration is within the

City of Clinton. Other larger cities include Camanche, Dyersville, De Witt, Manchester and Maquoketa. Table 4. shows the regional population by City and County.

Demographic and Activity Center Maps

Demographic characteristics of an area determine its specific transportation needs. This section explores demographic characteristics that are important for transportation planning. This section contains maps for both the DMATS and RPA regions.

This section will help the region's transportation providers improve service for riders and avoid discrimination by identifying areas with higher concentrations of individuals with low mobility. Transit systems and sub-providers may not discriminate in services provided, or in operations to provide those services. Federal nondiscrimination statutes include:

1. Americans with Disabilities Act of 1990 (ADA)
2. 49 U.S.C. 5332, US DOT's Equal Employment Opportunity (EEO) regulations
3. Title VI of the Civil Rights Act of 1964
4. US DOT's Disadvantaged Business Enterprise (DBE) regulations, 49 CFR Part 26

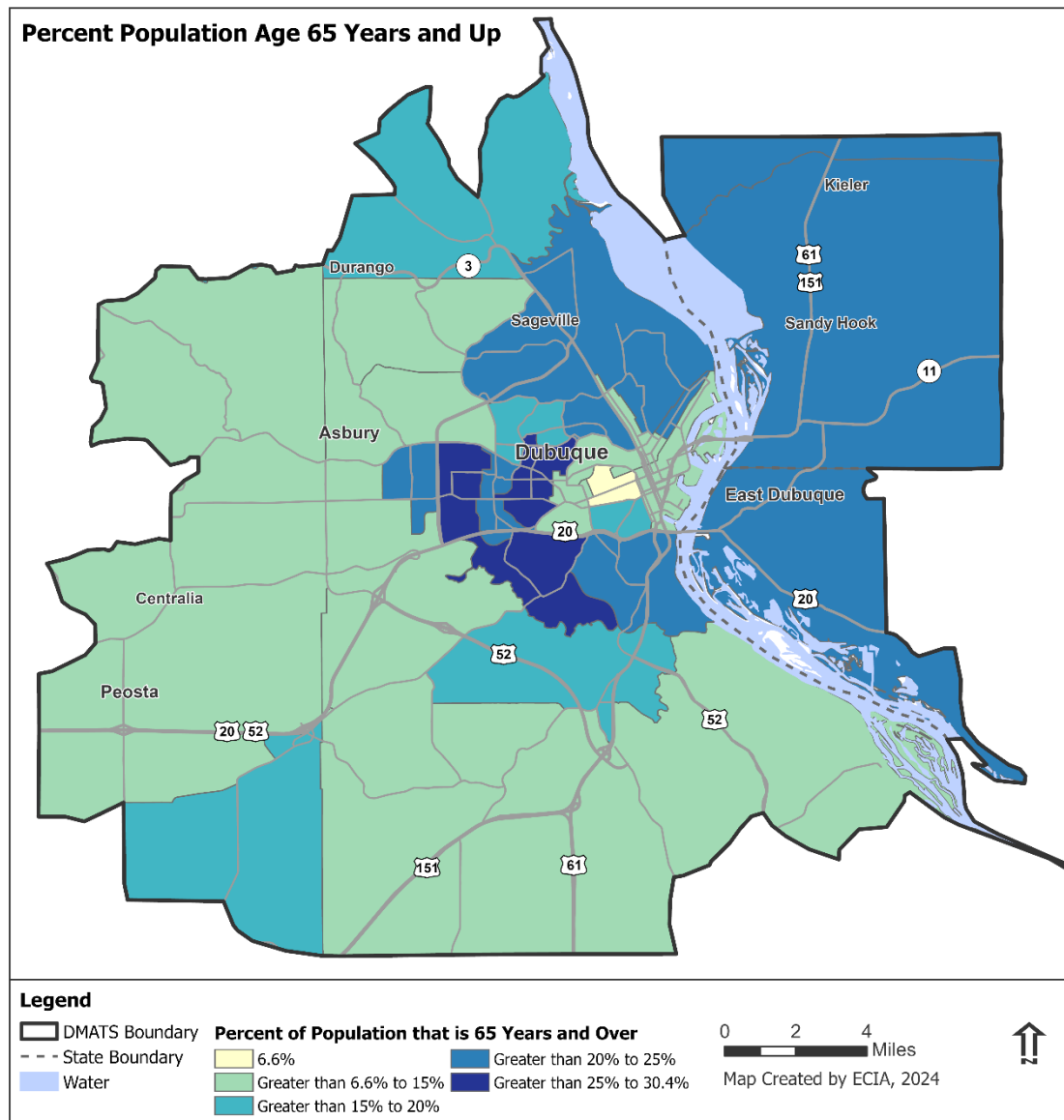
FTA requires that its funding recipients avoid, minimize or mitigate disproportionately high and adverse health and environmental effects, including social and economic effects, on minority and low-income populations. FTA funding recipients are also required to incorporate non-discrimination principles into transportation planning and decision-making processes as well as project-specific environmental review.

This section also looks at the impact of activity centers on transportation needs. For the purposes of the report, activity centers are defined as important destinations for transit passengers. Activity centers include childcare services, grocery stores, hospitals and clinics, dentists, pharmacies, residential care homes and social services. Activity centers are mapped for both the DMATS and RPA 8 regions.

Percent Population Older Than 65 – DMATS

Finding reliable transportation can be difficult for older people. According to the AARP's Public Policy Institute, "more than 20 percent of Americans age 65 or older don't drive." Public transit can help improve quality of life for older people by allowing them to be independent while going about their daily activities. In the DMATS area, the highest concentrations of 65 and older population are found in the West End neighborhood in Dubuque as well as south of US 20. Figure 2 maps census block groups in the DMATS area by the percentage of their population 65 years and older. Block groups with higher concentrations of 65 years and older typically include some type of senior living facility like nursing home or assisted living.

Figure 2. Percent of Population 65 Years of Age and Older - DMATS



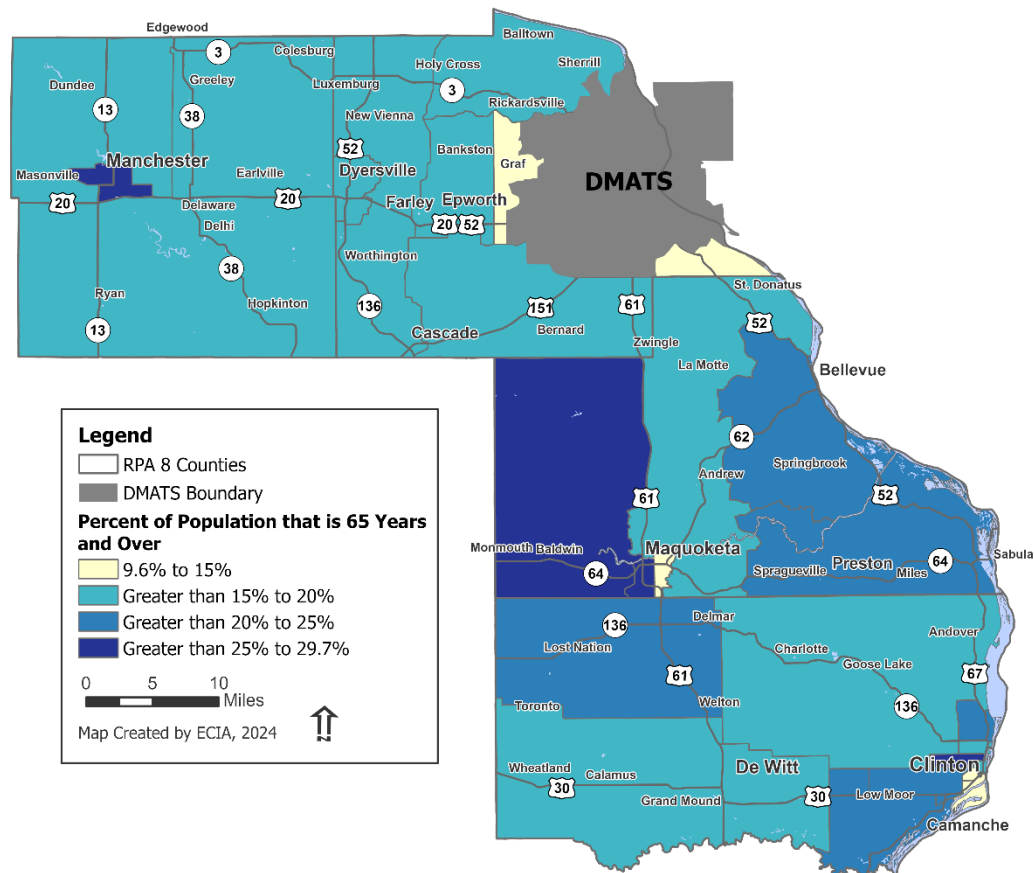
Source: U.S. Census Bureau, American Community Survey (ACS) 2018-2022 5-Year Estimates, Tables B01001.
 GIS layer created by ESRI. Accessed via the ESRI Living Atlas on 4/19/2024. Data Updated: 2/8/2024
 Map Scale: 1:160,000
 Data Link: https://services.arcgis.com/P3ePLMys2RVChkXj/arcgis/rest/services/ACS_Total_Population_Boundaries/FeatureServer

Percent Older than 65 – RPA 8

Region-wide the 65+ age group makes up 19.7% of the total population. Figure 3 is a map of the 65 and older population in the RPA 8 area by block group. The 65+ population is distributed across the RPA 8 region. Higher concentrations can be found in cities and in block groups with senior living facilities.

Figure 2. Percent of Population 65 Years of Age and Older – RPA 8

Percent of Population Age 65 Years and Over



Source: U.S. Census Bureau, American Community Survey (ACS) 2018-2022 5-Year Estimates, Tables B01001.
GIS layer created by ESRI. Accessed via the ESRI Living Atlas on 4/19/2024. Data Updated: 2/8/2024
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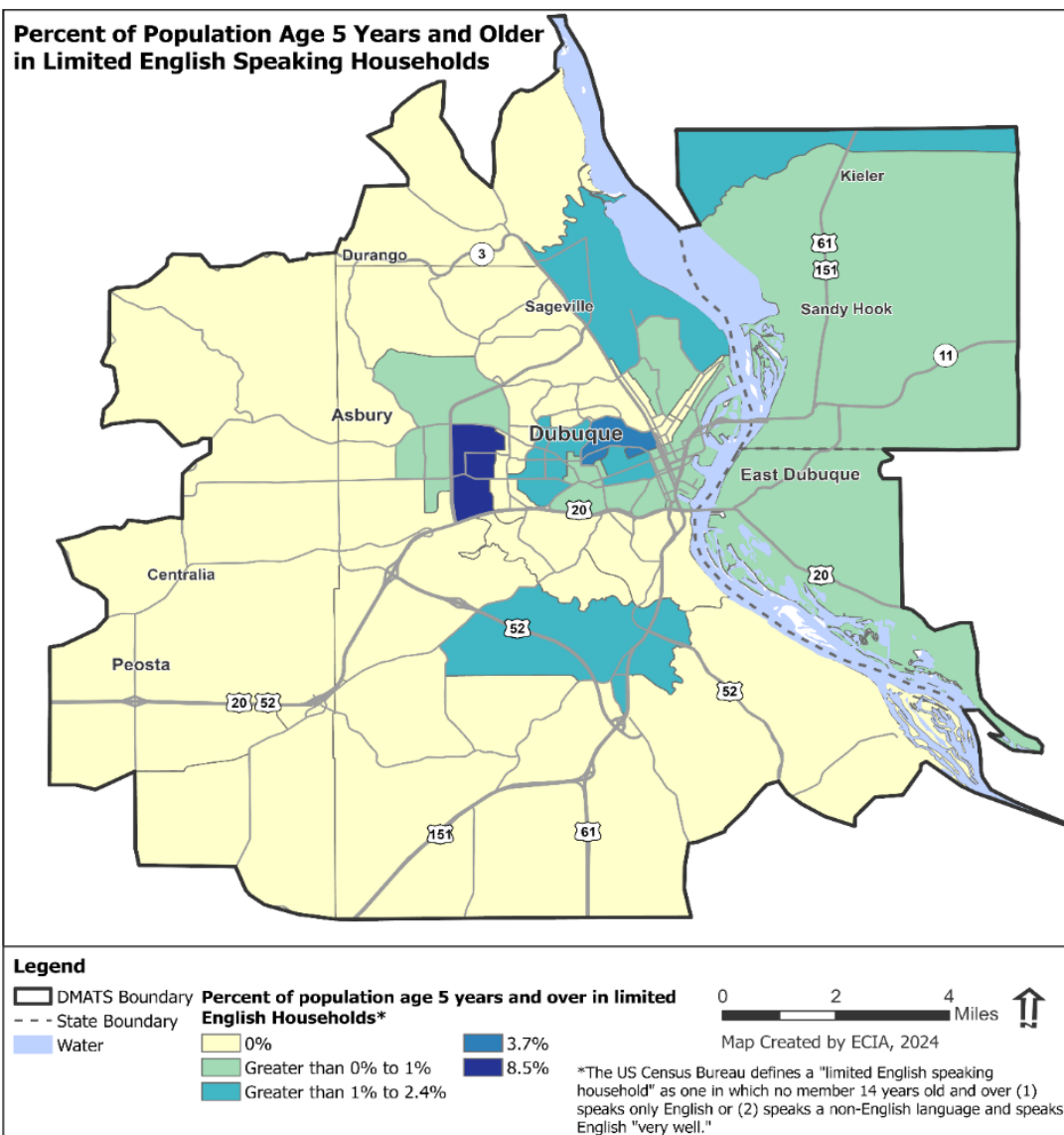
Limited English Proficient Population – DMATS

According to FTA Circular C 4702.1B, “Limited English Proficient (LEP) persons refer to persons for whom English is not their primary language and who have a limited ability to read, write, speak or understand English. The Department of Justice defines the safe harbor threshold of 1,000 persons OR 5% of the total population for a particular language, whichever is less, requiring vital document translation.

Figure 4 shows the distribution of LEP population in the DMATS area. DMATS does not have a defined LEP population above the Department of Justice’s Safe Harbor threshold. According to 2018-2022 ACS Estimates, 868 DMATS area residents aged 5 years and over or 0.93% of the DMATS area’s 5 years and older population live in LEP households. Tract 12.05 in the West End

neighborhood of Dubuque has the highest concentration of LEP individuals with it consisting 8.5% of the tract's population.

Figure 3. DMATS Limited English Proficient Households



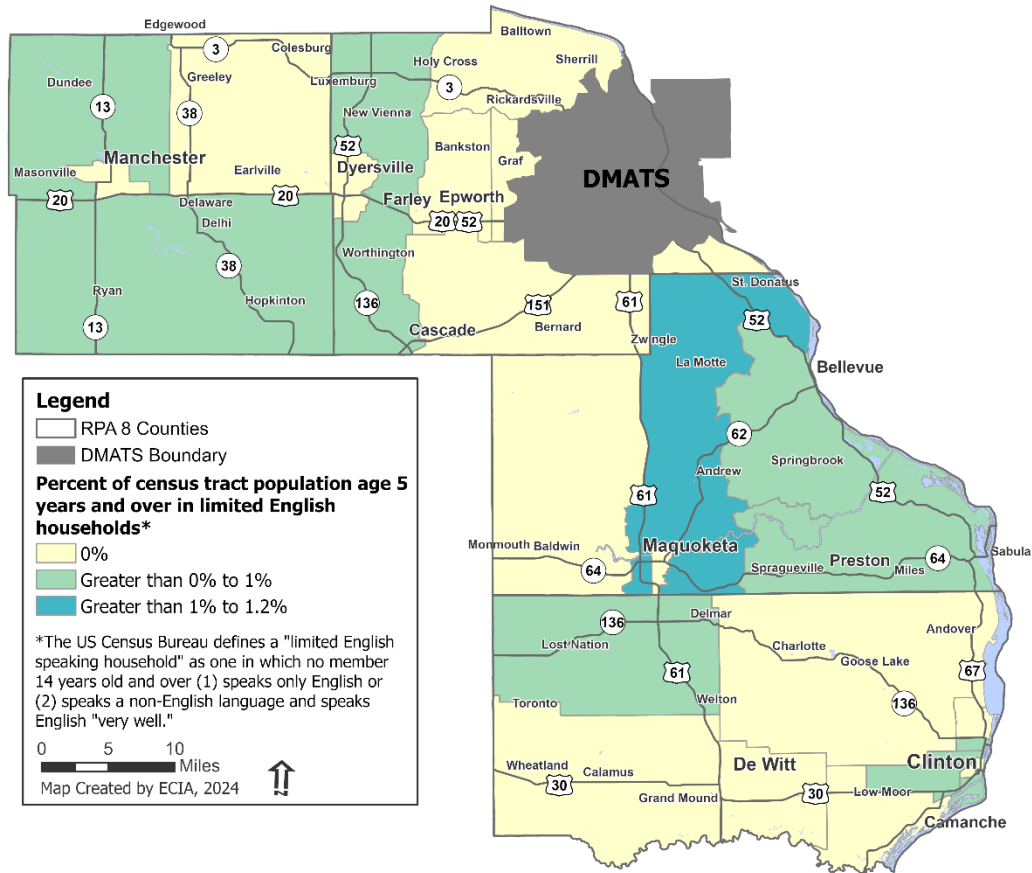
Source: U.S. Census Bureau, American Community Survey (ACS) 2018-2022 5-Year Estimates, Tables B16003, B16004.
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Limited English Proficient Population – RPA 8

Figure 5 shows the LEP households in the RPA 8 area. RPA 8 does not have a defined LEP population above the Department of Justice's Safe Harbor threshold. According to 2018-2022 American Community Survey (ACS) Census data population that speaks another language at home, a total of 2,042 (1.19%) of the total population, reported they speak English less than very well and are therefore considered LEP.

Figure 4. RPA 8 Limited English Proficient

Percent of Population Age 5 Years and Older in Limited English Speaking Households



Source: U.S. Census Bureau, American Community Survey (ACS) 2018-2022 5-Year Estimates, Tables B16003, B16004.

GIS layer created by ESRI. Accessed via the ESRI Living Atlas on 4/18/2024. Data Updated: 12/7/2023

Map Scale: 1:700,000

Data Link: https://services.arcgis.com/P3ePLMYs2RVChKJx/arcgis/rest/services/ACS_English_Ability_and_Lingusitic_Isolation_Households_Boundaries/FeatureServer

Language Spoken at Home

While the size of the region's LEP population does not meet the FTA standard requiring vital documentation, it is still important to understand the non-English languages spoken by the region's LEP individuals. This information is crucial for area agencies to best serve the region's population. Table 5 lists the languages spoken in each county and the number of people who speak the language and speak English less than very well. Across all four counties, the most common languages spoken at home among LEP individuals are Spanish (811 people), Other Asian and Pacific Island languages (391 people), and Russian, Polish or other Slavic languages (209 people).

Table 5. Language Spoken at Home by the Ability to Speak English

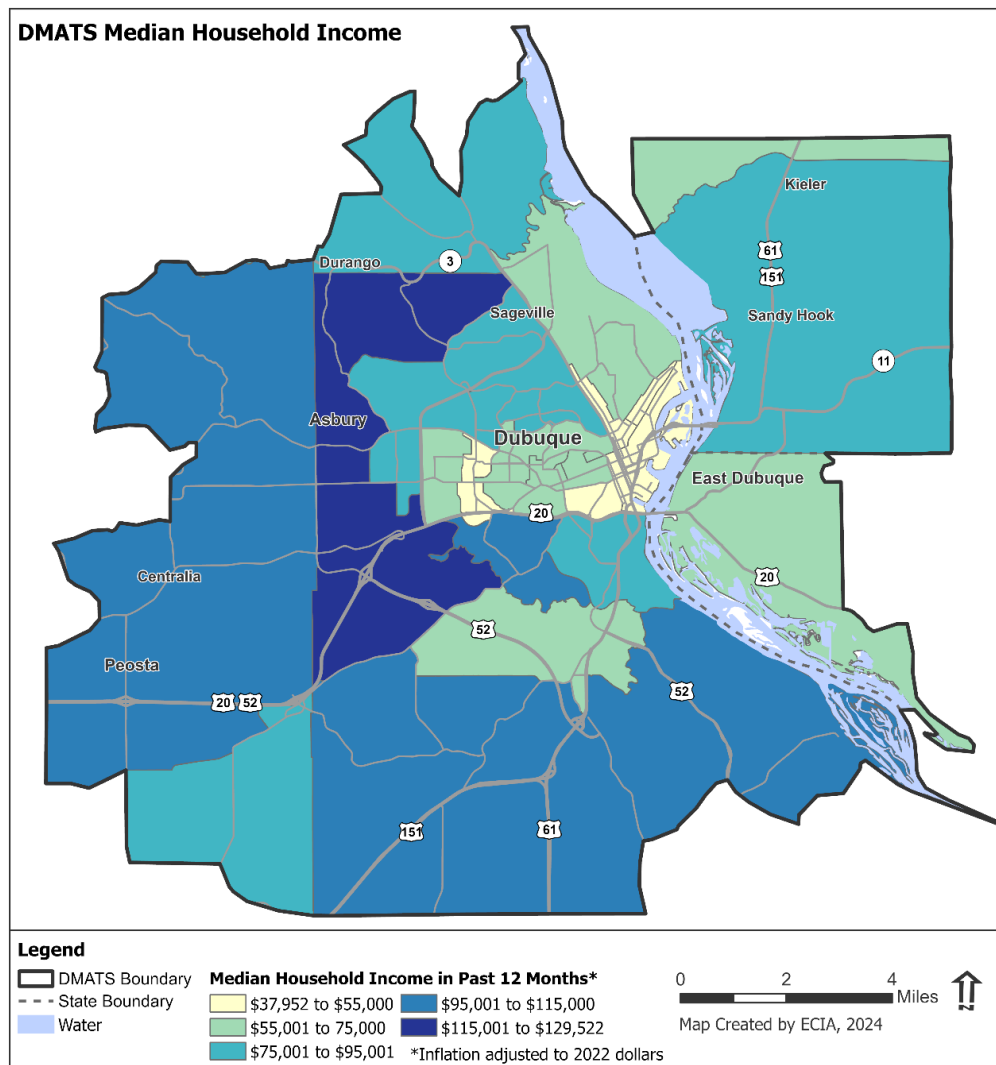
County	Language Spoken at Home	Speak English "Very Well"		Speak English less than "Very Well"	
		Estimate	Margin of Error	Estimate	Margin of Error
Clinton County	Spanish	373	(+/-) 145	128	(+/-) 113
	French, Haitian or Cajun	24	(+/-) 25	3	(+/-) 6
	German or other West Germanic languages	52	(+/-) 32	3	(+/-) 4
	Russian, Polish, or other Slavic languages	0	(+/-) 22	17	(+/-) 21
	Other Indo-European languages	24	(+/-) 31	0	(+/-) 22
	Korean	5	(+/-) 8	25	(+/-) 50
	Chinese (incl. Mandarin, Cantonese)	0	(+/-) 22	102	(+/-) 124
	Vietnamese	0	(+/-) 22	0	(+/-) 22
	Tagalog (incl. Filipino)	24	(+/-) 46	2	(+/-) 6
	Other Asian and Pacific Island languages	153	(+/-) 138	70	(+/-) 60
	Arabic	143	(+/-) 178	29	(+/-) 41
	Other and unspecified languages	0	(+/-) 22	20	(+/-) 39
Delaware County	Spanish	154	(+/-) 86	51	(+/-) 38
	French, Haitian or Cajun	1	(+/-) 2	0	(+/-) 16
	German or other West Germanic languages	147	(+/-) 120	6	(+/-) 9
	Russian, Polish, or other Slavic languages	26	(+/-) 43	0	(+/-) 16
	Other Indo-European languages	3	(+/-) 4	5	(+/-) 7
	Korean	0	(+/-) 16	0	(+/-) 16
	Chinese (incl. Mandarin, Cantonese)	0	(+/-) 16	0	(+/-) 16
	Vietnamese	0	(+/-) 16	0	(+/-) 16
	Tagalog (incl. Filipino)	34	(+/-) 52	0	(+/-) 16
	Other Asian and Pacific Island languages	2	(+/-) 5	0	(+/-) 16
	Arabic	0	(+/-) 16	0	(+/-) 16
	Other and unspecified languages	11	(+/-) 20	0	(+/-) 16
Dubuque County	Spanish	1470	(+/-) 245	546	(+/-) 205
	French, Haitian or Cajun	28	(+/-) 23	36	(+/-) 48
	German or other West Germanic languages	95	(+/-) 56	9	(+/-) 14
	Russian, Polish, or other Slavic languages	123	(+/-) 81	192	(+/-) 190
	Other Indo-European languages	354	(+/-) 177	57	(+/-) 55
	Korean	26	(+/-) 28	0	(+/-) 24
	Chinese (incl. Mandarin, Cantonese)	51	(+/-) 60	36	(+/-) 38
	Vietnamese	9	(+/-) 14	52	(+/-) 49
	Tagalog (incl. Filipino)	188	(+/-) 97	161	(+/-) 105
	Other Asian and Pacific Island languages	237	(+/-) 78	260	(+/-) 164
	Arabic	72	(+/-) 67	58	(+/-) 67
	Other and unspecified languages	135	(+/-) 112	12	(+/-) 18
Jackson County	Spanish	186	(+/-) 131	86	(+/-) 52
	French, Haitian or Cajun	8	(+/-) 12	0	(+/-) 16
	German or other West Germanic languages	98	(+/-) 122	12	(+/-) 16
	Russian, Polish, or other Slavic languages	1	(+/-) 2	0	(+/-) 16
	Other Indo-European languages	4	(+/-) 6	0	(+/-) 16
	Korean	0	(+/-) 16	0	(+/-) 16
	Chinese (incl. Mandarin, Cantonese)	0	(+/-) 16	0	(+/-) 16
	Vietnamese	5	(+/-) 7	6	(+/-) 8

	Tagalog (incl. Filipino)	0	(+/-) 16	6	(+/-) 13
	Other Asian and Pacific Island languages	59	(+/-) 46	61	(+/-) 50
	Arabic	0	(+/-) 16	0	(+/-) 16
	Other and unspecified languages	0	(+/-) 16	0	(+/-) 16

Median Household Income – DMATS

Income can greatly affect a household's ability to move around their community. Lower income households may not be able to afford a car and be more dependent on public transit to get to work or school. Figure 6 shows the distribution of household income across the DMATS area. Lower household incomes are more concentrated in the downtown Dubuque area while higher income areas are located outside the City in the western part of the region.

Figure 5. DMATS Median Household Income



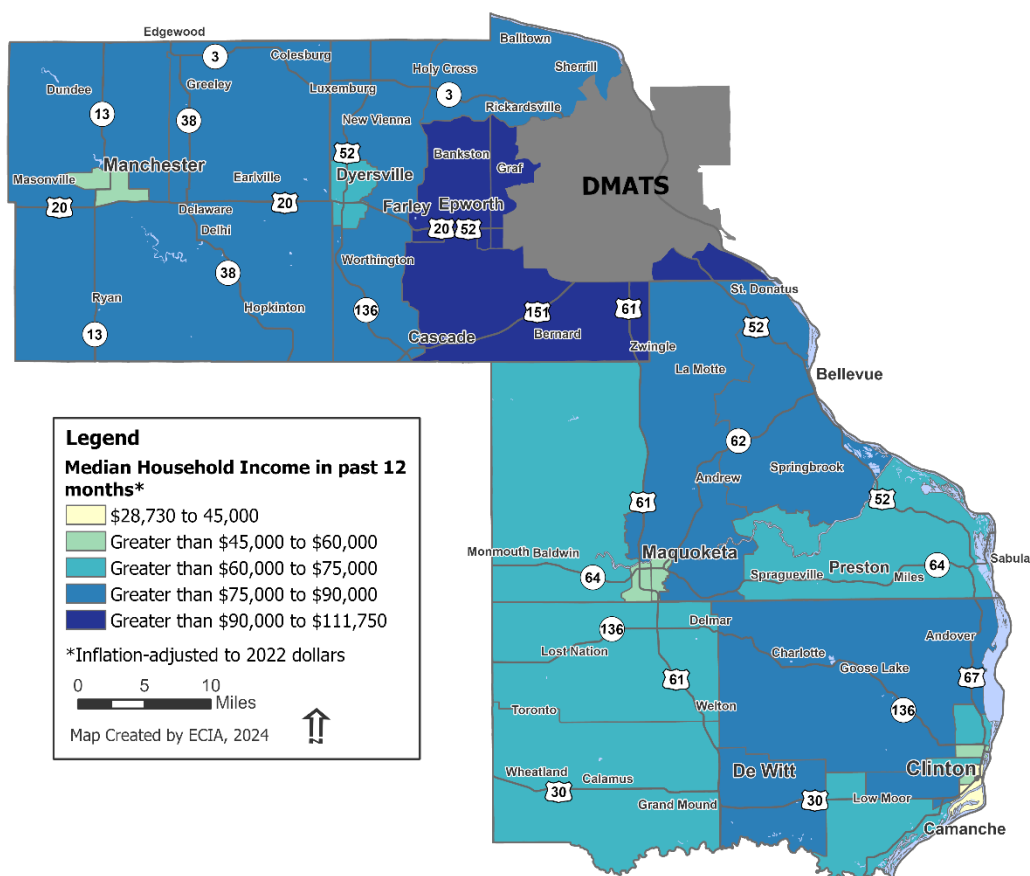
Source: U.S. Census Bureau, American Community Survey (ACS) 2018-2022 5-Year Estimates, Tables B19013.
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Median Household Income – RPA 8

Figure 7 shows median household income in the RPA 8 area. In the RPA 8 area, lower household incomes are found in cities such as Clinton and Maquoketa.

Figure 6. RPA 8 Median Household Income

Median Household Income in the Past 12 Months



Source: U.S. Census Bureau, American Community Survey (ACS) 2018-2022 5-Year Estimates, Tables B19013.

GIS layer created by ESRI. Accessed via the ESRI Living Atlas on 4/19/2024. Data Updated: 12/12/2023

Map Scale: 1:700,000

Data Link: https://services.arcgis.com/P3ePLMYs2RVChkJx/arcgis/rest/services/ACS_Median_Income_by_Race_and_Age_Selp_Emp_Boundaries/FeatureServer

Commuting

Analyzing where people employees live and where they work is important for good passenger transportation planning. Understanding where residents are needing to go for their work can help determine where additional resources are needed for creating routes and allocating funding. Tables 6 and 7 show the commuter flows within the planning area. Table 6 shows how many residents are commuting within the study area while Table 7 shows where commuters within the region are commuting. Dubuque County has the highest amount of in-commuters while Jackson County has the highest amount of out-commuters.

Table 6. DMATS and RPA 8 Commuter Totals

	Clinton County	Delaware County	Dubuque County	Jackson County
Residents who commute within the study area	12,215	4,696	37,387	6,217
Residents who commute outside the study area	9,468	3,351	13,709	3,299
Total amount of residents who commute	21,683	8,047	51,096	9,516

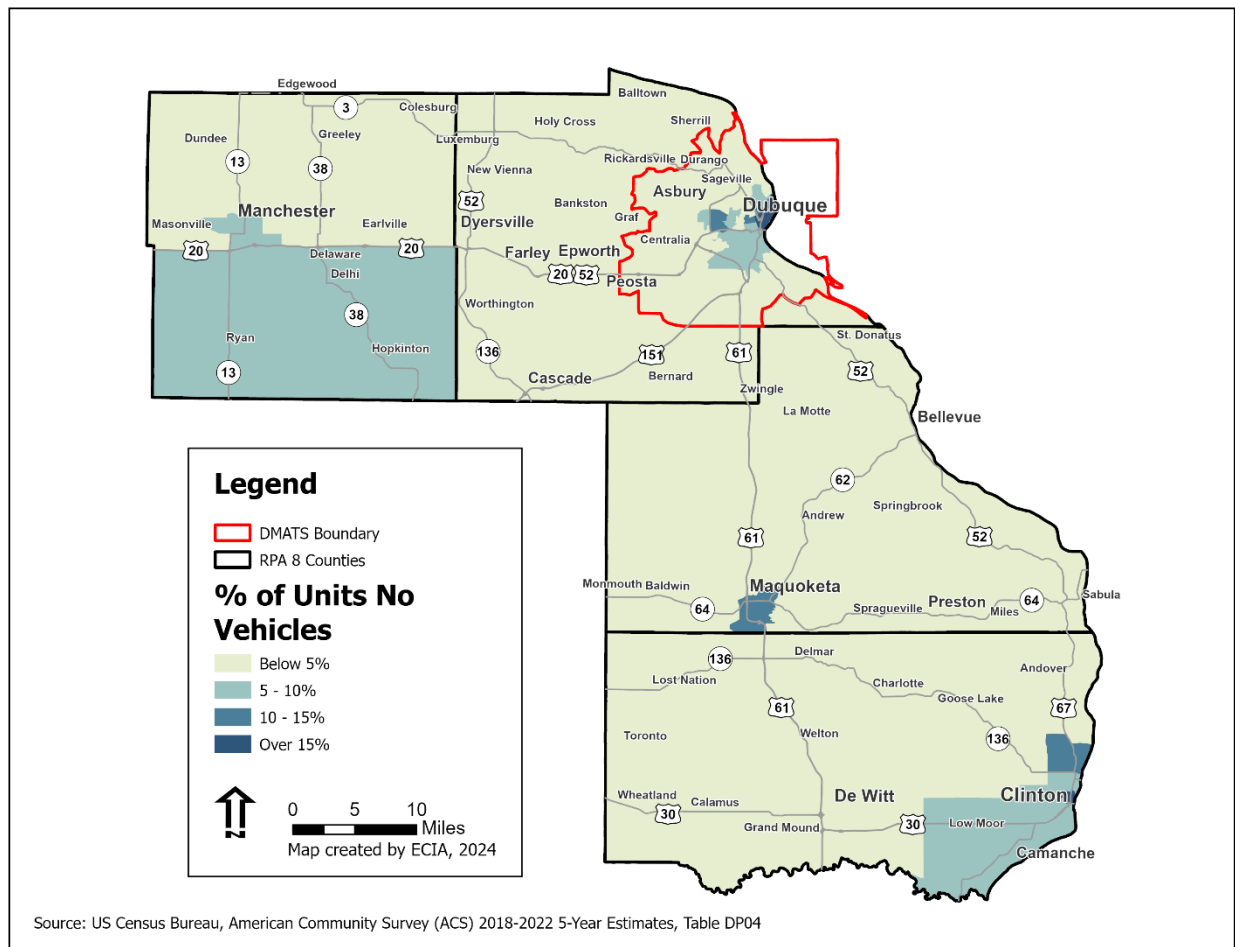
Table 7. DMATS and RPA 8 Commuter Flows

Commuting to ->				
Commuting from v	Clinton	Delaware	Dubuque	Jackson
Clinton	10,183	51	694	657
Delaware	68	3,173	1,395	60
Dubuque	466	596	35,995	330
Jackson	901	56	2,128	3,132

Houses Without Vehicles

Households that lack vehicles are more reliant on public transit and analyzing where they live can help determine where more service is needed. Figure 8 shows the percentage of housing units without a vehicle in each census tract in the region. These households are mostly concentrated within the cities of Dubuque, Clinton and Maquoketa.

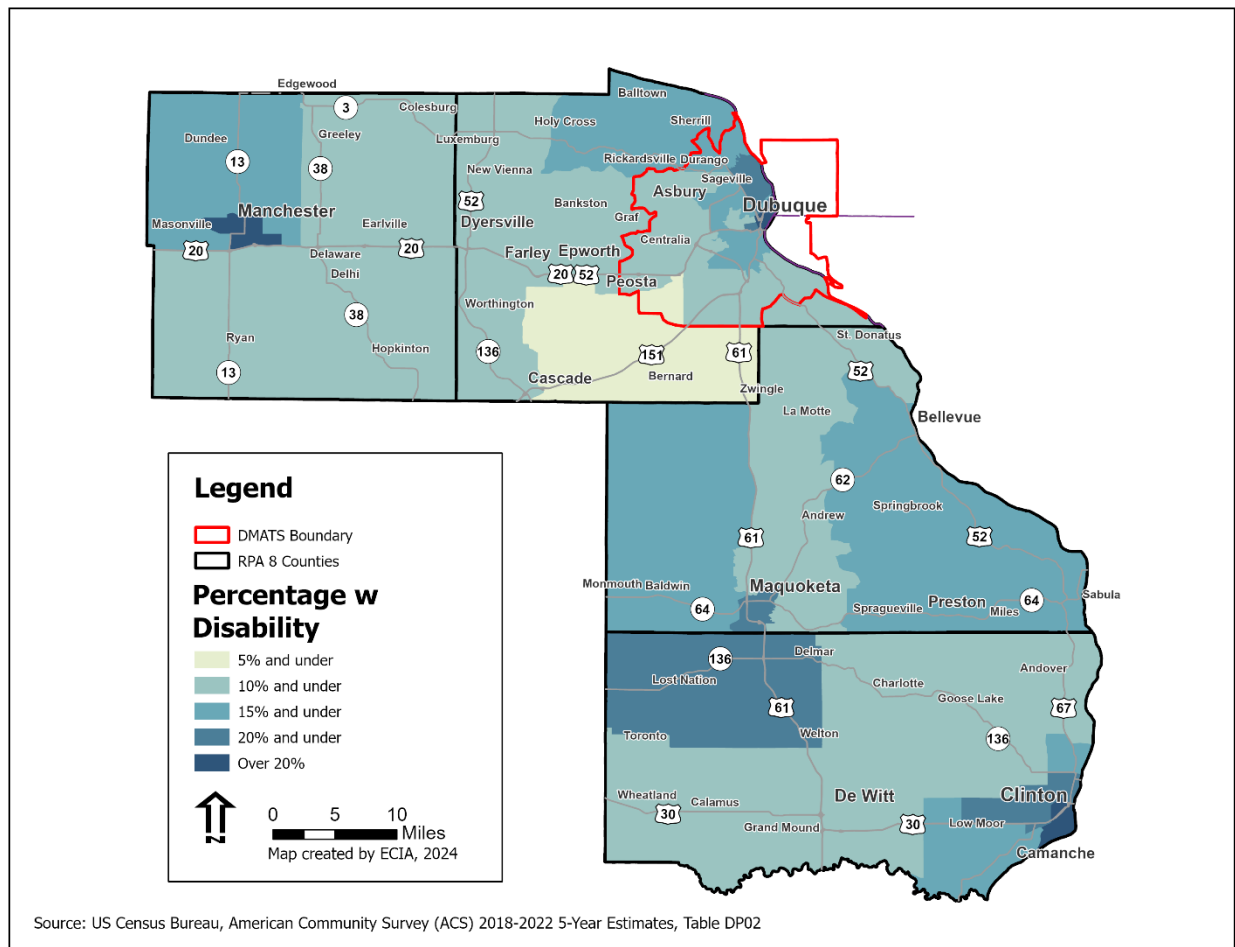
Figure 7. Housing Units Without Vehicles, DMATS and RPA 8



People with Disabilities

Adults with disabilities are another group that is often more reliant on public transit to access their daily activities. Figure 9 shows the percentage of noninstitutionalized civilians with disabilities in each census tract. People with disabilities are concentrated within downtown Dubuque, Manchester, Maquoketa, Clinton and northwest Clinton County.

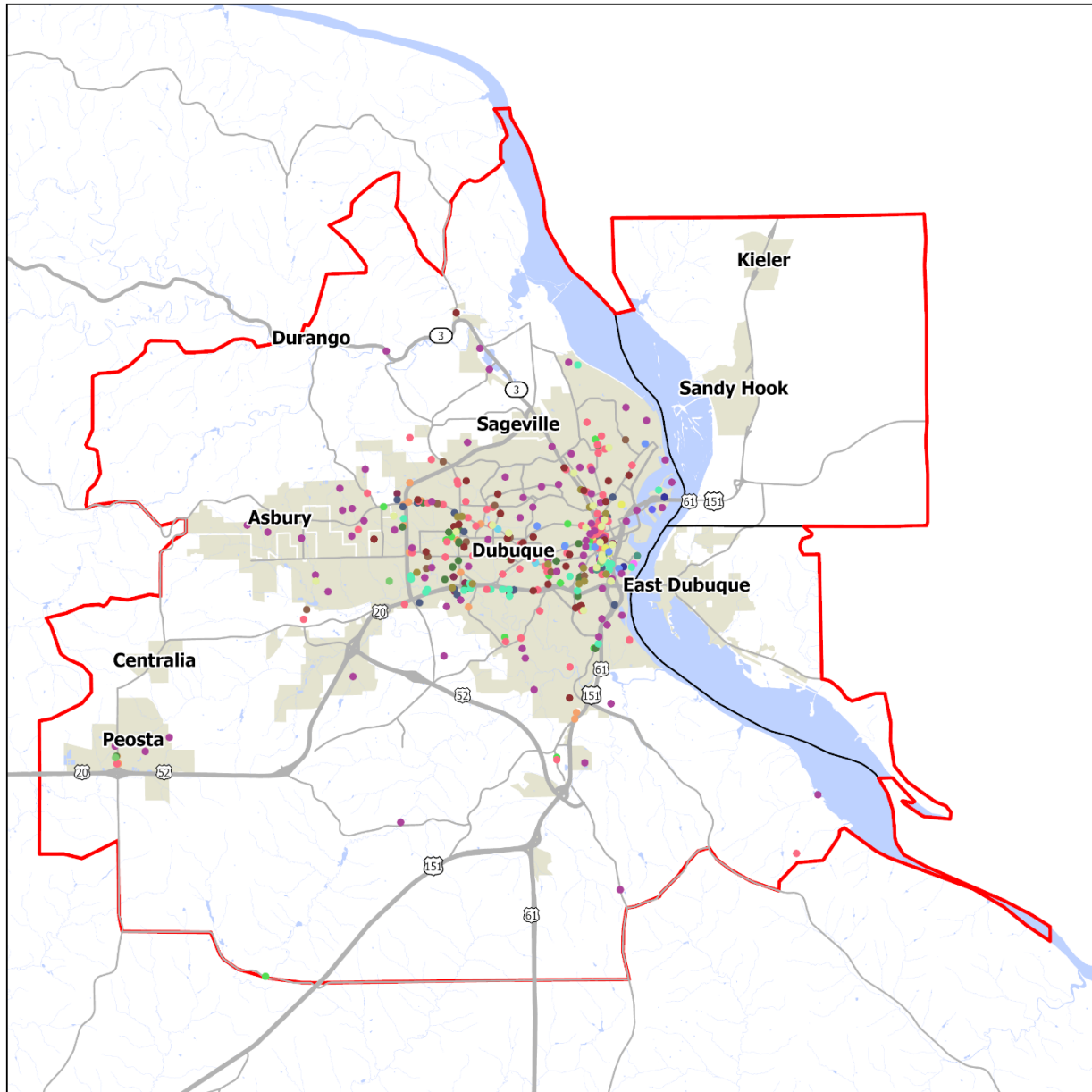
Figure 8. Distribution of People with Disabilities, DMATS and RPA 8



Activity Centers – DMATS

Good passenger transportation requires a knowledge of where people want to go in addition to where they live. By understanding where the important activity centers are, transit managers can plan routes that serve these vital locations. For the purposes of this report, activity centers are defined as important destinations for transit passengers. Activity centers include childcare services, groceries, hospitals and clinics, pharmacies, residential care homes and social services. Figure 10 shows the activity centers in the DMATS areas. While they are spread throughout the region, many of them are clustered in Downtown Dubuque, and along important corridors such as John F. Kennedy Rd, U.S. Highway 20 and the Northwest Arterial.

Figure 9. DMATS Activity Centers



Activity Centers

- Bank
- Casino
- Child Care Service
- College / University
- Commercial / Retail Center
- Convention Center
- Dentists

- Government Facility
- Grocery
- Hospital / Medical Center
- Hotel / Motel
- House of Worship
- Library / Museum
- Nursing Home / Long-Term Care
- Park / Recreation

- Pharmacy
- Post Office
- Public Attraction / Landmark Building
- Schools
- Social Services
- Sports Arena / Stadium

- DMATS Boundary
- City Boundaries

Map created by ECIA, 2024

Data provided by City of Dubuque GIS, Iowa Department of Transportation

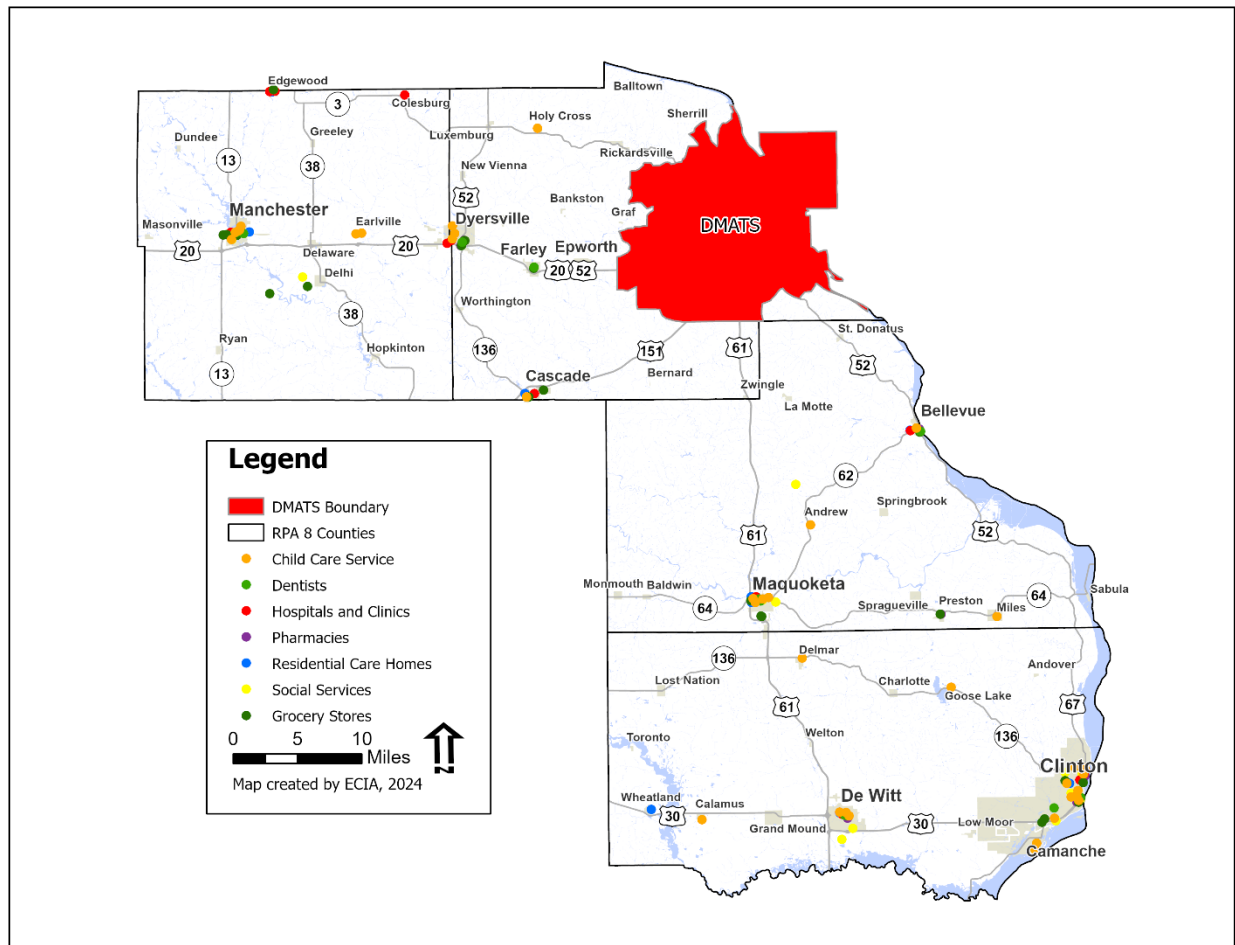


0 2.5 5 Miles

Activity Centers – RPA 8

In the RPA, activity centers are more spread out but still concentrated within the region's larger cities. Figure 11 shows the activity centers for RPA 8. The cities with more activity centers tend to draw in people from the surrounding areas. Many people in RPA 8 are also drawn to larger outside urban areas like the Quad Cities, Cedar Rapids, Iowa City and Madison.

Figure 10. RPA 8 Activity Centers



Inventory

Passenger transportation is an important part of the overall transportation network. The transportation providers within the region are able supply transportation that allows riders to access opportunities they may not otherwise have. The economic and social links provided by passenger transportation allow access to work, school, medical care, meal sites and leisure activities. It also provides many individuals the mobility that allows them their continued self-improvement, independence and quality of life. This section includes an inventory of the DMATS and RPA 8 regions' passenger transportation providers including Clinton MTA, RTA 8, River Bend Transit, school districts and private providers. This section also includes the results of the Passenger Transportation Provider Survey.

Clinton MTA

The Clinton Municipal Transit Administration (MTA) is responsible for providing safe, accessible, economical, and efficient public transportation service to the citizens of the City of Clinton. All services are open to the general public, including persons with disabilities. MTA offers fixed route transit for the general public as well as door-to-door paratransit service for those who are ADA eligible. They also provide contracted non-emergency medical transportation. All routes are fully ADA accessible. MTA operates its fixed route service from 6 am to 6 pm Mondays through Fridays and from 8 am to 3:30 pm on Saturdays. The Transportation Director for the City of Clinton is responsible for the transportation department and the City Council provides direction for the general public. Table 8 shows Clinton MTA's fares and passes, Table 9 shows the vehicle fleet and staff and Figure 12 shows the map of the route.

Table 8. Clinton MTA Fares and Passes

Fares	
Adults	\$1
Senior Citizens	\$0.75, free with purchase of senior ID
Disabled	\$0.75
Students (K-12)	\$0.75, free with current school ID
Shuttle	\$0.75
Day Passes	
Day Pass	\$3
Adult / Family Monthly	\$30
Disabled Monthly	\$25
Unemployed Monthly	\$20
College Monthly	\$20
Punch Cards (21 rides)	
Adult Punch Card	\$20
Senior / Disabled Punch Card	\$15
Para Punch Card (11 rides)	\$20

Table 9. Clinton MTA Vehicle Fleet and Staff

Number of Vehicles	22
Number of Vehicles with Lifts or Ramps	18
Number of Vehicles to ADA Standards	18
Full-Time Employees	12
Part-Time Employees	18
Volunteers	0

Figure 11. Clinton MTA Route Map



MUNICIPAL TRANSIT ADMINISTRATION

1320 S. 2nd St.
Clinton, IA 52732
242-3721

For Relay Iowa assistance dial 7-1-1 or
visit their website at www.relayiowa.com

■ Main Avenue West and
Camanche Ave./South Clinton

■ Main Avenue North and
Camanche Ave.

■ 13th Avenue North Line

■ Branch Line

■ Hill Line

■ Lincolnway Shuttle

09/04/2021

Follow your bus at
www.cityofclintoniowa.us
"Where's my Bus"



FARESCHEDULE	
Please have Exact Fare	
Cash Fares	
Adult	\$1.00
Senior Citizens	.75
Children	.75
Students	.75
Passes	
City Pass	\$3.00
Adult Family Monthly	\$30.00
Senior Monthly	\$25.00
Disabled Monthly	\$25.00
Children Monthly	\$20.00
College Monthly	\$20.00
Adult Punch Card (21 rides)	\$20.00
Senior Punch Card (21 rides)	\$15.00
Handicapped Punch Card (21 rides)	\$15.00

■ ■ ■ ■ ■ Call 242-3721 for service
to these areas upon request.

Stops along route
Quality Care
Culver's
McMenamy's
Westgate Medical Plaza
B&B's
Wild Rose Casino

10th Ave So
12th Ave So
14th Ave So
16th Ave So
18th Ave So
20th Ave So
22nd Ave So
24th Ave So
26th Ave So
28th Ave So
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84th Ave So
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90th Ave So
92nd Ave So
94th Ave So
96th Ave So
98th Ave So
100th Ave So

Information About MTA Services:

Office Hours
Monday - Friday
Saturday

6 AM to 6 PM
8 AM to 4 PM

Where ever life takes you, we will be there

Municipal Transit Administration (MTA) buses meet every half hour (on the hour and half hour) at the Central Transfer Point located at 6th Ave. So. and 2nd St. in downtown Clinton. The Lincolnway Shuttle meets at 10 minutes after and 20 minutes before the hour. MTA bus routes serve all schools and commercial-industrial corridors within the City of Clinton. All services are open to the general public.

Guide assistance for first time riders
The MTA will provide a travel trainer for first time bus riders at their request. Properly controlled caged or service animals accompanying persons with disabilities are allowed on the bus. Oxygen carts are allowed. A personal care attendant who assists the passenger rides free.

How to ride the bus

Find your location on the route map and choose the nearest colored route to your location. Turn the map over and find the time schedule which is color-coded to the route. There are several checkpoints along the route that show the schedule times that the bus will be in that area. Arrive at least 5 minutes earlier than the scheduled pickup time. Please have your fare or pass ready before boarding the bus.

Children in strollers must be secured out of the stroller and held on the adults lap and stroller folded up under the seat.
Ring the stop request signal approximately one block before your stop. Please keep your feet off the seats and remember to take your belongings with you when you depart from the bus. Remember city buses cannot stop traffic. Please wait until the bus departs before you cross the street.

Please observe the priority seating in the front of the bus that is reserved for the elderly and disabled passengers. Please allow the bus driver to concentrate on safely operating the bus. Keep conversations to a minimum and avoid creating unnecessary distractions.

Passengers are not allowed to ride continuous round trips on the same route, even if they have a pass or pay additional fares. Ride to your destination and depart at that location. All passengers must wear shirts and shoes. Roller blades or skates cannot be worn inside the bus.

Waiting for the MTA bus

Please wait on the right hand side of the street on the corner so the bus will not block a street while stopped and arrive at the bus stop location about 5 minutes before the scheduled time. All buses have an atomic clock on board so the driver always has the correct time. The MTA office also uses an atomic clock for the correct time. Make sure that you wait where a driver can see you as the bus approaches. Signal to let the driver know that you want the bus by facing the bus and waving at the driver. You must be at a signed bus stop or on the right hand side of the street at a corner before the intersection.

Thank you for riding with us!

The following activities are NOT allowed on the bus:

Smoking or using tobacco
Eating or drinking by passengers
Radio playing so loud others can hear
Obscene or offensive language or behavior
Harassing behavior or sexual acts

The following items are NOT allowed on the bus:

Gasoline or any flammable liquids
Firearms, air guns or weapons
Open or exposed knives
Uncaged animals (except guide dogs)
Over-the-counter medications
Toxic or illegal materials

Holidays Observed

No service on these holidays: New Year's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas Day
Service is provided on these holidays: Martin Luther King's birthday, President's Day, Good Friday, Columbus Day, Veterans Day, Friday after Thanksgiving, Christmas Eve Day, New Year's Eve Day

The Jule

The Jule is the public transportation service offered by the City of Dubuque Transit Division. The Jule operates 15 daytime fixed routes and a minibus service for disabled individuals and seniors. The fixed route transit system connects Dubuque's downtown, midtown, and west end regions. Fixed route transit provides transportation for Dubuque citizens so they can access services such as shopping, entertainment, community functions and employment opportunities within the City. The mini-bus service transports disabled and elderly individuals to destinations within Dubuque and East Dubuque. The Jule also offers a free downtown business shuttle, which connects downtown parking locations with local employment hubs. All Jule services, stops, and facilities are accessible in compliance with the Americans with Disabilities Act (ADA). All fixed route buses also support "Rack and Ride" and are equipped with bike racks on the front of each bus. Table 10 shows the Jule's service hours for fixed transit at mini bus, Tables 11 and 12 show service fares and bus pass costs for fixed route and paratransit, Table 13 provides information on the Jule's vehicle fleet and staff and Figure X includes a map of fixed route service.

Table 10. The Jule Service Hours

Fixed Route - Intermodal	
Monday - Friday	6:15am - 6:45pm
Saturday	8:15am - 5:45pm
Sunday	No service
Fixed Route - JFK Transfer	
Monday - Friday	6:30am - 7:15pm
Saturday	8:15am - 5:45pm
Sunday	No service
MiniBus (Paratransit)	
Monday - Friday	5:45am - 7:15pm
Saturday	8:15am - 5:45pm
Sunday	No service

Table 11. The Jule Fares

Full Fare	\$1.50
Half-Fare	\$0.75
Youth (6-18 years)	FREE
Youth (5 years and under)	FREE, accompanied by an adult
College students with valid ID	FREE

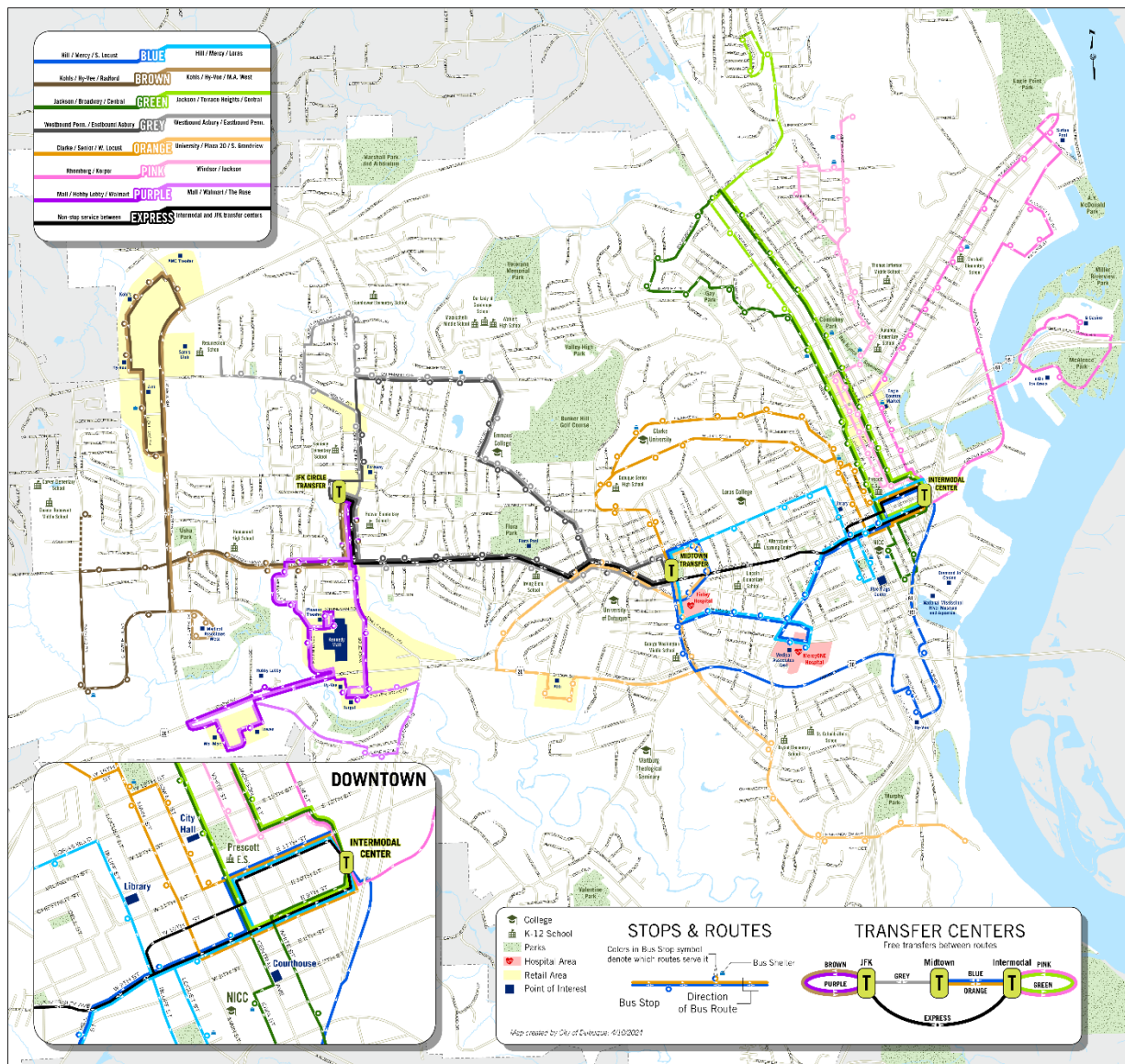
Table 12. The Jule Passes

11 Ride Pass	Full Fare \$15 Half-Fare \$7.50
Monthly Unlimited Ride Pass	Full Fare \$45 Half-Fare \$22.50
Annual Student Pass (grades K-12) Valid Aug. 1 - July 31 each year	FREE

Table 13. The Jule Vehicle Fleet and Staff

Number of vehicles	16- Heavy Duty for Fixed Route, 13 Light Duty for Paratransit
Number of vehicles with lifts or ramps	29
Number of vehicles to ADA standards	29
Number of Full-Time Employees	25
Number of Part-Time Employees	36
Number of Volunteers	0

Figure 12. The Jule Route Map



River Bend Transit

The Iowa DOT has designated River Bend Transit (RBT) (a not-for-profit corporation) as the regional public transit agency for Cedar, Clinton, Muscatine and Scott counties. RBT was Iowa's first regional consolidated transit system, starting public transit operations in 1978. RBT's commitment in breaking down transit barriers has earned national and state awards for its innovative programs that provide dependable, friendly, efficient and safe transportation. RBT's services are open and available to the general public.

RBT offers a variety of transit services. River Bend Transit provides weekday door-to-door transportation to elderly and disabled rural residents and to the general public in Cedar, Clinton, Muscatine and Scott counties. RBT's vehicle fleet is fully ADA accessible and operated by

courteous, experienced drivers who specialize in serving people with disabilities. They also provide curb-to-curb transportation for low-income passengers needing rides related to work, including job training and job search. RBT may also assist in transportation for businesses, healthcare systems, not-for-profits, schools and other agencies that may have long or short-term transportation needs. RBT's regular demand-response service operating hours are 5:30am to 7pm. Table 15 summarizes RBT's vehicle fleet and staff.

Table 14. River Bend Transit Vehicle Fleet and Staff

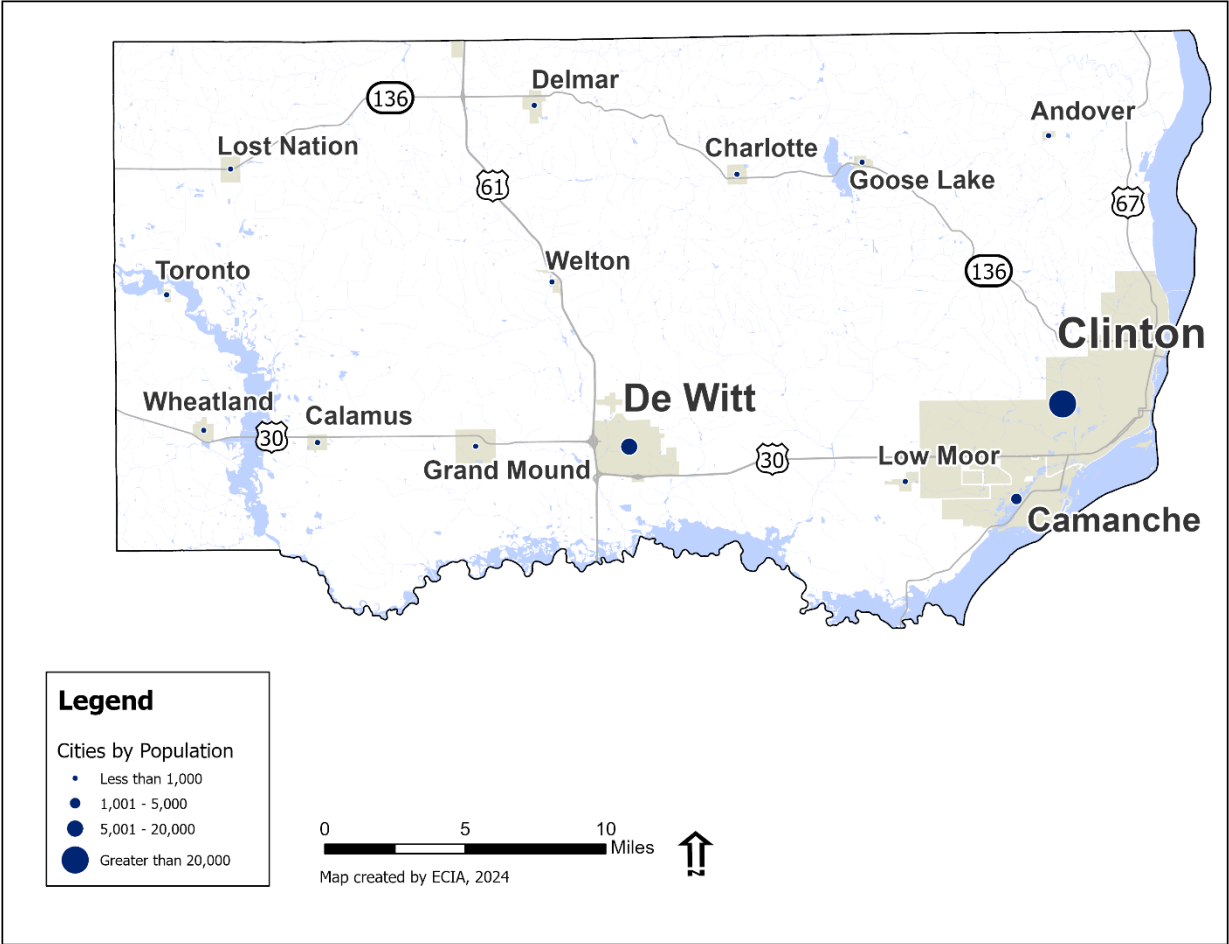
Number of vehicles	74
Number of vehicles with lifts or ramps	74
Number of vehicles to ADA standards	74
Number of full-time employees	19
Number of part-time employees	88
Number of volunteers	0

Fares depend on which county the ride starts from and to where the rider is traveling or if the rider is using a contracted service. Table 15 shows RBT's fares for Clinton County. Prices for seniors (age 60+) and disabled individuals are lower than prices for the general public. RBT has identified specific days for each county to commute to desirable destinations. Figure 14 maps RBT's service area in the RPA 8 region.

Table 15. River Bend Transit Fares for Clinton County

Service	Days	Seniors (60+) or persons with disabilities - Round Trip Suggested Donation	Established Fare for General Public
Iowa City	Monday	\$18.00	\$23.00
Davenport	Tuesday, Friday	\$6.50	\$11.50
DeWitt	Wednesday	\$3.00	\$8.00
Camanche and Clinton	Thursday	\$3.00	\$8.00
In-Town Service		\$1.50	\$6.50
County Service		\$3.00	\$8.00

Figure 13. River Bend Transit Service Area within RPA 8



Regional Transit Authority 8

Regional Transit Authority 8 (RTA 8) provides accessible, safe, convenient, and efficient transportation for all citizens in the cities, communities and rural areas of Delaware, Dubuque and Jackson Counties to enhance their quality of life. RTA vehicles are equipped to accommodate the general public, including children, the elderly and people with disabilities. All RTA services are based on the demand of our clients and are open to the general public, including people with disabilities.

RTA 8 was formed in 1982 as a 501(c)(3) non-profit organization for the purpose of connecting the elderly, disabled, youth and low-income citizens in Delaware, Dubuque and Jackson counties to critical services like healthcare, counseling, nutrition, childcare, education, employment, and social venues. The RTA Corporate Policy Board is comprised of all the County Supervisors from Dubuque, Delaware, and Jackson Counties. The Board meets every month to review the RTA's budget and general operating policies. The Policy Board reviews and approves projects proposed by the Technical Committee. RTA 8 contracts with East Central Intergovernmental Association (ECIA) for management services and office space.

RTA 8 provides 180,000 annual passenger trips serving over 2,500 individuals in the three-county region. To expedite customer service, RTA 8 maintains offices in Dubuque, Earlville and Maquoketa. Table 16 summarizes RTA 8's vehicle fleet and staff.

Table 16. RTA 8 Vehicle Fleet and Staff

Number of vehicles	26 buses, 5 vans
Number of vehicles with Lifts or Ramps	31
Number of vehicles with ADA standards	31
Number of Full-Time Employees	2
Number of Part-Time Employees	23
Number of Volunteers	9

RTA 8 provides transportation to a variety of destinations in Delaware, Dubuque and Jackson counties. Most RTA services are door to door unless specified. All fares are contingent upon fitting into a current service.

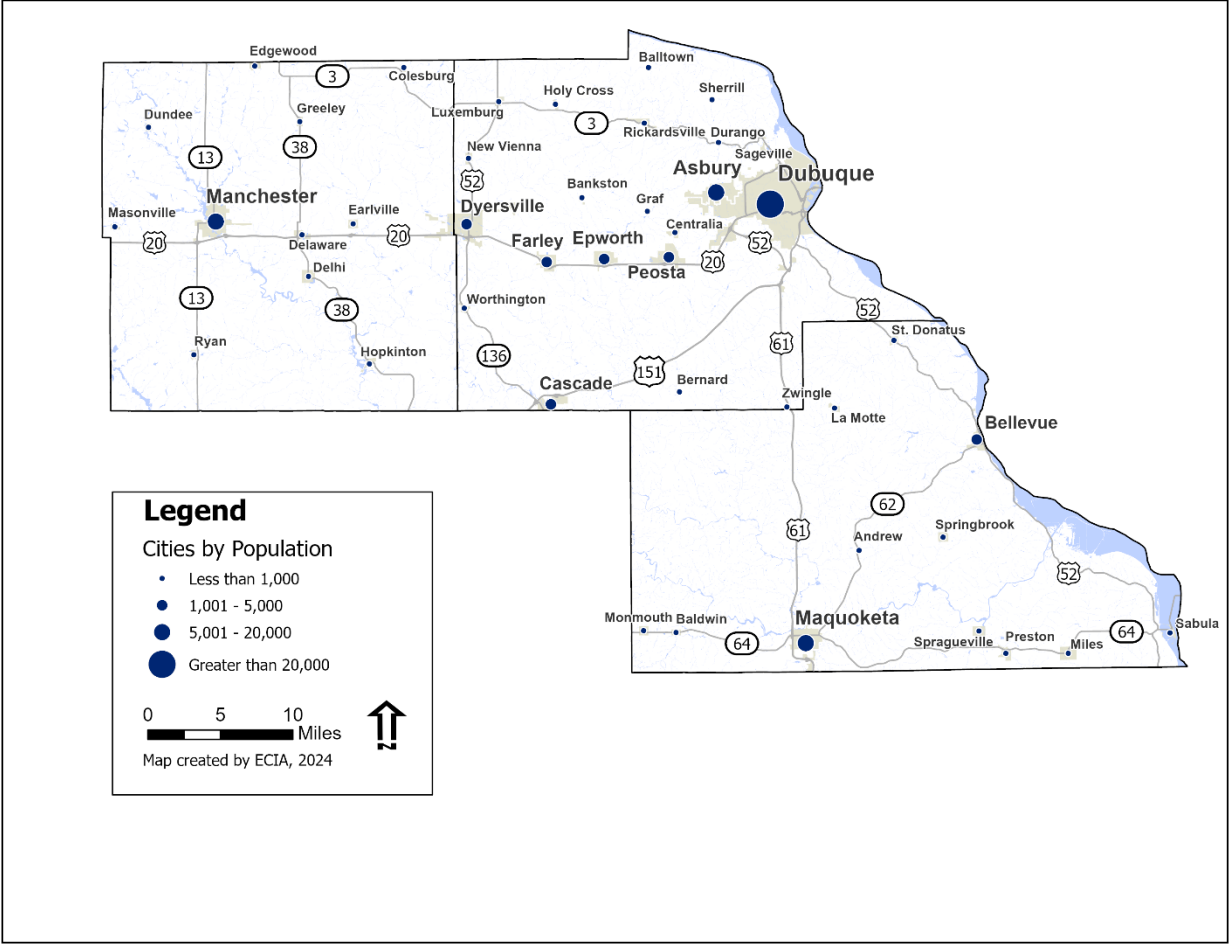
Reservations for service are requested 24 hours in advance. Same day service is subject to availability. Dispatch hours are 5am-5pm. If you are a Medicaid recipient, are a member of NEIAAA (60 years and older) or veteran, please provide that information when you make your reservation. RTA is a contracted provider for the State of Iowa MCO's and in partnership with NEIAAA (Scenic Valley). RTA 8 services are available to persons of all income levels. Table 17 shows a list of RTA 8's services. Figure 15 shows RTA 8's service area.

Table 17. RTA 8 Services

Services	Hours	Cost
Farley/Epworth to Dubuque	Monday - Friday. Departs Farley at 8:00am and arrives at JFK Transfer Station at 9:00am. Return transportation is provided at 2:30pm at the JFK Transfer Station	\$6.75 one way
Dubuque In-Town	Monday - Friday. 6:00am - 4:00pm	\$6.75 one way Children 15 and under \$3.25 one way
Dyersville to Dubuque	Monday - Friday. Departs Dyersville at 7:40am and leaves Dubuque at 2:30pm from the JFK Transfer Station	\$6.75 one way
Dyersville to Manchester	Thursday. Departs 7:30am and returns at 3:00pm from Manchester	\$6.75 one way
Maquoketa In-Town	Monday - Friday. 8:00am - 3:30pm	\$3.00 one way
Miles/Preston to Maquoketa	Monday - Friday. Departs Miles/Preston around 7:00am and leaves Maquoketa at 2:15pm	\$6.75 one way
Bellevue to Maquoketa	Monday - Friday. Departs Bellevue at 6:30am and leaves Maquoketa at 2:30pm traveling back to Bellevue.	\$6.75 one way
Bellevue In-Town	Monday - Friday. 8:00am - 4:30pm	\$1.00 one way
Delhi to Manchester	Monday - Friday. Departs around 7:30am and leaves Manchester at 3:00pm	\$6.75 one way
Services to Iowa City	Varying - depending upon passenger appointment times	

Earlville to Manchester	Available on a limited basis	\$6.75 one way
Manchester In-Town	Monday - Friday, 7:00am - 4:00pm	\$3.00 one way

Figure 14. RTA 8 Service Area



School Districts

School districts are important providers of passenger transportation in the region. Nineteen school districts are located partially within the DMATS and RPA8 regions. Combined these districts on average transport more than 12,000 students per day and have annual operating costs of over \$11 million. Table 18 includes annual transportation for the public schools in the DMATS and RPA 8 regions for the 2022-2023.

Table 18. 2022-23 Annual Transportation Data for Public Schools in Region

District Name	Route Miles	Non-Route Miles	Net Operating Cost	Ave # Students Transported	Adj Ave Cost Per Pupil Transported	Approx. Dist. Sq. Miles
Andrew	65,319	2,045	\$205,752.81	87.99	\$2,338.37	98
Bellevue	81,621	18,674	\$294,312.23	458.23	\$642.28	127
Calamus-Wheatland	80,182	16,439	\$258,927.28	289.18	\$895.38	113
Camanche	22,189	19,250	\$210,820.01	194.19	\$1,085.64	35
Central DeWitt	120,090	36,648	\$558,812.84	889.01	\$628.58	319
Clinton	142,315	94,991	\$864,537.69	748.94	\$1,154.35	18
Delwood	36,362	850	\$196,708.59	117.99	\$1,667.16	65
Dubuque	587,322	263,537	\$3,236,854.97	2,748.95	\$1,177.49	240
Easton Valley	123,192	5,436	\$314,441.44	210.17	\$1,496.13	183
Edgewood-Colesburg	121,473	4,032	\$448,683.22	420.99	\$1,065.78	155
Maquoketa	94,144	29,113	\$416,631.16	518.92	\$802.88	172
Maquoketa Valley	102,961	10,465	\$401,552.86	466.98	\$859.89	178
Midland	112,085	9,538	\$545,938.27	410.03	\$1,331.46	215
Monticello	82,123	32,502	\$295,135.64	286.01	\$1,031.91	190
Northeast	107,795	11,263	\$433,828.62	856.00	\$506.81	178
North Linn	79,437	20,533	\$314,947.95	276.01	\$1,141.07	151
Starmont	74,062	16,272	\$315,888.99	424.01	\$745.00	201
West Delaware County	137,759	33,915	\$566,015.83	641.00	\$883.02	237
Western Dubuque	525,927	78,273	\$1,810,819.62	2,317.02	\$781.53	555
Totals and Averages	2,696,358	703,776	\$11,690,610.02	12,361.62	\$1,064.99	3,430

As part of the PTP development process, staff conducted a school district vehicle fleet inventory survey. Staff distributed the survey to all school districts via email. As of January 27th, 2025 8 districts have responded to the survey. Table 19 contains the survey responses.

Table 19. School District Survey

Name of School District	Number of school buses	How many of your buses are ADA accessible?	Number of passenger cars	How many passenger cars are ADA accessible?	Number of passenger vans	How many passenger vans are ADA accessible?	What other vehicles does your district have?
Camanche	6	1	1	0	7	0	0
Dubuque Community School District	78	17	7	0	10	0	29 light duty pickups, maintenance trucks

Maquoketa Valley Community Schools	11	1	2	0	5	0	0
Western Dubuque Schools	63	3	0	0	12	0	Maintenance Vehicles
Starmont	11	0	1	0	9	0	Combine vans and suburbans
West Central	6	0	0	0	6	0	
Central DeWitt Community School District	15	1	13	1	0	0	
Maquoketa Valley	10	1	1	0	7	0	2 pickups. 1 suburban

Human Service Agencies

As part of the PTP planning process, staff conducted a survey of area human service providers that provide or utilize transportation services. Staff distributed the survey to a list of service providers in the region via email. The results of the survey help the TAG better understand the transportation needs of organizations in the region. Table 20 contains the survey responses.

Table 20. TAG Member Survey

Organization Name	Industry	Who does your agency serve?	On average, how many clients utilize transit services per week?	Does your organization own its own vehicles?	Does your organization have a current contract with a public transportation agency?	If you responded yes to the previous question, which one(s)?	How many buses does your organization have? How many are ADA accessible or have lifts?	How many passenger cars/vans does your organization have? How many are ADA accessible or have lifts?
Hills and Dales	Human Services	Individuals with disabilities	20	Yes	Yes	RTA services	5	3
Crescent CHC	Health Care	all populations	Not sure but significant amount	Yes	Yes	RTA, A1 -taxi, Jo Davis transit.	0	1

Hawkeye Area Community Action Program - Jackson County	Human Service	Low or Fixed income people, aging and disabled	1-3	No	No		0	0
Imagine the Possibilities	Provider for individuals with disabilities	Jackson, Dubuque, Counties	25	Yes	Yes	RTA	0	20
Goodwill Industries of Northeast Iowa	Human Services	People with disabilities and disadvantages	40	No	No		0	1 older 7 passenger van
Unlimited Services Inc.	Human Services	Disability population	60	Yes	No	NA	1 and 1	7 and 0
Tri-State Dialysis	healthcare	patients needing dialysis services	50-60	No	No			
Area Residential Care	Long Term Care	Adults with Intellectual Disabilities	10	Yes	No		2 buses; both are ADA accessible	13 vans; 3 have lifts
Iowa Vocational Rehabilitation	State Government	People with disabilities	Unsure	No	No		0	One state car for travel - not for clients
EIRHA	Housing	Low Income families	unknown	No	No	n/a	none	none
Unified Therapy Services- Elm Street Location	Medical	Adults and Peds	5	No	No			

Northeast Iowa Area Agency on Aging (NEI3A)	Area Agency on Aging	adults 60+	50	No	Yes	RTA/MET/Onboard/Peoplertes/EARL	0	0
DuRide	Non profit transportation provider for seniors	Members age 65 and older in Dubuque, East Dubuque, and Asbury	65 per week on average, some multiple rides	No	No	We partner with Jule to coordinate services, but no firm contract as such	None. We use private vehicles owned and operated by volunteers, who drive their own vehicle	None
Regional Medical Center	Healthcare	Delaware, Buchanan, Fayette, Dubuque, Jones counties	unknown	Yes	No		none	three
Imagine the possibilities		Adults with disabilities	15	Yes	Yes	RTA	None. We have mini vans	4
Maquoketa Farmers Market	Food Availability for the Food Insecure Population	Greater Maquoketa	5	No	Yes	ECIA - RTA Jackson County	0	0
Jackson County Economic Alliance	Economic Development	Jackson County	N/A	No	No		N/A	0

Organization Name (cont.)	What areas are your clients most frequently coming from?	What areas do your clients most frequently travel to?	Are there any areas where your clients travel to but currently cannot?	What times are transportation services most utilized? Are there any times where transportation service is lacking?	What are the biggest transportation issues your clients and/or agency faces?
Hills and Dales	City of Dubuque	Within city limits	Local Camps, out of town medical appointments, any areas outside city limits	Utilized mainly during daytime hours, however lack anything 6p, and on weekends	Accessible transportation, timely drop off/picks, and varying time range for appts/activities, grocery/personal shopping with items.
Crescent CHC	Dubuque, Jackson and Jo Daviess	Dubuque, Iowa City, Davenport, Cedar Rapids		second and third shift workers.	out of town appointment (not eligible through insurance) second/third shift jobs
Hawkeye Area Community Action Program - Jackson County	Town of Maquoketa	Town of Maquoketa	Unsure	We typically set appointments for mid morning	Lack of transportation out of area / have to travel when RTA bus runs / Weekend events.
Imagine the Possibilities	Jackson	Jackson	Clinton, Scott, Linn Counties	8-4pm	Transportation to and from work especially evening hours
Goodwill Industries of Northeast Iowa	Dubuque west end	Cozy Corner, Goodwill Store, various jobs in the community		8a-6p	sometimes wait times are long and vocationally sometimes people are late to their jobs or extremely early which often is not acceptable to the employer. Weekend and later evening coverage would help with obtaining jobs in the community for folks with disabilities.
Unlimited Services Inc.	Guttenberg, Dyersville, or Manchester	To Manchester	None we also transport to Dubuque Cozy Corners	8am and 3pm	We provide transport due to cost
Tri-State Dialysis	Dubuque or Maquoketa area, some from Cascade/Dyersville, Jo Daviess County	Dubuque		late afternoon-longer waits for patients to have their ride pick them up.	Transportation availability based on location and schedules

Area Residential Care	Dubuque	Agency home to the agency Main building (on JFK); Day service outings in the community.	No	M-F, 8:00-4:30	Sunday bus service for consumers that live in area apartments and work on Sunday
Iowa Vocational Rehabilitation	Dubuque, Delaware, and Clayton counties	Within those three counties	Peosta - NICC	All times	NICC
EIRHA	Dyersville, Manchester, Sabula, Miles, Bellevue	Dubuque, Iowa City	My Sabula and Miles residents indicate they have trouble accessing RTA where they live	Throughout the day	No service or service not frequent enough
Unified Therapy Services- Elm Street Location		to our locations		10am-3pm	rides being late picking them up.
Northeast Iowa Area Agency on Aging (NEI3A)	home	Dr. appointments, grocery store, Walmart	no	8am-6pm	our agency - funding/ for clients - transportation in rural areas
DuRide	No specific location	Forty percent of our rides, approximately 300 per month, are for some sort of medical care	We consistently receive requests for rides outside of our service area, and a particular need is transportation to Iowa City for medical care	Most used weekday business hours, but we also provide weekend and evening. No time is lacking	Access to transportation that will accommodate their individual situations and needs.
Regional Medical Center	From home	medical appointments	out of town appointments such as to Iowa City, Cedar Rapids are difficult especially when the patient does not have family support or Medicaid NEMT benefits	most utilized M-F	See above: attending out of town medical appointments
Imagine the possibilities	Jackson county	Jackson county	Clinton county	No	Time spent on the bus
Maquoketa Farmers Market	Maquoketa	Maquoketa Farmers Market - Ohnward Fine Arts Center	Unknown	3:30 - 5:30 PM	Access to ADA vehicles
Jackson County Economic Alliance	All over the County	Jackson County	I know that across the County there are people who need reliable transportation to and from work, doctor's appointments, etc.	I would assume night hours.	Affordable and reliable transportation for the workforce and elderly

Cab Companies

Several private companies provide transportation within the region. The region's cab companies are listed in Table 21 by the city they are based in.

Table 21. Area Cab Companies

Company Name	Based In
#1 Green Cab	Dubuque
A1 Taxi	Dubuque
Bell Taxi	Dubuque
E&R Taxi	Dubuque

Rideshare services such as Uber and Lyft are present within the region, however availability is limited to larger cities such as Dubuque and its surrounding areas. Uber and Lyft claim to cover the whole state; however, service is subject to driver availability and there are little to no drivers within the smaller communities.

SECTION THREE: Coordination Issues

Clinton MTA Coordination Issues

MTA continues to work to make sure it has an up to date fleet. In 2023 it was announced that Clinton MTA would be receiving 3 electric buses through the Iowa DOT receiving funding through FTA's FY23 Low-No and Buses and Bus Facilities Discretionary Program. This project would help reduce operating costs and environmental impacts while improving transit service in the city. However, budget concerns have led the City Council to decide on bowing out from the project at this time.

MTA also is working to make sure it has modern facilities. On November 8th, 2024 the Clinton MTA opened a new bus station building at 134 6th Ave S. The new facility is climate-controlled and ADA accessible and features a waiting area with digital displays of bus schedules and locations. The building also includes a break room and restrooms for bus drivers.

Making sure surrounding communities have access to public transit has also been explored by the MTA. In August of that year the City entered into a trial with the City of Fulton to provide a bus stop located in front of Fulton City Hall. This route was an extension of the Lyons Business Park route and ran Monday through Friday from 8:05am to 3:35pm. The route began operation on the 21st of that month and was on a trial basis until December 1st. Ridership was low and decision was therefore made to not continue with the new rides.

Jule Transit Coordination Issues

The Jule manages fixed-route, paratransit, and contract services (DuRide and Burlington Trailways). It maintains current and future plans for transit vehicles, bus stops, and other capital infrastructure. Management functions include property management, equipment and building maintenance, security, route planning and evaluation, service standards, purchasing, accounting, budgeting, safety, insurance and claims, employee selection, training, customer service, labor negotiations (excluding interest arbitration), public relations and marketing, equipment selection, grant applications, employee discipline per City guidelines and all other functions required in the day-to-day operations and long-term planning for The Jule.

The Jule utilizes the following full-time positions: Transit Manager, Operations Supervisor, Field Supervisor, Transportation Services Analyst and a Confidential Clerk.

The Jule works with a citizen board which represents various interests of the citizens of Dubuque. Known as the Transit Advisory Board (TAB), it is a 5-member board that advises the city council on the execution of agreements and grants relating to the transit system operation, the purchase of new equipment and establishing rates and fares.

Administration activity reports provide management and maintenance of the accounting and statistical records for the benefit of the Transit Board, City Manager, City Council, and State and Federal Departments of Transportation (DOT) and Federal Transit Administration (FTA).

Reporting statistical information and maintaining compliance with state and federal guidelines including the Americans with Disabilities Act (ADA) is essential in addition to collaboration with the Iowa Department of Transportation, Public Transit Team and Federal Transit Administration for planning, funding and operating and capital assistance.

Administration activity reporting supports responses to public requests for service, identifying opportunities for service growth and improvement, negotiating service contracts and agreements, bus scheduling and dispatch, printing, processing of ADA applications, bus pass sales and processing, working with the personnel office on labor negotiations, training and development, uniforms, and other personnel related issues and requirements.

Areas of Persistent Poverty Grant

The Jule was awarded and Area of Persistent Poverty Planning grant which will allow the city to create a transit model reactive to today's demands. The Jule will be evaluated to account for changing demographics, growing business sectors and new workplace models. Spatial data and feedback from equity-focused community outreach will help Dubuque explore racial and economic disparities. FTA resources will provide the community with a roadmap to improve public transportation efficiency and ensure the system meets the needs of individuals who lack access to employment, education, healthcare and other destinations. The plan will improve transit by identifying where to provide more frequent and expanded service. The project will also support community connectivity, address generational poverty, and help promote the environmental wellbeing of vulnerable groups. The main beneficiaries of the plan are intended to be the disadvantaged residents within Census Tracts 1, 3, 5, 6 and 7.01.

Fleet Replacement

The Jule was awarded a 5339 grant to purchase and ADA accessible van, electric bus and new bus shelters. The van was delivered in June of 2023 and placed into service. A 35ft Gillig electric bus was ordered in January 2024 with an expected delivery of December 2025. The project will replace one bus in the fixed route fleet with a battery electric bus and accompanying charging infrastructure. A new ADA passenger van will replace the existing driver transport vehicle that has exceeded its useful life. The project also includes the purchase of 4 bus shelters with solar powered lighting that will either replace existing shelters in poor condition or be installed in a stop location with high use to help enhance rider experience. The projects will enhance access and mobility for our passengers with continued bus fleet reliability and improved amenities. The project serves as the Jule's first step towards electrification of the bus fleet. All projects will improve the state of good repair for transit assets at The Jule.

Commuter Shuttle

In July of 2023 the Jule implemented AM and PM commuter shuttle routes to provide quality workforce transportation in the City of Dubuque.

Someone can get on the bus at a stop near their home and be dropped off close to their employer, all within the hour. These routes run both in the morning and afternoon, making frequent stops in residential neighborhoods and businesses including but not limited to Hodge, John Deere, Hormel, Geisler Brothers, Universal Tank, and Simmons Pet Food. Riders can view the routes, find stops along the routes, and plan a trip based on start/stop locations and desired times all within the MyJule mobile app, available in the Google Play and the Apple App Store. Riders can also do so on the City's website at MyRide.cityofdubuque.org, which additionally allows riders to track the bus in real time.

River Bend Transit Coordination Issues

In Fiscal Year 2023 River Bend Transit was awarded a Low-No Emission grant from the FTA to fund a new bus storage facility. RBT has been parking its vehicles outside since 1978, and it was determined that their vehicles may benefit from being protected from weather. The facility would be a steel building that would go over the existing parking lot. They also received funding through Iowa DOT's Public Transit Infrastructure Grant program to help cover cost increases. However, completion has been delayed by further rising costs.

RTA 8 Coordination Issues

Evening and Weekend Transit

One of the biggest problems present for potential clients is the lack of evening and weekend transit. This makes RTA's service inflexible for many, such as for people who work second or third shift or on weekends. Finding ways to make RTA's service more flexible can help address the transit goals of the region.

Lack of awareness for RTA services

TAG members reported a lack of awareness for RTA services being a problem for public transportation access.

Fears of trying RTA for elderly population

TAG members identified that some members of the elderly population have fears of navigating RTA's services.

Lack of rural community ride options

TAG members identified that the rural communities within the RTA region have a lack of options with regards to public transportation. RTA is the sole provider of transit for the smaller cities, and cab and rideshare services are extremely limited if they exist within these communities.

Calling ahead to schedule rides

Another difficulty mentioned by the TAG is that many potential clients forget to call ahead of time to get a ride. There are a couple of potential solutions to this issue. One solution would be to look into streamlining the scheduling process through implementing new software. Another solution could be to partner with medical providers to help integrate ride scheduling within appointment scheduling.

Pick up wait times often unknown

The TAG also mentioned that pick up wait times would often be unknown and therefore dissuaded potential clients.

Lack of drivers

RTA has identified a lack of drivers being a crucial issue in providing effective public transportation services. The number of drivers that the RTA can utilize at a given moment affects how many services the RTA can provide. This lack of drivers compounds existing problems such as lack of rural services and lack of evening and weekend transit.

Funding

Funding is a major constraint for all public transportation services. Without sufficient funding, it would be difficult for RTA to solve its other coordination issues. Researching and applying for new grant opportunities is important to improve services.

Vehicle fleet, maintenance and replacement

Having an up to date fleet is also important for delivering quality transit. The ability to maintain and replace vehicles is strongly tied to funding.

Homeless students to school transportation

TAG members identified challenges providing transportation for homeless students.

SECTION FOUR: Priorities and Strategies

The TAG met on December 4th, 2024 to discuss issues and possible opportunities facing our public transportation services for the next 5 years. There were several themes that emerged from this discussion, which planning staff used to create goals and objectives. These were later sent out to TAG members for comment and approval. Below are the goals and objectives that emerged from this planning process.

- Provide more flexible transit options
 - Expand vanpool services
 - On-demand service for evening and weekend transit
- Increase awareness of public transit options
 - Increase social media presence
 - Volunteer and/or sponsor community events
 - Designate transit ambassadors within region
- Expand access to rural communities
 - Identify local volunteer organizations to help provide rides
 - Perform analyses to determine which areas need more frequent service
 - Develop initiatives to bring in new drivers to increase services
- Make services more accessible
 - Develop bus buddy system to make services less intimidating
 - Utilize different strategies to send reminders
 - Work with medical providers to coordinate rides for appointments
- Ensure that services have access to up-to-date, quality vehicles
 - Develop system for inventory management
 - Pursue multiple, differing funding strategies

Projects and Initiatives

Below are tables containing the projects and initiatives that area agencies have provided or are planning on providing for the next 5 years.

Table 22. Clinton MTA Service Needs and Projects

Clinton MTA Service Needs and Projects					
No.	Service Need	Agency(s)	Project	Year Identified	Status
1	Camanche - Fulton Route	Residents in Camanche, Clinton and Fulton	Assess need for fixed route services to include Clinton to Camanche and Clinton to Fulton and summer expand services to City of Clinton.	FY 24	A trial route to include a stop in Fulton, IL. was implemented for 3 months in 2023 from August 15 th to December 1. Ridership was very low and the decision was made to not continue with the new route. No action on Camanche funded route, MTA continue to do contract and self-funded rides to and from Camanche.
2	Provide access to real time route information online.	MTA Riders	Secure funding for technology such as Google Transit.	2012	Status quo, no changes at this time.
3	Provide transportation to Davenport, Iowa City, & Dubuque for Medical Appointments.	MTA Riders	Assess Medicaid TMS Services Contract.	2012	Services are provided through self-funded or contracted rides such as NEMT.
4	Improve marketing.	Clinton MTA	Identify and implement marketing strategies such as webpage updating	2012	Project ongoing. Cable TV commercials , radio and print ads. Status quo, no changes at this time
5	Driving staff in need of training	Clinton MTA	Increase training on first Aid/CPR, Defensive Driving & Passenger Assistance	2009	Project Ongoing; as new drivers are hired. Status quo, no changes at this time, training is ongoing.
6	Shop Equipment	Clinton MTA	Replace and maintenance of equipment, and computer software for new engine in buses	2010	On going status of upgrading when possible as new technology is developed.
7	State Transit Assistance	Clinton MTA	Operating Assistance for Day-To-Day Operation	2008	Annual formula allocation
8	Federal Operating Assistance	Clinton MTA	Operating Assistance for Day-To-Day Operation	2008	Annual formula allocation
9	Work in partnership with Promise Jobs to provide transportation to their clients	Iowa Workforce PROMISE JOBS	Rural clients struggle to get in to town for Promise Jobs activities that are required to receive welfare benefits.	2011	No action or progress.
10	Transportation from Jackson County to Clinton County and from Clinton	Community Action of Eastern Iowa	Expand service to Jackson, Clinton, and Dubuque Counties.	2011	Project Ongoing; work to provide inter-county transportation. Services are provided through self-funded or contracted rides such as NEMT.
11	New CTP Building	City of Clinton MTA	Climate controlled passenger waiting area and drivers area.	FY24	Project completed FY25, Climate controlled building the house a bus passenger waiting area and a separate driver restroom and break area. Completed in November 2024.
12	Para transit low floor bus	City of Clinton MTA	Replace 2 LD buses with 2 low floor ld buses with ramps instead of lifts.	FY 23	Project completed. Purchased 2 new low floor ADA bus with ramps to us for the ADA para transit services.

Table 23. Jule 5310 Projects

Jule 5310 Projects				
No.	Project	Approximate Annual Funding	Years	Status
1	Preventative Maintenance	80,000	FY 2026 -2030	Annual Funding; Enhanced Mobility of Seniors and Individuals with Disabilities

Table 24. Jule Service Needs and Projects

Jule Service Needs and Projects					
No.	Service Need	Agency(s)	Project	Year Identified	Status
1	Replace Jule Buses	The Jule	The Jule will replace one fixed route 35ft Gillig bus with one 35ft Electric Gillig bus	2023	Funding secured through FTA 5339 Buses and Bus Facilities LWNO Grant Program - Bus ordered with expected delivery date of December 2025, electric charging station to be installed at JOTC in fall of 2025.
2	Replace Bus Shelters	The Jule	The Jule will replace four existing bus shelters in poor condition with four solar powered bus shelters	2023	Funding secured through 5339 Buses and Bus Facilities Grant Program. RFP will be release to public Spring of 2025.
3	Replace Jule Buses	The Jule	The Jule will replace two fixed route 35ft Gilligs with two electric buses.	2024	Funding secured through FTA 5339 LWNO Buses and Bus Facilities Program. Buses are expected to be ordered in the fall of 2025.
4	Replace Jule Buses	The Jule	The Jule will replace three 2011 light duty buses that are past their useful life.	2024	Three new light duty buses were purchased in January 2025. These buses were locally funded.
5	Planning Study	The Jule	The project will help Dubuque create a transit model that is reactive to today's demands. The Jule will be evaluated to account for changing demographics, growing business sectors, and new workplace models.	2024	RFP for consultant expected to be released in February 2025.

Table 25. River Bend Transit Service Needs and Projects

River Bend Transit Service Needs and Projects					
No.	Service Need	Agency(s)	Project	Year Identified	Status
1	Replace aging buses	RBT	Replace buses on 15-year schedule	2020	Ongoing. Staff working to identify additional funding sources.
2	Extend bus service life	RBT	Build new bus storage facility	2022	Funding awarded in FY23 to build a bus storage facility over existing parking lot. Project delayed due to rising costs.

Table 26. RTA Service Needs and Projects

RTA Service Needs and Projects					
No.	Service Need	Agency(s)	Project	Year Identified	Status
1	Provide affordable transit throughout the region.	Delaware, Dubuque, and Jackson County Board of Supervisors, NEIAAA	Service Improvement Plan: all three counties agreed to subsidize the cost of rides, reducing the cost to the individual riders. All agreed to fund full cost for children age 15 and under, making those free, for as long as designated funding lasts.	2020	Ongoing. Currently funded through FTA funds. Will re-evaluate future funding to help sustain costs.
		RTA, United Way	Seek funding opportunities for seniors	2024	Status as of January 2025. NEIAAA has suspended volunteer program, funding for seniors decreased. Plan on seeking new grants to help keep costs low for senior ridership.
		United Way	Rides for Wellness Ride Vouchers - grant from United Way under Health Pillar	2016	Implemented in FY17, program funded through FY26.
		Area Residential Care, Hills & Dales, Sunny Crest, Imagine the Possibilities	Continue and grow collaboration with human service agencies, dialysis, medical centers, and MCOs for non-emergency medical services	2012	Continue partnership with MCOs for Title XIX medical and waiver trip requests and reimbursement. Educate public of services that are already available and same day trips for medical appointments. Implementation; ongoing
2	Improve attendance and action from the TAG. More accountability and influence as a group	RTA, TAG	Form a TAG Technical Group to identify gaps in transportation within each County, devising strategies to address the gaps, and obtaining funds to support creative transportation solutions.	2019	TAGs created in each county, meets on a quarterly basis.
3	Improve RTA's service	RTA	Conduct a gap analysis.	2024	Status as of January 2025. RTA is seeking funding for a gap analysis that can help identify service gaps, enhance accessibility, improve efficiency and increase ridership through data-driven decision making.
		RTA, TAG	Develop an app, a portal and re-designed website to improve coordination and reduce wait time, show (potentially improve) availability, and provide better communication	2019	Project completed in 2023, continuing to work on improvements.
4	Help provide transportation to community events.	Area farmer's markets, community foundations	Provide transportation to farmer's markets in the region.	2018	Rides to Maquoketa Farmer's Market implemented FY19; continue annually as funding exists. Grant from Maquoketa Community Foundation provided transportation for low-income residents. Program continued until grant funding expired in 2024, seeking alternative funding sources as of January 2025. Will seek similar programs for other area farmer's markets.
5	Enhance RTA's marketing efforts.	RTA	Marketing Plan	2019	Completed in FY21, will consider conducting updates periodically.
		Area businesses	Bus Wraps	2019	Dupaco CCU ended contract, will seek other partners to help fund services.
		Goodwill, ARC , Imagine the Possibilities, Hill & Dales, support groups	Continue Travel Training Program to increase knowledge of available services	2015	Continue with RTA Learn to Ride Courses. Implementation; ongoing

RTA Service Needs and Projects					
No.	Service Need	Agency(s)	Project	Year Identified	Status
		TAG	Update Transportation Resource Guide	2015	Find local funding to update and print new Transportation Resource Guides. Update March 2020: Update the pertinent information and include on redesigned website
6	Provide more flexible transit options	RTA, area employers, Enterprise Rent-A-Car	Vanpool transportation for employers	2023	RTA partnered with Enterprise Rent-A-Car in 2024 to provide vanpool transportation to employers in the region. Partnership with University of Dubuque began in FY25, will seek more partnerships.
7	Expand access to rural communities	RTA	Identify potential routes	2018	Status as of January 2025. Currently exploring offering expanded services from Cascade.
8	Work with other agencies within and adjacent to our region	RTA, The Jule	Explore coordination opportunities between The Jule and RTA	2012	Determining need within the area and coordinating with the Jule for city of Dubuque requests. Implementation; ongoing
		Community Action of Eastern Iowa (EARL Transit), MTA and River Bend	Transportation in Dubuque, Delaware, Jackson, Clinton and Clayton Counties	2011	RTA continues to partner with EARL Transit, MTA, and River Bend for transportation requests outside of our region. Implementation; ongoing
		Area economic development agencies	Coordinate with economic development agencies for employment transportation opportunities	2025	Working with Greater Dubuque Development Corporation on implementation of vanpool program.
9	Make services more accessible	Sunnycrest Manor, Senior/Assisted Living Facilities, general public	Provide services on an on call basis	2010	Continue to educate public on availability of services and same day trips Implementation RTA has a contract with Sunnycrest which allows them to use our services as needed. RTA continues to search for other such contracts, as well as explore the feasibility of creating an on-demand service for the general public; ongoing
		Public Input	Expand hours to include late afternoons, evenings, weekends and holidays for all three counties	2007	Project pending due to funding constraints and lack of vehicles. Implementation; pending until further funding for operations and vehicles is available. As of January 2025 many services run until 4pm on weekdays.
		Area Residential Care	Add to wheelchair accessible fleet	2009	Capital replacement ongoing; RTA continues to seek additional grant funding for new buses. As of January 2025 RTA has 26 buses and 5 vans, all of them with lifts and ramps and are up to ADA standards.
		Members of the TAG	Mobility Coordinator project targeting the elderly population, mentally and physically challenged individuals, low income adults and youth, and veterans. Assisting this group of individuals in coordinating with hospitals, clinics, senior centers, wellness agencies, dental offices and food programs	2011	Project Ongoing. Mobility Coordinator position funding expired in FYXX, responsibilities shared by Transit Managers.
		Developing Alternative Choices, Goodwill, Area Residential Care, Region 8 RTA	Driver trainings	2009	Future trainings will be conducted with RTA and Jule drivers as time and funding for training permits. Trainings include CPR, Implementation; ongoing.
10	Recruitment and retention of paid and volunteer drivers	RTA	Continue to recruit paid and volunteer drivers and retain current part time drivers and subs	2015	Project ongoing and efforts continue throughout three county region

RTA Service Needs and Projects					
No.	Service Need	Agency(s)	Project	Year Identified	Status
11	Continuation funding of State Transit Assistance	Region 8 RTA	Operating Assistance for Day-To-Day Operation	2007	On going
12	Continuation funding of Federal Operating Assistance	Region 8 RTA	Operating Assistance for Day-To-Day Operation	2007	On going

SECTION FIVE: Funding

Federal Funding

Metropolitan Transportation Planning (Section 5303)

These funds support planning activities in metropolitan areas on an 80 percent federal, 20 percent nonfederal basis. In Iowa, these funds are administered by the Iowa DOT's Systems Planning Bureau and are distributed annually to each of the state's nine metropolitan planning organizations (MPOs) through a funding formula. The 5303 funds can support any MPO costs related to intermodal transportation planning activities for the urbanized area, which can help address many of the goals laid out in the plan, such as making services more flexible, increasing awareness of services and making services more accessible within the DMATS area.

Statewide and Nonmetropolitan Transportation Planning (Section 5304)

These funds are intended to support transit planning in addition to what is conducted by the individual metropolitan planning organization (MPO). By law, the state is the direct recipient of the funding. Iowa uses these funds, along with 5311 funds set aside specifically for planning, to support a system of regional planning affiliations (RPAs). The RPAs are responsible for local intermodal transportation planning in areas of the state not included in a MPO. Iowa DOT's Public Transit Team serves as the direct recipient of these funds. The combined 5304 and 5311 planning funds are distributed annually to each of the Iowa's 18 RPAs through a funding formula. These funds jointly support regional intermodal planning on an 80 percent federal, 20 percent nonfederal basis. These funds can be used to address similar goals as Section 5303 funds, in addition to helping expand access to our rural areas in the RPA region.

Urbanized Area Formula Grants (Section 5307)

These funds come to the state on the basis of population and population densities in urbanized areas with populations between 50,000 and 200,000 to support public transit activities. They go directly to areas with a population exceeding 200,000. Public transit systems may use up to 10 percent of these funds to pay for some of their Americans with Disabilities Act paratransit costs on an 80 percent federal and 20 percent nonfederal basis. In urbanized areas with populations greater than 200,000, at least 1 percent of these funds must be set aside for transit enhancement activities. In areas with populations less than 200,000, the funding can be used to support operating deficit. Funds used in this manner must be matched by nonfederal funds (other than passenger revenues) on a dollar-for-dollar basis. The remainder can be used to fund capital improvements (including preventative maintenance activities) or planning activities on an 80

percent federal, 20 percent nonfederal basis. (Purchase of vehicles equipped for access by persons with disabilities can be funded at 85 percent federal participation, and purchase of special equipment required under the Clean Air Act Amendments can be funded at 90 percent federal participation). These funds can help with most of the plan's goals within the DMATS region, including ensuring that the region has an up to date passenger fleet.

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

This is a federal program for support of transit services serving elderly and persons with disabilities. These funds are allocated to Iowa on the basis of the number of 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 for areas with populations less than 200,000. Urbanized areas with populations exceeding 200,000 receive a direct allocation. Public agencies responsible for coordinating human service transportation are eligible, as are private not-for-profit agencies. Because Iowa requires the designated public transit systems to coordinate all publicly funded passenger transportation services, Iowa distributes these funds to the public transit agencies. The funds may be used for the cost of contracted operations, equipment, and passenger or vehicle shelters on an 80 percent federal, and 20 percent nonfederal basis. Projects that go beyond the ADA and mobility management activities also are eligible. Purchase of vehicles equipped for access by persons with disabilities can be funded at 85 percent federal participation. Facilities other than passenger or vehicle shelters are not eligible. These funds therefore can be used to address the goals of making services more accessible and ensuring that the region has an up-to-date fleet.

Formula Grants for Rural Areas (Section 5311)

This federal program supports transit activities in rural areas and communities with populations less than 50,000. 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 Public Transit Section and the Systems Planning Bureau. Public Transit administers the bulk of the 5311 funding provided to small urban and regional transit systems, as well as the 15 percent of the annual apportionment, that in conformance with federal law, is utilized to support intercity bus services, described later in this chapter. The Systems Planning Bureau administers that portion of the 5311 funds that are combined with the 5304 funding to support rural transit and intermodal planning, and addresses similar goals as 5304 funding.

Rural Transportation Assistance Program (Section 5311(b)(3))

This federal program provides a source of funding to assist in the design and implementation of training and technical assistance programs and other support services tailored to meet the specific needs of transit operators in nonurbanized areas (less than 50,000 in population). RTAP funds are mainly used to provide local transit agencies training fellowships. The fellowships pay 80 percent of the cost for Iowa's small urban and regional transit systems and their planners to attend Iowa DOT sponsored seminars, as well as transit-related courses or conferences sponsored by other groups. Transit systems may also be reimbursed for training held in-house. A parallel program funded with State Transit Assistance pays for costs incurred by large urban systems and their planners. This can help improve staff knowledge within the region that allows them to pursue more flexible and accessible transit.

Intercity Bus Program (Section 5311(f))

A minimum of 15 percent of each year's nonurbanized formula funds allocated to Iowa under the 5311 program is required to be set aside to support intercity bus transportation. Private-for-profit companies, private nonprofit corporations, or public entities may apply for this funding. Connections to Amtrak or passenger air service terminals are desirable. Service strictly for commuter purposes is not eligible. Projects may include operating assistance, capital assistance, planning, or administrative costs, such as marketing and insurance. These funds can be used to help expand access to rural areas.

Grants for Buses and Bus Facilities Formula Program (Section 5339(a))

These funds can finance capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. In Iowa, approximately \$1,250,000 is received annually to be spent in small urban (less than 50,000 population) and regional transit systems and receives individual allocations for each large urban transit system serving populations between 50,000 and 200,000. The large urban funds are pooled since individual allocations would not allow for bus purchases on an annual basis. All funds are spent on vehicle replacements rather than on expansion vehicles or bus-related facilities and are distributed utilizing the vehicle rankings of the Public Transit Management System (PTMS). Transit systems serving populations of more than 200,000 receive direct allocations from the Federal Transit Administration and are not included in the statewide distribution through PTMS. These funds are excellent at ensuring that providers in the region can have an up to date fleet.

Surface Transportation Program (STP)

These funds come to the state based on a number of factors, including vehicle-miles of travel, highway lane miles, and the number and size of bridges. The funds can be used for roadway, transit capital projects, pedestrian/bikeway projects, or intermodal planning projects on an 80 percent federal, local basis. In Iowa, a portion of these funds are programmed by local governments acting through metropolitan or regional planning agencies. This can address a wide variety of goals related to transit, including improving flexibility, accessibility and expanding access to rural areas.

Iowa's Clean Air Attainment Program (ICAAP)

Iowa does not have any areas in violation of transportation-related federal clean air standards; therefore, the state receives a minimum allocation of Congestion Mitigation and Air Quality Improvement Program funding that can be used for any purpose for which STP funds can be used and on the same 80 percent federal and 20 percent nonfederal basis. In Iowa, funds are programmed for highways or transit projects through a statewide application process that selects projects based on their anticipated air quality or congestion relief benefits. The Iowa program is referred to as Iowa's Clean Air Attainment Program. These funds can be used for projects that improve the efficiency and flexibility of the system.

State Funding

State Transit Assistance (STA)

Iowa devotes an amount equal to 4 percent of the fees for new registration collected on sales of motor vehicle and accessory equipment to support public transportation. Most of this money is distributed by the STA formula that is based on each transit system's performance during the

previous year in terms of rides, miles, and local funding support. These formula funds are usable for support of any operating, capital, or planning expenses related to the provision of public passenger transportation.

Each year up to \$175,000 of the total STA funds are set aside to fund special projects. These can include grants to individual systems to support transit services that are developed in conjunction with human services agencies. Grants can also be awarded to statewide projects that improve public transit in Iowa through such means as technical training for transit system or planning agency personnel, statewide marketing campaigns, etc.

Public Transit Infrastructure Grant (PTIG) Program

This program is funded annually by the state legislature to fund some of the vertical infrastructure needs of Iowa's transit systems. Projects can involve new construction, reconstruction, or remodeling, but must include a vertical component to qualify. Projects are evaluated based on the anticipated benefits to transit, as well as the ability to have projects completed quickly. The infrastructure program participation in the cost of transit-related elements of a facility project is limited to 80 percent and cannot, in combination with federal funding, exceed that number. No single system can receive more than 40 percent of the available infrastructure funding in a given year. These funds can address flexibility, accessibility and transit in rural areas.

Capital Match Revolving Loan Fund (Amoco Loan)

The intent of Capital Match Revolving Loan program is to increase the inherent energy conservation benefits of public transit by expediting the implementation of transit capital projects by providing loans for local match to federal or state funds received for a capital project. The fund was created by the Iowa Legislature in the early 1980s with funds from Iowa's share of the federal government's petroleum overcharge settlement against the American Oil Co. (Amoco). All public transit systems are eligible for loans under this program. Improving funds for flexibility and access in rural areas can be uses for this funding.

Local Funding

Passenger Revenues

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. Passenger revenues can be used to fund a variety of projects for a transit system, including for all of the goals mentioned.

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. Funding from these services often helps provide services to clients

that need accessible transit and helps the region, and contract revenue has been a part of funding RTA's vanpool program to increase transportation flexibility.

Local Taxes

Iowa law authorizes municipalities to levy up to 95 cents per \$1,000 of assessed taxable property in order 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. Within the DMATS and RPA 8 Region, the City of Clinton and the City of Dubuque both have transit levies in place.

In 2005, the Iowa legislature authorized that counties with populations exceeding 175,000 are able to form regional transit districts for support of area-wide public transit services. A commission appointed from the governing bodies of participating counties and municipalities is responsible to manage and administer the regional transit district. Once formed, adjacent counties can become part of the district, and municipalities in non-participating adjacent counties can join. The district can levy up to the 95 cents per \$1,000 of the assessed value of all taxable property in a district. No counties in the DMATS RPA 8 region currently meet the 175,000 population threshold.

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.

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.

Non-Profits

Non-profit organizations can provide funding for transit projects. In the past, area non-profits and local community foundations have awarded funding to help local transit agencies improve their service. Non-profits usually give out smaller amounts of funding than state and local agencies, and are therefore best suited for goals that are cheaper to accomplish, such as marketing goals.

United Way- Local United Way chapters support health and human service programs that address identified community needs and encourage collaboration. RTA has used funding from the United Way to fund a Rides to Wellness Program that provides free vouchers for transportation for individuals and families in Dubuque, Delaware and Jackson Counties that cannot afford the normal fare for rides to their wellness activities.

Community Foundations- RTA has in the past received funding from the Community Foundation of Jackson County to provide low income individuals and families with rides to the Maquoketa Farmers Market. Other cities and counties in our region have community foundations, such as.

- Community Foundation of Greater Dubuque
- Dyersville Area Community Foundation
- Foundation for the Future of Delaware County
- LincolnWay Community Foundation (serving rural Clinton County)

Grants are either available directly from foundation or through local businesses such as Cottingham and Butler or Theisen's.

Dubuque Racing Association- Dubuque Racing Association (DRA) through its gaming and entertainment facilities provides for social, economic and community betterment and lessens the burden of Dubuque city and area government, while contributing to the growth and viability of Dubuque area tourism. DRA has provided support for Jule transit projects through its partnership with the City of Dubuque. DRA has also supported RTA activities and projects through their grant program.

McDonough Foundation- The McDonough Charitable Foundation Grant is available to 501c3 or 170 (C) organizations in the seven Iowa counties of Dubuque, Delaware, Clayton, Jones, Jackson, Fayette, and Buchanan. Specifically, local non-profit organizations that provide educational opportunities, human and social services, and healthcare for children and their families.

Dupaco Foundation Nonprofit Grant Program- The Dupaco Foundation Nonprofit Grant is a one-time financial contribution of up to \$20,000 to support nonprofit organizations whose mission or programs directly further one of the Foundation's three Community Pillars: Affordable housing and homeownership, upskilling and reskilling, or small business development.