

Chariton Valley Transportation Planning Affiliation CVTPA - RPA 17 Region

TRANSIT ZONE

PASSENGER TRANSPORTATION DEVELOPMENT PLAN

2022-2027

A guide to develop passenger transportation service and support to public transit agencies in the Chariton Valley counties of Appanoose, Clarke, Davis, Decatur, Lucas, Monroe, and Wayne in Iowa. Also, the City of Centerville, 10-15 Transit and Southern Iowa Trolley (SIT)

Final: April 15, 2021

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Introduction & Process

RPA 17 Introduction

Iowa Transportation Commission implements a planning process to Metropolitan Planning Organizations (MPO's) and Regional Planning Affiliations (RPA's). Iowa has established a process where planning, project prioritization and funding allocation is determined by local government through a regional planning affiliation. The main feature of this process is local representation in decision making process for transportation planning and project programming. Each RPA is allocated STBG, transportation alternative funds, and TAP Flex funding based upon their population

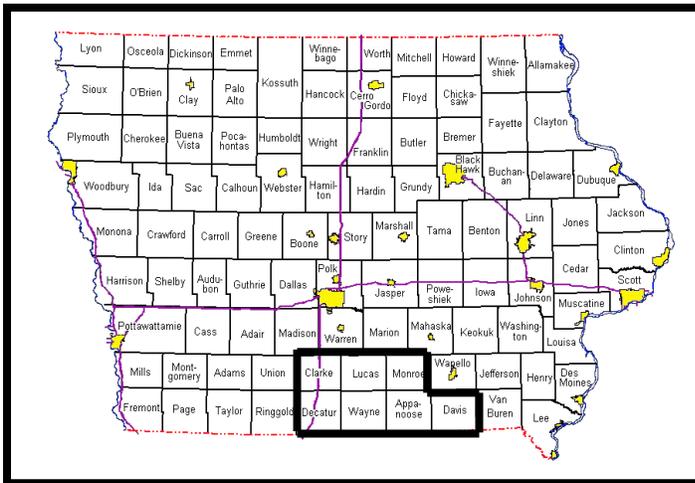


Exhibit 1: RPA17 Region

and farm-to-market road factors, which were allocated for regional projects that may not be part of the state system. To fulfill the local participation, RPA's are required to have a Technical Advisory Committee (TAC) and a Policy Board. The role of the TAC is to review projects and provide technical input to the Policy Board, which is responsible for deciding on, and approving the transportation planning and project programming efforts in each region.

Chariton Valley Transportation Planning Affiliation was created in 1994 to serve seven counties in south central Iowa. The counties that elected to be served by CVTPA are: Appanoose, Davis, Lucas, Monroe, Clarke, Decatur, and Wayne Counties. The participating counties are also members of three distinct Council of Government regions. Chariton Valley Planning & Development Council territory includes Appanoose, Lucas, Monroe, and Wayne Counties; Southern Iowa Council of Governments provides service to Clarke and Decatur Counties; Area 15 Council of Governments has a service area that includes Davis County. The following are incorporated communities in the respective counties:

Appanoose County: Centerville, Cincinnati, Exline, Moravia, Moulton, Mystic, Numa, Plano, Rathbun, Udell, and Unionville.

Clarke County: Murray, Osceola, and Woodburn

Davis County: Bloomfield, Drakesville, Floris, and Pulaski

Decatur County: Davis City, Decatur City, Garden Grove, Grand River, Lamoni, Leon, Le Roy, Pleasanton, Van Wert, and Weldon

Lucas County: Chariton, Derby, Lucas, Russell, and Williamson

Monroe County: Albia, Lovilia, and Melrose

Wayne County: Allerton, Clio, Corydon, Humeston, Lineville, Millerton, Promise City, and Seymour

Representation

The current By-Laws approved by the Policy Board of Chariton Valley Transportation Affiliation Planning state there to be equal representation on the Policy Board by each participating entity, which includes all seven counties, the City of Centerville, Southern Iowa Trolley Transit, and 10-15 Transit. All of the representatives are required to be a member of that entity 's governing body and to be approved by that body. The counties are represented by a Board of Supervisor's member, the city by the mayor/council person, and the transit agency provide an approved representative. The Board has elected officials to serve in the capacity of chair and vice-chair, who serve one-year terms. Meetings are generally held the third Thursday of each month and are open to the public.

The Technical Advisory Committee is comprised of 12 representatives throughout the region. The purpose of the TAC is to provide technical review and recommendations on projects through a formal recommendation to the Policy Board. The committee is primarily made up of county engineers, economic directors, and transit providers. The TAC meets monthly and Policy meets quarterly. When the meetings overlap, they are hosted the simultaneously as the Policy Board.

Board Members

Executive Policy Board Members

The Executive Policy Board is a group of elected officials appointed to CVTPA by member counties and cities within the region to determine all policy and make all decisions on behalf of the seven-county entity.

Exhibit 2: RPA 17 Policy Board		
<i>Name</i>	<i>Title</i>	<i>County, City or Agency</i>
Mark McGill	Board of Supervisor	Appanoose County
Jan Spurgeon	Councilperson	City of Centerville
Dean Robins	Board of Supervisor	Clarke County
Larry Keller	Board of Supervisor	SIT/Clarke County
Ron Bride	Board of Supervisor	Davis County
Dan Christensen	Board of Supervisor	Decatur County
Dennis Smith, Chair	Board of Supervisor	Lucas County
Steve Fenton	City Councilperson	City of Chariton
Denny Amoss	Board of Supervisor	Monroe County
Richard Clark	City Council	City of Albia
Tom Swearingin	Board of Supervisor	Wayne County
David Dotts- Alt	Board of Supervisor	Wayne County

Technical Advisory Board Members

The Technical Advisory Committee is composed of county engineers, economic development professionals, and transit directors from the seven-county region. The committee is responsible for prior reviewing and recommending policies and programs to the Executive Policy Board.

Exhibit 3: RPA 17 Technical Committee Members		
<i>Name</i>	<i>Title</i>	<i>County, City or Agency</i>
Brad Skinner	County Engineer	Appanoose County
Bill Buss	Economic Development	Appanoose Co. Econ. Dev.
Dillion Davenport	County Engineer	Decatur County
David Dotts	Economic Development	Wayne County Econ. Dev.
Ryan Shock	Asst County Engineer	Davis County
Christian Boehmer	County Engineer	Clarke County
Todde Folkerts, Chair	County Engineer	Lucas County
Jeremiah Selby, Vice Chair	County Engineer	Monroe County
Dan Tometich	Economic Development	Monroe Co. Econ. Dev.
Randy Zerr	County Engineer	Wayne County
Dan Carpenter	Asst to Engineer	Wayne County
Jay Allison	Transit Director	10-15 Transit
Leesa Lester	Transit Director	Southern Iowa Trolley

RPA 17 Responsibilities

Chariton Valley Transportation Planning Affiliation with planning assistance from Chariton Valley Planning & Development Council prepares and completes several major planning elements for the region. These documents include Long-Range Transportation Planning (LRTP), Public Participation Plan (PPP), Passenger Transit Planning (PTP), and Transportation Improvement Planning (TIP) and programming. Each of these elements, along with the projects contained in each element, are described in the Transportation Planning Work Program (TPWP). The TPWP includes all the work that will be accomplished by the RPA during the upcoming year by element, the cost to complete each element, and the resulting outcome or product.

A critical role of the RPA is to ensure that the public is informed of activities, are invited to participate, and have multiple options for involvement in the public participation process. The goal of this process is to involve all segments of the population and ensure that environmental justice is addressed. CVTPA achieves this through hosting public meetings of the TAC and Policy Board and holding special public information meetings regarding a specific project. Major elements of the public process are periodic newsletters, press releases, TAC and Policy Board meetings and other public meetings.

Passenger Transportation Plan Introduction & Process

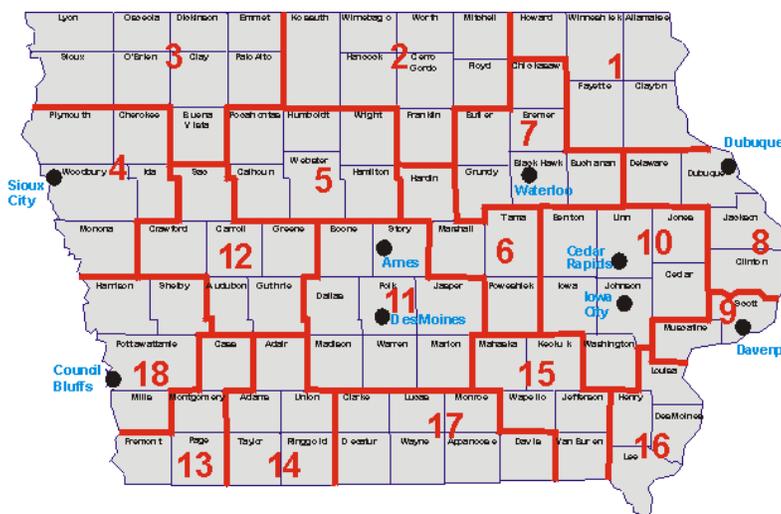
The Passenger Transportation Plan (PTP) process for Iowa's 9 Metropolitan Planning Organizations (MPOs) and 18 Regional Planning Affiliations (RPAs) is designed to promote joint, coordinated passenger transportation planning programs that further the development of the local and regional public transportation systems. Public transportation systems in Iowa include the 35 public transit systems PLUS a wide array of human service and private transportation providers.

The DOT goals are:

1. Improve transportation services to Iowans
2. Increase passenger transportation coordination
3. Create awareness of unmet needs
4. Develop new working partnerships
5. Assist decision-makers, advocates, and consumers in understanding the range of transportation options available
6. Develop justification for future passenger transportation investments
7. Save dollars and eliminate overlapping of services

The Passenger Transportation Plan (PTP) is designed to promote a jointly coordinated plan that allows for further the development of the local and regional public transportation systems. Regional Planning Affiliations (RPA) and Metropolitan Planning Organizations (MPO) partner with the public and private passenger transit providers, health, and human service organizations to improve the transportation services offered to Iowans. This process also increases coordination that can allow for fluent communication, which assists in new partnerships or identifying any potential unmet needs. This plan provides Iowa's Department of Transportation the justification of potential future investments of transit with confidence that there are no overlapping services.

Exhibit 4: Regional Planning Affiliation (RPA) Map of Iowa



Source: Iowa DOT

The PTP allows RPA 17 to incorporate federal requirements for coordinated planning, as well as addressing needs-based justification for passenger transportation projects. The information shared will identify any additional needs, as well as a gap analysis of services for the region including Appanoose, Clarke, Davis, Decatur, Lucas, Monroe, and Wayne counties. Identifying needs and funding sources can assist decision makers and stakeholders to create an effective passenger transportation to allocate funds for appropriately for operations, maintenance, and service development. Through this process, potential projects could be identified to address the issue identified.

The PTP that is adopted by CVTPA covers a five (5) year period for federal fiscal years 2022-2027 and outlines passenger transportation projects that may be included in the region's Transportation Improvement Program (TIP) of federal-aid, state-aid, operational, and capital projects.

This group assists in the development of the PTP by involving public transportation users, human service agencies, and advocates in the process of identifying needs and services important to rural transit customers. Meetings with public transportation users and advocates, incorporating open discussion, results in the identification of potential opportunities and areas of improvement. Discussions from these meetings established research initiatives and additional content to compose a draft PTP.

RPA 17 has followed the guidance and support of Iowa Department of Transportation to create a comprehensive and useful tool for public transit providers, private providers, and Health & Human Service agencies. It identified that both SIT and 10-15 Transit partner with other RPA's to host additional TAG meetings and surveys to gather public input. It was determined that efforts could be partnered for overlapping counties of neighboring RPA regions and COGs. RPA 17 held 2 local meetings for the TAG group during the PTP development. Minutes of those meetings were reviewed and pertinent information to the RPA 17 region is included in Appendix 2. The methods of gathering information were slightly altered due to state restrictions for the COVID-19 pandemic. Two in-person meetings were held, a conference call, 'zoom' call with CVTPA TAC meeting.

The Transit Advisory Group meetings are open to the public. The meetings have provided critical information to enhance the quality of transit service to the RPA 17 region. During each of the meetings, transit directors can provide members with an update on the services, any changes and current challenges that may be occurring in the area. It is also a terrific opportunity to have participants share experiences and struggles they may have had with transit services. It is the desire of the RPA and committee to problem solve together and provide the best service possible. Meeting details are provided in Appendix.

Participants included Ann Stocker, Tyler Boley, Matt Foster, Brian Lindberg, Ryan Ammons, Lori Keller, Marilee Scieszinski, Wes Aeschliman, Denny Amoss, John Hughes and Linda Heller.

Discussions with transit directors, TAG members and public meetings have identified the following challenges that are impacting transportation services in RPA 17:

- **COVID-19 Pandemic**

Iowa Department of Public Health defines COVID-19 as "A global respiratory illness was discovered in late 2019 that causes very severe illness and death in some, and very minor symptoms in others. There is still a lot to learn about the disease for which there is no known cure. The disease is present in all 99 counties in Iowa." COVID-19 was declared a United States pandemic in early 2020 and much of the economy was shut down for a period of three months. As a result, public transit use plummeted as people began working from home, staying home, avoiding public places, and not utilizing public transportation systems to limit exposure.

"With people staying home to avoid getting sick, ridership has nosedived across the state. At Southern Iowa Trolley, it's down more than 92% from the beginning of March, Leesa Lester said. Revenue has gone with it."

(<https://www.desmoinesregister.com/story/news/2020/03/26/coronavirus-pandemic-threatens-rural-iowa-public-transit-services-covid-19/2906783001/>) With public transit systems

experiencing ridership numbers collapsing, funding streams squeezed, and that mass transit will struggle to recover, many Iowa transit directors wondered if the pandemic could spell the end for rural agencies that do not get enough help.

The President of the United States and Congress has approved CARES ACT funding “To provide emergency assistance and health care response for individuals, families, and businesses affected by the 2020 coronavirus pandemic”. An element of the CARES Act (Title XII of Division B) provides public transit formula operating and capital grants to prevent, prepare for, and respond to COVID-19. The Federal Transit Administration (FTA) is distributing the transit funds proportionally, based on the ratio of funding of four specific programs: urbanized area formula grants (49 U.S.C. § 5307); rural area formula grants (49 U.S.C. § 5311); state-of-good-repair (SOGR) formula grants (49 U.S.C. § 5337); and growing/high-density states formula grants (49 U.S.C. § 5340). The first CARES Act funding was received in the summer/fall of 2020 to support operating expenses for public transit agencies. 10-15 Transit received (through DOT Region 15) approximately \$2.5M and SIT received approximately \$1.2M (through DOT Region 14).

The supplemental income provided from the CARES Act is essential for the existence of Southern Iowa Trolley and 10-15 Transit. Both directors are hopeful that ridership numbers will continually increase as the pandemic and prevention measures move forward. During the economic shutdown, both transit agencies were forced to lay off employees, but all fulltime employees have to work by the end of the 2020 calendar year.

- **Fully Staffed**

Both transit agencies continue to face driver shortages and available for routes. Consistent driver vacancies have caused services to be discontinued and gaps to expand. This challenge may likely continue during the pandemic and as aging drivers retire to create vacancies that are challenging to fill.

In the past it was recognized that 10-15 Transit struggled to maintain full time drivers in several counties in the RPA 17 region. This had a direct impact on the availability of buses to transport residents. There were participants at the TAG meetings who voiced their concerns and frustrations about the difficulty to arrange for transport. 10-15 Transit has altered their approach and now provides service in small passenger vehicles. This change has provided a more economical service and alleviated the challenge of requiring CDL certified drivers. Drivers of passenger vehicles are only required to have a chauffeur’s license and is easily attainable for experienced drivers. The number of drivers providing service in the RPA’s five counties has doubled from 10 to 20 drivers since this change.

Transit agency are also challenged to provide enough employees/drivers to satisfy the need but still abide by health insurance regulations which would long longer be affordable.

- **Aging Population**

The U.S population is getting older. Based on census data, it is estimated that by 2030 almost 19% of the national population will be 65 years or older. RPA 17 follows this trend with continual senior population increase from 2010 to 2019 for residents above 60 years old. The largest age category for the RPA 17 region with residents 45-54 years old. This indicates that in the next 10-15 years much of the population could be approaching retirement. This has significant implications for tax

Opportunities:

- Provide service to smaller communities
- Expand using smaller vehicles to be more efficient
- Expand service during peak times of large employers
- Continue outreach & education
- Educate growing Amish communities on services available in region
- Potential increase need as Baby Boomers & society ages
-

Threats:

- Lack of funding
- Retaining drivers
- Pandemic
- Declining population/tax base
- Changes in managed care requirements/Sheltered Workshops

Inventory & Area Profile

Exhibit 5: Transportation Providers

Provider	Type of Facility	Service Type	ADA availability	Eligibility	Hours	Miles	Vehicles	Operator
AMTRAK	Railroad		X	Anyone	All		X	provider
10-15 Transit	Bus/Van	Demand Responsive	X	General Public	7 days/wk	1,115,655	7 buses, 6 ADA vans, 10 passenger vehicles	provider
Bloomfield Care Center	Aging	Client	X	Client	Varies	X	Private & transit	10-15 Transit
Mercy Hosp - Specialty Clinic	Human Service	Client	X	Client	Daytime	X	X	10-15 Trans
SIEDA Head start	Community Action	Client		Income	wk days/daytime	239,079	X	
Wayne Co	Public	Demand		General Public	Wk days/daytime		1 Van	County
Seneca AAA	Aging	Client	X	Client	Varies	92,192	X	10-15 Trans
Southern Iowa Trolley	Transit by Bus/Van	Demand Responsive	X	Anyone	7-4pm Days	45,500	36 buses 8 vans	provider
Veteran's Offices	Public	Client		Veteran only	Varies	X	Private	X
Reaching All People Tghr	Religious	Client		Client	Varies	x	Private	x
Hospice of Monroe Co	Human Service	Client		Client	Varies	x	Private	x
Brees Rest Home	Aging	Client	X	Client	Varies	x	Private	x
Monroe Co Veteran's	Human Service	Client		Client	Varies	x	Private	x
Circle of Life Hospice	Human Service	Client		Client	Varies	x	Private	x
Lucas County Health Srv	Human Service	Client	X	Client	Varies	x	Private	x
Senior Life Solutions	Medical	Client	X	Client	Varies	x	Private	x
Continental Care Center	St Josephs Agieng	client		client	varies	x	Private	x
Oakwood Nursing & Rehb	Human Service	client	X	client	varies	x	X	10-15 trans

Monroe Co Prof Mgmt	Human Service	client		client	varies	x	Private	x
Monroe Care Center	Aging	client	X	client	varies	x	X	10-15 trans
18-80 Club	Human Service	client		client	daytime	x	X	10-15 trans
DART	Transptn	Demand	x	Client	Daytime			
Golden Age	Aging	Client	X	Client	various	X		10-15 trans
Chariton Specialty Clinic	Human Service	Client	X	Client	Daytime	X		10-15 trans
Centerville Historic Prsvn	Private	Client	X	Client	Various	X		Centerville Historic Trolley
IDHS	Human Srvc	Client	X	Client	Various	x		DHS
Ottumwa Cab	Public	Client		Client	Varies	X		provider
That Cab LLC	Public	Client	X	Client	Varies	X		provider
R&B Taxi	Public	Client	X	Client	Varies	X		provider
Osceola Cab	Public	Client	X	Client	5AM-11PM	X		provider

Inventory

There are 26 passenger transportation providers in RPA 17. The table below shows the types of services the organizations, if there are any eligibility requirements, times of operation, estimated annual miles if known, number and type of vehicles used in providing service, and the estimated annual operating expense if it is known.

There are two (2) Public Transit providers within the PRA 17 region. Southern Iowa Trolley provides service to Clarke and Decatur Counties on the west edge of the region and 10-15 Transit offers services to the five (5) other counties of Appanoose, Davis, Lucas, Monroe, and Wayne Counties.

The following information better profiles each of those providers:

Passenger Transit Operations in the Chariton Valley Region

Both public transit systems in the Chariton Valley Transportation Planning Region (CVTPA) provide demand response services to the public. There are specific established routes that both transit agencies operate, but demand service routes are arranged daily by rider requests. Southern Iowa Trolley has established routes that provide transport Leon to Lamoni and return three days a week, monthly commutes to Des Moines for the communities of Osceola and Leon (in addition to other communities in RPA 14), and multiple other routes throughout RPA 14 region.

Service is available to anyone needing transportation by either transit provider. Riders may use the bus for medical appointments; go to work, go to childcare, and return home. Easy four (4) steps to get service; call the transit provider directly or brokerage company TMS for those that are covered under Title 19, state your destination and pick up time, and state if you will need a return pick up time; they notify the closest provider's dispatcher. The fleets of both public transit providers consist of lift-equipment vehicles making the system accessible to anyone.

The transportation systems provide all citizens access to basic services. The goals for both transit systems are to meet all basic transportation needs for the general population within the bounds of operational budgets. Objectives for both agencies are to accommodate special needs populations and expand rolling stock and service options for all riders as permissible by financial constraints.

Transit service is provided to a diverse population throughout the region. Individuals with special needs, public and/or private school student riders, ages ranging from pre-kindergarten through college levels and senior citizens are all frequent patrons of Southern Iowa Trolley and 10-15 Transit systems.

10-15 Transit Authority

10-15 Transit Agency provides service for ten counties in southern Iowa including Appanoose, Davis, Lucas, Monroe, Wayne, Wapello, Mahaska, Keokuk, Van Buren, and Jefferson. A Board of Directors composed of elected, county supervisors from the counties in the 10-15 Transit service



area governs the operations of the agency. Transit Director, Jay Allison, manages the transit system’s personnel, operations, contracts, and capital programs. Administrative headquarters and dispatch are in Ottumwa, at 612 South Madison Street, Ottumwa, Iowa 52501. Phone number is: **641-683-2024 or 1-800-227-6390.**

Of the ten counties in 10-15 Transit’s service area, the RPA 17 counties served by 10-15 Transit include Appanoose, Davis, Lucas, Monroe, and Wayne. The total inventory of 10-15 includes 23 vehicles and employs 20 drivers in the RPA 17 region. Established routes are provided to Head Start, Aging, 1st Resources, Ragtime, New Focus, Mosaic, Optima, Davis County Schools, and Centerville Community Betterment.

Passenger Transit Operations Details

10-15 Transit HOURS OF OPERATION

- Monday – Friday 6:00 a.m. to 6:00 p.m.- (expanded on demand)
- Saturday & Sundays - On demand
- Holidays Observed/No Service Provided: New Year’s, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas Eve, Christmas Day.

Fees for Service

10-15 TRANSIT RATES – General Public

- In – town \$ 2.00 in town, \$ 4.00 in same county
- Out of town \$ 19.50/hr. – Non-medical
- Contract Rates per Month \$ 17.50 Seneca Area Agency on Aging & Head start
- \$ 23.65 Schools and Private for Profit (one way)
- \$ 25.00 travel outside of county customer resides in
- \$ 1.65/per mile Medical Out of area

Southern Iowa Trolley

Southern Iowa Trolley is the public transit provider for the Iowa counties of Adair, Adams, Clarke, Decatur, Ringgold, Taylor, and Union.



Chariton Valley counties served by Southern Iowa Trolley include Clarke and Decatur. Headquarters and dispatch are in Creston, at 215 East Montgomery Street, Creston, Iowa 50801 with Leesa Lester, Transit Director, coordinating transit programs and services. **Call 1-866-782-6571 or Relay Iowa at 711.**

Pricing for the Southern Iowa Trolley

Effective August 1, 2019

In-town

transportation		
0 – 2 yrs of age		FREE
3 yrs and above		\$2.00 PER RIDE
In Town Only	12 RIDE – Student Ticket	\$24.00
In Town Only	ONE WAY Monthly Pass	1st Child \$38.50
In Town Only	TWO WAY Monthly Pass	1st Child \$68.20

Town to Town transportation

Town to Town – Pre-K / Kindergarten – High School / College Students

Single ride	\$ 2.50
One Way Pass – 1st Child	\$50.00
Two Way Pass – 1st Child	\$100.00

For multiple children – please contact Dispatch

19-59 yrs of age	\$3.50 per ride	12 ride ticket \$39.00
(If College Student – please see student pricing above – must have valid College ID)		
Senior (60+ years)*	\$2.00per ride	6 ride ticket \$10.50
		12 ride ticket \$18.00

** Suggested Contribution*

Fare may be paid at the time of the ride or, for some cost savings, with a multiple ride ticket available from the driver or the dispatch office.

Monthly student passes (available through the 5th of each month)

"FIFTY CENT FRIDAY" – \$.50 Senior Day is every Friday!
 OUT OF TOWN RATES VARY – \$14.50 PER HOUR + ROUND TRIP MILEAGE (\$1.58 PER MILE)
 MONTHLY DES MOINES TRIPS \$30.00 ROUND TRIP: Minimum 5 passengers
 1st Tuesday of the MONTH only – from DECATUR, CLARKE, & RINGGOLD County's. Appointments MUST BE SCHEDULED between 10 AM and 2PM!
 1st Thursday of the MONTH only – from ADAMS, ADAIR, TAYLOR and UNION County's. Appointments MUST BE SCHEDULED between 10 AM and 2PM!

Pricing is subject to change

Southern Iowa Trolley also provides Non-Emergency Medical Transportation for DHS through designated transportation groups.

* Senior (persons age 60 and over) rides may be subsidized with funds from through Connections Area Agency on Aging, if required intake form is filled out completely and the senior is not on any **elderly waiver**. Fares for senior riders are a suggested contribution.

Hours of Operation
 Monday through Friday
 Buses operate 7:00 am through 4:00 pm
 Dispatch Office is open 6:00 am through 5:00 pm

Transit Ridership Data

Detailed Ridership information for 10-15 Transit and Southern Iowa Trolley can be found in the Appendix. Despite the eb and flow of each month, the overall data displays relatively steady numbers of clients over the 2016 to 2019 period. The survey indicates most riders were elderly, clients from sheltered workshops or medical transportation services and the greatest demand was from 8am to 5pm (see Appendix).

When the United States experienced the onset of the COVID-19 Pandemic in March of 2020, businesses and public service agencies closed. This was detrimental for ridership for both transit agencies. They indicate a 75%-90% drop in ridership numbers from 2019 to 2020. The last quarter of 2020 had some clients returning to transit services although at mere percentage than before. Nearly all the elderly transports to senior centers or congregate meal sites have ceased. SIT indicates nearly 20,000 less rides were given in 2020 vs 2019.

Sheltered workshops have relied on public transit for many years. The Department of Human Services has spent the past several years working to restructure services to their clients in the State of Iowa. Administration has struggled to effectively implement the client integration plan and placed structured workshop agencies in unstable conditions. Many workshops quickly closed with

the foreboding plan phasing out their facilities. Due to changes in guidance and implementation many of the locations have since re-opened. One the largest loss in workshop ridership occurred in Chariton where the facility remains closed. The workshop ridership again dipped when the sheltered workshops closed during the initial pandemic stages. However, most facilities re-opened in the fall of 2020 and ridership has rebounded.

10-15 Transit has begun purchasing smaller passenger vehicles for single client transport. This has been successful in terms recruiting drivers, on-demand ridership increasing, and access to clients in rural areas. In addition to this, volunteer organizations are no longer offering services, and this has also resulted in more demand for services to medical appointments. SIT and 10-15 Transit are both in the process of purchasing new, smaller vans that will not require drivers to have a CDL license and may potentially reduce the challenge of hiring drivers and enhance service.

SIT continues to provide student transportation for youth in Greenfield and Lennox to their schools. The agency has expanded the automated call-in service for families to have an option to speak with a designated dispatch person to ensure quality service. Iowa schools are implementing pandemic protocol that allows them to have virtual learning, in person learning or a hybrid of the two. This can quickly change ridership numbers for the transit agency.

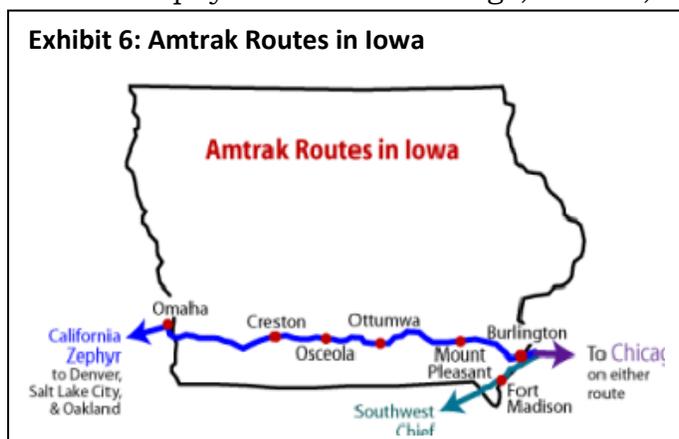
While 10-15 Transit has resumed all trips, SIT continues to limit extended transit trips due to driver availability and willingness to transport multiple hours in a confined space during the pandemic. The agency continues to exercise extreme caution, to which has paid off with no positive COVID-19 test result by any employee.

Rail Service

The Chariton Valley Transportation Planning Affiliation (CVTPA) is covered by one railroad passenger transit route. This route allows the California Zephyr to connect Chicago, Omaha, Denver, Salt Lake City, and the San Francisco Bay area of California. This line is used by the current long-distance intercity Amtrak service. Amtrak is the only federally subsidized, for-profit passenger rail provider serving this region. Just over 57,000 passengers boarded and alighted at the six Amtrak stations in 2014 and approximately 14,000 of those occurred at the Osceola Station.

The only city in the Chariton Valley Region with an Amtrak stop is Osceola in Clarke County. However, there is a stop in Ottumwa in the county immediately to the east and in Creston in the county immediately to the west of the RPA 17 Region. The rail stops in Osceola are during the hours of 7am-10am or 7pm-9pm, seven days a week. The current long-distance Amtrak rail service is limited in its ability to provide an effective alternative to auto and air travel in the state. See Exhibit 6: *Amtrak Routes in Iowa*.

Passenger rail can play a critical role in helping to address the ongoing challenges of unstable energy prices, higher greenhouse gas emissions, and the growing mobility needs of Iowans. Without



efficient railroad transportation, Iowa's economy would suffer. Maintaining and improving railway service in Iowa requires a proactive partnership between several organizations, including private rail carriers, rail shippers, passengers, the Iowa DOT, other state and federal agencies, and local governments.

Iowa DOT gathered public opinion and recommendations regarding rail transportation of goods and services to develop the 2017 Iowa Railroad System Plan. The plan will work with the rail industry and local entities to provide "a safe, secure, and efficient Iowa rail system that ensures Iowa's economic competitiveness and development by maintaining the rail infrastructure and providing all rail access and connectivity for people and goods in an environmentally sensitive manner".



Rail traffic is expected to rise throughout the state in the coming years and there is little reason to believe that this trend will not be seen in the CVTPA. Overall, the Iowa Department of Transportation anticipates an increase of boarding and alighting's at Iowa Amtrak Stations to exceed 62,000 in 2040. This would provide an increase of just over 8% over a 26-year period.

Passenger Rail Expansion

Interest in expansion of passenger rail service within the State of Iowa has grown in recent years, in part due to the increasing gas prices. Amtrak has been supportive of several feasibility studies and funding requests made by the Iowa DOT for planning and expansion of service within Iowa. A north-south route that is slated to be studied would connect Minneapolis and Kansas City with stops at the depot stations in Mason City, Des Moines, and Osceola. It is anticipated that such expansions would enhance the existing passenger rail service available in the RPA 17 region by maintaining the existing Southern Iowa route, by making upgrades and improvements to the rail lines along that route and by providing enhanced, high-speed connections between Chicago and Iowa.

Local governments have little control over the decisions made by the railroads if concerns are generally limited to the need for railroad crossings and warning devices. However, to have a voice in passenger rail matters, a coalition has been formed representing Councils of Governments, RPA's, and cities with Amtrak stations located in them along the Southern Iowa Amtrak route (Burlington, Creston, Mt Pleasant, Osceola, and Ottumwa). The purpose of this group is to advocate for retaining and improving passenger rail service in this region. Members of the group have also been involved on the state level with the Iowa Passenger Rail Advisory Council. An ongoing concern and goal is to maintain the existing Amtrak route through Iowa.

The CVTPA Long Range Technical Advisory Committee has indicated that the greatest weakness about the rail system in this region is the upkeep required at the crossings. There is additional maintenance and expense required for the approach and safety of the crossing zone. A large majority of survey respondents in the RPA 17 region have not utilized passenger rail in the past 2-3 years. The responders also indicate that they would be more likely to use the Amtrak service if there were more options of departure/arrival times and if service were expanded to additional communities.

Commercial Bus / Taxi Service

Currently RPA 17 is served by two commercial bus service offering nationwide transportation by Greyhound in Osceola (Clarke County) and Jefferson Lines in Lamoni (Decatur County) along Interstate 35.

There are 3 taxi options for Appanoose, Lucas, Monroe, Wayne, and Davis Counties that is dispatched from Ottumwa, Iowa area. Ottumwa Cab (641-682-5461), That Cab LLC (641-954-8228) and R&B Taxi (641-682-1858) provide taxicab services in the RPA 17 area. Passengers only need to call the preferred providers to schedule a pickup any day of the week. Clarke and Decatur Counties are serviced by Osceola Cab (641-342-3025) from 5AM to 11PM seven days a week.

Central Iowa Rideshare

Central Iowa Rideshare serves 18 counties in Central Iowa to provide commuters and alternative to driving alone. In RPA 17, this service is available for Clarke, Decatur, Lucas, and Wayne Counties. Three vans will also transport from Osceola and Chariton to the Des Moines Metro area. RideShare also has vans with wheelchair lifts that are available upon request, for customers with mobility devices interested in vanpooling. Vanpooling is carpooling taken one step further: each vanpool can accommodate one volunteer driver and up to 11 passengers. Vanpool members live within a few miles of one another, work in the same general area and have similar work hours. Once formed, vanpool members set their schedule and meet at a central location. Each passenger pays one low monthly fare based on number of passengers and total roundtrip mileage of the vanpool. In exchange for driving the van, the driver does not pay a monthly fare and has personal use of the van. The driver is responsible for maintaining the van and seeing that the operation of the vanpool runs smoothly.

Rideshare Companies

Rideshare companies like Uber and Lyft have dramatically changed personal transportation options across the country. The option has now been disseminated to smaller communities in Iowa. Local drivers can become an approved driver for such companies and offer a convenient service where taxis may not be available. Drivers are vetted by the company to provide responsible and safe transportation. Currently, there are similar services available in Albia, Centerville, Osceola, and Lamoni.

Airports

The CVTPA region is served by 6 municipal service airports located in Centerville, Chariton, Osceola, Albia, Bloomfield, and Lamoni. Two of these airports are listed as a General Aviation II (Centerville and Osceola). A basic service airport is the smallest type of airport (Chariton and Bloomfield) and is designed to support local aviation needs including recreational flying, special use aviation, and limited business flying. These airports should be able to handle and support primarily single engine aircraft. The Iowa Aviation plan sets the following facility and service objectives for Basic Service Airports; airports that do not meet these minimal guidelines may be classified as Basic Service II (which includes Albia and Lamoni).

While air travel is not a major industry within RPA 17 region there are several rural/ municipal airports in use. Rural facilities are used for small private plans that do not carry many passengers.

Use of the local facilities is primarily by private individuals and no public transportation service is available in this region; **Exhibit 7: RPA 17 Airports**

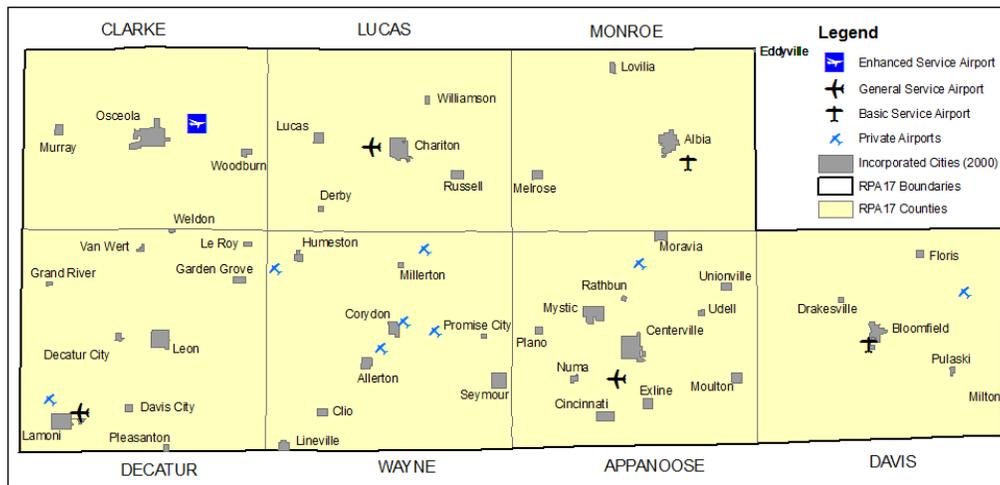


Exhibit 7: RPA 17 Airports Source:
Chariton Valley Transportation Planning
Affiliation adapted from LRTP

The Iowa DOT divides airports into five categories: Local Service, Basic Service, General Service, Enhanced Service and Commercial Service:

Local Service Airport – These airports support local aviation activity with little or no airport service.

1. Albia Municipal Airport
2. Lamoni Municipal Airport

Basic Service Airport – These airports have runways 3,000 feet or greater in length with facilities and services customized to meet local aviation demands.

1. Chariton Municipal Airport
2. Bloomfield Municipal Airport

General Service Airport – These airports have runways 4,000 feet or greater in length with facilities and services customized to support most general aviation activity, including small to mid-sized business jets. These airports serve as a community asset.

1. Centerville Municipal Airport
2. Osceola Municipal Airport

Enhanced Service Airports – These airports have runways 5,000 feet or greater in length with facilities and services to accommodate most general aviation activity, including small to most business jets. These airports serve business aviation and are regional transportation centers and economic centers.



Commercial Service Airports – These airports support some level of scheduled commercial airline service and have the infrastructure and services available to support a full range of general aviation activity. These facilities meet most needs of the aviation system and serve as essential transportation and economic centers of the state.

In addition to the 6 airports in the region, there are seven heliports that are operating by the local hospitals in each county. Locating heliports adjacent to the hospitals greatly increases the level of medical care in the rural region by providing rapid transport to patients in need of critical care and time-sensitive equipment.

Health & Human Service Providers

There are approximately 22 care centers and 6 human service agencies identified in the RPA 17 region. Many of the care centers are currently making changes to the transportation options provided due to recent guideline changes within the Health & Human Services transportation fees and coverage. Care Centers or family members are responsible for transportation to medical appointments within 30 miles of the facility. Currently facilities are utilizing local volunteers or providing private transport. This private transport limits service to other residents because generally one or two vehicles are owned by each center. Exhibit 7: illustrates the transportation offered at each location. Beyond this radius many rely upon public transit for their transportation needs.

School Districts

This region is served by thirteen school districts across the seven (7) counties. The chart below details the number of buses and vehicles each district operates to serve the students enrolled according to the Iowa Department of Education. 10-15 Transit also could provide supportive transportation to the districts of: Albia, Eddyville-Blakesburg, Centerville, Chariton, Davis County, Moravia, Mormon Trail, Moulton-Udell, Seymour and Wayne County Community Schools. A similar service is offered by Southern Iowa Trolley to the schools of Clarke County, Lamoni Schools, and Murray Community Schools to meet the additional transportation needs.

Exhibit 8: School District 2018-2019 Transportation Data

SCHOOL DISTRICT	Enrollment	Route Miles	Vehicle's w/ lift	Average # Students transported	Avg cost per pupil transported	Avg cost per pupil enrolled	Avg Cost per route mile
Albia	1,163	128,726	1	541	\$ 801.91	\$372.90	\$3.37
Eddyville-Blakesburg	891	196,044	1	506	\$ 1,380.58	\$783.86	\$3.56
Centerville	1,375	86,308	1	897	\$ 384.11	\$250.59	\$3.99
Chariton	1,276	172,950	2	960	\$ 568.74	\$427.91	\$3.16
Clarke	1,450	157,960	1	816	\$ 738.72	\$415.44	\$3.81
Davis County	1,154	243,567	1	904	\$ 993.82	\$778.57	\$3.69
Lamoni	314	31,653	0	90	\$ 1,748.22	\$500.21	\$4.97
Moravia	351	52,738	0	243	\$ 609.54	\$421.99	\$2.81
Mormon Trail	249	56,553	0	175	\$ 728.96	\$511.83	\$2.25
Moulton-Udell	219	50,374	0	89	\$ 1,256.90	\$510.10	\$2.22
Murray	243	47,966	0	137	\$ 961.72	\$540.57	\$2.74
Seymour	274	36,738	0	96	\$ 1,217.96	\$427.18	\$3.19
Wayne	572	85,801	1	377	\$ 752.69	\$495.83	\$3.31

Source: Iowa Department of Education

Area Profile

Public transit is a target mode of transportation for persons who cannot physically drive themselves or do not have the financial means in which to do so. Many elements of living in a poor, rural region in the Midwest leads to the increasing need for public transportation.

The CVTPA is notably rural with a large percentage of smaller cities surrounded by even smaller communities. Population disbursement creates one of the biggest challenges faced by CVTPA transit providers. This disbursement not only adds to costs of fuel and maintenance on vehicles, but also creates a greater demand for management and coordination efforts of transit routes.

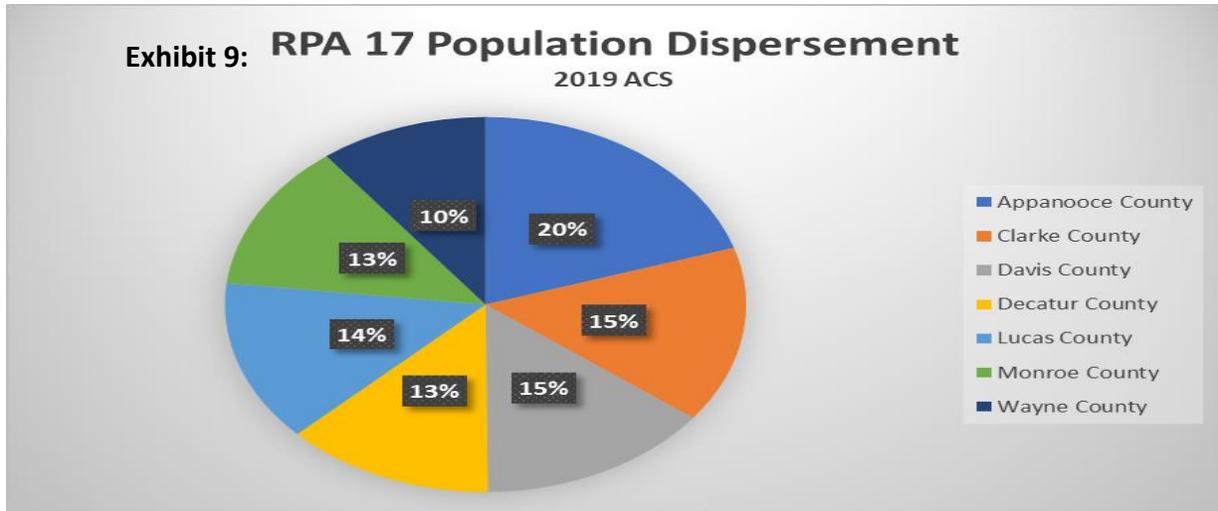


Exhibit 10: Key Demographics features an overall summary of the region. This includes population breakdown by county, population of persons aged 65 and up, income, employment, and poverty. According to these statistics and previous survey results, a large number of public transit users are from households that are at or below the median income level for the county or region or have another physical challenge due to age or disabilities.

Counties in RPA 17 are predominately rural in nature. The combined population of the region is 61,594 and comprises 2% of Iowa’s total population. There are 43 towns located throughout the region, but only Centerville in Appanoose County and Osceola in Clarke County are populated by more than 5,000 residents.

Other demographic information, provided above, demonstrates similarities to the states socio-economic are far below State averages in several areas including: persons per square mile, mean travel time to work, median household income, and per capital income; see Exhibit 10: *Key Demographics*

Exhibit 10: RPA 17 Key Demographics
2019 ACS

	Iowa	RPA 17 Average Totals	Appanoose County	Clarke County	Davis County	Decatur County	Lucas County	Monroe County	Wayne County
Total population	3,155,070	61,425	12,348	9,360	8,920	7,979	8,582	7,807	6,429
Median household income	61,691	51,529	40,167	54,427	63,404	44,462	55,205	58,269	44,768

Per capita income	31,559	15,500	14,644	16,409	15,127	14,209	15,341	17,155	15,613
Population 65+	553,575	12,384	2,827	1,555	1,567	1,671	1,836	1,533	1,395
Persons per square mile	55	19	28	21	17	16	20	18	13
Mean travel time to work	19.3min	23min	21min	23.9min	22.1min	24min	21.6min	22.2min	23.0min
Race White, Not Hispanic	86 %	94%	95%	83%	97%	93%	98%	97%	96%
Hispanic	6%	3.6%	2%	14.3%	1.5%	3%	2%	.8%	1.65%
People living below poverty level	11%	14%	18%	13%	10%	18%	12%	11%	17%
Civilian Work Force Employed (16yrs old +)	1,587,322	27,911	5,201	4,512	4,072	3,597	4,044	3,735	2,750
Civilian Work Force Unemployed (16yrs old +)	3.7%	3.3%	3.6%	3.0%	3.0%	4.8%	3.4%	3.9%	1.7%
Disabled civilians	12%	15%	19%	16%	12%	14%	17%	13%	15%

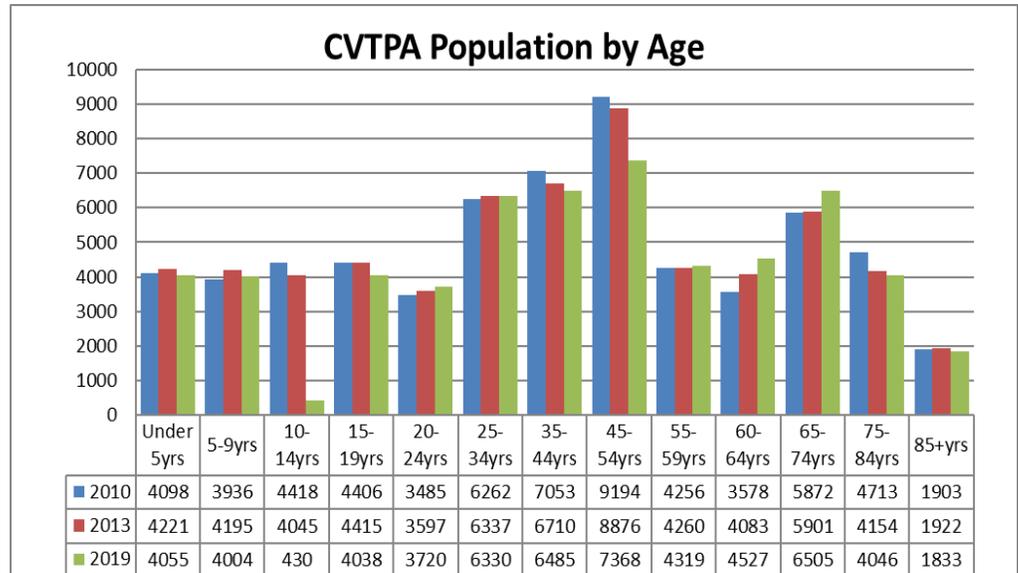
Population Trends

The population of the CVTPA has undergone some important shifts in the last 30 years. The area lost a small, though significant portion of its population between 1970 and 1990, due in large part to the farm crisis of the 1980s. Between the 1990 and 2000 censuses the overall population began to rebound, with five counties showing growth and the other two counties posting a smaller decline than in previous decades. From 2014 to 2018, the region saw an overall decrease in regional population with only three counties displaying a slight increase. The percentage of senior residents (over the age of 65) continued to climb. Each county in the region experienced an overall decrease in white only (not Hispanic) residents and a slight increase of the Hispanic population. Despite a unified decrease of people living below poverty levels during this time, the percentage is well above the overall rate for the State of Iowa.

Aging Population

The population in the CVTPA is graying. As shown by Exhibit 11, the 2019 US Census Community Survey data showed an increase in the number of residents between the ages of 60 and 74 while at the same time showing a significant decrease in the number of residents between the ages of 35 and 54. As time goes by, this large age cohort between the ages of 35 and 54 will continue to age and the median age of the overall population will rise. However, it remains to be seen whether at the

current rate of reproduction those that stay will be able to maintain the current population levels. Advances in medicine and lifestyle choices will more than likely help those that are currently in the 35 to 54 age group progress well into their 80s and beyond. The challenge to the transportation system will be to meet the needs of these aging transportation users. Numerous changes will be necessary to better accommodate the elderly driver. At the same time provisions will have to be made to ensure that those who can no longer driver still have access to reliable transportation



Declining Residents and Tax Base

The overall RPA 17 region lost over 1,100 people in the past eight years. The largest population loss occurred in Lucas County and Decatur County. Despite the regional trend of declining population, Davis County did increase their population by almost 200 residents.

The Iowa Data Center has provided population projections that indicate the declining regional population will continue over the years ahead (See Exhibit 12). Although Clarke and Davis Counties are projected to see continued growth, it will not compensate for the decrease in the other five counties to influence the trend. With less residents contributing to the local tax base, the local government projects and programs will continue to struggle to meet the demanding needs of an economically poor region.

Exhibit 12: RPA 17 Population Change

	State of Iowa	RPA 17	Appanoose County	Davis County	Decatur County	Clarke County	Lucas County	Monroe County	Wayne County
Population	3,050,745	62,699	12,848	8,687	8,508	9,218	9,116	7,918	6,404
2010									
Population 2019	3,155,070	61,425	12,318	8,920	7,979	9,360	8,582	7,807	6,429
POPULATION CHANGE	+104,325	-1274	-500	+233	-529	+142	-534	-109	+25
Population 65+yrs 2010	451,383	11,923	2,608	1,465	1,554	1,575	1,769	1,468	1,484
Population 65+yrs 2019	553,575	12,384	2,827	1,555	1,567	1,671	1,836	1,533	1,395
65+YRS POPULATION	+102,192	+461	+219	+90	+13	+96	+67	+65	-89
2010 & 2019 ACS									

Urban and Rural Trends

Where people live is as important to the transportation system as how many people there are. Over the last decade, even though the overall change in total population numbers has been rather small, there have been dramatic shifts in the urban versus rural makeup of the CVTPA.

Currently, Appanoose is the only county which there is an urban community as defined by the US Department of Transportation as a city with a population of 5,000 and up. Centerville has a

population of 5,487 in the 2019 ACS. The county seat of Osceola in Clarke County is predicted to meet this threshold in the 2020 US Census.

The rest of the Chariton Valley Region is rural with approximately 43 communities in the RPA. The next generation of families are

EXHIBIT 13: POPULATION PROJECTIONS

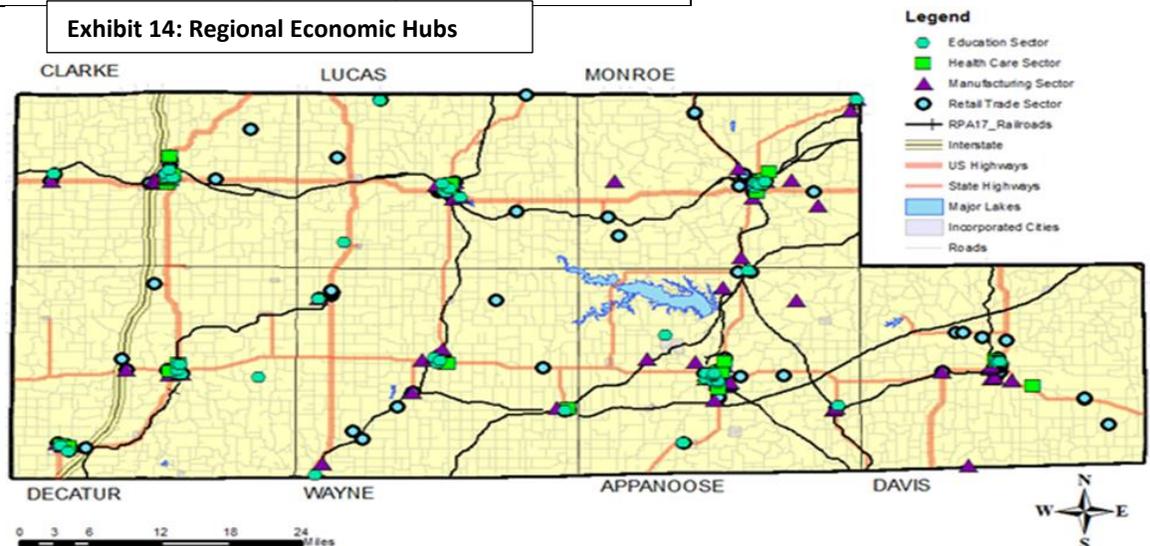
	2025	2030	2035	2040
APPANOOSE	12,478	12,393	12,310	12,231
CLARKE	9,990	10,290	10,592	10,897
DAVIS	8,698	8,753	8,809	8,868
DECATUR	8149	8088	8,029	7,972
LUCAS	9143	9118	9,094	9,073
MONROE	7262	7183	7,106	7,031
WAYNE	5878	5780	5,682	5,586

[HTTPS://WWW.IOWADATACENTER.ORG/BROWSE/PROJECTIONS.HTML](https://www.iowadatatcenter.org/browse/projections.html)

having a significant impact on residential development. From 1970 to 2010 the State of Iowa urban areas have experienced a nearly 7% growth. This major shift has come about by several factors. There have been trends toward

building new housing subdivisions and individual homes on larger lots in unincorporated areas that is evident in the constant numbers in the last decade. Also, modest declines in the populations of some communities led to them falling below the 5,000 population mark necessary to be classified as an urban area, therefore shifting large segments of the population from the urban classification to the rural one, without them ever moving. Besides the two “urban communities” the other greatest populations can be found in the county seats of Bloomfield, Centerville, Albia, Chariton, Corydon, and Leon. These communities are where most of the employment, medical care, and shopping occur for this rural region. The map below details the locations of health care clinics, community service options and a list of the largest employers in each county. Each transit agency has at least one driver/bus located in each county or county seat, but transit services are offered throughout each county. Public transit is available during prime business hours each day if previously arranged or available. Evening and night hours are limited to availability of drivers.

Exhibit 14: Regional Economic Hubs



Diversity

Like the state of Iowa as a whole, the CVTPA has limited diversity. Over 97% of respondents to the 2010 census reported themselves as white in the CVTPA and a small variation in 2019 has approximately 94% as only white. The State of Iowa had a slight decrease from 2010 to 2019 will about 86% statewide population being white. The largest minority group in the region, according to the 2019 ACS, is Hispanic, who makes up 3.6% of the CVTPA population. The Hispanic population in RPA 17 has increased by 2.5% in the past eight years. Evidence suggests that the Hispanic population in the seven counties of the CVTPA may be experiencing an increase, but the proportion of the total population that describes themselves as White/Non-Hispanic will probably remain extremely high for the foreseeable future.

This increase of Hispanic population creating challenges for transit providers to communicate to the entire population effectively and clearly. According to the 2019 U.S. Census Community survey, three of the seven counties in RPA 17 region have seen an increase in residents having a primary language as English, however there was a 4% increase in the number of residents speaking Spanish. This can reflect the increase of residents that identify themselves as Hispanic in the 2019 US Census.

Exhibit 15: Limited English Proficiency Rates. Spanish is the second most common language spoken across Iowa and Exhibit 15 displays the English versus Spanish in the RPA 17 region. Both transit agencies maintain a list of bilingual individuals willing to translate (both written and verbally) should be needed on a case-by-case basis. Bilingual service is especially important for Clarke County who has the highest percentage Spanish speaking residents in the region. Approximately 7% of the population speak Spanish and that is almost double the Iowa state average. At this time, there has been little ridership from the Hispanic populations so it is assumed that needs are met but continued outreach will occur.

The counties served by 10-15 Transit (Appanoose, Davis, Lucas, Monroe, and Wayne) have less

Exhibit 15: Limited English Proficiency Rates

COUNTY	Speak English Only	+/- from 2013	Spanish Speaking	+/- from 2013
Appanoose	97.3%	-.4%	1.1%	+.5%
Clarke	91%	-.2%	7.4%	-.6%
Davis	89.1%	+3.5%	1.0%	-.5%
Decatur	92.1%	+2%	3.0%	+.5%
Lucas	94.7%	+4.4%	1.7%	+1.0%
Monroe	97.8%	+2.9%	.2%	-3.5%
Wayne	92.7%	-.4%	1.0%	-.2%
State of Iowa	90.6%	-2.2%	4%	0%

2019 & 2013 U.S. Census ACS

than 5% of their populations speaking Spanish. This can also be illustrated when the agency has yet to need the Bi-lingual driver to assist in service in this region. Most individuals that indicated another “primary language other than English” (2019 ACS) in Davis, Lucas and Wayne Counties indicate the primary language is “Other Indo-European Language”. These counties have a higher number of Amish and/or Mennonite residents that speak such a language.

Although there is little racial diversity in the CVTPA region, there are many other types of diversity among groups of people in the area.

One group that has experienced a rapid increase in population over the last decade is the Amish-Mennonite community. These groups have established several clusters of farms and businesses throughout the area, including Wayne and Davis Counties. A large population is particularly

noticed in Davis County where there are approximately 14 Amish schools and 87 rural Amish businesses. Wayne County representatives estimate the Amish population as 1,000 residents.

These developments present special challenges to the infrastructure system. Although the Amish-Mennonite way of life is in many ways very compatible to the rural areas of the region, modern modes of transportation do not always facilitate the safe operation of traditional transportation or pedestrian traffic. In some areas special attention must be paid to ensuring that both modern truck and car traffic and horse drawn vehicles can safely share the road. Also, the increase in Amish-Mennonite economic activities, primarily agriculture based but also a growing amount of small manufacturing and services has brought increased traffic to some unincorporated areas of the region and this must be considered in future planning. This traffic is both in the form of horse-drawn buggies and large industrial trucks that transport the goods. For example, many of the businesses are lumber yards that the Amish log the trees and hire a transporter to take the product to distributors. The concern for the roadway is the increased traffic, large truck traffic and the narrow steel wheels of the buggies that crush granular in to powder wherever there is a lot of buggy traffic. Horse drawn buggies are the primary form of transportation for Amish residents, however, they frequently hire area residents for private transportation during inclement weather or trips of greater distance. Periodically they do utilize the public transit service.

**EXHIBIT 16: POPULATION TREND BY COUNTY
2019 ACS**

	1970	1980	1990	2000	2010	2015	+/- CHANGE	2019
APPANOOSE	15,007	15,511	13,743	13,721	12,887	12,669	-	12,348
CLARKE	7,581	8,612	8,287	9,133	9,286	9,280	+	9,360
DAVIS	8,207	9,104	8,312	8,541	8,753	8,742	+	8,920
DECATUR	9,737	9,794	8,338	8,689	8,457	8,249	-	7,979
LUCAS	10,163	10,313	9,070	9,422	8,898	8,731	-	8,582
MONROE	9,357	9,209	8,114	8,016	7,970	8,002	-	7,807
WAYNE	8,405	8,199	7,067	6,730	6,403	6,384	+	6,429
CVTPA	68,457	70,742	62,931	64,252	62,654	62,057	-	61,425

Economy & Employment

The counties that make up the CVTPA have a long history of reliance upon the land for their economic vitality. Farming the surface of the land and mining coal from below the surface were the two primary economic activities in the area until the early to mid-twentieth century. Agriculture still plays an important role in the local economy, but coal mining has ceased to be the economic engine that it used to be with the advent of cheaper, cleaner burning coal from other parts of the country.

According to the U.S. Census, employment opportunities throughout RPA 17 have changed in many aspects. There has been a significant increase in the profession of Healthcare and Social Assistance establishments. In many situations, the number of establishments that offer

employment has doubled in the past ten years. This could be a direct result of the “baby boomers” population aging and requiring more health care, as well as the new trend of proactive health care to maintain a healthy lifestyle as a preventative measure. The other type of business that has seen an increase is professional and technical service employers. Five of the seven counties saw an increase in of professional and/or technical services at the local level. However, the recent years of economic recession has proven to be detrimental to the retail and manufacturing industries in south central Iowa. There was a decrease of retail entities across the entire region.

The largest employers across the RPA 17 region are in the Education, Healthcare, and Social Assistance fields. Between 21%-34% of residents are employed in these professions. Other significant employers include the manufacturing establishments in the region. Manufacturing continues as a staple of the rural economy in this region.

Exhibit 17: Annual Unemployment Rates

Source: ACS

Area	2007	2010	2015	2019
Iowa	3.8%	3.4%	3.8%	3.7%
Appanoose	7.0%	5.8%	4.8%	3.6%
Clarke	4.3%	3.9%	3.9%	3.0%
Davis	4.7%	3.9%	4.1%	3.0%
Decatur	4.3%	2.8%	3.0%	4.8%
Lucas	3.9%	6.1%	3.5%	3.4%
Monroe	4.2%	4.4%	3.8%	3.9%
Wayne	4.7%	3.3%	3.7%	1.7%

The essential facilities of school districts and medical facilities provide the largest source of employment throughout this rural region. Each county seat is home to the largest school systems, local hospitals, and to most retail businesses. Many residents will commute to those hubs for employment.

The need to move goods to and from the many farms and ranches in the area, combined with the need to supply local factories with raw materials and then ship their finished products, necessitates a transportation system that effectively integrates smaller transportation arteries with larger, regional, and national transportation hubs.

One of the significant elements of the economy-transportation nexus is how employees of businesses utilize transportation networks. Access to employment is particularly important as jobs are not always available locally and thus individuals may be required to commute for employment. Individuals and families that are below the Federal Poverty Guidelines may be limited from better prospects due to limited access to employment or inferior or unreliable transportation means. On the other hand, available transportation infrastructure may preclude certain industries and businesses from locating in an area where there may be a need for jobs or better jobs. RPA 17 is home to three of the poorest counties in the State. The number of adults living in poverty across the region is greater than of the statewide average. The number of children living in poverty is above the state’s average in five of the seven counties. (See Exhibit 19).

Exhibit 18: Household Median Income	Change from 2008 Median Income	2013 Median income	2019 Median Income
United States		\$50,303	\$65,712
Iowa	+\$2,836	\$51,843	\$61,691
Appanoose County	+\$5,366	\$39,208	\$40,167
Clarke County	-\$340	\$43,216	\$54,427
Davis County	+\$1,698	\$45,040	\$63,404
Decatur County	+\$2,387	\$36,326	\$44,462
Lucas County	+\$2,281	\$43,288	\$55,205
Monroe County	-\$1,631	\$45,997	\$58,269
Wayne County	+\$4,461	\$40,024	\$44,768

EXHIBIT 19: COUNTY POVERTY ESTIMATES % OF PEOPLE WITH INCOMES BELOW POVERTY LEVEL IN 2019		
COUNTY	TOTAL POPULATION	% UNDER 18YRS OLD
STATEWIDE	11%	13%
APPANOOSE	18%	26%
CLARKE	13%	18%
DAVIS	10%	13%
DECATUR	18%	22%
LUCAS	12%	16%
MONROE	11%	9%
WAYNE	17%	30%

In 2000, the highest percentage of workers were commuting more than 25 minutes to work. However, a more current trend from 2000-2010 is showing that many employees are driving less to work. The 2019 ACS indicates that most residents work relatively close to where they reside. Approximately one-third of residents commute less than 10 minutes to work and 68% commute less than 25 minutes.

Public transit is seldom used as a transportation means to work in RPA 17. Less than 2% of residents use 10-15 Transit or SIT to get to/from work (2019 ACS). Employees that work in the “management, business, science, and art occupations” and “sales and office occupations” tend to utilize the transit system most. More than 1,000 people walk to work in the region.

Nearly one-quarter of all employees commute to work between 7:00am to 8:00am. Approximately 32% of workers go to work from 5:00am to 7:00am. Currently 10-15 Transit service hours begin at 6:00am and SIT at 7:00 (both if drivers are available).

Commuting

EXHIBIT 20: AVERAGE TIME TO COMMUTE TO WORK				
SOURCE: ACS				
LOCATION	2000	2010	2014	2019
APPANOOSE COUNTY	20.4 MIN	19.8 MIN	19.7 MIN	21 MIN
CLARKE COUNTY	23.3 MIN	21.2 MIN	23.4 MIN	23.9 MIN
DAVIS COUNTY	24.9 MIN	23.5 MIN	22.5 MIN	22.1 MIN
DECATUR COUNTY	22.2 MIN	21.2 MIN	20.8 MIN	24.0 MIN
LUCAS COUNTY	25.6 MIN	25.4 MIN	22.9 MIN	21.6 MIN
MONROE COUNTY	24.4 MIN	23.7 MIN	25.2 MIN	22.2 MIN
WAYNE COUNTY	21.6 MIN	25.2 MIN	24.1 MIN	23.0 MIN
REGIONAL AVERAGE	23.2	22.3	22.7	23.0 MIN

Coordination Issues

There is often confusion about “On Demand” service and that is not currently the capacity of 10-15 Transit’s service in those counties. This type of service allows for people to call and arrange a pickup time within a couple hours of the call. In the past, community representatives from the religious community, hospital volunteers and private residents were recruited to help with residents that need transported when 10-15 was not an option. However, given the COVID-19 Pandemic volunteers are no longer willing to provide such support. Public transit providers have now been the best option for residents in the region.

Healthcare providers and the transit service agencies both indicate the need for greater capacity lifts on all vehicles. The motorized scooters/chairs add significant weight to patients beyond the 800lb lift. 10-15 Transit currently has 1,000lb lifts on the full-size buses and can provide services to clients that need it. Both agencies are in the process of ordering new vans that will hold 10-11 passengers and also come with a large capacity lift of 1,000lbs.

Transit providers emphasize how critical public outreach and education are to their agencies. Both 10-15 Transit and Southern Iowa Trolley have re-branded their logos and began new promotional campaigns. The literature and promotional pieces are shared at large community events, on public media, social media and are now available in Spanish as well.

The region continues to struggle with the transportation of residents in care facilities to medical appointments within 30 miles of their facility. Currently TMS states that it is the facilities responsibility to pay for such transport vs it being the expense of Medicaid. This has placed a large burden on care facilities throughout the region. Both transit directors have multiple examples of this scenarios and their coverage areas. Additional challenges with the medical providers occur when a patient is released from the emergency room but does not have transportation home.

A coordination challenges continue to occur for drivers utilizing electronic tablets for communication with dispatch. Service can be “spotty” in the rural areas of the RPA 17 region.

Both transit agencies continue to face staffing issues that directly affect coordination of services. Consistent driver vacancies have caused services to be discontinued and gaps to expand. This challenge may likely continue as aging drivers retire to create vacancies that are challenging to fill.

Southern Iowa Trolley and 10-15 Transit both recognize the need for relationship building with local industries for possible expansion of services for potential employees. This service could possibly offer the greatest benefit to workers who reside in the smaller communities in the rural regions of the county. Upon evaluation of regional shift workers, transit agencies may need to consider expanding hours of service.

The previous Passenger Transit Plan was approved by DOT in 2016. RPA 17 has provided annual updates on the progress of recommended strategies. Several of the projects are ongoing in nature and will require continuous effort and attention by the transit agencies.

Such strategies include:

***RPA 17 transit providers will need to replace buses each year to maintain its vehicle fleet and remove the oldest and highest mileage vehicles from service.*

*** Both transit agencies have a critical need for ongoing education and promotion of services they provide throughout the entire region to maintain and/or increase ridership.*

***Improvements for delivery of service were noted as “Transportation service should continue to be offered through extended hours to accommodate medical appointments, entertainment, and employment schedules.”*

***Equipment will need continuous maintenance and upgrading to provide safe and efficient service.*

***Southern Iowa Trolley has outgrown their current facility and need to expand/relocate.*

Status of 2016 PTP Goals

While reviewing the 2016-2021 PTP goals, committee members determined that many are implemented as resources allow. Vehicles are always programmed in the RPA 17 TIP, the operation and maintenance of the facilities for both 10-15 Transit and Southern Iowa Trolley is continuously monitored for ways to improve efficiency with cost-effective measures. Service gaps are filled when staffing and budget allows. Education and promotion of services will occur on an ongoing basis throughout the future of the business.

1. Increase transit ridership

County specific brochures and flyers were created and distributed to medical facilities, government buildings, public service agencies and to TAC & Policy members to further distribute. Flyers and brochures were also delivered to public stores, such as gas stations, business offices, post offices, and restaurants.

Press releases were sent to the local newspapers in each county to educate and promote public transit services. County hospitals also included information on the closed-captioned circuits in their buildings.

Transit websites and the internet now have translation tabs available to provide translation services.

The option to have businesses sponsor a block of time was promoted in 10-15 Transit’s region. MercyOne Medical in Appanoose county provides this free service in the afternoons and would be the template for how to create options in other counties. Monroe, Wayne, and Decatur Counties expressed interest and believed a partnership with mental health agencies and local hospitals could replicate such a program. However, no other programs have been established.

Appanoose County Mental Health has utilized the United Way grant funding to began (and continues to) purchase ridership tickets that can be distributed to those who need assistance making mental health or court appointments. They are distributed by the Clerk of Court.

2. Improve quality of service and efficiency

10-15 drivers are now all equipped with electronic tablets that allow for instant communication with dispatch, additional last-minute rides, and if any problems arise.

10-15 Transit has purchased a larger facility and shop that allows for improved efficiency, repairs, and service. The additional space also allowed for staffing expansion, undertaking routes in Ottumwa, on site repair shop, and secure parking for vehicles. In early 2021, 10-15 Transit purchased 3 additional lots will allow expansion of a designated dispatch office, an auto body repair shop and a driver lounge. SIT has not been able to conduct a long-term planning to determine feasible locations for a new transit facility.

Retaining drivers is an ongoing challenge for both transit agencies. Despite small raises in compensation over the past five years, many drivers have left especially during the COVID-19 pandemic. 10-15 Transit has now been purchasing small passenger vehicles that do not require drivers to have a special license and it has been easier to fill those positions and more economical to transport.

The senior centers/congregate meal sites in Appanoose, Davis, Lucas, Monroe, and Wayne counties struggle through a complicated process of scheduling rides and documented services. 10-15 Transit changed the scheduling procedure and all clients now call directly to dispatch for services and no longer book at a local location. This change has eliminated confusion and allowed the public to understand ALL rides are open to the public.

3. Reach underserved areas/communities

10-15 Transit had a driver become certified as an “intra-state” that allows transporting clients across the Iowa/Missouri border. This would allow service to patients being discharged from hospitals from Wayne, Appanoose, and Davis Counties.

More outreach was provided to the growing Amish colony in Wayne County. The population is now estimated about 1,000 people. Flyers and brochures were given to the colony leaders.

A partnership was developed to provided free monthly transportation services for Veteran’s needing to attend appointments at the Veteran’s Hospital in Des Moines. Coordination occurs with the County Veteran’s Affairs offices in Appanoose, Wayne, and Lucas Counties. Other possible partnerships could be made at SWCC for students & GED students in Osceola.

4. Maintain fleet and replace aging fleet with newer, more efficient vehicles

An ongoing evaluation of fleet needs continued to occur at the transit board meetings, conversations with staff, and communication with RPA 17 for replacement opportunities. Routine

maintenance and repairs frequently occur to provide longevity each vehicle's service. Replacement priority is given to high mileage and mechanically failing vehicles.

USDA Rural Development representatives have attended PTP planning meetings and provided information regarding a program that could provide additional vehicles or equipment.

Both transit agencies now have lifts capable of lifting 1,000lbs but will need to continue expanding that option in more of the fleet.

5. Keep transit services affordable

Southern Iowa Trolley considered the recommendation from a public guest to accommodate low-income families that have multiple family members relying solely on public transportation to attend work, school, appointments, etc. It was suggested to have a "Family Rate" for members of the same low-income household riding to attend functions.

Transit agencies continually evaluate programs and equipment for potential cost saving measures that ensures quality services at a reasonable price.

2022-2027 Priorities & Strategies

1. Maintain and increase transit ridership as well as revenue.

Strategy 1.a – increase efforts of public outreach, more public promotions, etc.

Increase television, radio advertisements and social media.

Action Step: wraps on buses, TV & Radio commercials, County Fair promotions, parades, etc. Flyers with tear-off strips at local courthouses. Build & maintain a social media presence.

Responsible Person/Agency: Transit Agencies, CVTPA

Strategy 1.b – Partner with local businesses, health care agencies and hospitals for potential sponsorship of a paid time for residents to "ride free" to and from their business. Utilize transit service to empowering residents to better health, more involvement, and community belonging.

Action Step: Meetings with local agencies like United Way, Human Services, Grocery Stores, etc.

Responsible Person/Agency: Transit Agencies, TAG members, CVTPA

Strategy 1.c – Work with local industries to identify any transportation needs employees may have.

Action Step: Contact large employers for potential attendance issues that could be addressed with service & partnership, identify any adjustments that could be made to accommodate shift work needs. Expand service hours to include end-of-the-day service.

Responsible Person/Agency: Transit Agencies, TAG members

Strategy 1.d – Make printed materials and website in a variety of languages including Spanish.

Action Step: Website & printed promotions available in multiple languages. Keep website up to date. Adapt to population trends (i.e. consider font size for elderly residents to be able to read, increasing Spanish speaking residents and growing Amish population). Update county transit brochures with MCO information.

Responsible Person/Agency: Transit Agencies

Strategy 1.e - Reach underserved areas/communities.

Identify new potential partners (I.E., temporary employment agencies, unserved care centers, etc.).

Action Step: Include at local outreach meetings. Consider expanding service hours to nights and weekends. Offer services to growing Amish populations. Explore partnerships with recreational after-school programs to assist with safely transporting students while parents are at work. Partner with jurisdictions for transit services at community festivals.

Responsible Person/Agency: Transit Agencies, CVTPA

2. Improve quality of service and efficiency

Strategy 2.a – Retain drivers who are familiar with people and routes

Action Step: Expand benefits to PT & FT staff, explore new revenue streams such as vehicle advertisements or county hospital contracts, which could allow to raise wages to a more competitive level. Increase job advertising.

Responsible Person/Agency: Transit Agencies

Strategy 2.b – Drivers have electronic tablets with GPS, communication to dispatch, and road conditions. May also allow for additional “on-call” rides.

Action Step: Maintain quality & upgrade as needed to maintain functionality. Explore options for online payments or electronic payment with the driver.

Responsible Person/Agency: Transit Agencies & Drivers

Strategy 2.c – Install lifts capable of lifting 1000lbs or greater

Action Step: Maintenance of existing lifts & order all new vehicles with such lift.

Responsible Person/Agency: Transit Agencies

Strategy 2.d – Combining medical and/or shopping routes for residents that will travel through another county who may be also going to the same location

Action Step: coordination & outreach to neighboring districts/providers. Combine rural pick-ups at multiple small towns for transport to economic hubs on an established day.

Responsible Person/Agency: Transit Agencies

Strategy 2.e - 10-15 and RPA administrators will host local meetings to educate businesses and residents on services available and how to improve service

Action Step: Schedule monthly meetings at each aging location in RPA throughout the year. Visiting each place at least once in a 12-month period. Outreach to local Emergency Management personnel to develop strategies to assist in an emergency.

Responsible Person/Agency: Transit Agencies, CVTPA

3. Maintain and improve facilities and equipment

Strategy 3.a – Facility expansion/new building would allow SIT and 10-15 Transit greater capacity for servicing and dispatching units.

Action Step: Explore funding options & possible locations. Explore mobile application development and credit/debit card payment.

Responsible Person/Agency: CVTPA, Transit Agencies, county BOS

4. Maintain fleet and replace aging fleet with newer, more efficient vehicles

Strategy 4.a – Routine maintenance shall be provided to extend the longevity of each vehicle. Repair, replace or update equipment as feasible.

Action Step: Service Maintenance system for every vehicle

Responsible Person/Agency: Transit Agencies

Strategy 4.b – Program the replacement of aging vehicles to stagger over the programmed TIP years.

Action Step: RPA contributions in addition to state funding

Responsible Person/Agency: Transit Agencies, CVTPA

5. Keep transit services affordable to users and profitable as an agency

Strategy 5.a – Transit providers should use cost-saving measures when at all possible.

Action Step: Transit Boards & counties partner across the region. Utilize grant programs whenever possible. Explore new modes of passenger transportation. Diversity of the size of the passenger transit fleet. Collaborate with neighboring Transit Agencies whenever possible. Ensure all paperwork is completed for baby-boomers who may now qualify for Older Americans Act. Continue exploring partnerships with local Veteran's Affairs offices.

Responsible Person/Agency: Transit Agencies

Strategy 5.b – Research potential community partners that could help offset fares (I.E. United Way, American Cancer Society, CDBG grants, or other transportation funds.)

Action Step: Outreach to local agencies for possible donations that would sponsor in-town transport. For example, United Way could purchase a block of time (approx. \$25/hr) and distribute coupons that allow for transport one set day a month. Would offer ride to grocery store, Walmart, etc. Collaborate with major employers in the region to subsidize worker transportation.

Partnerships with Veteran's Affairs offices.

Responsible Person/Agency: Transit Agencies, TAG members, CVTPA

Funding

The financial support for planning and delivery of public transit services come from multiple sources. The follow list states the federal and state programs that are currently supporting RPA 17. Further program descriptions are also detailed later in this section.

STATE AND FEDERAL GOVERNMENT

The following are possible State and Federal government funding sources:

State Transit Assistance (STA)

Iowa devotes four 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 a formula that is based on each transit systems performance the prior year according to rides, miles, and local funding. All public transit systems are eligible for funding through this program.

Public Transit Infrastructure Grant (PTIG) Program

All public transit systems are eligible for funding through this program. The program is to support vertical infrastructure needs of Iowa's public 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, as well as the ability to have projects completed quickly.

Formula Grants for Rural Areas (Section 5311)

This program is intended to aid transit activities in rural areas and urban areas of less than 50,000 in population for projects related to operations, planning, capital, job access, and reverse commute assistance. All regional transit systems are eligible for this funding program.

Intercity Bus Assistance (Section 5311(f))

A minimum of 15% of each year's nonurbanized formula funds allocated to Iowa under the 5311 program is required to be set aside for support of intercity bus transportation. Private intercity bus companies, public transit agencies, and local communities are eligible for this program. The purpose of the program is to provide funds for (1) existing intercity bus routes that tie Iowa to the rest of the country, (2) new feeder routes, which will give smaller communities access to existing intercity routes, (3) marketing for new or existing routes, (4) provide efforts to upgrade equipment and facilities to become ADA compliant. Connections to Amtrak or Passenger air service terminals are desirable.

Bus & Bus Facilities (Section 5339)

These funds finance capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. In Iowa, approximately \$1.25M is received annually to be spent in small urban (less than 50,000 population) and regional transit systems. All public transit systems are eligible for funding in this program.

Congestion Mitigation & Air Quality (CMAQ) Program

This program is intended to fund vehicle replacement projects. All projects must be in the State Transportation Improvement Plan and an Asset Management Plan. All public transit agency are eligible to apply.

Iowa Clean Air Attainment Program (ICAAP)

Eligible entities include cities, counties, public transit agencies, metropolitan planning organizations, regional planning affiliations, and state and federal agencies. This program is to fund transportation (including transit) projects that help maintain Iowa's clean air quality by reducing transportation-related emissions. Eligible projects include (1) those which reduce emissions via traffic flow improvements and provide a direct benefit to air quality by addressing ozone, carbon monoxide, or particulate matter PM-2.5 or PM-10, (2) those which reduce vehicle miles of travel, (3) those which reduce single-occupant vehicle trips, or (4) other transportation improvement projects to improve air quality or reduce congestion.

CARES Act - Provides emergency assistance and health care response for individuals, families, and businesses affected by the 2020 coronavirus pandemic. An element of the CARES Act (Title XII of Division B) provides public transit formula operating and capital grants to prevent, prepare for, and respond to COVID-19. The Federal Transit Administration (FTA) is distributing the transit funds proportionally, based on the ratio of funding of four specific programs: urbanized area formula grants (49 U.S.C. § 5307); rural area formula grants (49 U.S.C. § 5311); state-of-good-repair (SOGR) formula grants (49 U.S.C. § 5337); and growing/high-density states formula grants (49 U.S.C. § 5340). The supplemental income provided from the CARES Act is essential for the existence of Southern Iowa Trolley and 10-15 Transit during the pandemic.

Surface Transportation Block Grant (STBG) Program – Transit

This program is intended to fund transit projects and all public transit systems are eligible to apply. These federal funds come to the state based on the FAST Act legislation and can be used for roadway or transit capital projects on an 80% federal and 20% local basis. Iowa portions these funds are programmed by local governments, acting through metropolitan or regional planning agencies. Three planning agencies of RPA 17, RPA 15, and RPA 14 partner to assure service through two public transit entities. RPA 15 and RPA 17 both award funding to 10-15 Transit to purchase equipment or vehicles. A similar competitive application process occurs with RPA 17 and RPA 14 to award funds to Southern Iowa Trolley for equipment and vehicle purchases. Both 10-15 Transit and Southern Iowa Trolley plan to continue requesting funds from the local RPA's because there are limited options otherwise to purchase vehicles.

Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant Program

Eligible applicants include state, local, and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MROs), and other political subdivisions of state or local governments. Eligible projects include (1) title 23 of US Code eligible road and bridge projects, (2) public transportation projects eligible under Chapter 53 of Title 49 of US Code, (3) passenger and freight rail transportation projects, (4) port infrastructure investments, and (5) intermodal projects. Urban and rural projects receive no more than 50% of the total funds annually.

Rural Transportation Assistance Program (Section (B) (3))

This program provides a source of funds for assistance in designing and implementing training and technical assistance services. Public transit operators in non-urban areas are eligible applicants of this program.

LOCAL AND NON-GOVERNMENT

The following are possible local and non-government funding mechanisms and sources.

Contract Revenues

Human service agencies, local communities, as well as private businesses are often willing to pay a part or all the cost for certain types of rides provided as a 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.

Passenger Revenues (Fares)

Fees paid by the passengers is one of the most common sources of local support. This can include monies collected on-board the transit vehicle, as well as prepaid fares from the sale of passes or tickets, or fares billed to the passenger after the fact. Passenger revenue could be unpredictable over the life of this plan due to the ongoing COVID-19 pandemic.

Municipal Transit Levy

Iowa Code allows municipalities to support transit through a transit levy with a maximum amount of 95 cents per \$1,000. Currently no municipalities in the region impose this tax levy. At present, no governments entities in the region have this levy either.

General Fund Levy

The cost of supporting transit services is an eligible use of general fund revenues for all Iowa governments and is the primary source of funding to support transit for counties who do not have the option of transit levy. This is also true for cities in the region, however, none of which use the transit levy.

County Allocations

Each of the counties in the RPA 17 region contributes an annual allocation to support the local transit operations.

Advertisement Revenues

A common revenue stream for some transit providers is to allow local entities to purchase advertisement space on the transit vehicle. It is not something that SIT nor 10-15 Transit take advantage of currently.

Student Fees

Mandatory student fees established by a college or university are like a tax levy in that all members of the community contribute. Indian Hills Community College-Centerville Campus is the only college in RPA 17 region and seldom do students utilize public transit.

Medicaid

Iowa Medicaid recipients get a variety of transportation waivers that help cover the cost of a medical trip. Public transit agencies generally invoice for the waiver rides that are provided. This source of funding is expected to continue for the life of this plan. The Medicaid brokerage is operated by Access 2 Care and Logisticare provides transportation coordination for individuals covered by Medicaid insurance. SIT and 10-15 Transit contract with both to provide rides for individuals who qualify for this service.

Homeland Security

The Department of Homeland Security, through the Federal Emergency Management Agency, provides several grants related to transportation, including in the categories of preparedness to

enhance the capacity of respondents to prevent, respond to, and recover from incidents, pre-disaster mitigation and hazard mitigation.

Older Americans Act

The Older Americans Act (OAA) was created to address concerns of policy makers that a lack of community social services existed for older Americans. Funding to help by for senior rides is available through this program from the local Area on Aging Agencies.

Head Start

The State of Iowa Decategorization Program and Community Partnership for Protecting Children (CPPC) provides funding that may be used for transportation of some low-income students receiving Decategorization scholarships or attending Head Start and having no transportation to or from school. Individuals receive tickets from the Decategorization Program to use in these emergency situations.

Community Facilities Direct Loan and Grant Program

This program, organized by the United States Department of Agriculture, provides affordable funding to develop essential community facilities in rural areas.

Businesses

Businesses may provide transportation assistance to their customers or employees. This could be in the form of company vehicle pools, contracting for services or subsidizing a service. For example, MercyOne in Centerville pays for a block of time that allows for 10-15 Transit to transport Appanoose County residents to appointments and/or errands within the county in the afternoons of Monday through Friday.

Local Foundations

Some local foundations may provide funding to improve passenger transportation service. One such service is the Appanoose County's United Way has purchased ride vouchers that were utilized by the local mental health agency and court system.

FUNDING RECOMMENDATIONS

Any obtainable funds should be sought after in the next five years while implementing the strategies and working towards the goals and vision of this plan and the mission of both transit systems. Competitive grants should be sought after that would allow more flexibility to spend funds elsewhere in the agencies. When opportunities arise, funds for facility and equipment upgrades should be pursued to alleviate pressure on the regular funding mechanisms. Agencies should also consider the expansion of services and service hours for possible additional revenue.

FUNDING LEVELS

10-15 Transit and Southern Iowa Trolley have multiple resources available through the Iowa DOT, Federal DOT, and Federal Transit Administration. The resources include general operating and maintenance, capital improvements, and program specific funding. In addition, 10-15 and Southern Iowa Trolley have regional resources through the availability of STP funds from respective RPAs. STP dollars may be used for planning activities and capital improvements.

Funding resources pursued and obtained by RPA public transit agencies include the following: State Transit Assistance, Capital Grants Program (5309), Non-Urbanized Area Formula Program (5311), New Freedom (5317), and regional Surface Transportation Program (STP). The funding levels are projected to increase by an estimated 2% to 4% over each year. A transit agency may also apply for additional 5317 funds if other transit agencies did not use all their allocation through the STP. Federal funds utilized by the transit agencies include Statewide Transportation Planning Program, special Needs Formula Program, Non-urbanized Area Formula Programs, and the Older Americans Act. Other extensive financial supports come from contract revenue, passenger revenue, general levy fund, and senior living program.

Exhibit 21: Financial Resources for 10-15 Transit (2021-2027)							
	2021	2022	2023	2024	2025	2026	2027
RPA 17 STP	\$50,000	\$50,000	\$ 50,000	\$ 50,000	\$50,000	\$ 50,000	\$ 50,000
RPA 15 STP	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
5309(*)	\$ 0	\$0	\$0	\$0	\$0	\$0	\$0
5311	\$1,459,577	\$1,488,768	\$1,518,544	\$1,548,915	\$1,579,893	\$1,611,491	\$1,643,721
CARES	\$3652529	\$1500000	\$0	\$0	\$0	\$0	\$0
STA-Formula	\$ 744,970	\$ 759,869	\$ 775,067	\$ 790,568	\$806,380	\$822,507	\$838,957
Other Funds	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
Total	\$ 7,957,076	\$ 5,848,637	\$ 4,393,611	\$ 4,439,483	\$ 4,486,273	\$ 4,533,988	\$ 4,582,678

Source: FTA projections from IDOT Office of Public Transit for both charts

Exhibit 22: Southern Iowa Trolley Financial Resources (2021-2027)							
	2021	2022	2023	2024	2025	2026	2027
RPA 17 STP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
RPA 14 STP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
5310	\$ 461,559	\$ 480,021	\$ 499,222	\$ 519,191	\$ 539,959	\$ 561,557	\$ 584,019
STA-Formula	\$ 351,310	\$ 365,362	\$ 379,977	\$ 395,176	\$ 410,983	\$ 427,422	\$ 444,519
County Support	\$ 56,944	\$ 59,222	\$ 61,591	\$ 64,054	\$ 66,616	\$ 69,281	\$ 72,052
Passenger Revenue	\$ 1,000	\$ 1,040	\$ 1,082	\$ 1,125	\$ 1,170	\$ 1,217	\$ 1,266
Contract Revenue	\$ 250,000	\$ 260,000	\$ 270,400	\$ 281,216	\$ 292,465	\$ 304,163	\$ 316,330
Senior Living	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Federal OAA Title IIB	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Program Income	\$ 1,000	\$ 1,040	\$ 1,082	\$ 1,125	\$ 1,170	\$ 1,217	\$ 1,266
Other	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Total	\$1,121,813	\$1,166,686	\$1,213,353	\$1,261,887	\$1,312,363	\$1,364,857	\$1,419,452

APPENDIX

Includes additional information for the following:

- **Vulnerable Population**
- **Meeting Information:**
 - **Albia & Monroe County Comprehensive Planning**
 - **CVTPA – TAG Meeting – Monroe Co Hospital**
 - **SIT Board meeting**
 - **Transit – meeting notes**
- **Senior Living Options**
- **CARES Act Funding Allocation – by region**
- **CVTPA Survey**
- **Des Moines Register article – SIT**
- **Ottumwa Courier – 10-15 Transit**
- **Marion County Public Health – Transportation information**
- **Consumer Report – How to Stay Safe from Coronavirus While on Planes, Trains and Buses**

VULNERABLE POPULATION

2019 ACS

Location	# of residents with Disabilities (% of pop)		# of residents over 65 yrs (% of pop)		# of residents under 18yrs (% of pop)		Population living below Poverty Guidelines. (% of pop)		Total # of Vulnerable People
Unincorp Appanoose County	691		1140		950		596		3377
Centerville	1122	21%	1079	20%	1167	21%	1203	23%	4571
Cincinnati	77	23%	94	28%	58	17%	47	14%	286
Exline	47	25%	57	31%	55	30%	30	16%	186
Moravia	147	24%	186	30%	140	23%	83	14%	556
Moulton	121	20%	96	16%	207	34%	121	20%	545
Mystic	68	19%	80	22%	95	26%	63	18%	306
Numa	16	21%	26	33%	13	17%	9	12%	64
Plano	10	16%	17	27%	18	28%	3	5%	48
Rathbun	11	19%	24	42%	0		0		35
Udell	3	6%	5	9%	12	22%	0		20
Unionville	15	17%	23	27%	18	21%	15	17%	71
APPANOOSE CO TOTAL	2375		2884		2788		2200		10,247
Unincorporated Davis County	578		951		1725		438		3695
Bloomfield	341	13%	492	19%	677	26%	329	13%	1839
Drakesville	33	18%	47	26%	28	16%	27	15%	135
Floris	29	15%	24	12%	78	40%	52	30%	183
Pulaski	56	15%	41	11%	110	30%	30	8%	237
DAVIS CO TOTAL	1037	12%	1555	17%	2621	29%	868	10%	6081
Unincorporated Decatur County	201		518		592		369		1680
Davis City	414	19%	43	18%	44	19%	57	24%	188
Decatur City	46	24%	31	16%	40	21%	38	20%	155
Garden Grove	29	14%	75	36%	24	12%	76	37%	204
Grand River	36	16%	50	23%	52	24%	37	17%	175
Lamoni	447	18%	379	15%	377	15%	451	24%	1654
Leon	247	14%	389	21%	557	30%	262	15%	1455
Pleasanton	7	20%	3	9%	7	20%	6	17%	23
Van Wert	29	18%	44	27%	25	16%	4	3%	102
Weldon	23	16%	35	25%	17	12%	34	24%	109
DECATUR CO TOTAL	1109	14%	1567	20%	1735	22%	1331	18%	5742
Unincorporated Clarke County	557		252		668		341		1818
Osceola	724	12%	1269	21%	1416	23%	745	13%	4154
Murray	117	16%	131	18%	198	27%	67	9%	513
Woodburn	48	30%	19	12%	19	28%	24	15%	110
CLARKE CO TOTAL	1446	16%	1671	18%	2301	25%	1177	13%	6595
Unincorporated Lucas County	411		783		780		167		2141
Chariton	798	20%	869	21%	924	23%	723	18%	3314
Derby	29	29%	18	14%	41	32%	34	27%	122
Lucas	39	29%	42	31%	14	10%	24	18%	119
Russell	83	14%	111	19%	160	27%	37	6%	391
Williamson	36	20%	13	7%	69	39%	6	3%	124

LUCAS CO TOTAL	1435		1878		2002		1015		6330
Unincorporated Monroe County	360		634		808		244		2046
Albia	474	13%	739	20%	836	22%	494	14%	2543
Lovilia	90	14%	114	18%	161	26%	59	10%	424
Melrose	38	27%	46	33%	35	25%	12	9%	131
MONROE CO TOTAL	962	13%	1533	20%	1840	24%	809	11%	5144
Unincorporated Wayne County	303		571		699		439		2012
Allerton	72	15%	71	14%	168	34%	158	32%	469
Clio	7	11%	19	29%	12	18%	2	3%	40
Corydon	254	17%	373	23%	416	26%	250	16%	1293
Humeston	108	22%	132	27%	121	25%	39	8%	400
Lineville	33	13%	41	16%	43	17%	47	18%	164
Millerton	1	1%	5	5%	33	31%	11	10%	502
Promise City	19	24%	18	23%	13	17%	15	19%	65
Seymour	125	22%	165	29%	113	20%	125	22%	528
WAYNE CO TOTAL	922	15%	1395	22%	1618	25%	1086	17%	5021
RPA 17 REGION TOTAL	9,286		12,452		14,926		8,486		45,305

CVTPA – RPA 17
Passenger Transit Planning – 10-15 TAG Committee
10/27/2020 12-1pm

AGENDA:

A. Role the TAG committee plays in the RPA region: TAG committee members provide the connection to communities & those that utilize transit services. You provide an important role of bridging gaps to provide better service in your area. The committee is a requirement by DOT in the PTP process. New Passenger Transit Plans are required every 5 years and the off years committees are required to meet a minimum of twice a year.

B. County Transportation Brochures. Remember transportation brochures are available to distribute throughout the counties and CVPD often distributes when in the areas.

MONROE COUNTY

- Any development with preschool in Albia? Other expansion of service?
- Additional hospital needs?
- Questions on how to access a ride?
- Challenges?

D. New Issues/Challenges/Accomplishments

Affects from COVID? Changes in patient needs?

Passenger Transit Planning Meeting

October 27, 2020 12:00-1:00PM
Monroe County Hospital Auxiliary Board

A public PTP Tag meeting was held at the Monroe County Hospital. TAG members were hesitant to attend due to known COVID cases in the area. Monroe County Hospital Auxiliary Board invited the RPA to better understand the role it plays in the region regarding transit, trails, and other project development. Participants received transit handouts and were provided with the PTP survey. Several members offered to copy the survey & provide it to other team members and departments within the hospital. CVTPA will return in two weeks to gather completed surveys.

The hospital is in the process of completing a new addition that will house outpatient services. Members discussed patients possibly needing transit services to the facility for appointments but may need greater care leaving to utilize public transit.

The clinic's greatest challenge with transit services occurs in timing for scheduling appointments from the care centers. It is difficult to schedule pick ups at multiple locations and find open clinic appointment times to accommodate this. Beyond this, the clinic utilizes 10-15 Transit services for many of the senior clients.

Nichole Moore with RPA 17 explained how a nearby county hospital sponsors afternoon transit services Monday-Friday anywhere in that community. The time is paid for by the hospital and the service is available to anyone for any reason. It can be for medical, eye doctor, pharmacy, groceries, etc. Discussion emphasized how this approach acknowledges the importance of "holistic health" for physical and mental needs to improve overall health conditions. The Auxiliary Board will hold follow-up conversations and contact the RPA for more information.

The hospital recently completed a 1.7 mile concrete trail surrounding the facility and connecting to the nearby recreational facilities. The Auxiliary would like to explore opportunities to fund a connection link to the existing trails in Albia. They are working with the local Economic Director who is also on the RPA Technical Committee. Moore explained the application process for TAP funding as a potential resource.

**Passenger Transportation Plan – TAG meeting
CVTPA Region- RPA17**

Date: 10/21/20 Time: 12:00pm Location: Albia, IA - Monroe Co. Hospital

Name	Business Name	Address	Phone	Email
Ann Stocker		6780-235 th St	641-777-3603	astockw54@gmail.com
Tyler Boley		1061 S 13 th St. Albia	(641) 799-7897	tboley@mossyokproperties.com
MATT FOSTER		PO Box 222-116 Lindbergh Ave	(641) 777-8864	retsoflam@gmail.com
Brian Lindberg		214 Benton Ave E	641-895-3224	blindberg@shelterinsurance.com
Ryan Ammons		621 N Main St	641-777-2955	ryan@ucIowa.com
Lori Keller		2284 560th Ave.	641-344-0408	lkeller@mahaalkia.com
Marilee Scieszinski		125 Parkview Dr.	641-777-6185	marilee-skie@hotmail.com
Wes Aschmann		1871 Hwy 5	641-954-0543	wes@insurancewithwes.com

SOUTHERN IOWA TROLLEY

215 E. MONTGOMERY STREET, CRESTON, IOWA 50801

Phone 641-782-6571 Fax 641-782-4096

Board of Trustees

September 24th, 2020

215 E. Montgomery St., Creston, IA

Conference Room – 1:00 p.m. – Minutes

Meeting minutes approved by the Southern Iowa Trolley Board of Trustees on:

Board Chairman or Board Member	Transit Director	Date
Members: Ringgold/Kraig Pennington (via zoom) Adams/Merlin Dixon (via zoom) Taylor/Jerry Murphy (in person)	Adair/Steve Shelley/Vice Chair (via zoom) Union/Rick Friday (in person)	Clarke/Larry Keller (absent) Decatur/Dan Christensen/Chair (via zoom)
Staff: Leesa Lester, Transit Director (In office / zoom)		
Others Present: Stu Burzette/SICOG (via zoom), Allen Lester/Safety & Training Manager (via zoom), Jack Reed/INCS H.R. Consultant		

The Board of Trustees of Southern Iowa Trolley met in regular session on September 24th, 2020, in person and by electronic means pursuant to the provisions of the Iowa Open Law Meetings Law, Section 21.8, Code of Iowa, as a result of substantial community spread of COVID-19. The meeting was open to the public and the supervisors in attendance via zoom meeting were, Dan Christensen, Merlin Dixon, Steve Shelley, Stu Burzette/SICOG, Kraig Pennington, Jack Reed/INCS H.R. Consultant and Allen Lester/SIT. Rick Friday Jerry Murphy attended in person. The meeting was called to order at 1:03 p.m. by Christensen. A motion to adopt the agenda was made by Pennington, second by Friday. A motion to approve the July 23rd minutes was made by Murphy was second by Pennington. Motion carried. (Friday signed July 23rd Minutes) Lester gave an update on the ridership and again that due to the COVID-19, ridership ended July and August extremely low compared to a year ago. A motion to approve the ridership was made by Friday and second by Murphy. Motion carried. Financial reports were reviewed, approved with the motion from Pennington and second by Friday. Shelley made the motion to approve disbursements from Jul 23-Sep 23, 2020. Pennington second and the motion carried. A discussion was held on changes to the employee handbook ref full and part-time vacation (annual leave). A motion to table the approval until cost can be included in the budget was made by Shelley and 2nd by Pennington with the motion carrying. A second employee handbook change was discussed reference the Permit to Carry Concealed Weapons. A motion to table the change until next board meeting was made by Shelley and 2nd by Friday, for Reed to clarify wording and Iowa Laws. Motion carried. Lester then updated the board on schools being back open in all counties, and that Covid numbers were still on the rise in counties served. The Incentive pay is currently planned to end September 30th. Lester advised the board they are still in need of Lysol disinfecting sprays, however, sanitizing liquid had been purchased and can be used in spray bottles and generic disinfecting wipes had been purchased locally. Last discussion item, Lester advised that the Chariton Valley Planning & Development Council of Governments (RPA17), that covers Clarke and Decatur Counties, has begun seeking information for the Passenger Transportation Plan. How to hold the public meetings is to be determined. At 1:44, Murphy made the motion to adjourn, second by Shelley, motion carried. The next scheduled meeting will be held Thursday, November 19th, 2020 at 1:00 p.m. An in person meeting is planned at the office; however, due to COVID-19 CDC Social Distancing recommendations, a Zoom Meeting and call in number will still be provided on Southern Iowa Trolley Web Site and via Facebook. This meeting is open to the public and accessible to individuals with disabilities. If you have special needs, please contact Leesa Lester, Transit Director at 641-782-6571.

Serving the Counties of ...

ADAIR – ADAMS – CLARKE – DECATUR- RINGGOLD – TAYLOR – UNION ... since 1979

The Southern Iowa Trolley does not discriminate on the basis of age, color, gender, marital status, creed, national origin, religion, political affiliation, or mental or physical disability in employment or the provision of services except where it is a requirement of the law.

(<https://www.southerniowatrolley.org>)

Child-Student Ridership Form 2020-2021 (<http://www.southerniowatrolley.org/wp-content/uploads/2020/07/Child-Student-Ridership-Form-2020-2021.xls>) Changes have been made due to COVID-19 and S.I.T. current requirements!

MASKS MUST BE WORN BY ALL RIDER'S, PARENTS/GUARDIANS ARE RESPONSIBLE FOR PROVIDING MASKS!

Looking for transportation for your child? You have come to the right page! Please **READ** and fill out the ridership form Child-Student Ridership Form 2020-2021 and return to Southern Iowa Trolley at 215 E. Montgomery, as soon as possible! You may also scan and email the ridership to dispatch6571@gmail.com (mailto:dispatch6571@gmail.com) or fax it to 641-782-4096! Please call 641-782-6571 or 866-782-6571 if you have questions!

Preschool / K-12 / College Students (3yrs & above):

STUDENT TICKET	\$24.00		12 rides	Valid anytime	
IN TOWN ONLY					
*ONE-WAY Pass IN TOWN ONLY	\$38.50	per month	1 ride per day	Passes are Valid 1st day of month to last day of month. Must be purchased by 5th of the month or \$10 late fee will be incurred and/or you child will not be transported	*For Multiple children – same family – contact Dispatch for pricing*
*TWO-WAY Pass IN TOWN ONLY	\$68.20	per month	2 rides per day		
*ONE-WAY Pass TOWN-TO-TOWN ONLY	\$50.00	per month	1 ride per day Avg \$2.50 per ride	Passes are Valid 1st day of month to last day of month. Must be purchased by 5th of the month or \$10 late fee will be incurred and/or you child will not be transported –	*For Multiple children – same family – contact Dispatch for pricing*
*TWO-WAY Pass TOWN-TO-TOWN ONLY	\$100.00	per month	2 rides per day – Avg 40 rides per month \$2.50 per ride		
TOWN-TO-TOWN – SINGLE RIDE	\$2.50		SPACE AVAILABLE	Single rides town-to-town may be purchased, however, subject to space available!	
SUMMER FUN BUS – Per Ride OR Unlimited – IN TOWN ONLY	\$0.50 per ride or \$40.00 Unlimited		Summer Fun	In Town Only – valid only after last day of school and until school starts!	

Southern Iowa Trolley accepts Cash, Check, Money Order and Debit/Credit Cards. Additional 3% will be added to Debit/Credit Card transactions.

TRANSPORTATION POLICIES AND PROCEDURES

In a concerted effort with parents to provide safe, reliable and affordable transportation, the Southern Iowa Trolley has established the following policies and procedures:

COVID-19 – MASK WILL BE REQUIRED AND DISRUPTIVE BEHAVIOR

Due to the COVID-19 Pandemic, Southern Iowa Trolley will be requiring FACE MASKS to be worn at all times while riding on the trolley. If a child becomes disruptive, refuses to keep mask on, refuses to stay seated, uses profanity, is involved in fighting, or any other problem that may interfere with the driver's ability to drive, the following policy's will be enforced:

1st offense – The driver will fill out a behavior warning report and the child's parents or guardian will receive a phone call and written notification that a behavior problem exists, which needs their attention. Parents will be notified by the Safety & Training Manager or Transit Director.

2nd offense – The driver will fill out behavior warning report, and transportation will be suspended for two weeks. Parents will be notified by the Safety & Training Manager or Transit Director and written notice will be sent to the parents or guardians.

3rd offense – The driver will fill out behavior warning report and transportation WILL be suspended for the remainder of the school year. Parents will be notified by the Transit Director.

If the child is in *Pre-school or Kindergarten*, the second offense will require a meeting with the parents/guardians, the Safety & Training Manager and Transit Director to discuss the behavior. The third offense will deny transportation for a period of two weeks. A fourth offense will deny transportation for the remainder of that school year.

PAYMENT

One of the following payment options may be used. Cash, check, money order or Credit cards (with markup) are accepted at Southern Iowa Trolley. **If your child owes for 5 rides or the monthly pass has not been purchased by the 5th of the month and arrangements to pay have not been made through dispatch, the driver will not pick up or drop your child off. Failure to pay will result in termination of service.**

1. **PAY-AS-GO:** Fare may be given directly to driver at the time of boarding. Money may also be brought into or mailed to the dispatch office at 215 E Montgomery, Creston, IA 50801.

2. **TICKET:** Payment is due upon receipt of ticket. The 12 ride student ticket may be purchased anytime.

3. **MONTHLY K-12 PASS:** Passes are to be purchased by the 5th of each month. **AFTER the 5th of the month there will be a \$10 late fee applied to the cost of the pass.**

PASSES are available for one way or two way transportation. **If your child has a one way pass and the need for transportation a second time is required on that day, they will need to pay regular student fare for the 2nd ride.**

4. **LOST OR MISPLACED TICKETS:** S.I.T. will not be responsible for lost or misplaced tickets. Credit will NOT be given for lost or misplaced tickets. Monthly passes are good from the 1st of the month to the end of the month only.

RIDER INFORMATION

A ridership form **MUST** be filled out for **EACH** child every **SUMMER** and **FALL**. Address and phone numbers must be kept up to date. Please notify S.I.T. of any changes as soon as possible.

CHANGE NOTIFICATION

Parents/legal guardians must notify S.I.T. of changes in scheduled pick up or drop off addresses. If S.I.T. has not been notified of the change and the driver goes to the scheduled place of pick up or drop off, an additional fare will be charged if no notice was given to change pick up or drop address. Please notify S.I.T. as soon as possible of any changes. If change is permanent, a **NEW RIDERSHIP FORM MUST BE FILLED OUT!**

FOOD/DRINK

In an effort to keep the Trolley clean, food and/or drinks are **NOT** allowed. If the child is taking treats to school for the day please make sure they are in an enclosed container in their backpacks or given to the driver to keep until the child reaches their destination.

TOYS

For the safety of the children all toys should be placed in backpacks or given to the driver until the child's final destination.

LOST CLOTHING/ITEMS

Drivers walk through the vehicle at the end of each route. If your child is missing an item please contact Southern Iowa Trolley as soon as possible. Any items left over at Christmas break and the end of the school year is given to charity. A lost and found box is located at the S.I.T. office.

CHILDREN UNDER 3 YEARS

Children less than three years of age **MUST** be accompanied by an adult and must be in a car seat or other approved safety securement provided by the family or contracting organization.

SAFETY SECUREMENTS

All passengers must stay seated and wear seat belts/safety restraint (unless medical release has been given in writing by a physician) at all times while on board the vehicle. Passengers, who refuse to fasten seatbelts or unfasten seatbelt while the Trolley is moving, will be written up. **SEE DISRUPTIVE BEHAVIOR.**

PASSENGER TIMELINESS

Children should be dressed and ready to go when the Trolley arrives. S.I.T. will not wait any longer than two (2) minutes at one location for your child to come out of the door. If your child misses the Trolley, S.I.T. will return to pick up your child, after the other passengers have been delivered to their destination in order to prevent everyone from being late. S.I.T. reserves the right to charge an additional fare for return pickups.

RELATED ISSUES

Early Outs: If schools are released early, you must contact dispatch if drop off location is changed.

Town-to-Town: Example: Greenfield-Creston: If Nodaway Valley delays two hours, those children riding to Creston will be on two hour delay even if Creston is not on a delay! Safety 1st for Driver and Passengers!! Also, Please contact dispatch should your child not be riding!!

S.I.T. TIMELINESS

Pickup and delivery time may vary fifteen (15) – thirty (30) minutes due to riders being added or removed, road conditions, trains across tracks, or unforeseen problems such as replacement driver or vehicle problems.

RELEASE OF CHILD

Unless a parent/legal guardian has signed the parental release section, an adult/authorized person must be visible to the driver when children are delivered or the child will not be allowed to disembark the vehicle. If an adult/authorized person is not found, the child will remain on the vehicle until the end of the route. S.I.T. dispatch will make every attempt to contact the parent/legal guardian or an emergency contact. Additional charges may be applied at the discretion of the Transit Director to drop child off at alternate destination or scheduled destination.

Southern Iowa Trolley

site by: three C design

215 E. Montgomery St. Creston, Iowa 50801

CVTPA – RPA 17

Passenger Transit Planning – Provider Meeting (SIT)
12/17/2020 10am

AGENDA:

A. Review role of committee members: TAG committee members provide the connection to communities & those that utilize transit services. You provide an important role of bridging gaps to provide better service in your area. The committee is a requirement by DOT in the PTP process. New Passenger Transit Plans are required every 5 years and the off years committees are required to meet a minimum of twice a year. **PTP DRAFT IS DUE FEBRUARY 1, 2021**

B. County Transportation Brochures. CVTPA continue to distribute brochures when in the region. Do you need more sent to you? Does it need update with MCO info?

C. Previous discussion:

- HCBS waiver clients update – New implementation date & how to prepare.
- Potential partnership for services to GED classes & Osceola Foods shift workers
- Amtrak had previously proposed cutting the south route that passes through Osceola. Is this still an option for them?
- How is the partnership with Clarke County Veteran’s Affairs?
- SIT still has the desire to relocate operation headquarters if an acceptable location arises.
- Any updates for the changes to transporting school children?

D. New Issues/Challenges/Accomplishments

Affects from COVID? Ridership #s? Changes in employees/routes?

Have you invested in small passenger transit vehicles in the counties? What is the inventory?

Managed Care- delayed implementation for changes & when is now effective? How will this affect you?

CARES funding?

Any other changes in Clarke & Decatur Counties transportation?

SIT TAG Meeting Discussion 12/17/20

****Due to COVID and gathering restrictions, this meeting was held as a public call-in meeting.**

Present online were Nichole Moore, Julie Pribyl, & Leesa Lester

Leesa provided a summary of the struggles for the past calendar year with COVID shutdowns. Southern Iowa Trolley never shut down transit services but was forced to temporarily laid off workers for several months. All FT workers have now returned to work and no employee has tested positive for COVID. The decreased ridership meant decreased revenue, but the annual operating expenses were covered by CARES funds supplied by the Federal Government. Additional CARES funds could be provided in 2021 as the entire economy recovers. COVID significantly changed the clientele of riders. Seldom did elderly and “workshop” individuals need rides because the gathering locations/congregate meal sites were closed. Most elderly resident remain extremely cautious, are removed from social events, and no longer need transit. SIT and society hopes that with the increase of COVID vaccinations, our residents will resume everyday activities.

YTD ridership numbers were more than 20,000 rides less from 2019 to 2020. With the closure of public schools, student transportation was at a significant loss for most of the academic year. Rides were scheduled after in-person class resumed but student ridership was down from 3700 in December 2019 to 1800 in December 2020.

The regular trips to Des Moines no longer occur.

Partnership with any Veteran’s Affairs offices occurs whenever possible.

No services were ever established with local industries now GED classes.

SIT is still in need of a bigger, more efficient facility for the shop and administration. RPA 17 has recommended this in previous PTP documents and supports the option.

Discussed a new marketing options as Facebook Live video informing the area that transit services are available to all people, show buses/vehicles, employees, etc.

SIT is implementing more of a diversified vehicle inventory. The fleet now includes more large vans that do not require the driver to maintain a CDL. This makes finding/hiring drivers much easier.

CVTPA – RPA 17
Passenger Transit Planning – 10-15 TAG Committee
12/15/2020 1pm

AGENDA:

A. Role the TAG committee plays in the RPA region: TAG committee members provide the connection to communities & those that utilize transit services. You provide an important role of bridging gaps to provide better service in your area. The committee is a requirement by DOT in the PTP process. New Passenger Transit Plans are required every 5 years and the off years committees are required to meet a minimum of twice a year.

B. County Transportation Brochures. Remember transportation brochures are available to distribute throughout the counties and CVPD often distributes when in the areas.

C. Previous Discussions & Issues from previous meetings:

APPANOOSE COUNTY

- Centerville's YMCA had questions about individuals getting rides to/from the center.
- A local voucher program was developed in Appanoose County with the RPA, 10-15 Transit & United Way to purchase vouchers for low income, ill residents needing transportation. Distributed by Clerk of the Court. Has 10-15 Transit received any of the vouchers & how do you keep track?

DAVIS COUNTY

- Ridership?

LUCAS COUNTY

- Lucas County Hospital now only has a few volunteers to assist with transportation & had plans to utilize the transit more frequently. **HAS THERE BEEN AN INCREASE IN THIS COUNTY?**

MONROE COUNTY

- Any development with preschool in Albia? Other expansion of service?

WAYNE COUNTY

- Did the ridership numbers in Wayne County ever rebound from the congregate meal site after the scheduling changes?
- Wayne County was also interested in establishing a voucher system and/or securing a block of time for residents to utilize the service. Possible funding option could come from Cross Regional Mental Health, Wayne County Hospital, and other local contributors. Did this ever develop? **DID WAYNE CO OR ANY OTHER ESTABLISH SOMETHING LIKE THIS???**

D. New Issues/Challenges/Accomplishments

Affects from COVID? Changes in employees/routes?

Noticed many small passenger transit vehicles in the counties. What is the inventory? Has it helped improve drive shortage situations? Has it proved to be more economical?

DISCUSSION NOTES FROM 12/15/2020 TAG COMMITTEE CALL:

****Due to COVID and gathering restrictions, this meeting was held as a public call-in meeting.**

Present online were Nichole Moore, Julie Pribyl, & Jay Allison

Jay Allison provided a summary of the struggles for the past calendar year with COVID shutdowns. 10-15 Transit never shut down transit services but was forced to temporarily layoff 35 workers for several months. All workers have now returned to work. The decreased ridership meant decreased revenue, but the annual operating expenses were covered by CARES funds supplied by the Federal Government. Additional CARES funds could be provided in 2021 as the entire economy recovers. COVID significantly changed the clientele of riders. Seldom did elderly and "workshop" individuals need rides because the gathering locations/congregate meal sites were closed. Chariton's MOSAIC workshop has not re-opened like the others in the region. Most elderly residents remain extremely cautious, are removed from social events, and no longer need transit. 10-15 Transit and society hopes that with the increase of COVID vaccinations, our residents will resume everyday activities.

10-15 Transit was able to purchase additional property in Ottumwa to enhance service. One location will now be able to provide all vehicle maintenance, auto body work and administration. The second property will house the dispatch center, a driver's lounge, employee fitness area, and snack area.

CVTPA previously developed transit brochures to educate the public on all modes of transportation available per county. There are now new MCO providers, and each county brochure will need editing.

Appanoose County transit drivers collect the United Way vouchers and return them to the 10-15 dispatch office. A request for additional funds will be submitted in 2021.

Lucas County Hospital now uses 10-15 Transit for all transportation needs and the agency has seen an increase in that ridership.

Ridership in Monroe and Wayne Counties has decreased through the COVID shutdown but now has remained steady at a lower monthly rate. No other voucher programs have been established in the region.

Davis County also saw less people requesting transit services. The schools were having 'virtual learning' at home, so children did not need transported to school facilities.

10-15 Transit has been diversifying the fleet of vehicles. The 10-11 passenger vans do not require a CDL, so it is easier to find drivers capable of working. All newer buses/vans generally come with 1000lb lifts capable of moving larger individuals on electric scooters. Small passenger vehicles have been remarkably effective throughout the RPA 17 region. Currently there are 7 buses, 6 vans, and 10 passenger vehicles in this region.

RPA 17 Senior Living Options

Location	Care Center Name	Type of Facility
Appanoose County	Golden Age Care Center Centerville	Nursing Home
	Centerville Specialty Care Centerville	Nursing home
	Maple Grove Senior Living Centerville	Assisted living
	Homestead of Centerville Centerville	Assisted living
	Continental at St Joseph's Centerville	Assisted living
Clarke County	Southern Hills Specialty Care Osceola	Nursing home
	Homestead of Osceola Osceola	Assisted Living
Davis County	Bloomfield Care Center Bloomfield	Nursing home
	Davis Center Bloomfield	Nursing home
Decatur County	Lamoni Specialty Care Lamoni	Nursing home
	Westview Acres Care Center Leon	Nursing home
	Lamoni Assisted Living Lamoni	Assisted Living
Lucas County	Chariton Specialty Care Chariton	Nursing home
	Homestead of Chariton Chariton	Assisted living
	Crest Services Chariton	Assisted living
Monroe County	Monroe Care Center Albia	Nursing home
	Oakwood Specialty Care Albia	Nursing home
	Homestead of Albia Albia	Assisted living
	Brees Rest Home	Retirement living
Wayne County	Corydon Specialty Care Corydon	Nursing home

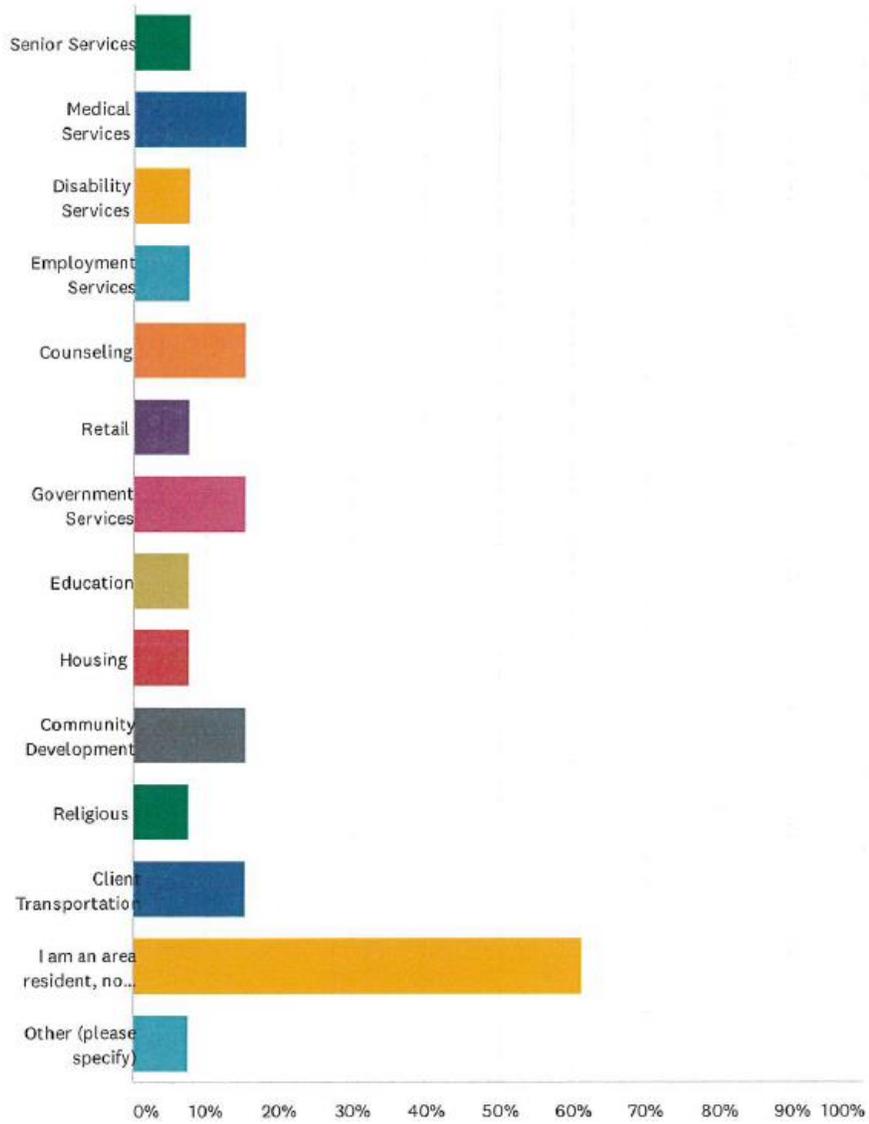
CARES Act Funding Allocation

System Name	FY2018		FY2020 Formula %	CARES ACT Funding
	FY2018 Ridership	Revenue Miles		
Region 1	147,460	924,808	4.84%	\$1,759,947.56
Region 2	297,940	913,095	6.43%	\$2,342,150.27
Region 3	220,603	1,006,754	5.92%	\$2,154,269.84
Region 4	144,074	768,179	4.25%	\$1,547,535.73
Region 5	165,294	315,730	2.90%	\$1,056,956.15
Region 6	48,263	290,916	1.54%	\$561,071.23
Region 7	102,357	448,071	2.68%	\$975,353.34
Region 8	118,848	409,898	2.73%	\$992,293.25
Region 9	132,733	493,284	3.17%	\$1,153,317.91
Region 10	212,454	1,113,165	6.20%	\$2,257,116.96
Region 11	244,334	1,104,586	6.52%	\$2,372,713.88
Region 12	154,864	1,154,688	5.72%	\$2,081,358.10
Region 13	313,735	1,531,690	8.77%	\$3,190,666.69
Region 14	137,670	559,438	3.45%	\$1,256,947.23
Region 15	177,415	1,461,626	7.04%	\$2,560,761.73
Region 16	131,389	370,473	2.73%	\$991,969.68
Des Moines	2,520	26,711	0.12%	\$43,931.80
Burlington	213,044	220,932	3.72%	\$1,354,577.45
Clinton	287,599	408,326	5.78%	\$2,105,462.56
Fort Dodge	113,190	245,319	2.86%	\$1,041,451.41
Marshalltown	100,178	116,376	1.84%	\$668,361.80
Mason City	211,220	355,595	4.63%	\$1,686,416.69
Muscatine	149,389	235,067	3.16%	\$1,151,416.49
Ottumwa	138,618	227,410	3.00%	\$1,091,767.02
Subtotal	3,965,191	14,702,137	85%	\$36,397,815
Jefferson Lines				\$2,280,216
Burlington Trailways				\$4,142,927
Subtotal			15%	\$6,423,143
Grand Total			100%	\$42,820,958

RPA 17 Passenger Transit Survey - 2021

Q1 What services do you provide? Check all that apply.

Answered: 13 Skipped: 0

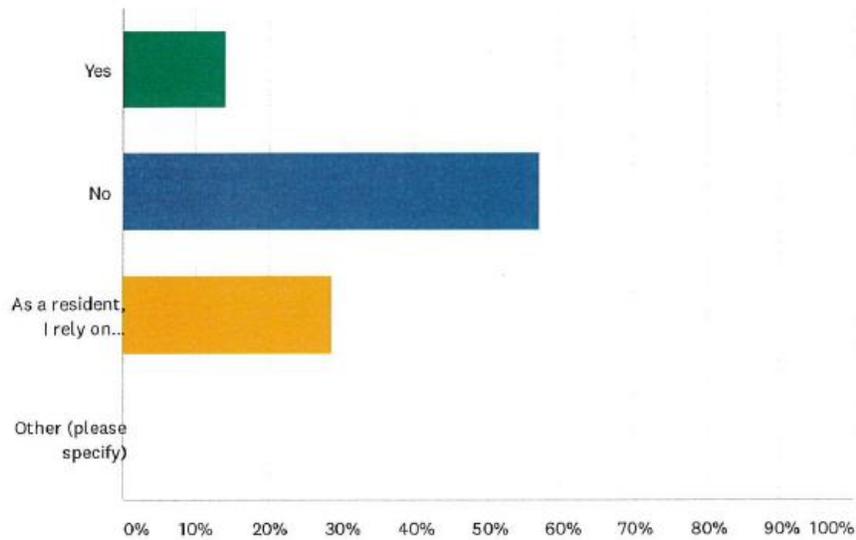


RPA 17 Passenger Transit Survey - 2021

ANSWER CHOICES	RESPONSES	
Senior Services	7.69%	1
Medical Services	15.38%	2
Disability Services	7.69%	1
Employment Services	7.69%	1
Counseling	15.38%	2
Retail	7.69%	1
Government Services	15.38%	2
Education	7.69%	1
Housing	7.69%	1
Community Development	15.38%	2
Religious	7.69%	1
Client Transportation	15.38%	2
I am an area resident, not an agency	61.54%	8
Other (please specify)	7.69%	1
Total Respondents: 13		

Q2 Does your agency allow employees to use their personal vehicles to transport clients or arrange for volunteers with private vehicles to transport?

Answered: 7 Skipped: 6

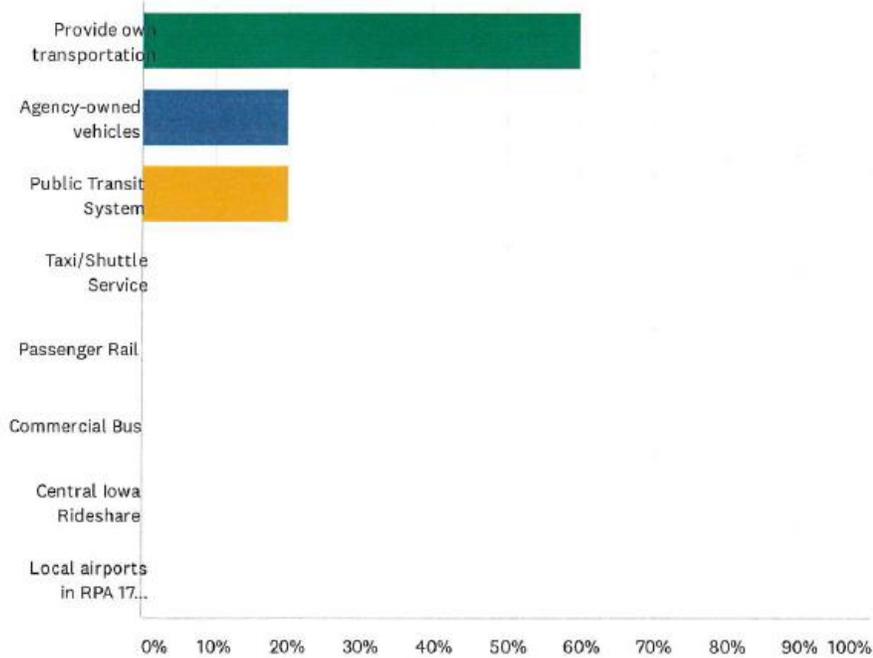


ANSWER CHOICES	RESPONSES
Yes	14.29% 1
No	57.14% 4
As a resident, I rely on family and friends to transport me in their personal vehicles to meet my needs.	28.57% 2
Other (please specify)	0.00% 0
TOTAL	7

RPA 17 Passenger Transit Survey - 2021

Q3 What type of transportation do your clients utilize? (or do you personally if a resident)

Answered: 5 Skipped: 8



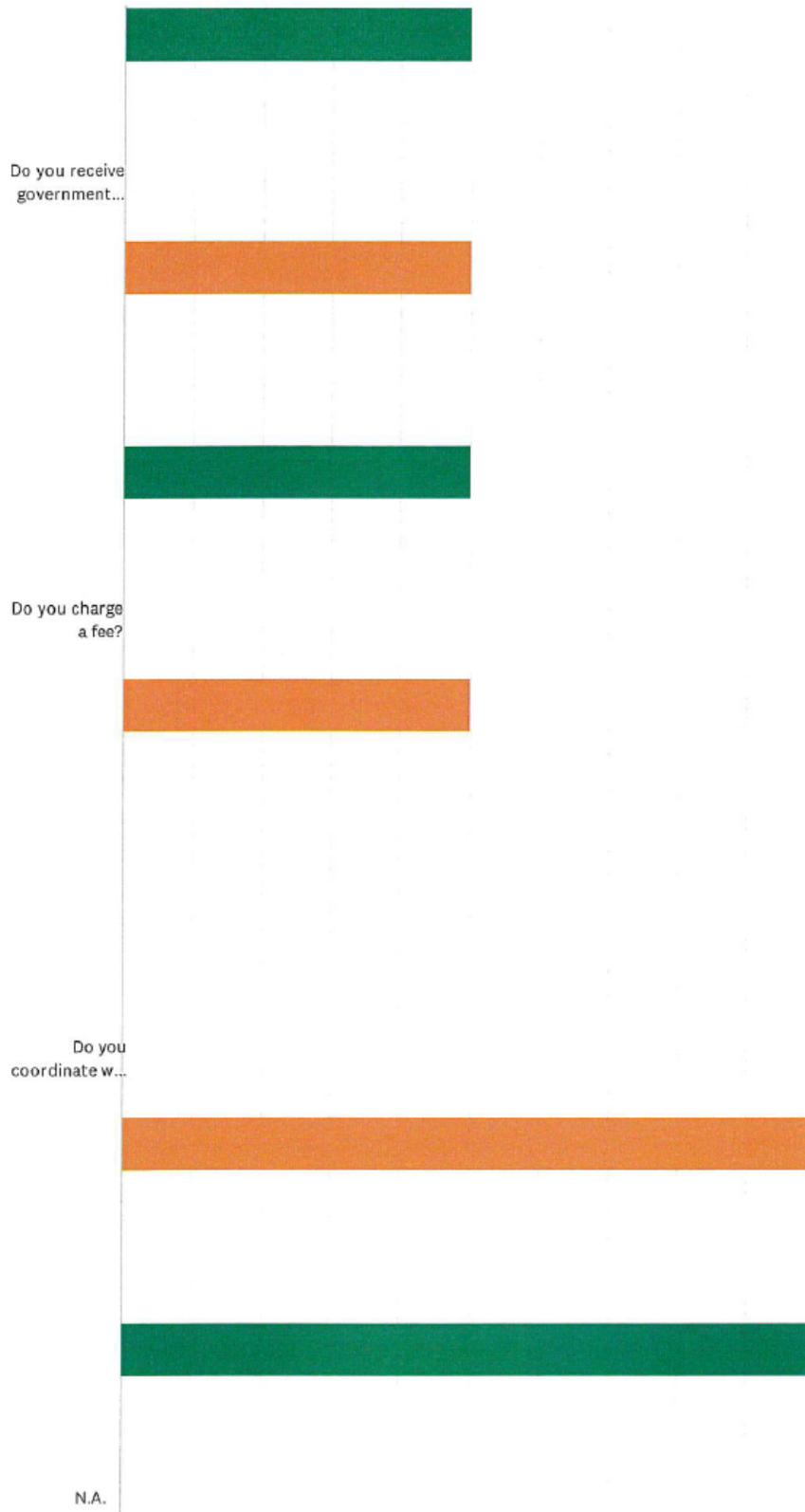
ANSWER CHOICES	RESPONSES	
Provide own transportation	60.00%	3
Agency-owned vehicles	20.00%	1
Public Transit System	20.00%	1
Taxi/Shuttle Service	0.00%	0
Passenger Rail	0.00%	0
Commercial Bus	0.00%	0
Central Iowa Rideshare	0.00%	0
Local airports in RPA 17 region	0.00%	0
TOTAL		5

Q4 Please expand on the type of vehicles your agency owns.

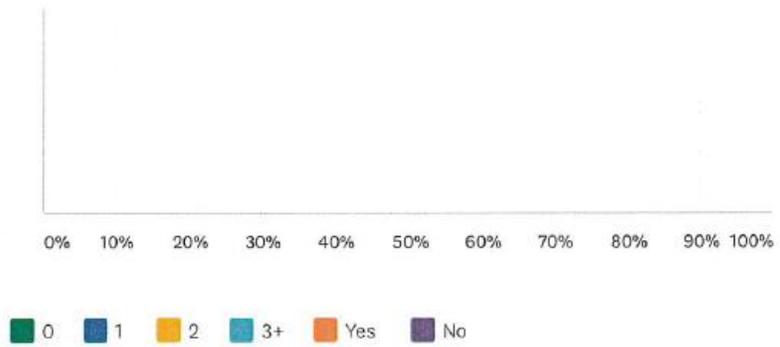
Answered: 4 Skipped: 9



RPA 17 Passenger Transit Survey - 2021



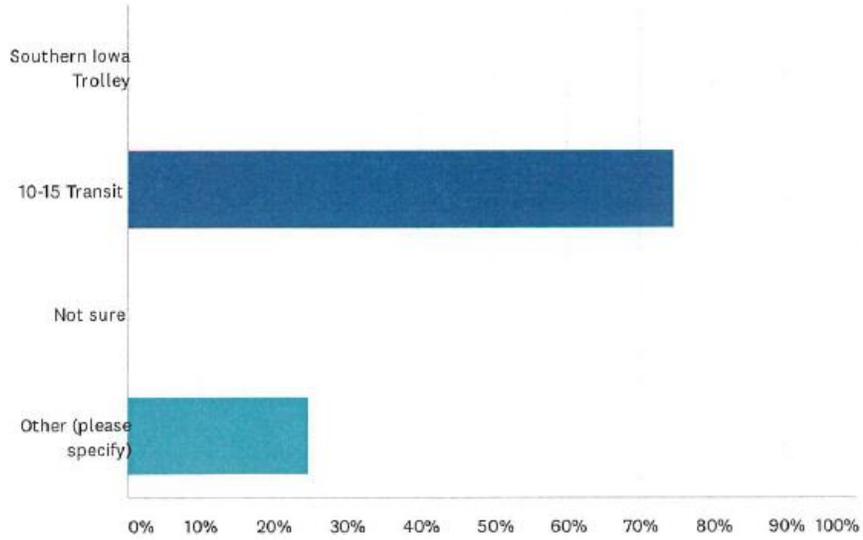
RPA 17 Passenger Transit Survey - 2021



	0	1	2	3+	YES	NO	TOTAL
How many vehicles do you own?	50.00% 1	0.00% 0	0.00% 0	50.00% 1	0.00% 0	0.00% 0	2
# of ADA compliant vehicles	50.00% 1	0.00% 0	0.00% 0	50.00% 1	0.00% 0	0.00% 0	2
Is the public allowed to be transported?	50.00% 1	0.00% 0	0.00% 0	0.00% 0	50.00% 1	0.00% 0	2
Do you receive government funds for your transportation service?	50.00% 1	0.00% 0	0.00% 0	0.00% 0	50.00% 1	0.00% 0	2
Do you charge a fee?	50.00% 1	0.00% 0	0.00% 0	0.00% 0	50.00% 1	0.00% 0	2
Do you coordinate with any other agency for transportation?	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 2	0.00% 0	2
N.A.	100.00% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	2

Q5 Who is your public transit provider?

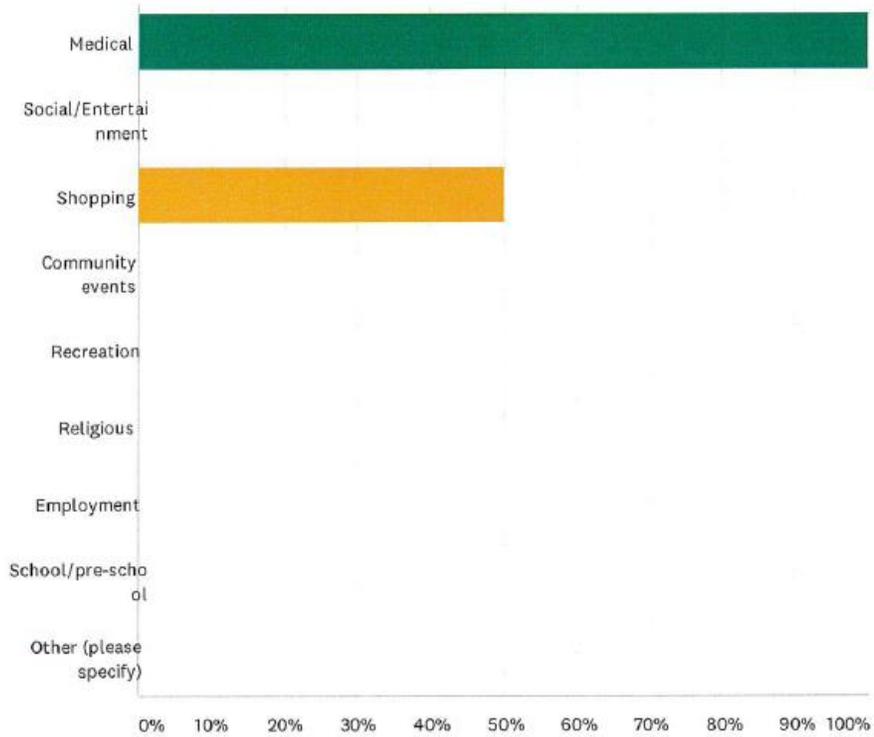
Answered: 4 Skipped: 9



ANSWER CHOICES	RESPONSES	
Southern Iowa Trolley	0.00%	0
10-15 Transit	75.00%	3
Not sure	0.00%	0
Other (please specify)	25.00%	1
TOTAL		4

Q6 Where do you or your clients most frequently need transportation to?

Answered: 4 Skipped: 9

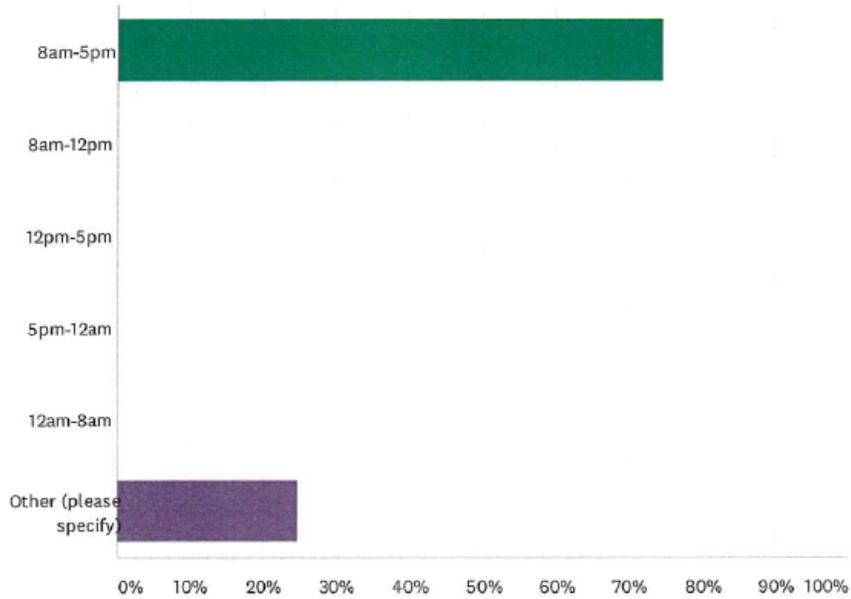


ANSWER CHOICES	RESPONSES	
Medical	100.00%	4
Social/Entertainment	0.00%	0
Shopping	50.00%	2
Community events	0.00%	0
Recreation	0.00%	0
Religious	0.00%	0
Employment	0.00%	0
School/pre-school	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 4		

RPA 17 Passenger Transit Survey - 2021

Q7 What time do you need transit services most or identify a need that may exist?

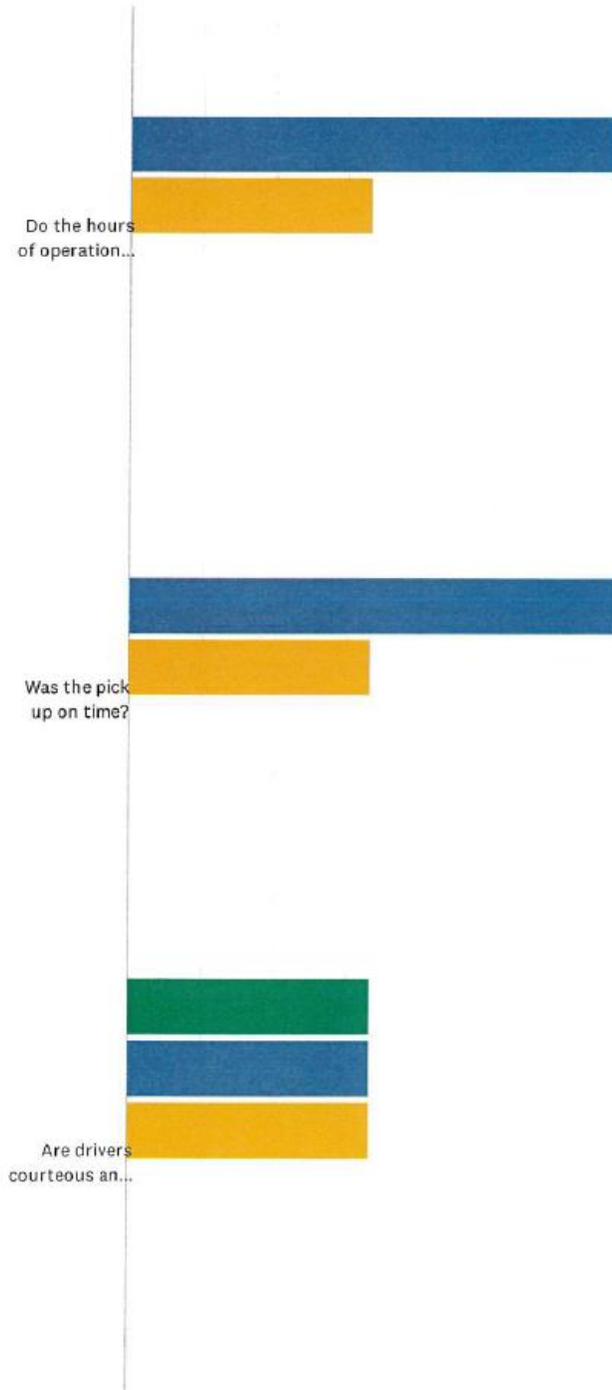
Answered: 4 Skipped: 9



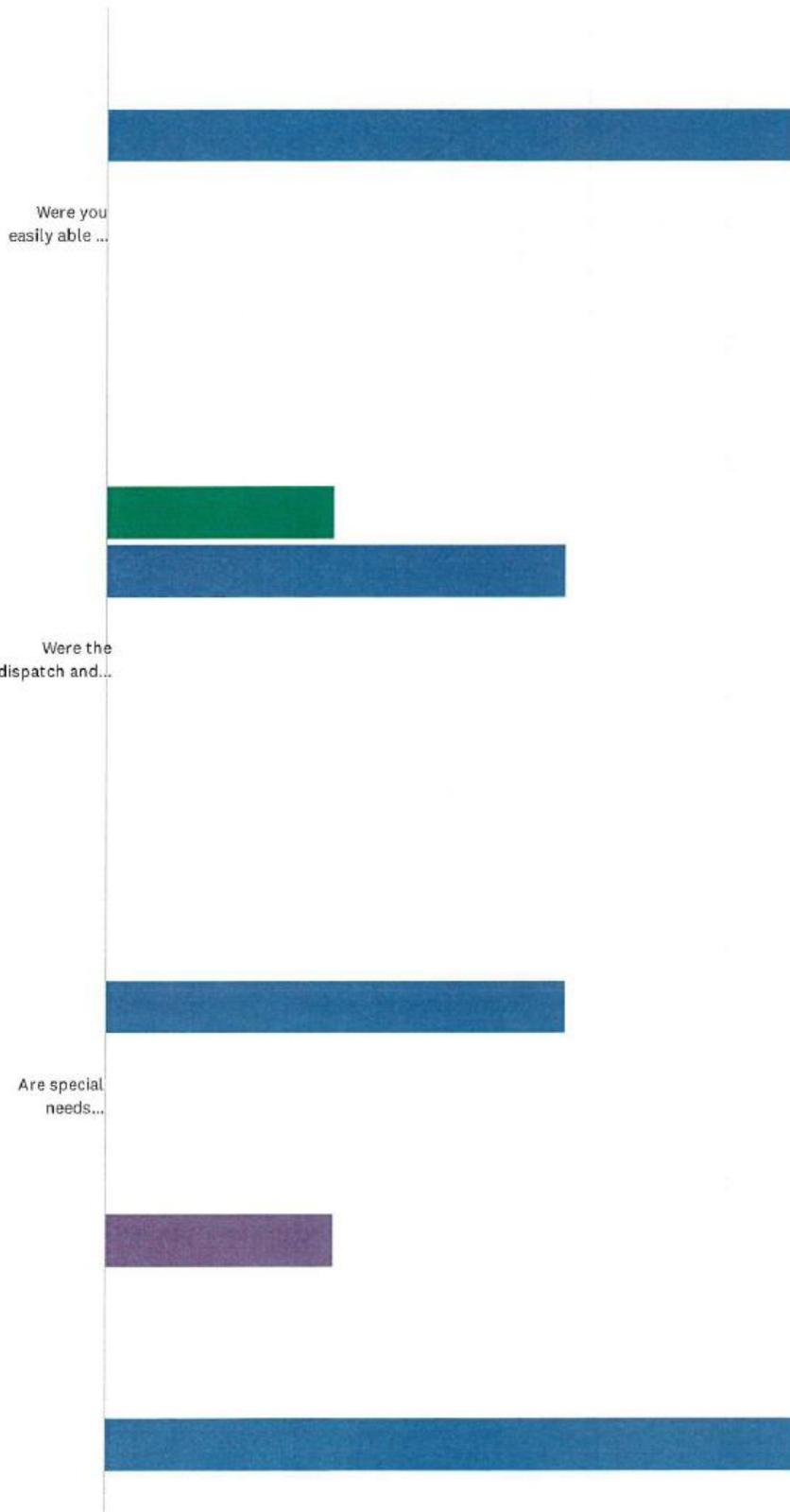
ANSWER CHOICES	RESPONSES	
8am-5pm	75.00%	3
8am-12pm	0.00%	0
12pm-5pm	0.00%	0
5pm-12am	0.00%	0
12am-8am	0.00%	0
Other (please specify)	25.00%	1
TOTAL		4

Q8 Please provide information regarding your experiences with your public transit provider.

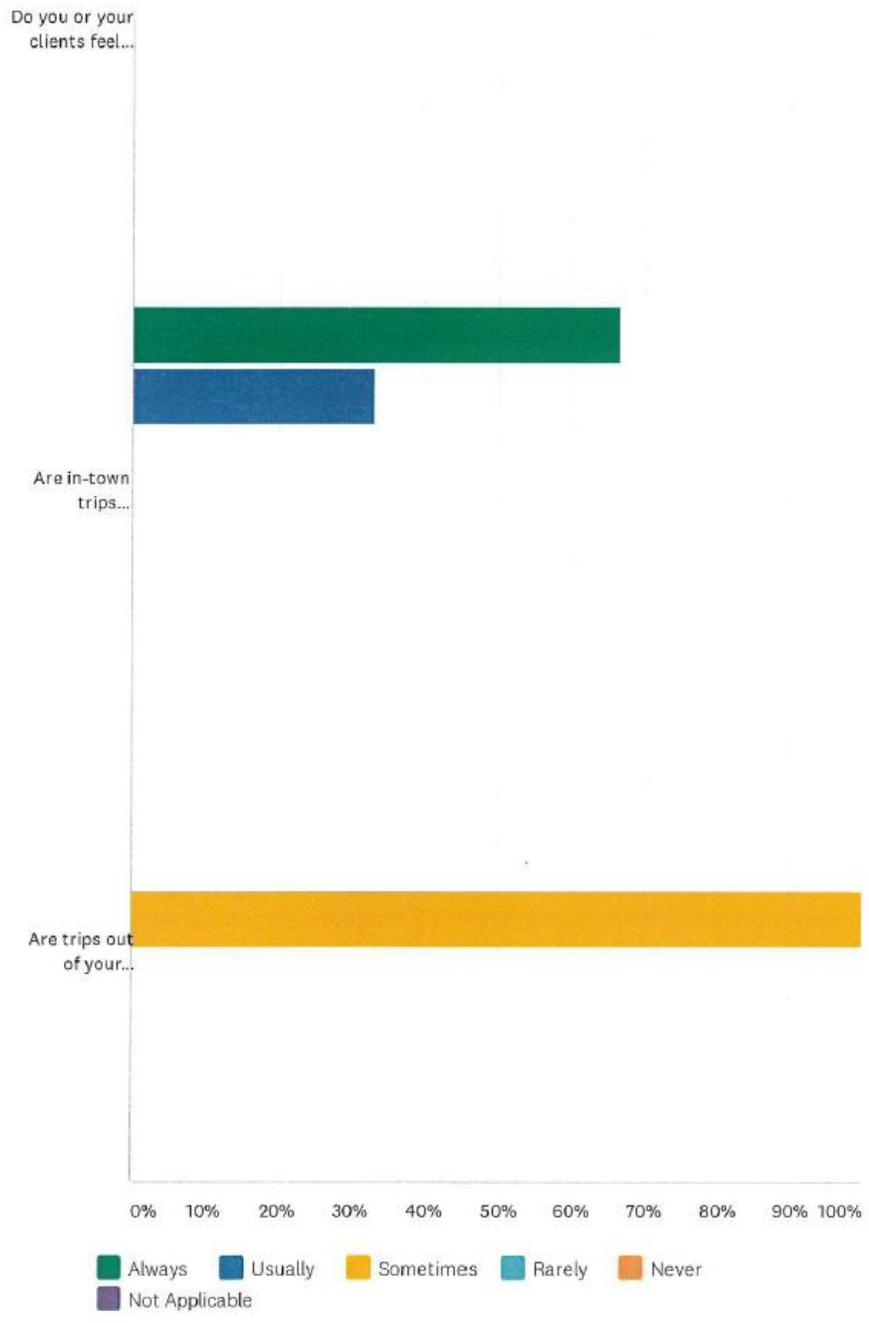
Answered: 3 Skipped: 10



RPA 17 Passenger Transit Survey - 2021



RPA 17 Passenger Transit Survey - 2021

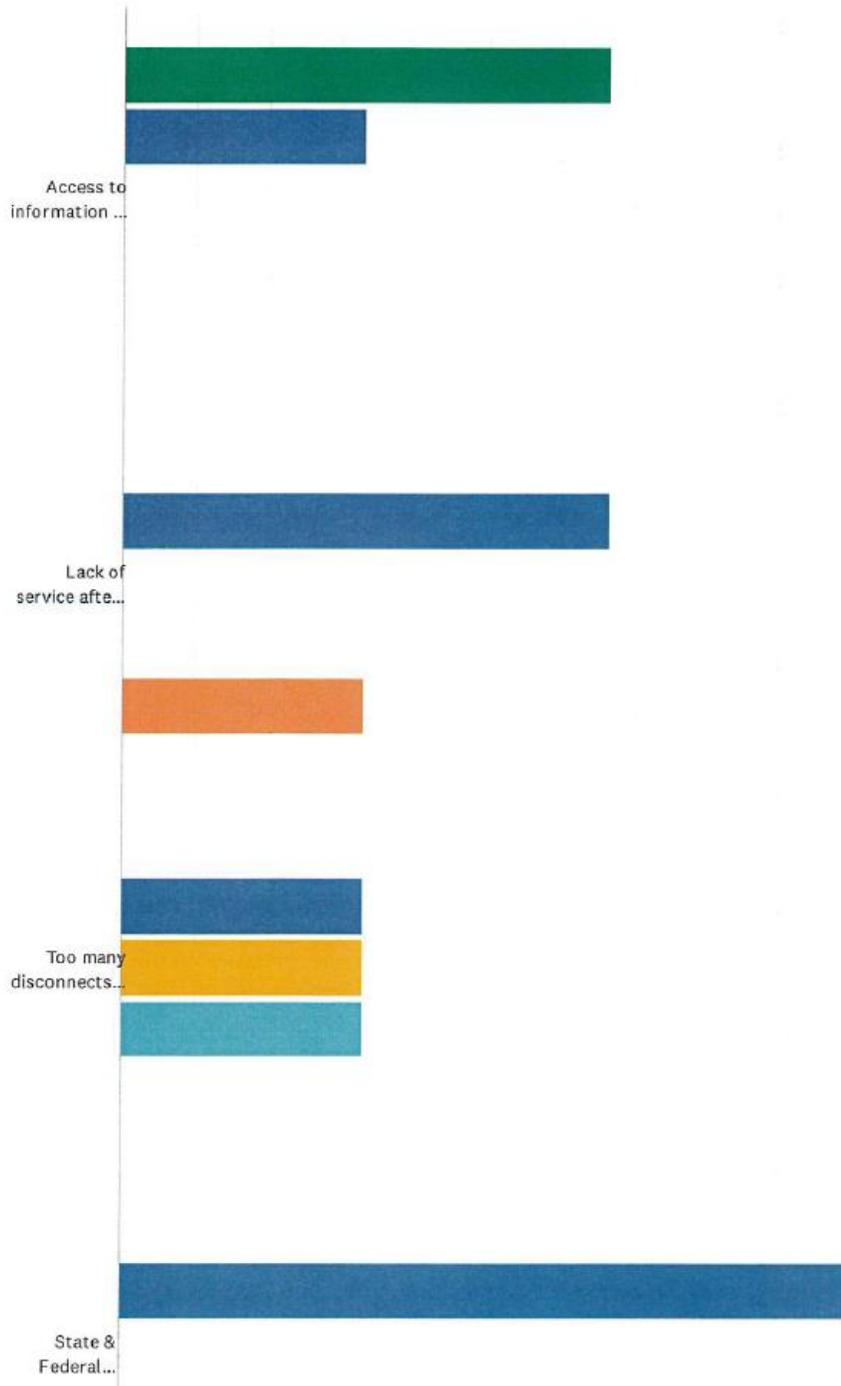


RPA 17 Passenger Transit Survey - 2021

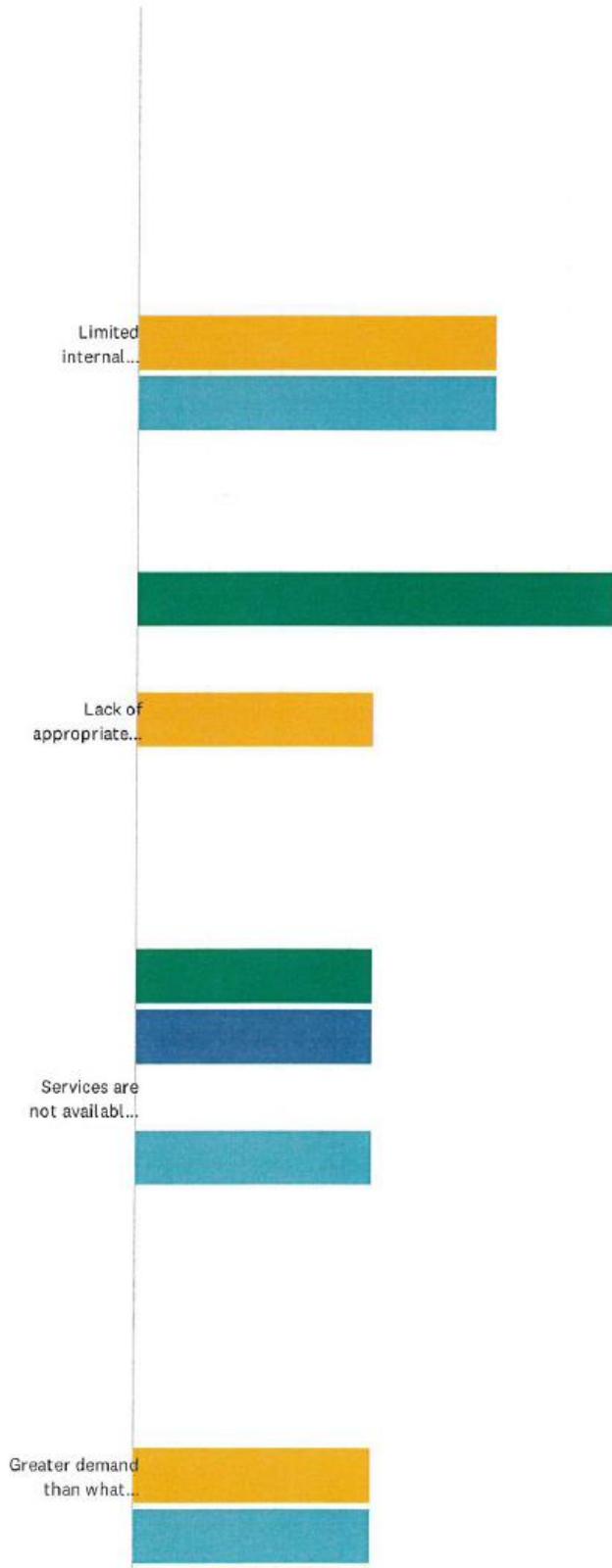
	ALWAYS	USUALLY	SOMETIMES	RARELY	NEVER	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
Do the hours of operation meet your needs?	0.00% 0	66.67% 2	33.33% 1	0.00% 0	0.00% 0	0.00% 0	3	2.33
Was the pick up on time?	0.00% 0	66.67% 2	33.33% 1	0.00% 0	0.00% 0	0.00% 0	3	2.33
Are drivers courteous and polite?	33.33% 1	33.33% 1	33.33% 1	0.00% 0	0.00% 0	0.00% 0	3	2.00
Were you easily able to schedule a ride?	0.00% 0	100.00% 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	3	2.00
Were the dispatch and office staff helpful and able to meet your needs?	33.33% 1	66.67% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	3	1.67
Are special needs passengers (handicapped, youth, etc.) properly cared for?	0.00% 0	66.67% 2	0.00% 0	0.00% 0	0.00% 0	33.33% 1	3	3.33
Do you or your clients feel safe on their ride?	0.00% 0	100.00% 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	3	2.00
Are in-town trips affordable?	66.67% 2	33.33% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	3	1.33
Are trips out of your community/county affordable?	0.00% 0	0.00% 0	100.00% 2	0.00% 0	0.00% 0	0.00% 0	2	3.00

Q9 Please rate the following barriers to meeting transportation needs according to your experiences.

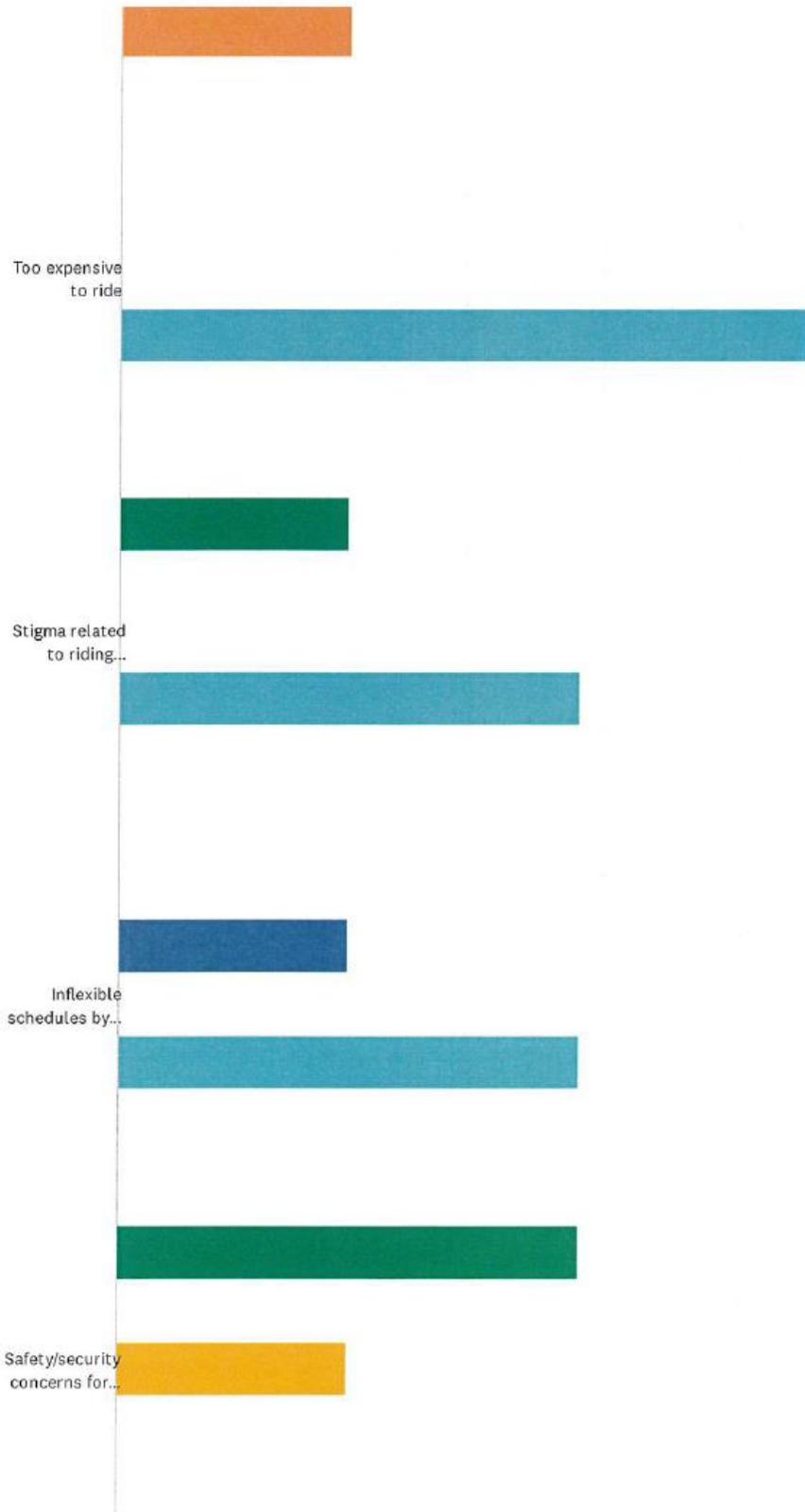
Answered: 3 Skipped: 10



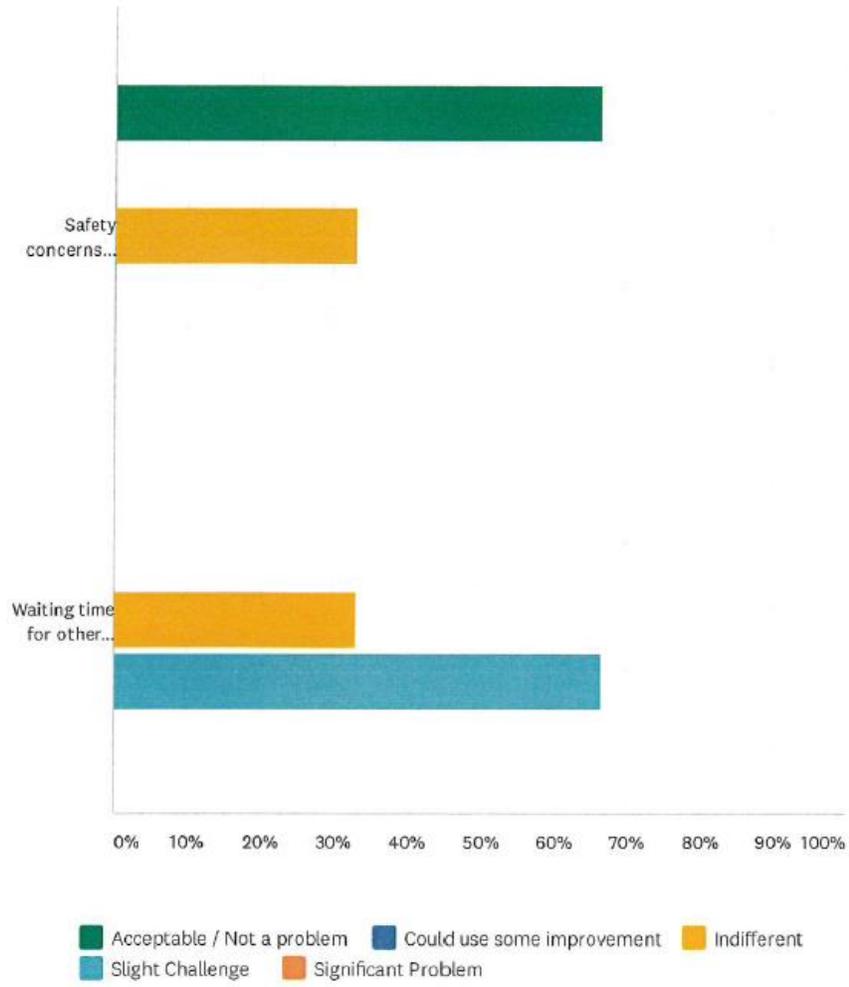
RPA 17 Passenger Transit Survey - 2021



RPA 17 Passenger Transit Survey - 2021



RPA 17 Passenger Transit Survey - 2021



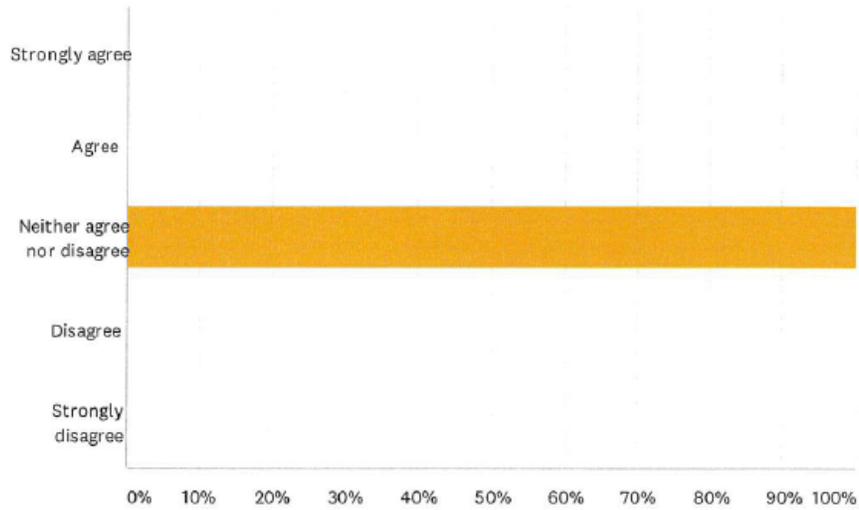
RPA 17 Passenger Transit Survey - 2021

	ACCEPTABLE / NOT A PROBLEM	COULD USE SOME IMPROVEMENT	INDIFFERENT	SLIGHT CHALLENGE	SIGNIFICANT PROBLEM	TOTAL	WEIGHTED AVERAGE
Access to information on how to schedule a ride, rates, etc	66.67% 2	33.33% 1	0.00% 0	0.00% 0	0.00% 0	3	1.33
Lack of service after hours/weekends	0.00% 0	66.67% 2	0.00% 0	0.00% 0	33.33% 1	3	3.00
Too many disconnects between agencies & provider (i.e. MCO)	0.00% 0	33.33% 1	33.33% 1	33.33% 1	0.00% 0	3	3.00
State & Federal regulations of our agency	0.00% 0	100.00% 3	0.00% 0	0.00% 0	0.00% 0	3	2.00
Limited internal funding of our agency to allow for this service	0.00% 0	0.00% 0	50.00% 1	50.00% 1	0.00% 0	2	3.50
Lack of appropriate accommodations (wheelchair)	66.67% 2	0.00% 0	33.33% 1	0.00% 0	0.00% 0	3	1.67
Services are not available in some locations	33.33% 1	33.33% 1	0.00% 0	33.33% 1	0.00% 0	3	2.33
Greater demand than what services are currently provided	0.00% 0	0.00% 0	33.33% 1	33.33% 1	33.33% 1	3	4.00
Too expensive to ride	0.00% 0	0.00% 0	0.00% 0	100.00% 3	0.00% 0	3	4.00
Stigma related to riding public transit	33.33% 1	0.00% 0	0.00% 0	66.67% 2	0.00% 0	3	3.00
Inflexible schedules by providers and/or riders	0.00% 0	33.33% 1	0.00% 0	66.67% 2	0.00% 0	3	3.33
Safety/security concerns for riders or driver	66.67% 2	0.00% 0	33.33% 1	0.00% 0	0.00% 0	3	1.67
Safety concerns regarding vehicle maintenance	66.67% 2	0.00% 0	33.33% 1	0.00% 0	0.00% 0	3	1.67
Waiting time for other riders	0.00% 0	0.00% 0	33.33% 1	66.67% 2	0.00% 0	3	3.67

RPA 17 Passenger Transit Survey - 2021

Q10 Needs that you have identified.

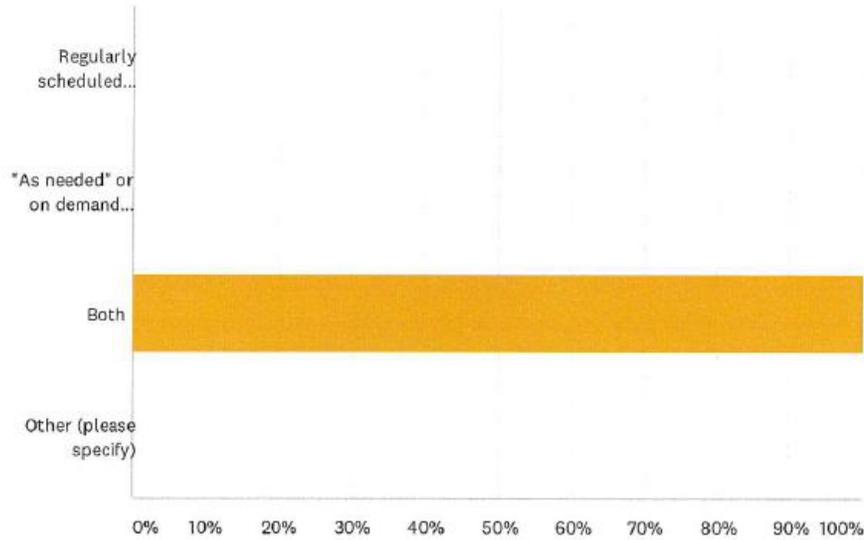
Answered: 1 Skipped: 12



ANSWER CHOICES	RESPONSES	
Strongly agree	0.00%	0
Agree	0.00%	0
Neither agree nor disagree	100.00%	1
Disagree	0.00%	0
Strongly disagree	0.00%	0
TOTAL		1

Q11 Which option best describes the type of trips you or your client needs

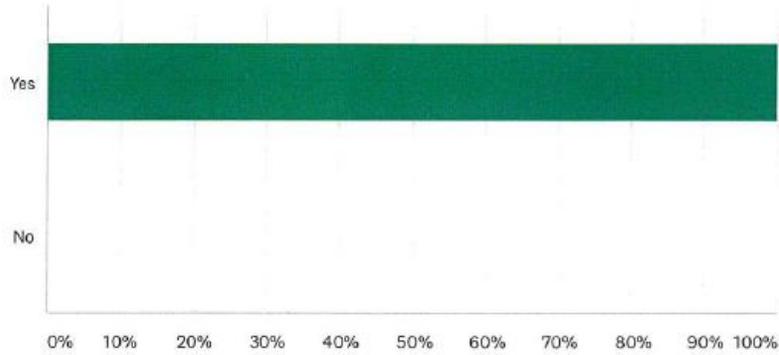
Answered: 2 Skipped: 11



ANSWER CHOICES	RESPONSES	
Regularly scheduled appointments	0.00%	0
"As needed" or on demand service	0.00%	0
Both	100.00%	2
Other (please specify)	0.00%	0
TOTAL		2

Q12 Do you believe there are significant unmet transportation needs in your area?

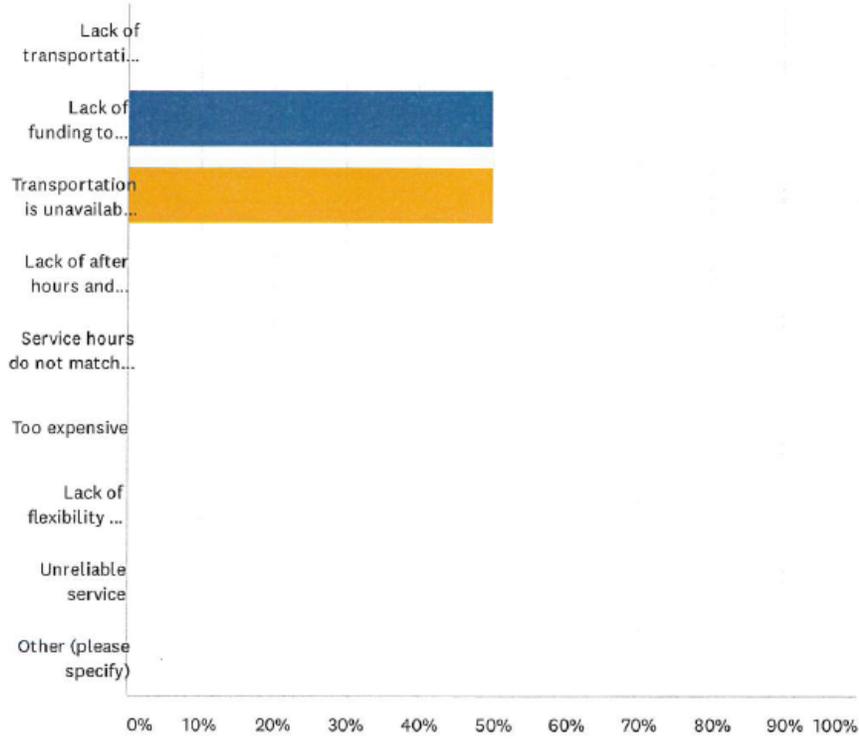
Answered: 2 Skipped: 11



ANSWER CHOICES	RESPONSES	
Yes	100.00%	2
No	0.00%	0
TOTAL		2

Q13 Why do you believe there are unmet needs?

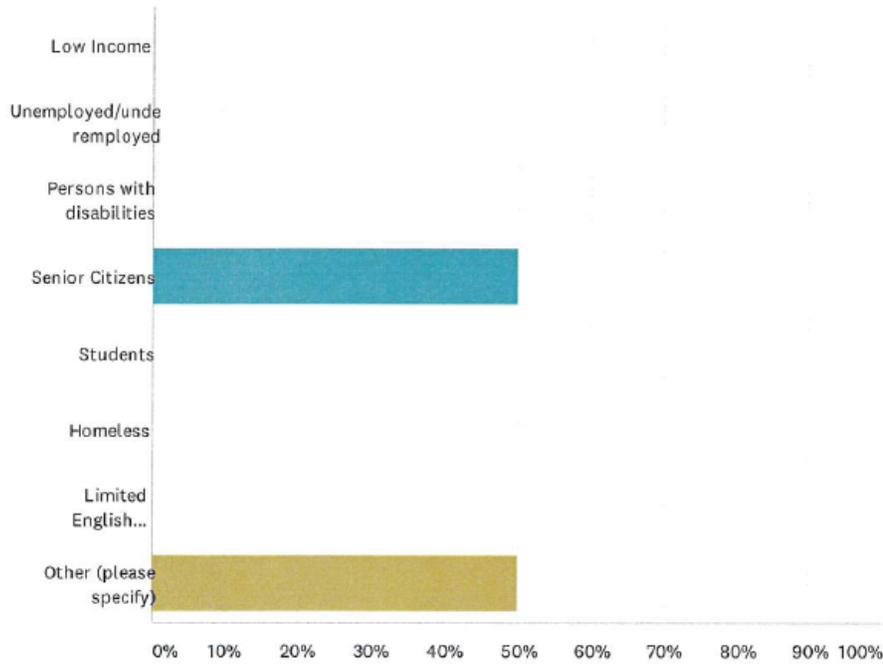
Answered: 2 Skipped: 11



ANSWER CHOICES	RESPONSES	
Lack of transportation options	0.00%	0
Lack of funding to allow for more services	50.00%	1
Transportation is unavailable in some locations	50.00%	1
Lack of after hours and weekend service	0.00%	0
Service hours do not match working hours	0.00%	0
Too expensive	0.00%	0
Lack of flexibility by provider	0.00%	0
Unreliable service	0.00%	0
Other (please specify)	0.00%	0
TOTAL		2

Q14 What groups have the greatest unmet transportation needs?

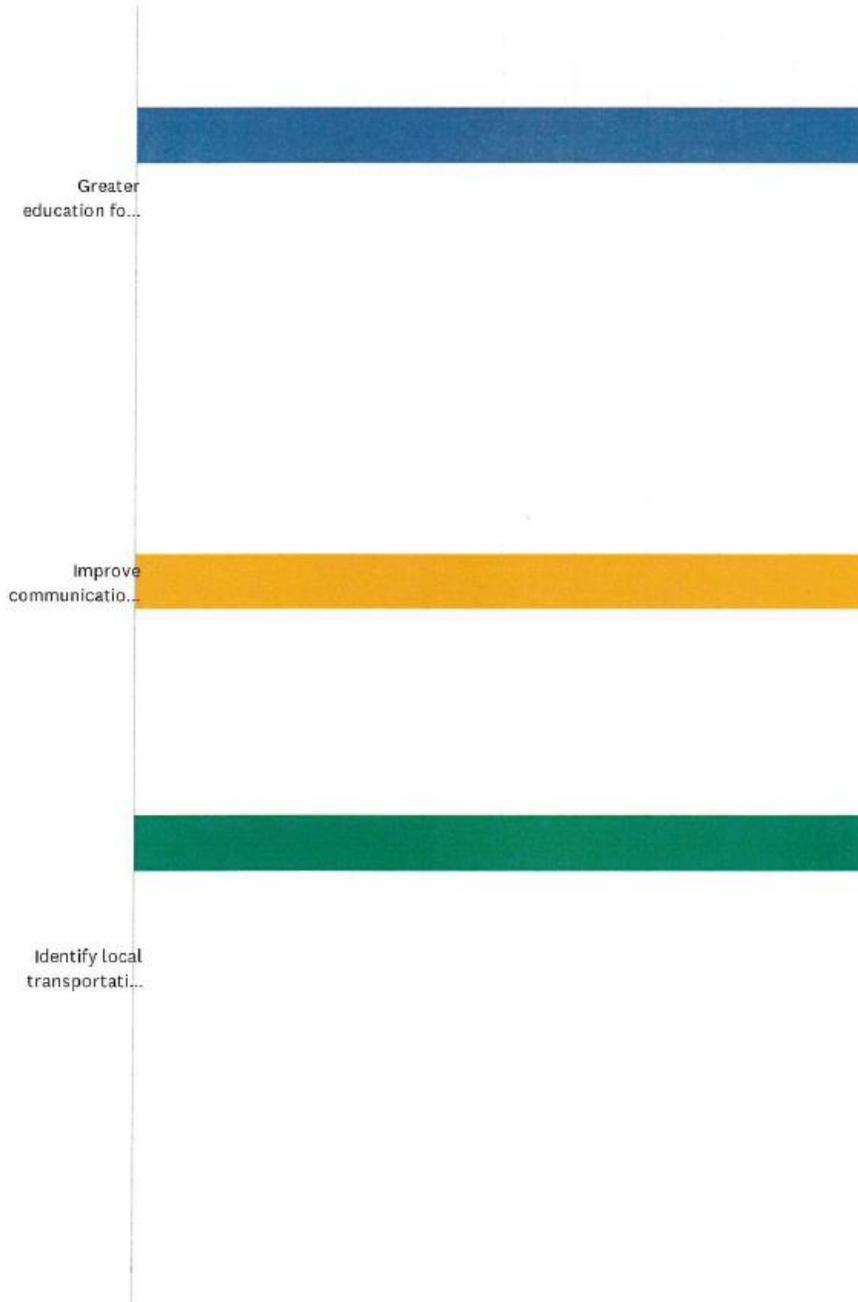
Answered: 2 Skipped: 11



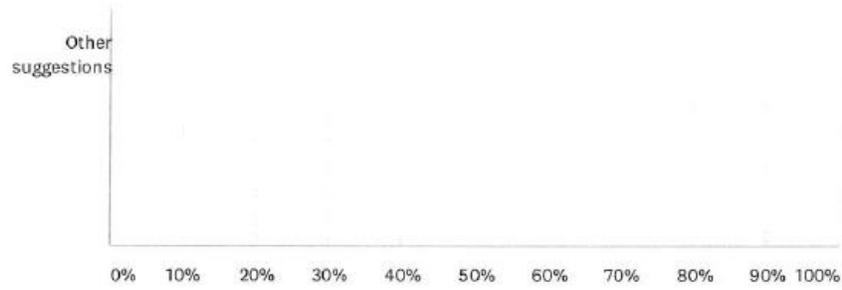
ANSWER CHOICES	RESPONSES	
Low Income	0.00%	0
Unemployed/underemployed	0.00%	0
Persons with disabilities	0.00%	0
Senior Citizens	50.00%	1
Students	0.00%	0
Homeless	0.00%	0
Limited English Proficiency	0.00%	0
Other (please specify)	50.00%	1
TOTAL		2

Q15 RPA 17 has local representatives voluntarily participating on a "Transit Advisory Group" to communicate local transit needs, ensure gaps in services are addressed and assist in regional DOT planning. Please identify your choice for a primary goal for this committee.

Answered: 2 Skipped: 11



RPA 17 Passenger Transit Survey - 2021



■ Significant
 ■ Requires Attention
 ■ Not too Important
 ■ Don't know
■ (no label)

	SIGNIFICANT	REQUIRES ATTENTION	NOT TOO IMPORTANT	DON'T KNOW	(NO LABEL)	TOTAL	WEIGHTED AVERAGE
Greater education for the public regarding available transit services in the region	0.00% 0	100.00% 1	0.00% 0	0.00% 0	0.00% 0	1	2.00
Improve communication and coordination of local agencies and transit providers	0.00% 0	0.00% 0	100.00% 1	0.00% 0	0.00% 0	1	3.00
Identify local transportation challenges, present to RPA 17 & assist in resolving issues	100.00% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	2	1.00
Other suggestions	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00

RPA 17 Passenger Transit Survey - 2021

Q16 Address

Answered: 0 Skipped: 13

ANSWER CHOICES	RESPONSES	
Name	0.00%	0
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
County	0.00%	0
Email Address	0.00%	0
Phone Number	0.00%	0

Des Moines Register

NEWS

As coronavirus spreads, rural Iowa's public transit services have seen ridership numbers — and revenue — plummet

Austin Cannon Des Moines Register

Published 5:26 p.m. CT Mar. 26, 2020 | Updated 5:40 p.m. CT Mar. 27, 2020

Back in November, Leesa Lester, the transit director for Southern Iowa Trolley, ordered three new light-duty buses for her agency.

They're set to arrive next month, but — for the first time ever — she doesn't want them.

Normally, those ADA-compliant buses would add to Southern Iowa Trolley's fleet, which provides public transportation for seven southern Iowa counties. Lester, however, might need that money to make payroll as the novel coronavirus threatens the state's rural public transit systems.

With people staying home to avoid getting sick, ridership has nosedived across the state. At Southern Iowa Trolley, it's down more than 92% from the beginning of March, Lester said. Revenue has gone with it.

"It's about enough to make you cry," she said.

More than 30 public transit agencies serve Iowans, 16 in larger rural "regions," where they are sometimes the only option to transport people to work, the grocery store or the doctor's office.

"I don't know of any other groups that could help these people," Lester said.

Generally, the buses and vans provide on-demand, door-to-door service, with customers calling to schedule rides in advance. The agencies primarily serve elderly and disabled clients, but they also transport schoolkids, workers and people without cars.

Then COVID-19 came to Iowa, infecting 235 people as of Friday and leaving three dead. Gov. Kim Reynolds on Thursday expanded the state's disaster health proclamation in an attempt to further mitigate the spread of the virus.

Everyone in the state has been told to stay home to mitigate the spread of the disease, which has strained small businesses, hotels and transit agencies, which depend on ridership for revenue.

► **More:** The latest on the coronavirus outbreak in Iowa

Agencies have been forced to cut back on trips and lay off drivers to defray costs. The Regional Transit Commission, which serves Black Hawk, Bremer, Buchanan, Butler, Chickasaw and Grundy counties, has suspended all transit services, save for “life-sustaining medical trips,” like dialysis treatments.

Some transit directors wondered if the pandemic could spell the end for rural agencies that don’t get enough help.

Speaking from her office in Creston, Lester said SIT has stopped trips in Adair County as a precaution because of the positive coronavirus case there. Without financial help from the state or federal government, she said her agency could be forced to shut down in a couple of months.

“We are going to stay open as long as we can,” she said.

► **More:** Iowa City suspends bus fares as ridership dwindles amid COVID-19 spread

‘What happens if someone can’t get to the pharmacy?’

Julia Castillo, executive director of Heart of Iowa Regional Transit Agency and president of the Iowa Public Transit Association board, said the regional transportation systems generally don’t have much in cash reserves.

Without that, there’s no way to pay drivers when schools, nursing homes and adult day care facilities close. Customers can’t go to those locations, which often contract with transit services, so the agencies’ revenues evaporate.

HIRTA has so far had to lay off more than 75% of its workforce because ridership is down more than 82% — from about 1,100 trips per day to 184. However, the elderly and disabled in its seven counties still need to go to grocery stores and doctor’s offices, and a complete shutdown could prevent those trips.

Rural areas often don’t offer grocery delivery or ride-sharing services to substitute for public transportation.

“They have medical issues that still need to be taken care of. They might not be able to get to the pharmacy,” Castillo said. “... Our fear is: What happens if someone can’t get to the pharmacy?”

John McCurdy, executive director of the Southwest Iowa Planning Council, which operates the Southwest Iowa Transit Agency, said he currently only needs about 25 of his 76 drivers across his eight counties. The remaining two-thirds are temporarily laid off.

SWITA decided to shut down its taxi service because of safety concerns — smaller vehicles don't offer proper social distancing — but it's still operating its work routes, taking workers to a Menards distribution plant, for example.

Most of McCurdy's drivers are older than 60, so he wants them to stay home to limit exposure to COVID-19. He's guessing the pandemic will continue for several weeks, past the proposed April 13 date to reopen schools.

"I need to get those drivers onto unemployment," he said.

► **More:** Coronavirus in Iowa: State sees record weekly unemployment claims, mirroring US increase

HIRTA, which operates in seven central Iowa counties, is looking for creative ways to help as more of its buses sit empty with unoccupied drivers. When people in Winterset finished a food drive, they put the provisions in a HIRTA bus that then delivered the food.

"We're just trying to figure out ways we can best help in the communities," Castillo said. "We have the vehicles to do it."

Needing help

Iowa's 35 public transit agencies, whether the rural regional systems or the fixed-route agencies in larger cities, operate in all 99 counties, theoretically offering service to every Iowan who needs a ride.

That's not the case in next-door Nebraska and other states, McCurdy said. To them, Iowa is a "model."

He worried about the long-term effects of the pandemic. If less financially stable agencies go under, who steps in to provide the essential bus service? Does anyone?

"Do we maintain the level of service statewide or does it kind of become a swiss-cheese looking map?" he said.

He worries, too, that bus services would still experience a recovery phase once the pandemic ends. People won't be eager to ride the bus immediately, so ridership would still be low.

Castillo said there's a "real possibility" the pandemic could be the death blow for agencies that don't secure extra funding.

Iowa transit directors hope the stimulus bill passed late Wednesday by the U.S. Senate will help. It includes \$25 billion in emergency funding for public transit, distributed through the Federal

Transit Administration. The bill still needs approval from the U.S. House of Representatives.

Castillo didn't know how fast that money could get to Iowa agencies, so she's hoping the state steps in to help save an "essential" service that helps power the economy.

"Public transit in the state of Iowa needs the state of Iowa's help to continue," she said.

City systems suspend fares, alter routes

The COVID-19 pandemic has also affected public transit systems in larger cities and metropolitan areas like Des Moines.

The Des Moines Area Regional Transit Authority has seen ridership drop between 40% and 50%, forcing administrators to reduce service times and frequency on several routes. It's also waived its fares and encouraged people to board via buses' rear doors, away from their drivers.

But medical professionals might still rely on the bus, or people who need food, said Erin Hockman, DART's marketing and communications manager.

"There is essential business that still has to take place to protect the health and safety of all Iowans ... those folks have to have a way to get to work," she said.

In the Waterloo-Cedar Falls area, the Metropolitan Transit Authority has kept up its service for the same reason. Like DART, the MET is cleaning its buses vigorously, said Mark Little, the agency's general manager.

Employees in the agency's maintenance shop also constructed a swinging Plexiglas divider for drivers, creating a barrier on their buses between them and their passengers.

Even with the precautions in place, Little echoed Hockman's directive, which would be counterproductive in normal times.

"If you don't need to ride, please don't," he said.

While the pandemic has siphoned ridership, DART and MET aren't in the same dire situations as the rural systems. They're funded mostly by property tax dollars that are mostly insulated from the outbreak, unlike the contracts rural providers have with nursing homes, schools and adult day care facilities.

"We are fortunate in that regard," Hockman said.

Austin Cannon covers the city of Des Moines for the Register. Reach him at awcannon@registermedia.com or 515-284-8398. Your subscription makes work like this possible. Subscribe today at DesMoinesRegister.com/Deal

https://www.ottumwacourier.com/news/city-considering-new-10-15-proposal/article_9f7cc40c-80f1-11ea-a43b-834d7ca036d3.html

EDITOR'S PICK

City considering new 10-15 proposal

By MATT MILNER Courier Managing Editor
Apr 17, 2020



OTTUMWA — Just months after the city rejected a bid by 10-15 Transit to take over bus service, it appears Ottumwa may reverse course.

Tuesday's city council meeting includes discussion of an agreement transferring Ottumwa Transit services, equipment and facilities to 10-15 Transit. The proposed agreement takes effect July 1.

Under the terms of the agreement, "10-15 Transit shall provide and operate all transit services within the City of Ottumwa." That includes fixed routes along with paratransit and demand response services. It sets fixed route fares at \$1 per ride and paratransit at \$2 per ride.

The agreement gives 10-15 Transit no claim to the tax levy used to fund Ottumwa Transit. That levy was lowered in the budget for the upcoming year. That trend could continue.

"We may not be able to immediately eliminate the levy, but we can certainly reduce it," City Administrator Philip Rath said. "We will still have some minimal costs."

Ottumwa will transfer at least \$407,000 to 10-15 Transit as part of the agreement, and not all jobs appear to be guaranteed. The paragraph including that says some funds may be "used for the payment of any personnel related costs due to the loss of jobs related to the transfer of service to 10-15 Transit."

There is some potential for continuity. The agreement commits 10-15 Transit to hiring "up to 12 current drivers of Ottumwa Transit, and more if needed, upon meeting the employment qualifications required of current 10-15 employees." Those positions will include benefits.

Rath said the loss of jobs for longtime employees was a sticking point for council members in January, when the city rejected a takeover bid from 10-15 Transit. The hirings may not happen immediately, though. Demand for 10-15 Transit services has been hit hard by the COVID-19 pandemic, and the

obligation for hiring only begins when operations levels return to what they were at the beginning of 2020.

Rath said Ottumwa Transit's own numbers have been hit by the pandemic as well. While that wasn't a driving factor behind the new proposal, it was a factor that has been hard to ignore. While both Rath and Finance Director Kala Mulder said this week there are no firm figures yet for the effect the pandemic and closures have had on the city's financial picture, it isn't good.

"It's going to have, we don't know the total impact, but it's going to have an impact on our budget," Rath said.

Part of the difficulty is in not knowing how fast spending will rebound once restrictions ease.

"We can guesstimate at this point, but until things open up again we won't really know," Mulder said.

Council members will also be asked to consider setting aside \$100,000 to cover costs from Bridge View Center connected to the facility's lost revenue. Some might be recovered later, Rath said, but it's too soon to know.

The meeting is scheduled for 5:30 p.m. Tuesday. The council chambers at City Hall will not be open to the public, but the meeting will be streamed live on the city's YouTube channel. Those who wish to comment during public hearings may call 641-683-4581 during the hearings.

COVID-19 Information

[LEARN MORE](#)

Transportation

10-15 Regional Transit Agency

Services available to ANYONE needing transportation in Appanoose, Davis, Jefferson, Keokuk, Lucas, Mahaska, Monroe, Van Buren, Wapello and Wayne Counties. Riders may use the bus for nearly any purpose: grocery shopping, medical and dental visits, congregate meals, going to work, school or personal matters. Call 2 days in advance to schedule.

Rides are FREE within Appanoose County, Monday–Friday 1–5pm.

612 S Madison,
Ottumwa, IA 52501

Phone: 641-683-2024
Dispatcher: 800-227-6390

Website: <http://www.1015transit.com>

Iowa Medicaid MCO Non-Emergent Medical Transportation

Amerigroup—Member Services

Phone: 800-600-4441

Website: <https://www.myamerigroup.com/ia/iowa-home.html>

*For Transportation Assistance, call Logisticare at 844-544-1389

Iowa Total Care—Member Services

Phone: 833-404-1061

Website: <https://www.iowatotalcare.com>

*For Transportation Assistance, call Access2Care at 833-404-1061

Appanoose County Veterans Affairs

Volunteers provide transportation for local veterans.

19999 St. Joseph's Dr.
Centerville, IA 52544

COVID-19 Information

[LEARN MORE](#)

<https://marionph.org/appanoose/>

Reaching All People Together (RAPT)

Local group who volunteers their time and vehicles to help you get to your medical appointments. Donations are accepted and appreciated.

Phone: 641-895-0744

State Street Trolley

The Historic Preservation Corporation offers the State Street Trolley for historic area tours and local events. The fully-enclosed, heated and air-conditioned trolley is available to rent for private events year round. Bench seating accommodates 22 to 28 adults. ADA accessible.

Phone: 641-895-0176 or 641-437-4102

Amtrak

210 West Main St., Suite 1
Ottumwa, IA 52501

Phone: 641-682-3876

Website: <https://www.amtrak.com/>

American Cancer Society—Road to Recovery

Volunteer transportation to and from treatment facilities.

Phone: 800-227-2345

Website: <https://www.cancer.org>

Spotlight on Health

Common Coronavirus vs New Coronavirus

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How to Stay Safe From Coronavirus While on Planes, Trains, and Buses

Strategies for staying safe while you're out and about, whether that's going for groceries or heading back to work

By Catherine Roberts
Last updated: May 06, 2020



Medical workers in New York City commute via bus amid the coronavirus pandemic.

Across the country, millions of Americans are still under local “stay home” orders, which remain in place to mitigate the spread of COVID-19.

But some people still need to commute to their workplace—a hospital, for example—or go grocery shopping. And in some states, leaders have begun taking steps to lift work-from-home

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Packed planes? No safety rules?

Tell Secretary Chao to protect passengers flying during COVID-19 by requiring airline safety standards.

Sign the petition

We talked with experts about why social distancing matters and what steps you can take to protect yourself on buses and trains.

The Importance of Social Distancing

Before you head out, remember: Public health experts still say that taking social distancing measures is critical to limiting the spread of COVID-19.

MORE ON THE CORONAVIRUS

[How to Choose and Wear a Mask During the Coronavirus Pandemic](#)

[How to Protect Yourself From Coronavirus](#)

[The Hand-Washing Technique That Keeps You Healthy](#)

[What to Do If You Think You Have Coronavirus Symptoms](#)

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That means avoiding sick people, steering clear of crowds, staying home as much as possible, and keeping at least 6 feet away from others when you do go out.

The logic behind social distancing rests on our current understanding of the virus. Scientists say that it is generally spread by close contact—being directly coughed on or sneezed at by someone with the disease, or by being within 6 feet of an infected person (including one who is not necessarily showing symptoms yet) for about 10 to 15 minutes or longer.

The virus can also survive on surfaces for hours or even days. That means the key to avoiding the disease is keeping a safe distance from others, and as much as possible trying to not touch surfaces that may have the virus on them. It also means washing your hands carefully, so you don't transfer the virus to your mouth, nose, or eyes, where it can enter your system.

Additionally, the CDC now recommends that when you do leave your home, you wear a cloth mask or face covering. Using a mask doesn't replace the need for social distancing, since it's unclear how effective this measure is at stopping COVID-19 transmission, but does add another layer of protection—mainly by helping the wearer avoid unknowingly spreading the disease to others.

Finally, stay home when you yourself are sick, even mildly—COVID-19 can cause mild symptoms that may be mistaken for other illnesses. Taking social distancing measures is especially

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heart disease, and conditions that suppress the immune system.

Public Transportation

For those who continue to have to commute each day, or who are resuming their commute because work-from-home restrictions have been lifted in their states: Sit or stand as far from others on the bus or train as you can. If you see someone cough or sneeze near you on the bus or train, and you're more than 6 feet away from them, your risk is probably low, says David Freedman, M.D., a professor of infectious diseases at the University of Alabama at Birmingham.

If an obviously sick person is right next to you in a crowded train car, however, it's a bit trickier. "I'm concerned about this sort of profiling of people who are coughing and sneezing," says Elizabeth Scott, Ph.D., a professor of biology at Simmons University in Boston and an expert in home and community hygiene. "On the other hand, we need to be smart."

Here's how.

Change your commute time. If you work in an industry where you still need to commute for work or you live in an area where local travel restrictions are lifting, try to adjust your work hours, if possible, to less busy times. And leave extra time for your commute in case you need to wait for a less crowded train or bus.

Clean your hands as soon as possible after your

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says, such as the bars you hold on to for balance on the train or bus.

While it might in theory make sense to wipe down those surfaces with a disinfectant before you grab hold of them, it's not always practical. "It's impossible to take action on every surface that you come in contact with," Scott says.

But you should wash your hands as soon as possible after leaving your bus or train. A thorough rub with a hand sanitizer makes sense. Even more important is thorough hand-washing—20 seconds with soap and water. And avoid touching your face with your hands, to keep any germs you might have picked up from getting into your system.

Consider other forms of transportation. Another option is, when possible, to walk or bike to your destination instead of taking public transport.

And if you opt for a rental bike or e-scooter, follow the same precautions as with public transportation, carefully washing your hands after each use. "The virus is not going to jump off the handlebars and jump into your mouth," Freedman says. Instead, cleaning your hands after you touch the handlebars or any other potentially contaminated surface is probably the best strategy, he says.

Airplanes

The CDC is encouraging everyone to cancel nonessential travel, including trips within the U.S. And according to the

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Keep your distance. If you do need to travel by plane, it's worth noting that the risk of the disease being spread through an aircraft's airflow system is relatively low. That's because the air is continually filtered through a HEPA filter, which can trap viruses, Freedman says.

Instead, your risk on the plane, as on a bus or train, is being near someone who is infected. On a plane, that means sitting within two seats—to the side, front, or back—of someone who is ill, research suggests. So if you're seated that close to someone who is obviously sick, ask whether you can change your seat, Freedman says. And with travel down these days, that may be easier than usual.

Practice good hygiene. That includes taking hand sanitizer with you to clean your hands before eating and after you touch surfaces, such as the door handle on the outside of the restroom or the headrests as you walk down the aisle, says Scott at Simmons University. Also consider taking disinfecting wipes for your food tray and other high-touch surfaces, she says.

Cruise Ships

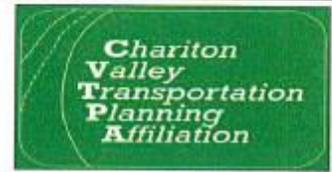
Disease can spread quickly inside the close quarters of a cruise ship, as has occurred in several cases already. For that reason, the CDC now warns against any travel on a cruise ship, particularly for those at higher risk of getting severely ill from COVID-19.

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Chariton Valley Transportation Planning Affiliation

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**RESOLUTION APPROVING THE FY2022 CVTPA FINAL PASSENGER
TRANSPORTATION PLAN (PTP) UPDATE – RPA 17**

WHEREAS governmental bodies in the seven-county region have established the Chariton Valley Transportation Planning Affiliation (CVTPA-RPA 17); and

WHEREAS the Chariton Valley Transportation Planning Affiliation was organized by the seven-county (7) region to fulfill the requirements of the FAST ACT and subsequent legislation by granting greater public participation in the planning and programming of transportation projects; and

WHEREAS the Chariton Valley Transportation Planning Affiliation has held Passenger Transportation Plan (PTP) meetings and completed notes/minutes for FY2022; and

WHEREAS the Federal Highway Administration makes funds available for the purpose of carrying out the transportation planning process and the Federal Transit Administration provides a portion of funds for transit planning.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE CHARITON VALLEY TRANSPORTATION PLANNING AFFILIATION.

1. To approve the FY22 – Final Passenger Transportation Plan update.
2. To authorize CVPD to file all necessary work documents required by U.S. DOT and Iowa DOT and to sign all necessary work program documents and grant agreements.

Considered on this 15th day of April, 2021 in Appanoose County, Iowa.

It was moved by Selby and seconded by Zerr the Resolution be adopted by the Technical Advisory Committee. The motion Passed/Failed.

Jodie W. Zell
Technical Advisory Chairperson – CVTPA

It was moved by Christensen and seconded by Robins the Resolution be adopted by the Policy Board. The motion Passed/Failed.

Annunziata
Policy Board Chairperson -CVTPA

Acknowledgment: Nick Gilmore



Prepared By:

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