IOWA | DOT

PUBLIC TRANSIT LONG RANGE PLAN

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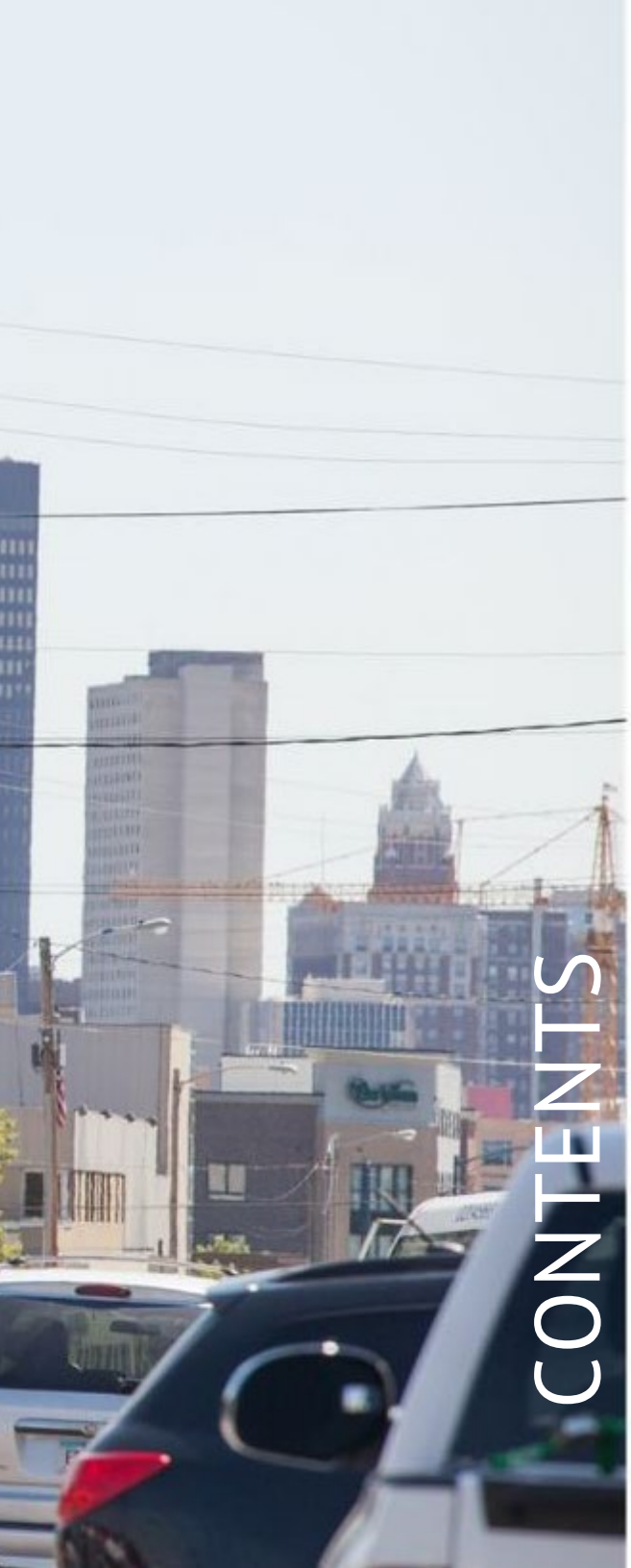

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EXECUTIVE SUMMARY

Iowa Public Transit Long Range Plan

In order to have a strong multimodal transportation system, Iowa's public transit serves as a transportation alternative to all. By providing these alternatives, the Iowa Department of Transportation (DOT) helps Iowa maintain a higher quality of life by providing connections from people's origins to their required destinations (workplaces, healthcare, groceries, entertainment, etc.). This Plan outlines and guides the Iowa DOT's efforts in supporting a statewide public transit system in the near and far future.

Public Transportation Vision

Advocate and deliver services that support and promote a safe and comprehensive public transit system in Iowa to help support the overarching efforts of the department.

Goals

- Service Improvements
- Partnering Opportunities
- Facility and Maintenance Improvements
- Bus Fleet Replacements
- Personnel Development
- Addressing Funding Shortfalls

Iowa's Public Transit Network

35 transit agencies across the state

17.3 million annual rides in 2023

2 Amtrak passenger rail routes, **2** Intercity bus providers, and **8** commercial airports

Impact of Public Transit

Tracking the benefits of Public Transit in Iowa

Safety Benefits

Reduces total number of vehicles on the road, decreases road congestion, decreases reliance on personal vehicles

Economic benefits

Spurs economic development, supports local businesses, connects workers to workplaces, and provides cost savings options for commuters

Health benefits

Reduces vehicle emissions, provides medical appointment connections, promotes sustainable urban living

Social Benefits

Enhances mobility for individuals that need alternatives to traditional transportation options, provides connections to healthcare, employment, and grocery stores

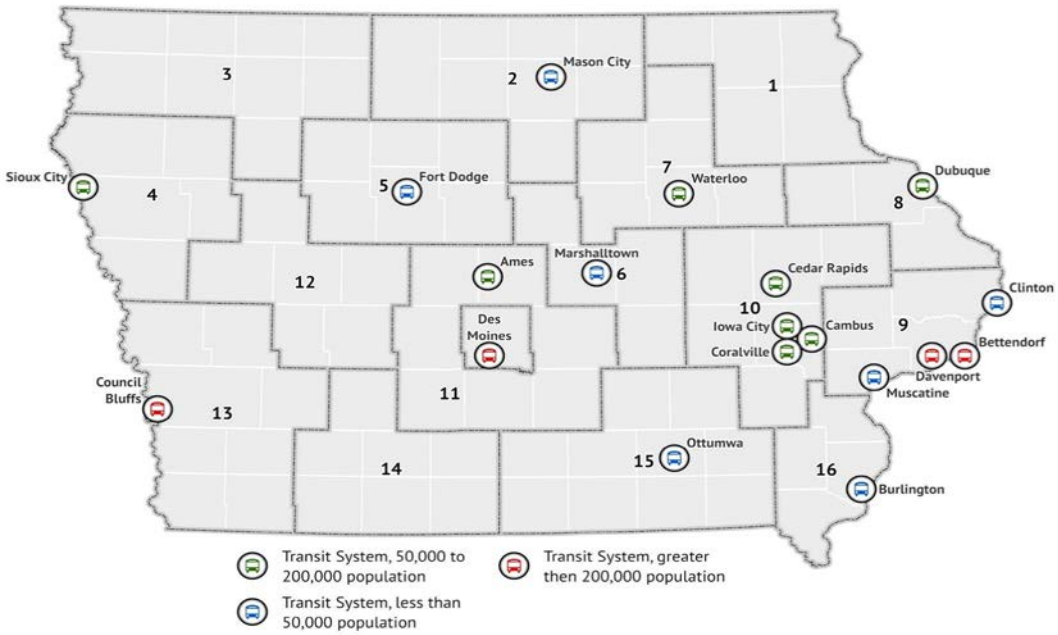
Needs and Opportunities

Identified by engaging with transit agencies, analyzing historical and forecasted trends, and developing performance measures. Six key issues stand out as the major needs of transit for today and tomorrow.

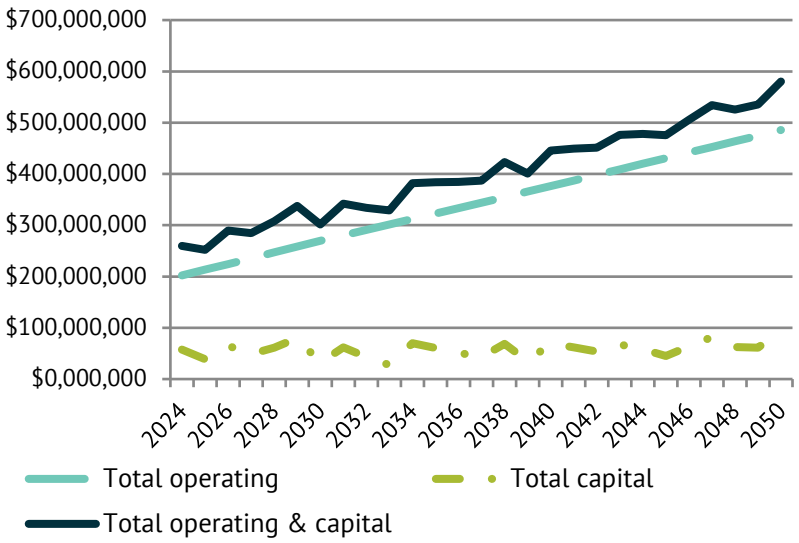
Key Issues

1. Funding
2. Bus replacements
3. Driver shortages
4. Service gaps
5. Facility expansion needs
6. Future demand

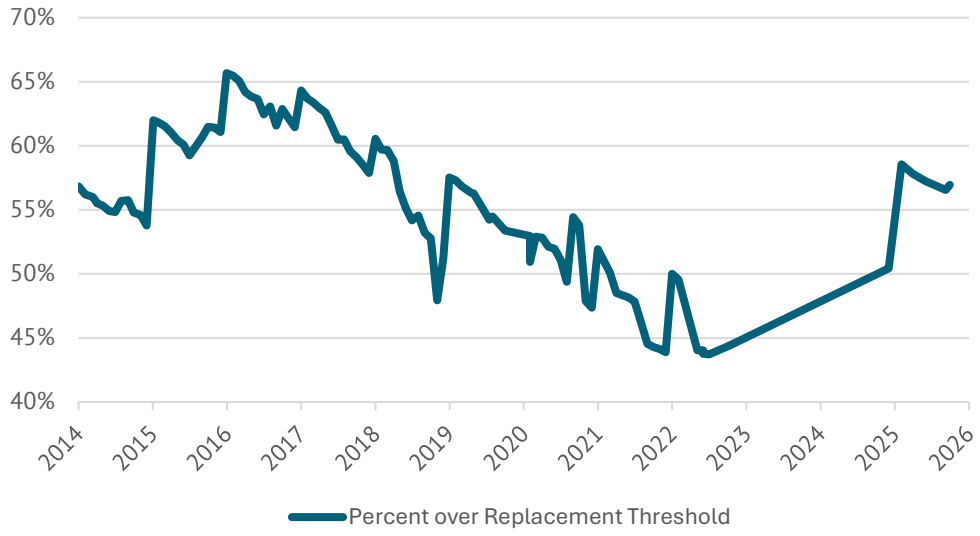
Transit in Iowa



Transit Cost Projections



Buses Exceeding Useful Life Benchmarks



Strategies to Address Transit Needs

Includes listings of current transit needs and potential strategies that could help the state meet these needs.

Service Needs

Improving transit coverage, hours, efficiency, and accessibility

Service Strategies

- Examine the effects of offering fare-free statewide bus service.
- Study and define a statewide minimum level of essential transit service.
- Examine service hours for people who work nights and weekends.
- Examine the effects of creating more urban transit services.
- Continue existing services and establish new inter regional services.
- Start a subscription service that works across all transit services.
- Enable all agencies in the state to accept digital fares.
- Improve accessibility of all transit information.
- Establish standardized transit data collection and reporting.
- Study how to implement intercity bus systems.
- Prioritize funding applications to improve transit services.

Partnering Needs

Improve interagency transit coordination

Partnering Strategies

- Improve transit transfers between regions and counties.
- Partner with private companies to support bus routes and provide transportation alternatives.
- Partner with businesses to help employee commutes.
- Partner with non-profit organizations to get people to medical appointments.
- Improve sidewalks and connecting infrastructure to bus stops and transit services.
- Work with businesses to create transportation incentives.

Facility, Fleet, and Personnel Needs

Improve bus procurement, finding drivers, and expanding facilities

Facility, Fleet, and Personnel Strategies

- Develop a right-sizing strategy for transit agency bus fleets.
- Decrease fuel costs by adopting electric, hybrid, or flex fuel vehicles.
- Prioritize facilities that are in marginal or poor condition.
- Improve coordination of transit services by hiring mobility managers.
- Encourage transit agencies and local governments to share facilities and staff.
- Target non-traditional candidates to expand the potential pool of drivers.
- Increase driver training to better serve the mobility of riders that may need more meaningful access to transit.
- Identify minimum technology needs for agencies.
- Update the park & ride system plan.

Funding Needs

Address funding shortfalls and find future funding

Funding Strategies

- Decrease maintenance costs by replacing vehicles beyond their useful life.
- Examine alternative ways of funding public transit that do not rely on existing federal and state sources.
- Conduct a benefit-cost analysis of transit and project to measure the impact and benefit to social welfare.

1. Introduction and Background

1.1 Introduction

What's the plan?

Iowans rely on the transit system to get around. Public transit helps reduce traffic by shuttling commuters to work, ensures people get to their medical appointments on time, and takes folks to shopping and entertainment spots, among other things. Public transit aims to connect everyone in the easiest, most efficient, and safest way possible. The Iowa Department of Transportation (DOT) is working with transit agencies and stakeholders to develop and implement this Public Transit Long Range Plan to make the best use of limited resources to support a strong statewide transit system.

Why are we updating the plan?

Planning is a collaborative and cyclical process, where plans are in a continuous cycle of being developed, implemented, assessed, and revised. This Plan documents the understanding of trends leading up to the current situation, identifies current and potential future needs and gaps, and presents courses of action to address those needs through efficient allocation of resources. Long-range transportation plans, such as the Iowa Public Transit Long Range Plan, are generally updated every five years to stay current with the contemporary operating environment, emerging trends, legislation, funding, and technological developments. The previous version of this plan was developed in 2020. This update will help the Iowa DOT stay current with the modern environment of public transit.

What is in the Plan?

Plan content includes the following:

- **Trends**: An analysis of demographic, economic, and ridership data and what these trends mean for Iowa's public transit system.
- **Needs**: Deficiencies, gaps, and shortfalls identified through condition assessments and stakeholder input related to transit service, facilities, vehicles, personnel, and technology.
- **Vision**: Broad, overarching areas within which strategies have been defined to implement the Plan, including partnering, service, facility/fleet/personnel, and funding.
- **Strategies**: Actions and initiatives that will be utilized by the department and stakeholders to implement the vision.
- **Costs and revenue**: An analysis of anticipated capital and operating costs as well as anticipated revenue through the planning horizon.
- **Implementation**: A discussion related to addressing any funding shortfalls, programming future investments, and continuous performance monitoring.

What is Public Transit?

Public transit refers to forms of transportation that are available for use by the general public, other than their personal vehicles. It plays a crucial role in urban planning and development by providing an efficient and cost-effective means of transportation. The benefits of public transit are numerous: it reduces traffic congestion, lowers greenhouse gas emissions, and decreases the reliance on personal vehicles. Additionally, public transit promotes social equity by providing affordable transportation options for all socioeconomic groups, and it can stimulate local economies by improving access to jobs, education, and services. Overall, public transit is a vital component of sustainable urban living, contributing to the health and well-being of communities. Public transit provides incredibly valuable connections in rural areas as well, especially as more and more old Iowan's chose to live in rural areas.

The mission of the Iowa DOT's Modal Transportation Bureau Public Transit Team is to advocate and deliver services that support and promote a safe and comprehensive public transit system in Iowa to enhance access to opportunities and quality of life. This mission is not only a guiding principal for current transit programs and partnerships, but also directly informs the development and implementation of the Public Transit Long Range Plan.

The Iowa DOT administers federal and state public transit grants and provides technical assistance to Iowa's 19 urban public transit systems and 16 regional public transit systems. Public transit systems work with local human service agencies to provide coordinated transportation in their respected areas. They also rely on state and federal transit funding to keep rides accessible and affordable for Iowans. The usage of local funding and contract revenue are important for getting state matches.

The last comprehensive statewide public transit plan was the Iowa in Motion Public Transit Long-Range Plan, adopted in 2020. The first was the Iowa in Motion Transit System Plan, adopted in 1999. Between those 2 plans, the Iowa DOT has conducted more specific planning efforts including the Iowa Statewide Passenger Transportation Funding Study in 2009, the Iowa Park and Ride System Plan in 2014, and the Iowa DOT Transit Asset Management Group Plan in 2022.

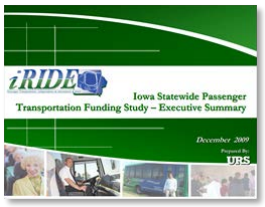
While these plans and studies each have their specific focus, this Plan looks at the public transit system more comprehensively. This will enable Iowa's public transit partners to take a fresh look at public transit from today's perspective. This Plan seeks to coordinate planning, programming, and technical assistance statewide to support public transit operations at the local level. The goal with the newly updated Plan is to provide specific strategies and improvements that can be implemented and revisited over time.

1.2 Previous Iowa Passenger and Transit Planning Efforts

Over the last 20 years, the Iowa DOT has built upon various system plans and updates by focusing on specific facets of public transit. The Iowa Public Transit Long Range Plan represents the most recent iteration of this continuous process.

Iowa in Motion Transit System Plan (1999)

The 1999 Iowa In Motion Transit System Plan was completed two years after the 1997 Iowa in Motion long-range plan was approved by the Iowa Transportation Commission. The document outlined a comprehensive strategy for implementation of the Commission's transportation policy to "Encourage and assist in the development, preservation, maintenance, improvement, and efficient use of all transportation systems – transit systems and services." The Modal Transportation Bureau of the Iowa DOT is responsible for administering that policy through coordination with other department offices, programming of federal and state funds, and providing technical support.



Iowa Statewide Passenger Transportation Funding Study (2009)

In 2009, legislation directed the Iowa DOT, in cooperation with the Office of Energy Independence and the Department of Natural Resources, to review the current revenues available for support of public transit and the sufficiency of those revenues to meet future needs. The review included the identification of public transit improvements needed to meet state energy independence goals and an assessment of how the state's support of public transit is positioned to meet the mobility needs of Iowa's growing senior population. The Iowa Statewide Passenger Transportation Funding Study was produced in response to this need and submitted to the governor and the general assembly for consideration.

Iowa Park and Ride System Plan (2014)

The Iowa Park and Ride System Plan was designed by the Iowa DOT to plan, evaluate, and develop a formal statewide system of park and ride facilities. These facilities were established to serve the purpose of providing a place to park a vehicle when carpooling, vanpooling, or taking public transit. The need for a more formalized park and ride system was initially identified through input from residents who contacted the Iowa DOT seeking information related to the location of existing park and ride facilities. The need for a formal park and ride system plan was the outcome of periodic planning-level reviews of the existing system by the Iowa DOT's Systems Planning and Modal Transportation Bureaus.

Iowa in Motion 2050 State Transportation Plan (2022)

The Iowa In Motion 2050 Plan, adopted by the Iowa Transportation Commission in 2022, is the most recent long-range plan developed by the Iowa DOT. This plan covers all modes of transportation and provides the long range vision, policies, and decision-making framework to guide investments. This document is updated every five years to stay current with trends, forecasts, and factors that influence decision-making, such as system needs, technological changes, and state priorities. The Plan provides direction for each transportation mode, including public transit, and supports a continued emphasis on stewardship.

Iowa Transit Asset Management Group (2022)

The Iowa DOT Modal Transportation Bureau, through the Transit Asset Management Group Plan, provides funding priorities and technical assistance, as well as many other services and program oversight functions, to aid in assessment of the current condition of capital assets for group participants. This is done by determining the condition and performance of assets, identifying unacceptable risks, and providing guidance and technical assistance to stakeholders, allowing them to balance and prioritize reasonably anticipated funds toward improving asset condition and achieving a sufficient level of performance.

Iowa Public Transit Long Range Plan (2020)

The Iowa Public Transit Long Range Plan provides a comprehensive analysis of the entirety of public transit efforts across the state. The analysis summarizes public transit trends and needs across the state, establishes the vision and strategies for Iowa's public transit, estimates costs and revenue, and provides guidance for implementing public transit for the foreseeable future. This plan is an update of this previous plan.

Previous Passenger and Transit Planning Study Efforts

Iowa Public Transit Association Statewide Transit Economic Impact Study (September 2025)

This study was commissioned by the Iowa Public Transit Association (IPTA) and was conducted by the CyBIZ Lab at Iowa State University, in collaboration with ISU Extension and Outreach's Farm, Food, and Enterprise Development and Community and Economic Development teams. The study aimed to quantify the economic, social, and operational impact of public transit systems across Iowa. It was designed to inform policy makers, transit agencies, and stakeholders about the return on investment (ROI), community benefits, and challenges facing Iowa's 36 public transit systems. The analysis focused on three representative regions—Cedar Rapids (urban), Clinton (small urban), and Atlantic/Southwest Iowa Transit Agency (SWITA) (rural)—to assess transit's role in employment, income, retail spending, and regional development.

The study concluded that public transit in Iowa delivers substantial economic and social value. The study found that for every $1 invested, the state receives approximately $3 in return, with urban areas seeing even higher ROI ratios. Across Cedar Rapids, Clinton, and SWITA (Region 13), public transit supports over 219 jobs, contributes $9.7 million in labor income, and enables $456 million in regional economic output. Transit is a lifeline for many Iowans—with most transit users commuting to work multiple times per week. It plays a critical role in supporting low-income households, seniors, and individuals with disabilities, with 36% of surveyed riders reporting they found or maintained employment because of transit. Riders also cited increased independence, access to healthcare, and financial savings as key benefits.

Despite its impact, Iowa's transit systems face significant challenges, including funding shortfalls due to property tax caps, aging infrastructure, and challenges to fleet modernization. The report recommends diversifying funding sources (e.g., sales tax, vehicle registration fees), investing in ADA-compliant and low-emission vehicles, and strengthening cross-sector partnerships with employers and healthcare providers. A standout example is SWITA's employer-backed workforce transportation model with Menards, which provides over 100,000 rides annually and demonstrates how private-sector collaboration can sustain rural transit and support economic development. These insights underscore the need for strategic investment and policy alignment to ensure transit remains a resilient and equitable service across Iowa.

Des Moines Area Regional Transit Authority Funding Study (October 2022)

This study was commissioned by the Des Moines Area Regional Transit Authority (DART) Alternative Funding Advisory Committee in cooperation with the Iowa Department of Revenue, in order to explore alternative funding sources for DART that do not rely on increasing property taxes. The committee was tasked with identifying effective and efficient funding strategies and reporting findings by December 15, 2022. DART faces a structural deficit projected to reach $4.7 million in FY25, increasing to $5.4 million by FY28. The current funding model, heavily reliant on property taxes (62%), is considered unsustainable under the existing levy cap of $0.95 per $1,000 assessed valuation. DART lost over four million in Medicaid revenue since Iowa transitioned to a managed care model in 2016. This has increased reliance on local property taxes and administrative burdens.

This study focuses on various alternative funding scenarios. Three main scenarios were evaluated: a 5% Hotel/Motel Tax ($17.5M in FY25), a 0.125% Sales Tax + Reduced Property Tax ($15.9M in FY25), and a 0.25% Sales Tax + Eliminate Property Tax ($31.9M in FY25). A public input survey showed support for identifying alternative revenue sources such as a sales tax, hotel/motel tax, vehicle rental tax, or a TNC ride tax. No formal recommendations were made. Instead, the committee opted to summarize existing studies and data and encourage the legislature to continue the conversation on sustainable transit funding.

I-380 Coralville to Cedar Rapids Corridor Multimodal and Operations Study (2016)

The Iowa DOT initiated this study to complete a comprehensive review of potential strategies to mitigate congestion along the I-380 corridor between Iowa City/Coralville and Cedar Rapids ahead of and in collaboration with reconstruction of the I-80/I-380 system interchange. The purpose of the study was to explore corridor-wide strategies in both the short- and long-term, and three strategy packages emerged – Package 1: Public Interregional Express Bus and Vanpool, Package 2: Public Information/Communications, and Package 3: Additional Congestion Mitigation and Operational Improvement Strategies.

As a result of this study, an Interregional Express Bus (IRXB) service was established referred to as the 380 Express. This service operates multiple stops between Cedar Rapids and Iowa City and is managed by the East Central Iowa Council of Governments (ECICOG). ECICOG has contracted with Windstar Lines, Inc. to operate the bus service for all 380 Express Routes.

Ames-Des Moines I-35 Commuter Corridor Feasibility Study (August 2014)

This study, commissioned by the Des Moines Area Metropolitan Planning Organization (DMAMPO), built on past studies by further investigating the feasibility of operating commuter-orientated transit service in the I-35 corridor between downtown Des Moines, Ankeny, and Ames. Recommendations were developed after examining existing travel markets, ridership potential, transit strategies, capital and operational costs, supportive land uses, and data from major employers.

A strategy was recommended to include commuter express bus service along the I-35 corridor during the weekday peak period to serve the commuter market. In addition, a mid-day deviated fixed route could serve to meet some of the demand for non-work-related trips and provide some access to public transit for rural areas between Ames and Ankeny. In addition to the express and flexible bus service, ridesharing should be used as part of an overall corridor transportation alternatives strategy to provide transportation options for movements not directly served by the I-35 corridor service.

1.3 How This Plan Was Developed

Developing a long-range plan is a multi-step process that requires gathering sufficient information regarding public transit needs and validating that proposed solutions align with available resources and meet the expectations of stakeholders. To facilitate a comprehensive planning process, the feedback of various interagency and external stakeholder groups was collected to develop the Plan.

External Stakeholders

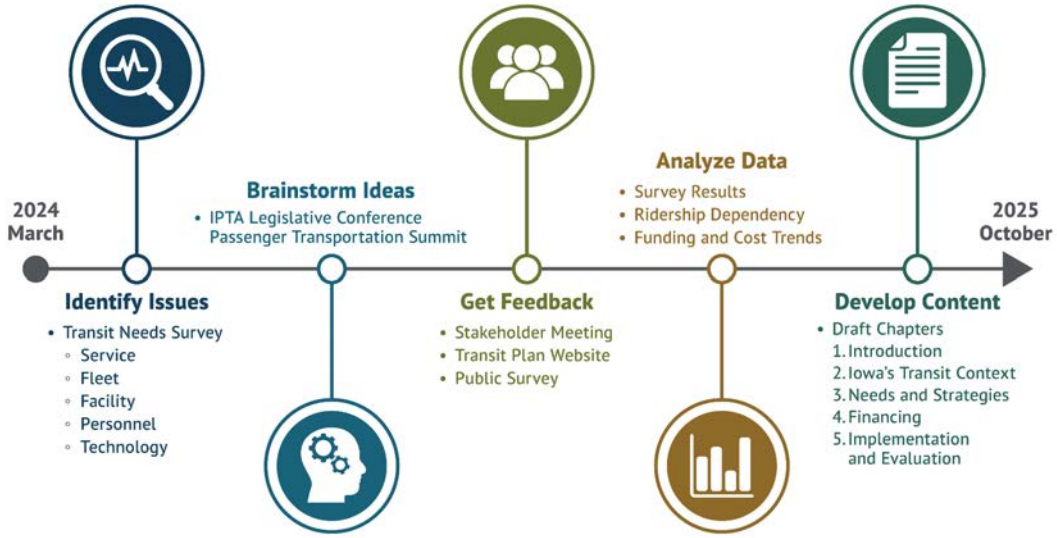
While Iowa DOT staff can shed light on related issues as it pertains to department operations, the only way to truly include a diverse set of viewpoints is to invite participation from representatives across the state, including transit agencies, non-profit organizations, and other state government offices.

Transit Agencies

The Iowa DOT distributes state and federal public transit assistance to public transit systems that have been duly designated as a single administrative agency (public transit system). There are 35 such public transit systems in Iowa which are classified by size with populations 50,000 and greater designated as Large Urban systems, those in urban areas of less than 50,000 population designated as Small Urban systems, and rural areas outside the urban systems designated as regional systems.

Given that they directly interface with public transit riders and manage their own operations, transit agencies were among the first organizations to contribute input for the Plan. The earliest effort was through the Iowa Transit Needs Survey which sought to identify major issues, needs, and gaps in Iowa's public transit system.

Figure 1.1: Public Transit Long Range Plan Timeline



Source: Iowa DOT

In addition to the Transit Needs Survey, the transit agencies were also involved through select representation from the Large Urban, Small Urban, and Regional public transit systems in the External Stakeholder Group. The transit agencies were also informed of Plan progress through regular meetings with the Public Transit Advisory Committee (PTAC), presentations at Iowa Public Transit Association (IPTA) conferences, and through the ridership dependency analysis (all described later in this Plan).

External Stakeholder Group

Given the broad range of public transit ridership challenges, the planning process needs to incorporate as many perspectives as possible to ensure the Plan adequately addresses all needs. As such, it was decided that an External Stakeholder Group would be formed with representation from a diverse range of backgrounds, fields, and viewpoints. This group was primarily used to review themes and strategies prior to them being broadly disseminated.

Metropolitan Planning Organizations (MPOs) and Regional Planning Affiliations (RPAs)

Iowa has nine Metropolitan Planning Organizations (MPOs) and 18 Regional Planning Affiliations (RPAs). MPOs conduct transportation planning activities in the urbanized areas with more than 50,000 population. These include Ames, Cedar Rapids, Council Bluffs, Davenport, Des Moines, Dubuque, Iowa City, Sioux City, and Waterloo. RPAs conduct transportation planning for the non-metropolitan areas of the state and cover all 99 counties.

The planning activities conducted by these agencies are funded through Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) sources, as well as local financial support. MPOs and RPAs complete several transportation planning activities on regular cycles, including updating their Passenger Transportation Plans (PTPs) at least every five years.

The PTP process provides a needs-based justification for passenger transportation projects as well as incorporating federal requirements for coordinated planning. To support this need for coordination, MPOs and RPAs utilize Transportation Advisory Groups (TAGs) that are locally established and include representation from public transit systems, human service agencies, private transportation providers, non-profit organizations, and other entities. TAGs meet at least two times annually to discuss transportation related matters within the context of their area.

Additionally, the TAG is involved in the drafting of the PTP to ensure that a broad array of viewpoints is considered. An important piece of developing strategies, described in further detail later in this Plan, was a review of the MPO and RPA PTPs to determine gaps and overlaps in needs. This was particularly true when identifying the need for interagency and interregional transportation options.

Iowa Public Transit Association (IPTA)

The mission of the IPTA is to unify, advocate, and advance the interests of Iowa transit systems to influence and gain support from government agencies, legislators, and other entities. IPTA serves as the trade organization of Iowa's 35 public transit agencies, advocating for public transit interests and hosting multiple conferences each year to highlight public transit trends and offer discussion of public transit challenges. During its development, this Plan was presented to the IPTA membership at their regularly scheduled meetings.

Iowa Transportation Coordination Council (ITCC)

Chaired by the Iowa DOT's Modal Transportation Bureau, the ITCC meets bi-monthly to discuss such issues as mobility management, accessibility of transportation, State Transit Assistance (STA) Special Project Proposal applications pertaining to coordination, and the encouragement of state and local agencies' involvement in the passenger transportation planning process. Having grown considerably from the original member state departments, the ITCC now includes membership from state departments, statewide organizations, and federal groups. This Plan was presented to the ITCC representatives at their regularly scheduled meetings throughout its development.

Public Transit Advisory Committee (PTAC)

PTAC members represent Iowa public transit agencies to provide guidance and recommendations to the Iowa DOT Modal Transportation Bureau regarding public transit funding and policy issues. Council membership includes public transit professionals from regional, small urban, and large urban (both under and over 200,000 population) public transit systems.

Make Your Mark!

The Iowa Developmental Disabilities Council (IDDC) hosts an annual conference that seeks to bring Iowans living with disabilities, direct care support professionals, parents and family members, and other disability advocates together to increase civic engagement, advocacy, and leadership skills. In 2024, representatives from the Iowa DOT Systems Planning and Modal Transportation Bureaus attended the conference to obtain direct input from transit users. The input collected from this conference was incorporated into the conclusions of this Plan.

Internal Stakeholders

Representatives from several bureaus within the Iowa DOT were invited to participate in the development of the Plan. The participants were invited due to their relationship to public transit and passenger transportation, such as the Aviation and Rail Transportation Teams. Other bureaus were involved due to their experience with special projects and corridor-level studies that considered aspects of public transit.

Public Input

Published in 2017, the *State Public Participation Process for Transportation Planning* provides guidance for providing Iowans the opportunity to help identify transportation issues, needs, and priorities; planning how to meet those needs and priorities; and selecting transportation projects to make those plans a reality. Examples of how the Public Participation Process was utilized in this Plan include the following.

Passenger Transportation Summit

The annual Iowa Passenger Transportation Summit was held at the Des Moines Area Community College (DMACC) Ankeny campus. Attendance was an open invite, allowing the members of the public to attend and participate alongside federal, state, and local government officials, public transit agency staff, and human service organizations.

The 2024 summit was one of the first opportunities to announce this update to the Plan. For this summit, a survey was developed that summarized the results of the Iowa Public Transit Needs Survey that was distributed alongside the 2020 plan. This secondary survey gave all attendees a chance to provide their feedback on the previous results and share more details about any new public transit challenges they are experiencing. More information about this process and results can be found in Chapter 3, Needs and Strategies.

Public Surveys

An online public survey was open for input from October 16th, 2024, to February 1st, 2025. The intent of the survey was to provide the public an opportunity to weigh-in on their experiences of public transit and how it can be improved upon.

Website and Media

Iowa DOT's Outreach and Development Bureau created a website for the Plan, press releases, posts on the Iowa DOT's Transportation Matters blog, and posts on the department's social media accounts.

Public Comment Period

A 30-day public comment period was held for this plan from November 1st to December 1st, 2025. During this time, the draft plan was posted online along with contact information and a comment form. All responses and comments from the public surveys, website, social media, and public comment period were compiled and considered while revising the final draft of the Plan.

1.4 How Will This Plan Be Used?

What will the outcome be?

This Plan will assist the department and local public transit agencies in making informed decisions for the state. The strategies within serve as the starting points for what will become the implementation phase of the planning process. Once projects move through the planning process, they can be approved and put into the 5-year program. Figure 1.3 shows the Iowa DOT's planning and programming process workflow.

- **Public Transit Plan**: The Plan serves as a kind of blueprint of strategies to successfully address identified needs and right-size the public transit system for the future. The analyses that contributes to the development of the Plan ensure that the right resources are allocated to the right action at the right time.
- **Implementation**: While the Plan outlines the priority of events and milestones that need to be reached, implementation determines exactly how those strategies and actions will be executed.
- **Performance monitoring**: Once the implementation of this plan begins, then it is important to monitor our performance of the system. This allows the Iowa DOT to determine if changes in public transit performance and any of the factors noted in the initial needs assessment have been impacted by the strategies. The evaluation of the system's performance is continuous, with minor adjustments occurring as the implementation of the Plan continues to help the department ensure that it is making the best investments at the most ideal times.
- **Guidance and input**: Feedback is an important aspect of the planning process as it lets the Iowa DOT know what elements of the Plan are working and what elements may need to be adjusted. Using this feedback, public transit professionals can rapidly respond to changing environments, especially as situations change and technological advancements challenge conventional ideas regarding how public transit can be utilized.

Transit Funding and Programming Process

Public transit planning is a complex and active process to determine the current and future needs for Iowa's transit system and finding solutions with available resources. The Plan can serve as a resource for transit agencies, offering a template for creating plans tailored to their specific needs or providing a starting point with goals, tools, and resources to support more informed investment.

The Iowa Public Transit Long Range Plan is a mode-specific plan that nests within the State Long Range Transportation Plan—an authoritative document that is approved by the Iowa Transportation Commission and guides all transportation infrastructure investments before they are programmed in the 5-year Iowa Transportation Improvement Program.

System Objectives

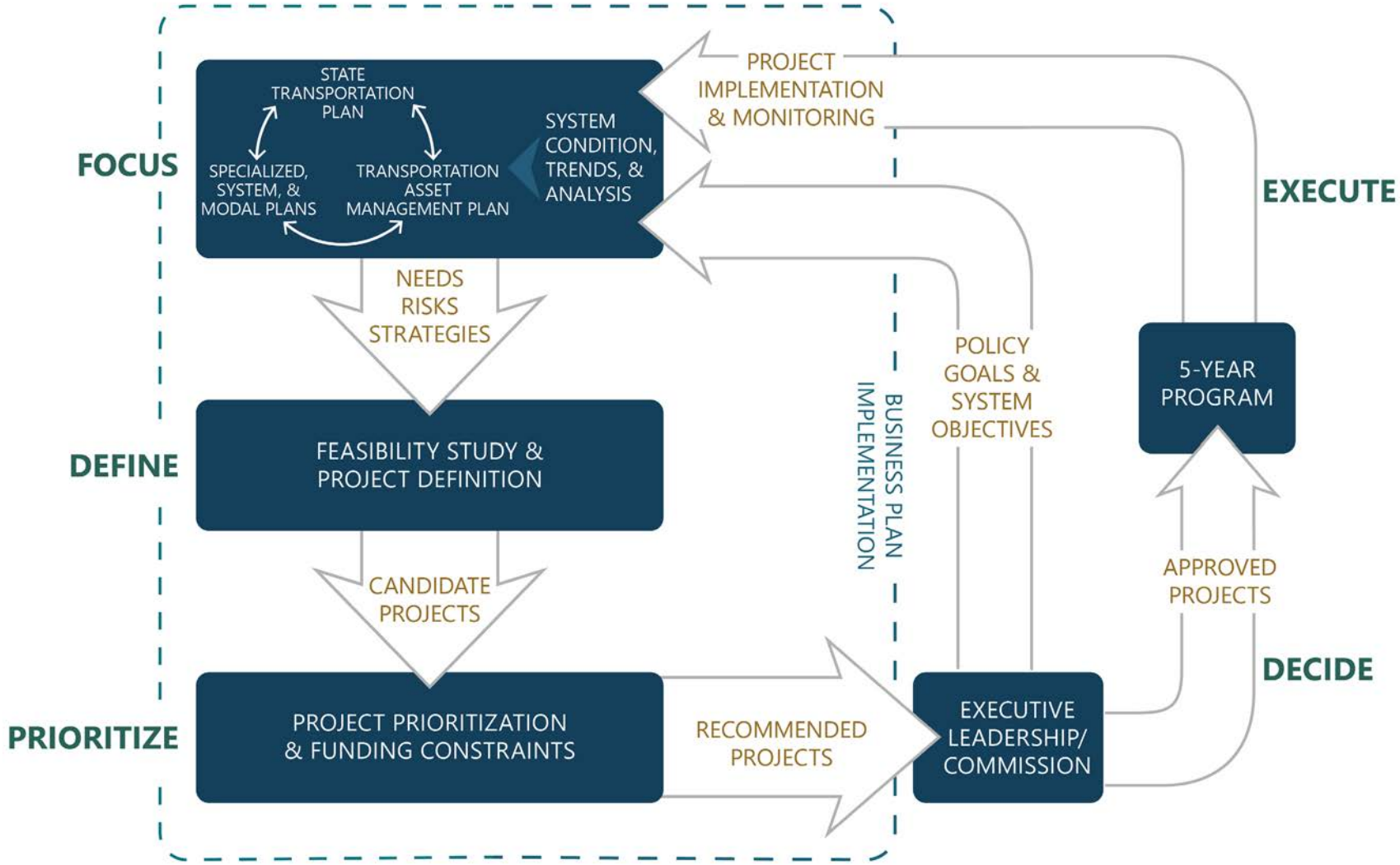
In the State Long Range Transportation Plan, the ultimate goal of the Iowa DOT's objectives is "mobility", which is further defined through key objectives: safety, sustainability, accessibility, and flow.

Public Transportation efforts deliver on each of the pillars of mobility, so by pursuing these efforts, Public Transportation Planning and this long-range plan align with the overall goals for the department.

Figure 1.2: Iowa DOT's system objectives

Source: Iowa DOT State Long Range Transportation Plan

Figure 1.3: Iowa DOT planning and programming process



Source: Iowa DOT State Long Range Transportation Plan

2. Iowa's Transit Context

To plan for Iowa's future, we need to understand both the past and present. This chapter will provide an overview of trends that directly impact transit in Iowa. This understanding will help determine the goals and strategies that the Iowa DOT can utilize to meet the transit needs of today and tomorrow.

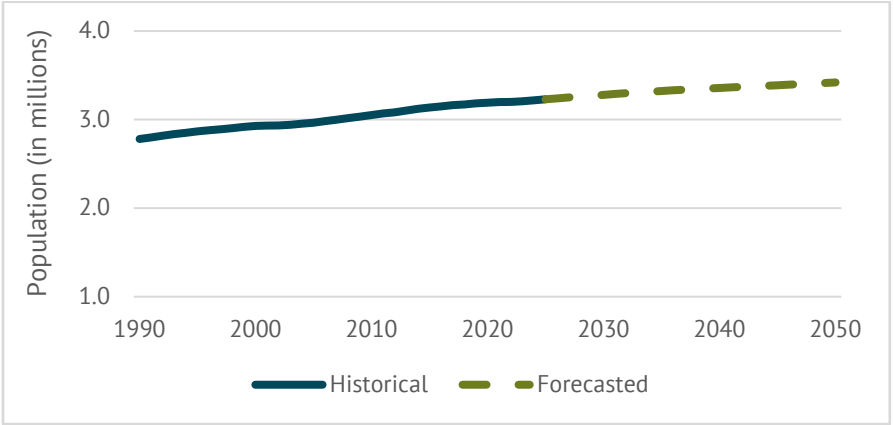
2.1 Demographic Trends

Iowa's population is growing at a slow pace

Iowa's population has remained relatively stable since 1990, growing from 2.7 million people to 3.2 million people in 2023. It is projected that Iowa's population will steadily increase for the foreseeable future, reaching approximately 3.4 million in 2050.

However, Iowa's population growth rate is slowing. Historic census data shows the growth rate is expected to keep declining over the next several decades. By 2050, it is projected to be less than 0.2 percent. Based on the state's 2050 projected population of 3.4 million, growth of 0.2 percent would result in less than 3,500 additional people per year.

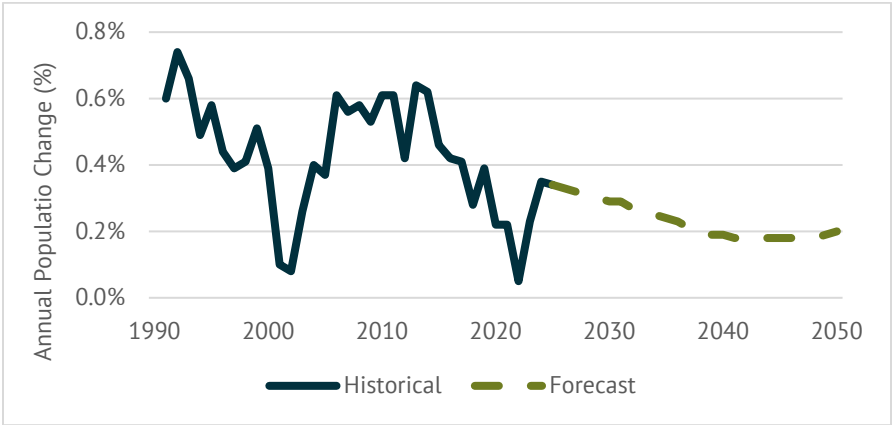
Figure 2.1: Iowa Population, 1990-2050



See Appendix B for chart data

Sources: US Census Bureau, Decennial Censuses; Woods and Poole Economics Inc.

Figure 2.2: Iowa annual population change (%), 1990-2050



See Appendix B for chart data

Sources: US Census Bureau, Decennial Censuses; Woods and Poole Economics Inc.

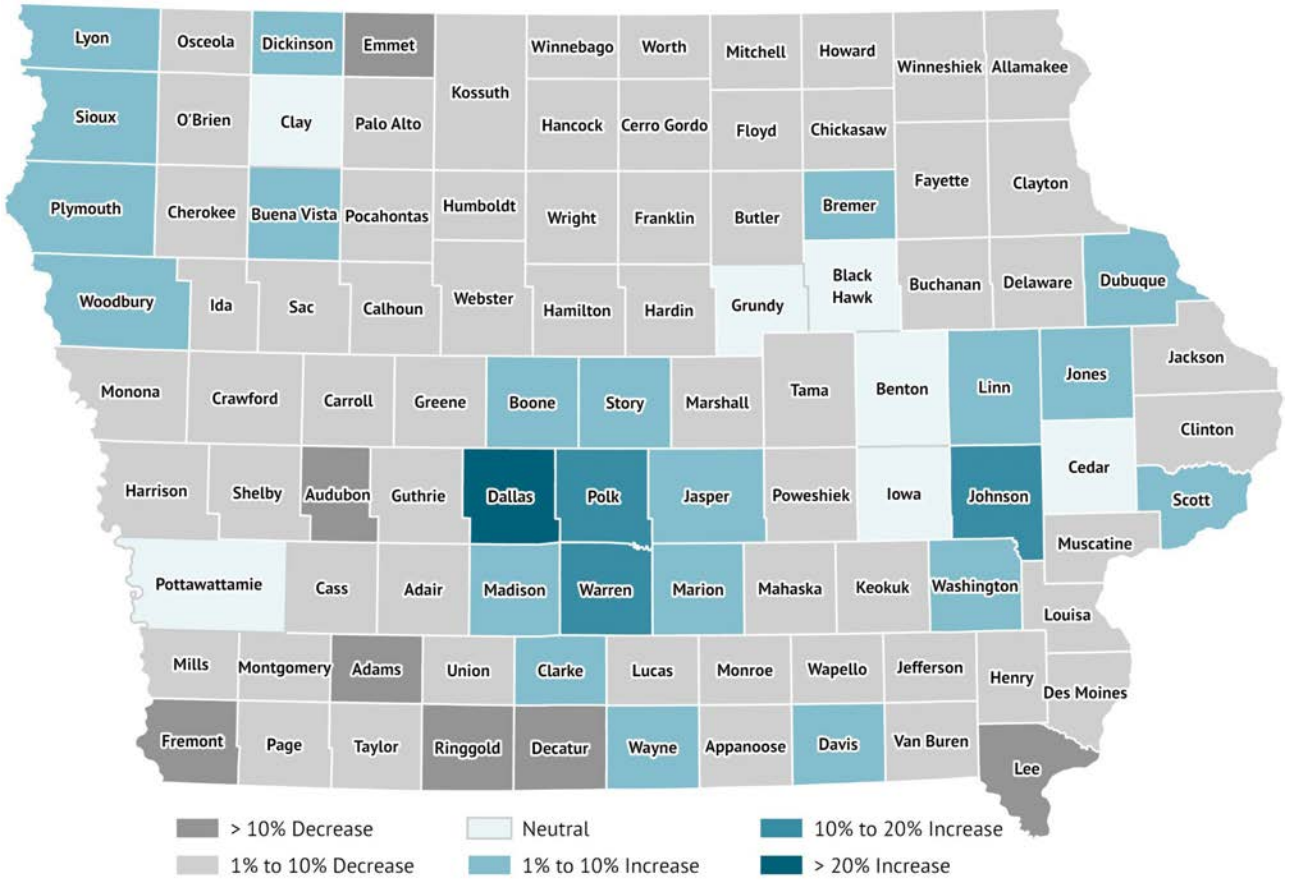
Iowa's population growth is not uniform throughout the state

Growth rates vary significantly across the state. Between 2010 and 2023, 24 of Iowa's 99 counties grew by at least one percent, and 68 counties declined by at least one percent. Typically, county population growth took place within or nearby metropolitan areas, with rural counties experiencing the population decline.

Iowa's population is urbanizing

Iowa's population is continuing to migrate towards the state's nine metropolitan areas, which each have a population of at least 50,000 people. The highest growth rates were counties in and surrounding both the Des Moines and Iowa City metro areas. As Iowa's population is forecasted to grow and consolidate in denser urban areas, it is critical to prepare for long-term impacts on existing urban public transportation systems.

Figure 2.3: County population change (%), 2010-2023



See Appendix A for mapping data

Sources: US Census Bureau, American Community Survey Five Year Estimates; Woods and Poole Economics Inc.

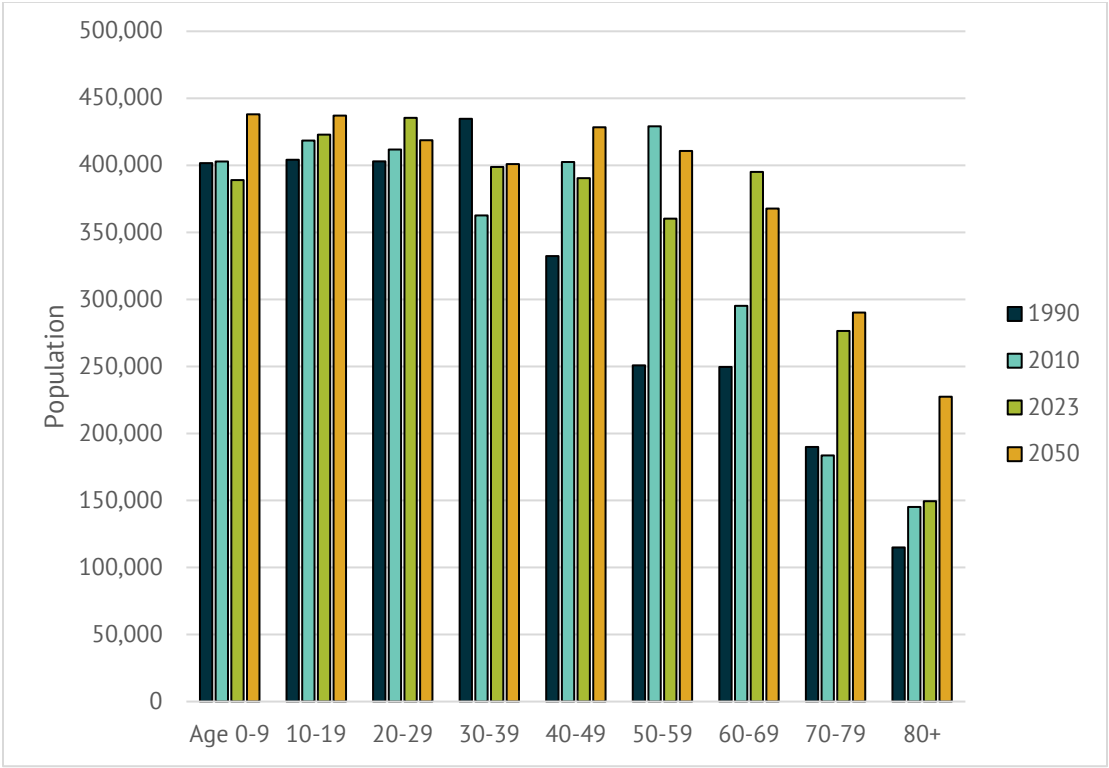
Iowa's population is undergoing generational shifts

Iowa's median age has increased from 30 years old in 1980 to 38.5 years old in 2023 and is forecasted to plateau between 39 and 40 through 2050. Populations under age 50 are projected to see little to no growth, while nearly all age groups over 50 are expected to grow significantly.

Older residents have specific transportation needs that differ from younger residents. Trends suggest that rural areas of the state have higher median ages than urban areas. As Iowa continues to grow, improving and expanding public transport options is necessary to help meet the needs of older residents. Some examples of ways to enhance public transportation for all ages, and particularly older residents, include:

- Larger, easy-to-read print on signs, bus route maps, and transit information
- Vehicles equipped with wheelchair lifts
- Alternative ways to contact ride dispatch services besides online applications
- Americans with Disabilities Act (ADA) accessible bus stops and well-maintained connecting sidewalks
- Improved transit options and coordination between transit providers and human service agencies
- Increasing rural funding and reducing administrative burdens

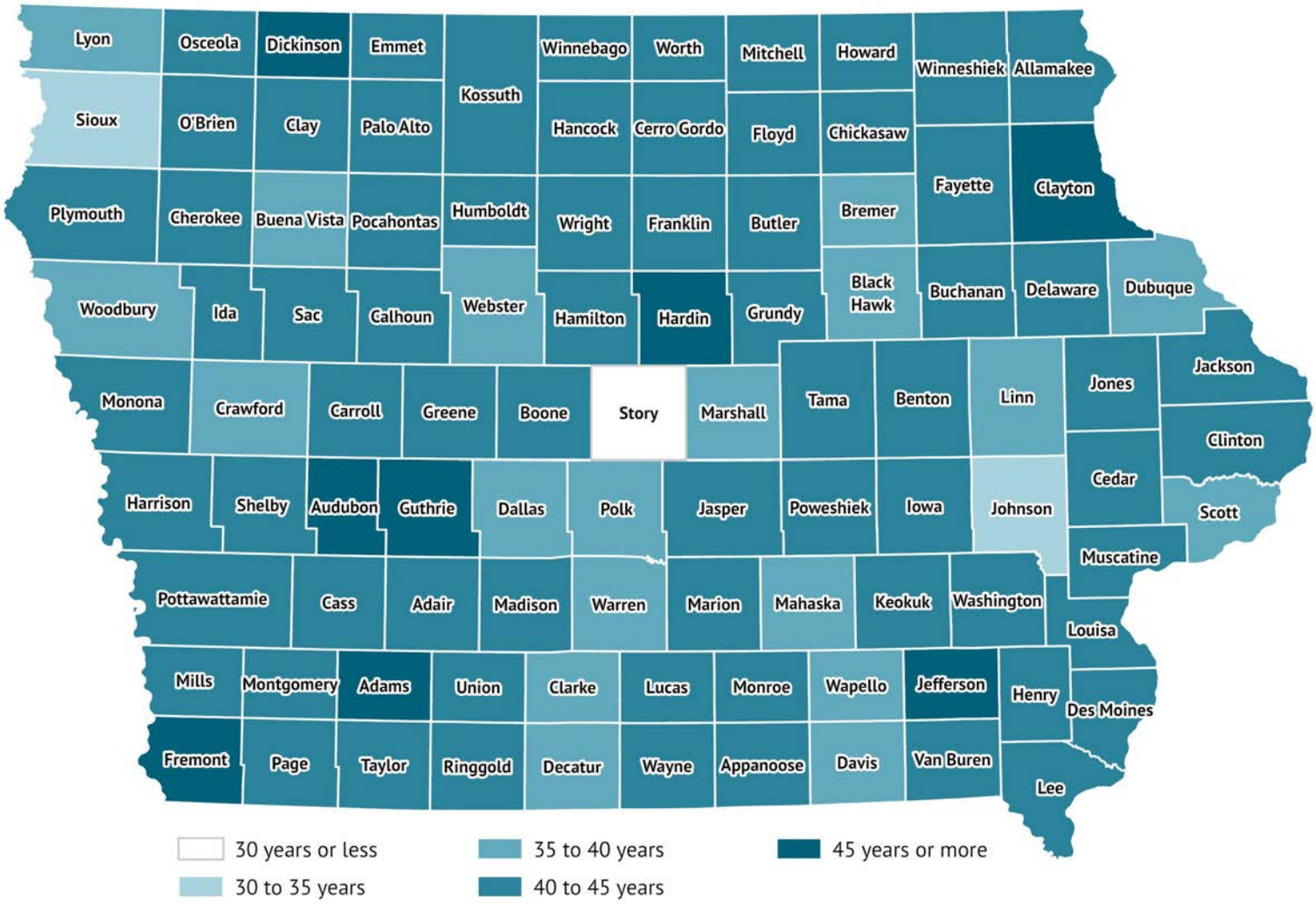
Figure 2.4: Historical and forecasted population by age for Iowa



See Appendix B for chart data

Sources: US Census Bureau, American Community Survey Five Year Estimates; Woods and Poole Economics Inc.

Figure 2.5: County average age, 2023



See Appendix A for mapping data

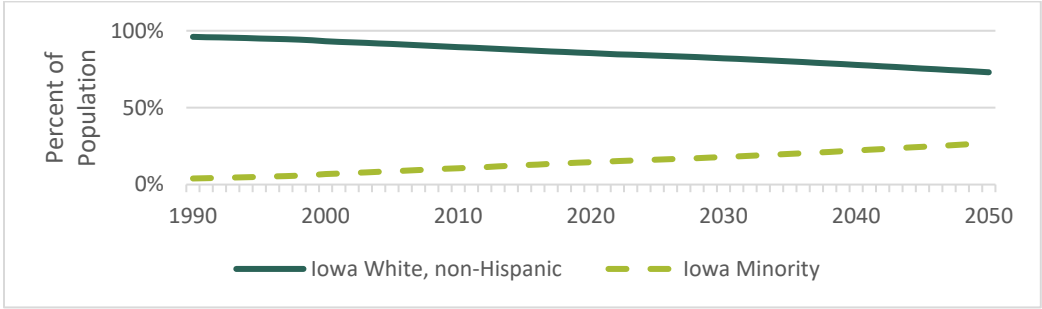
Source: US Census Bureau, American Community Survey Five Year Estimates

Iowa's minority population continues to grow

Iowa continues to become more diverse, with a growing racial and ethnic minority population. Minorities accounted for 15.9 percent of Iowa's 2023 population, compared to less than 4 percent in 1990. By 2050, racial and ethnic minorities in Iowa are projected to account for almost 25 percent of the state's total population. However, this is far less than the national average. Forecasted data projects that the minority population of the United States will equal the White, non-Hispanic population by 2045.

Understanding the transportation needs of Iowa's minority population is important. Minority groups in Iowa tend to have lower median household incomes and are more likely to use transportation other than personal vehicles for work. As the minority population increases, the need to support people with Limited English Proficiency (LEP) will also increase. Approximately 3.2 percent of Iowa's population speaks English less than "very well." To accommodate LEP individuals, the state's transportation system could translate bus route maps and schedules, provide training for transit drivers on communicating with non-English speakers, invest in translation or interpretative services for transit assistance, host websites for LEP resources, and offer interpretation services at public meetings.

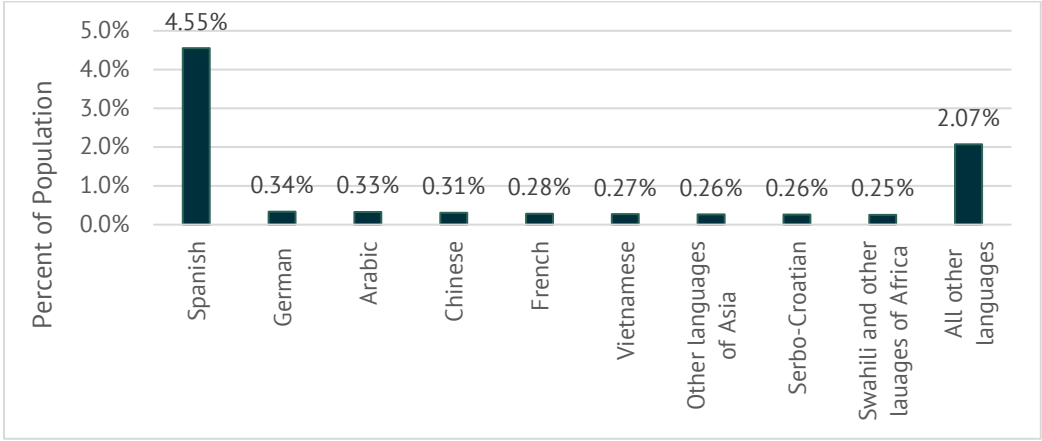
Figure 2.6: Iowa White, non-Hispanic and minority population (%), 1990-2050



See Appendix B for chart data

Source: Woods and Poole Economics Inc.

Figure 2.7: Iowa's population that speak non-English languages (%), 2023

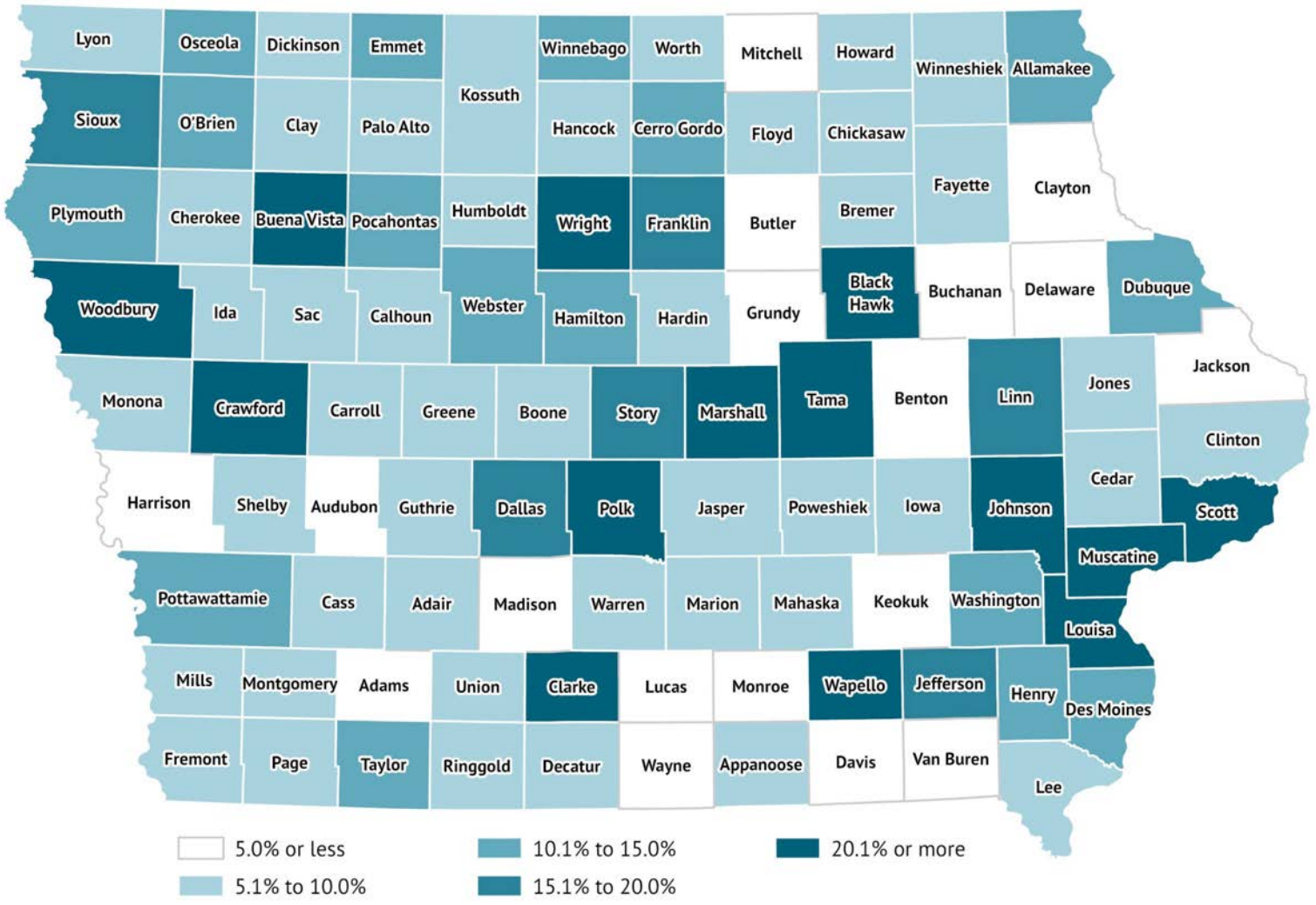


See Appendix B for chart data

Source: US Census Bureau, American Community Survey Five Year Estimates

Chinese includes Mandarin and Cantonese; Thai, Lao includes other Tai-Kadai languages; French includes Cajun; All other languages include over 30 additional languages spoken in Iowa

Figure 2.8: Minority population by county (%), 2023



See Appendix A for mapping data

Source: US Census Bureau, American Community Survey Five Year Estimates

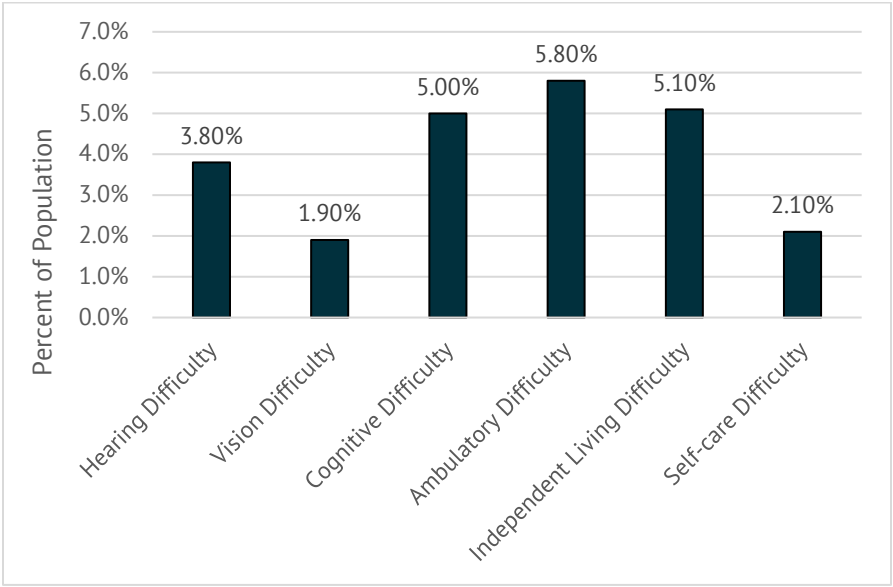
Iowa's transit system needs to be accessible

According to 2023 estimates by the US Census Bureau's American Community Survey, roughly 12.4 percent of Iowa's population experiences some sort of disability. In other words, about 1 in 9 Iowans are more likely to need access to transportation alternatives. Incorporating Americans with Disabilities Act (ADA) design elements helps ensure that Iowa's transit infrastructure serves the needs of all Iowans.

Implications for public transit – demographic trends

- Increased population in and around metropolitan areas and suburbs may create capacity issues and present challenges to optimizing fixed route transit services.
- Local jurisdictions with decreasing population will experience additional strain on already tight transportation budgets. This proves to be a greater strain in rural areas where there already exists challenges in providing service.
- Improvements can be made to transit facilities, bus stops, buses, transit service, and communication efforts to help meet the mobility needs of all transit riders, including riders with disabilities, older riders, and non-English speaking riders.
- It is important that all Iowans, including minority, low-income, and disabled populations, have access to employment and services in both urban and rural areas.

Figure 2.9: Iowa's population that lives with a disability (%), by type, 2023



See Appendix B for chart data

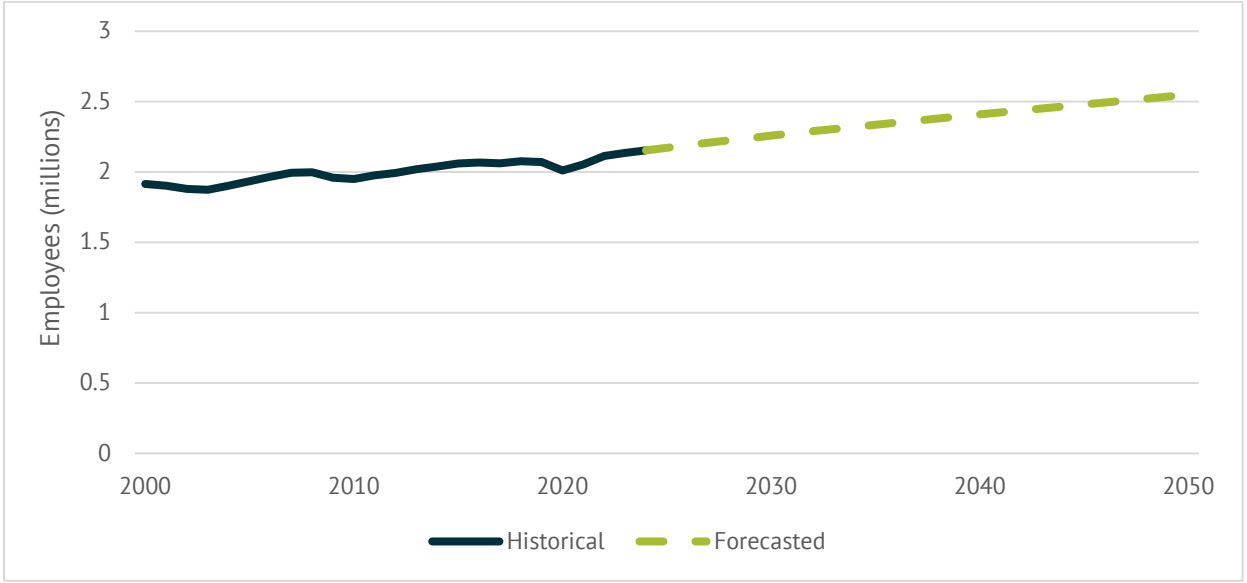
Source: US Census Bureau, American Community Survey Five Year Estimates

2.2 Economic Trends

Total employment in Iowa is expected to increase slowly

Over the past 25 years, total employment in Iowa has increased, from 1.9 million to 2.1 million workers, roughly an average of one percent per year. Iowa's employment is expected to continue to experience slow but steady growth, increasing to 2.5 million workers in 2050, resulting in a roughly 18 percent increase in workforce.

Figure 2.10: Iowa Employment, 2000-2050



See Appendix B for chart data

Source: Woods and Poole Economics Inc.

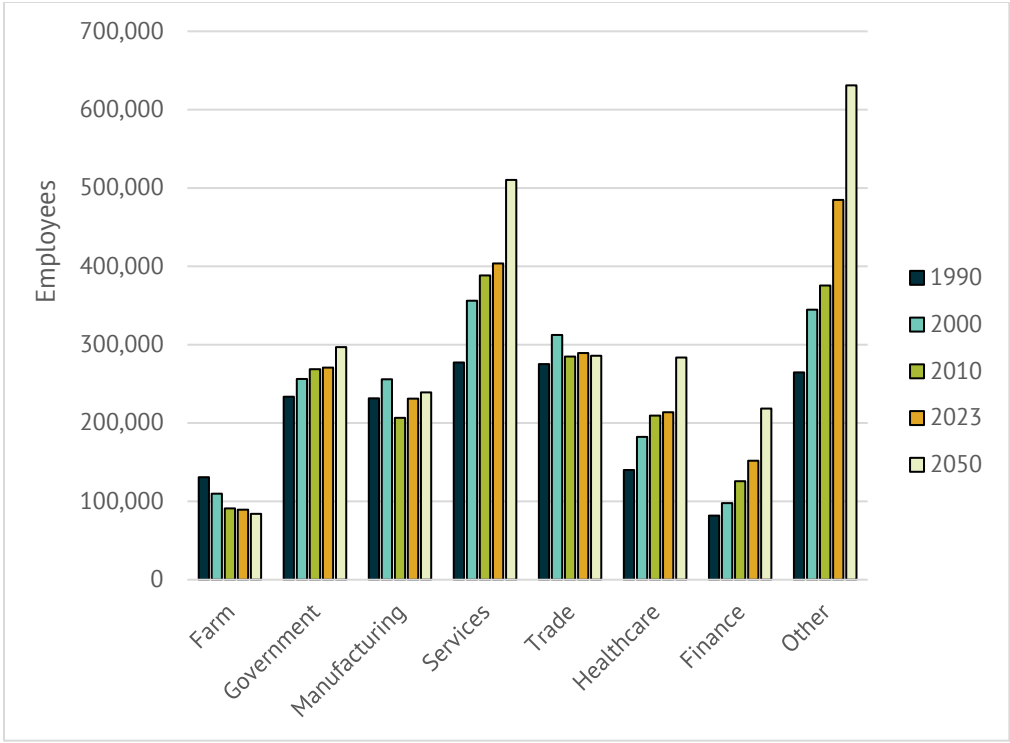
Iowa's employment sectors continue to change

Traditionally, farming and manufacturing have been two of the primary employment sectors in Iowa. Since 1990, the farm sector has decreased by more than 50,000 jobs, which represents a decline of 32 percent in total farm employment in Iowa. This trend is projected to continue and flatten out, with this sector settling at about 83,000 jobs through 2050. Other non-traditional sectors are projected to grow through 2050. These sectors include healthcare, finance and insurance, services (professional, educational, administrative, arts, etc.), and other (real estate, professional and technical services, etc.) Almost all of these non-traditional sectors tend to be based in urban areas.

Iowa's employment growth is not uniform throughout the state

Areas of employment growth and decline vary around the state. Between 2000 and 2023, 38 of Iowa's 99 counties saw an increase in the number of jobs available by one percent or more, four counties remained unchanged, and 57 counties declined by one percent or more. While there was growth in various locations across Iowa, the largest increases in employment were in the counties surrounding Des Moines, Iowa City, and Sioux Falls, South Dakota which includes counties in northwest Iowa.

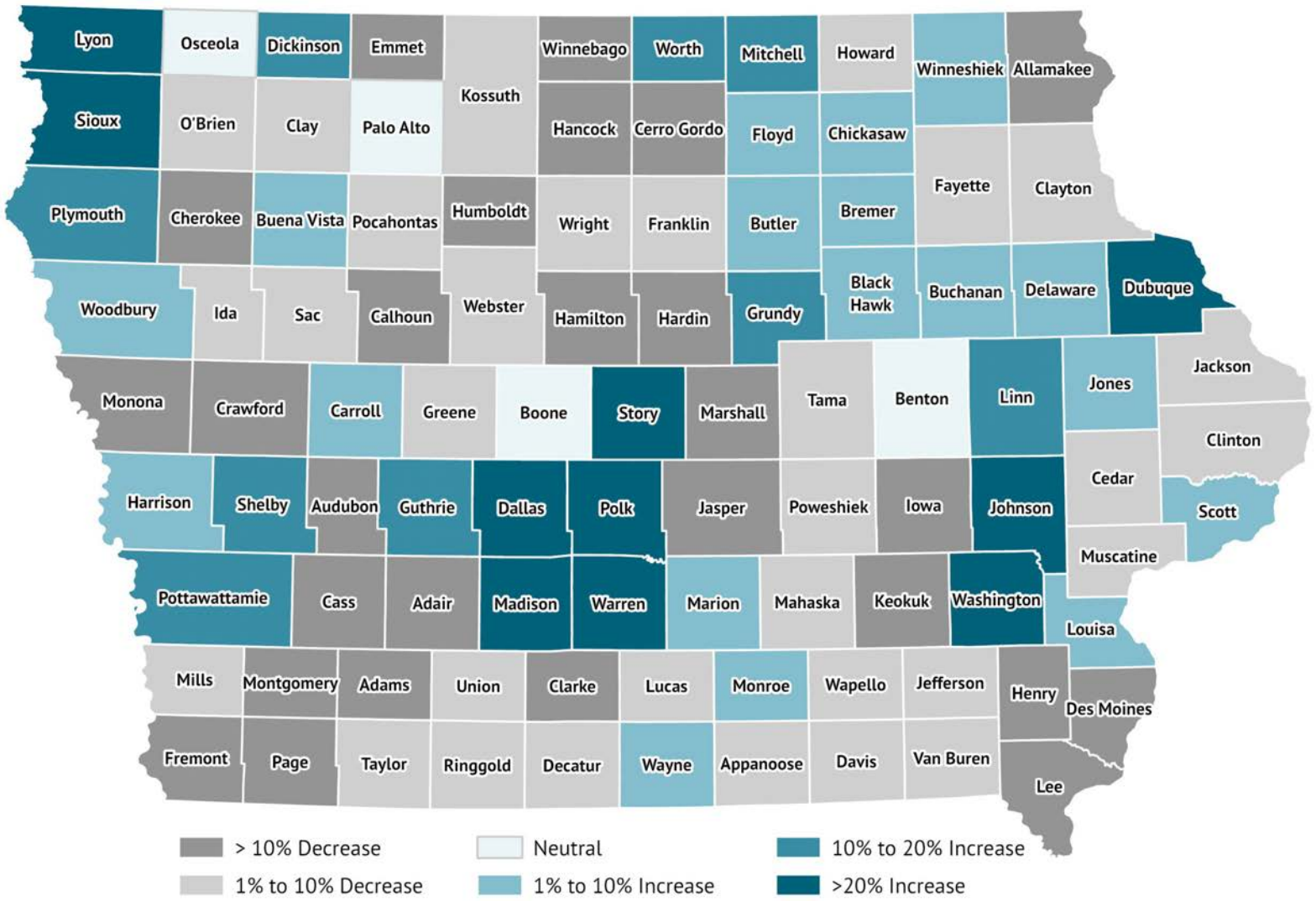
Figure 2.11: Iowa employment, by sector, 1990-2050



See Appendix B for chart data

Source: Woods and Poole Economics Inc.

Figure 2.12: County employment change (%), 2000-2023



See Appendix A for mapping data

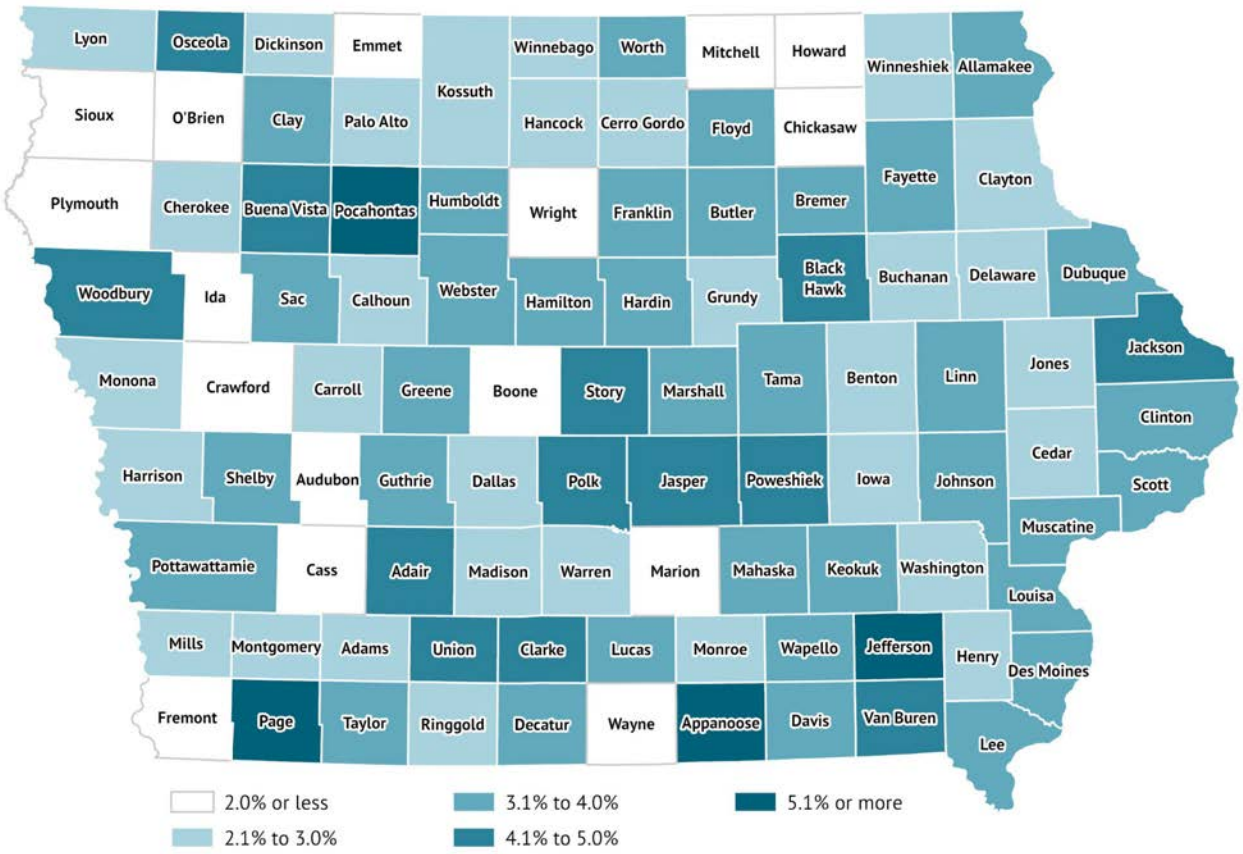
Source: Woods and Poole Economics Inc.

Iowa's unemployment is among the lowest in the nation

The unemployment rate is defined by the U.S. Census Bureau as the number representing unemployed people as a percentage of the civilian labor force. The civilian labor force includes all people who are employed or unemployed, as well as members of the armed forces. As of 2023, Iowa's unemployment rate was 3.7 percent, closely matching the national average of 3.6 percent. Iowa is ranked 21st in the nation for having lower unemployment rates.

Some of the counties with the highest unemployment rates across the state are in more rural areas, but that is also where some of the counties with the lowest unemployment rates are as well. In order to best serve individuals struggling with access to employment in their areas, it is essential to find meaningful access to transportation alternatives for both rural areas and urban centers in order to connect to potential new employment opportunities.

Figure 2.13: Iowa unemployment rates by county (%), 2023



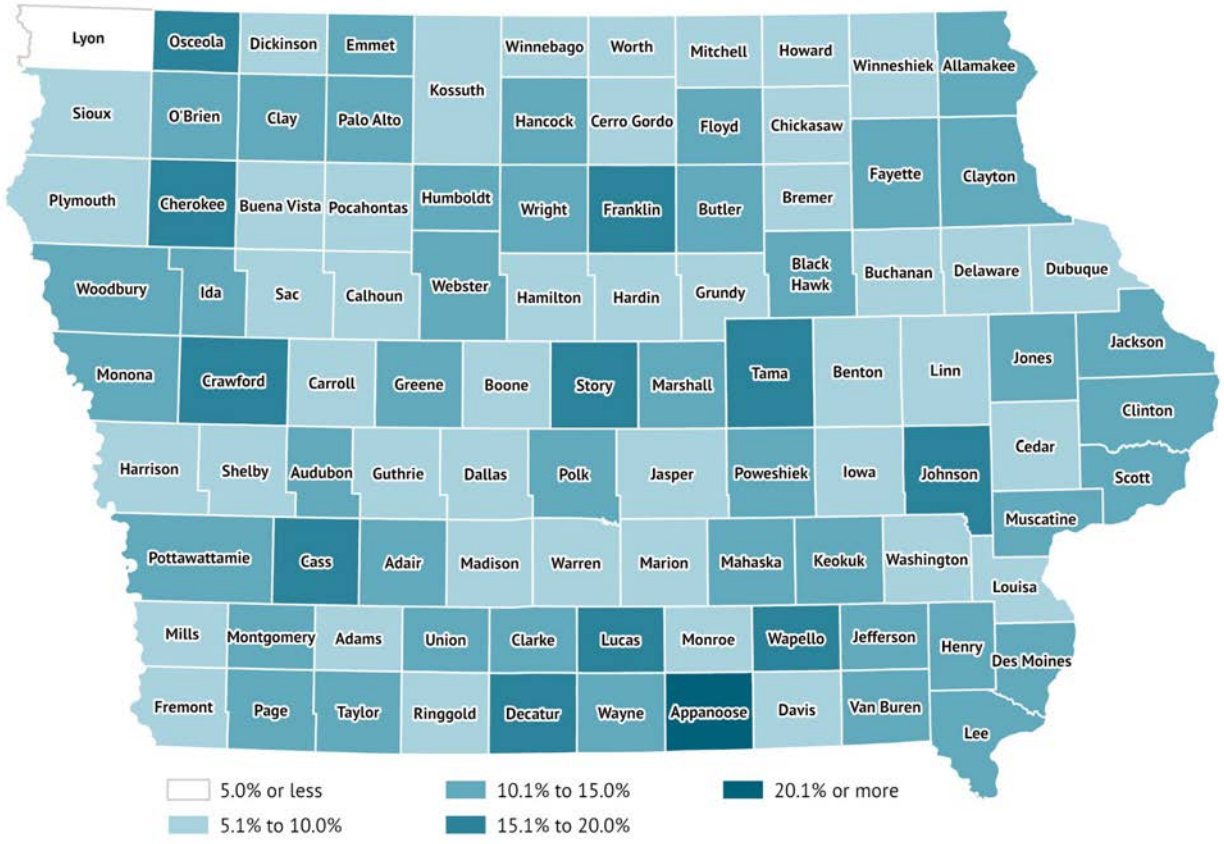
See Appendix A for mapping data

Source: US Census Bureau, American Community Survey Five Year Estimates

Iowans are living in poverty

The U.S. Census Bureau measures poverty by comparing household income to family income thresholds, varying with family size and composition. If a household's total income is below the family threshold, then that household is considered to be in poverty. While the income thresholds used to determine poverty do not change based on geographic location, inflation and the consumer price index are factored in. According to U.S. Census 2023 estimates, nearly 11 percent of Iowans live in poverty—that's approximately 1 in every 9 residents.

Figure 2.14: County population below poverty level (%), 2023



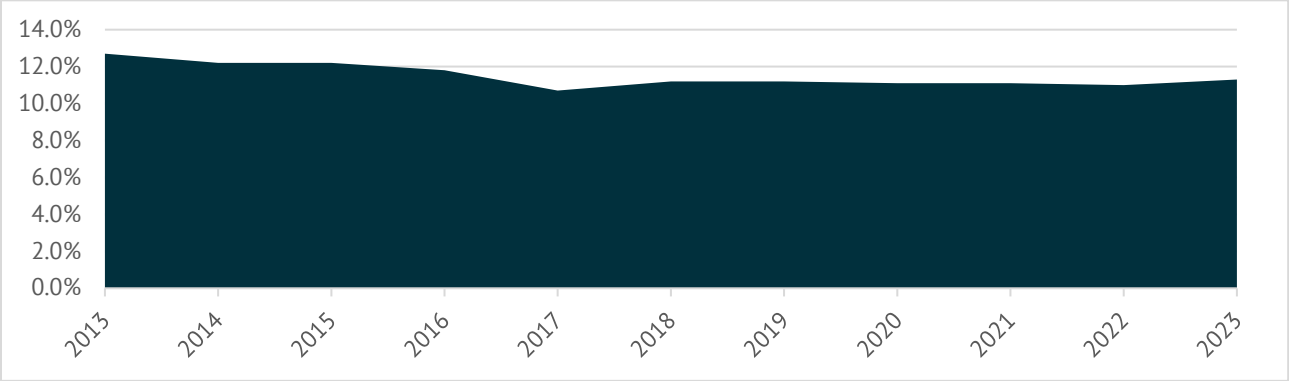
See Appendix A for mapping data

Source: US Census Bureau, American Community Survey Five Year Estimates

Poverty trends

While poverty rates vary across the state, it is equally important to understand how these rates are changing over time. Figure 2.15 shows the statewide average percentage of Iowans living beneath the poverty level over the past decade. While Iowa saw a steady decline in poverty rates prior to 2017, levels have remained relatively stagnant since 2018, averaging around 11.2 percent. As the overall population of Iowa is expected to grow, seeing this stagnant rate would suggest that we will have more individuals living underneath the poverty level in the coming years. It is also important to ensure these populations have meaningful access to affordable transportation alternatives, as services that are unaffordable ultimately fail to meet their needs.

Figure 2.15: Iowans living beneath the poverty level (%), 2013-2023



See Appendix B for chart data

Source: US Census Bureau, American Community Survey Five Year Estimates

Implications for public transit – economic trends

- Employment opportunities are available across urban and rural regions but are migrating towards the metropolitan areas.
- With unemployment throughout the state and uneven population growth between urban and rural areas, there will be an increased need for employers to access pools of employees that live further away.
- The total number of Iowans living beneath the poverty level is expected to rise — more people will need meaningful access to traditional, affordable transportation alternatives (i.e, public transportation).
- Public transit is more expensive to provide in rural areas than urban areas. As the demand for transportation alternatives in rural areas continues to grow, so will the need to identify more rural transit resources.

2.3 Passenger Trends

Iowans are traveling more, but passenger travel is not uniform across all modes of transportation

Since 1990, travel across all passenger modes (aviation, highway, passenger rail, and public transit) in Iowa increased steadily from 1990 to 2020. However, in 2020, each mode of travel saw a statistically significant decrease due to the COVID-19 pandemic. Since then, each mode has been steadily increasing, gradually approaching pre-pandemic levels. The two most common modes of travel are highway (measured by passenger vehicle miles traveled (VMT)) and public transit. However, the two modes that are seeing the steadiest growth are highway and aviation.

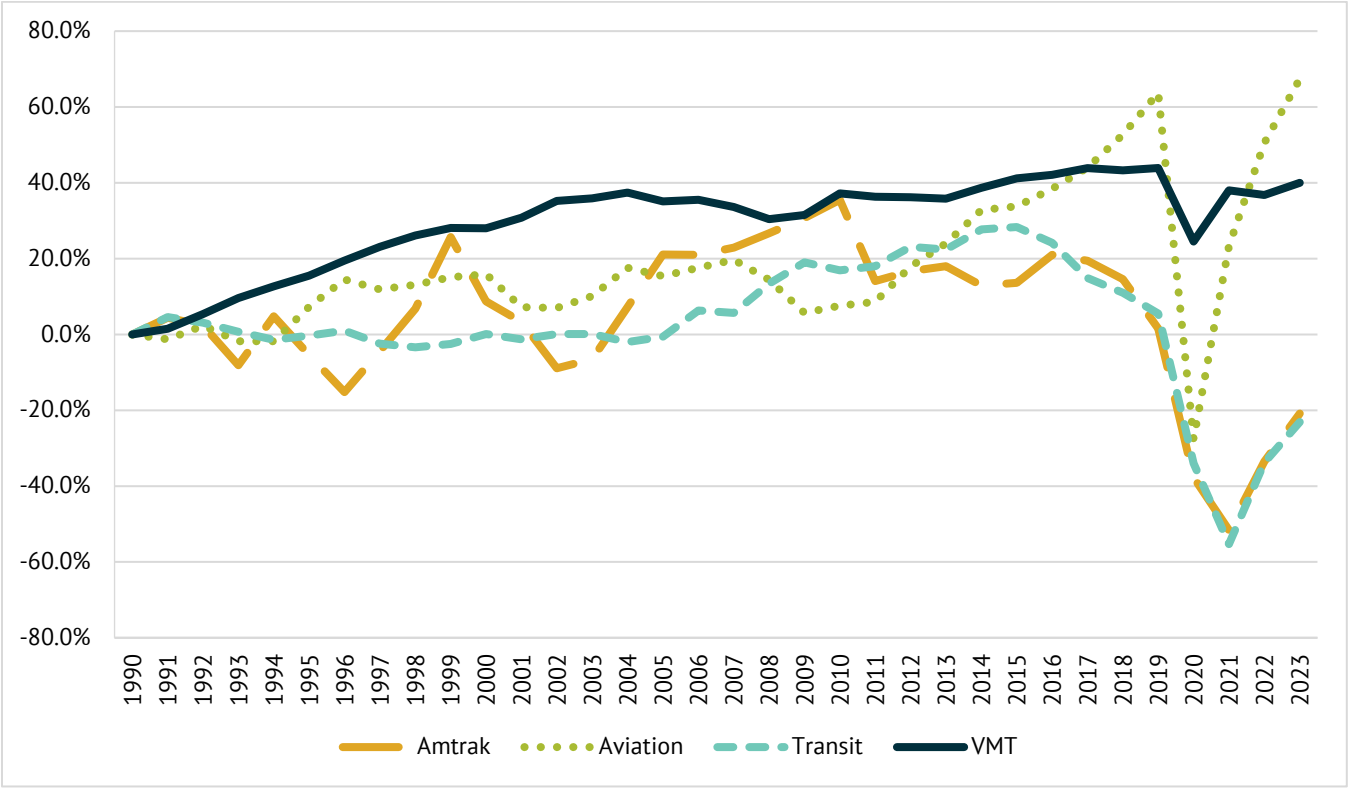
Table 2.1: Iowa passenger transportation trends, 1990-2023

Travel Modes	1990	2000	2010	2018	2020	2023
Amtrak rides	50,719	55,146	68,744	58,119	31,601	40,132
Aviation enplanements	1,363,840	1,581,217	1,468,158	2,082,586	987,527	2,282,885
Passenger VMT*	20,418,000,000	26,128,000,000	28,004,000,000	29,255,000,000	25,576,000,000	28,779,000,000
Public transit rides	22,417,065	22,449,367	26,208,453	24,887,393	19,028,255	17,341,472

**Passenger VMT includes passenger cars, light trucks, vans, sport utility vehicles (SUVs), motorcycles, and buses over all road systems*

Source: Iowa DOT, Amtrak, FAA

Figure 2.16: Iowa passenger travel trend growth rates by mode (%), 1990-2023



See Appendix B for chart data

Source: Iowa DOT, Amtrak, FAA

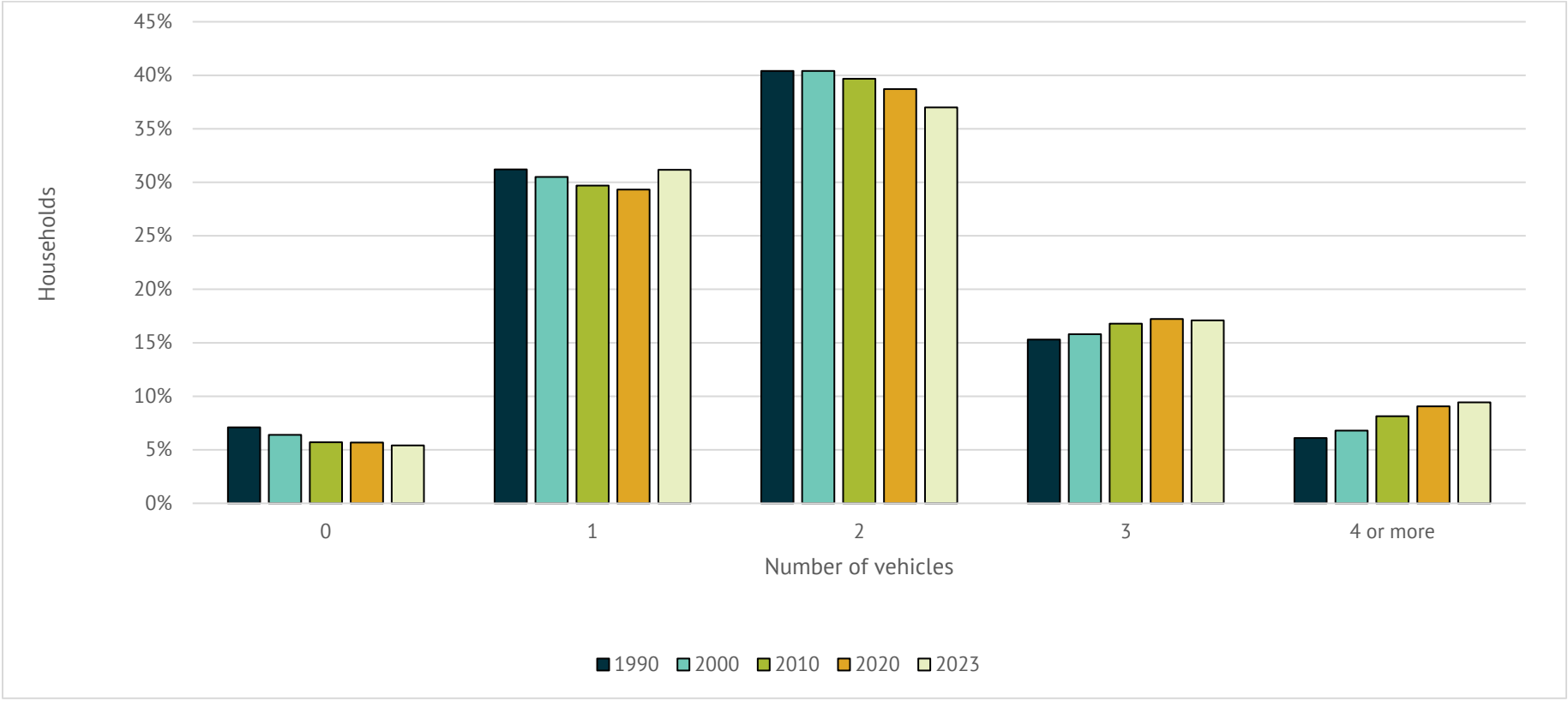
Aviation enplanements in Iowa increased by roughly 67 percent between 1990 and 2023, similar to the national average. While aviation saw the sharpest decline during the COVID-19 pandemic, it also experienced the most dramatic recovery, surpassing pre-pandemic levels. Amtrak and public transit usage also dropped significantly during the pandemic, reaching record lows. Although neither has fully returned to pre-pandemic levels of ridership, both continue to grow at a rapid rate.

Passenger VMT and public transit have seen the most stable growth in Iowa since 1990. Passenger VMT has increased by 40 percent and was the least affected by COVID-related travel restrictions, though it still remains slightly below its pre-pandemic peak.

The number of vehicles per household has increased

Over the past several decades, there has been little change to the number of vehicles per household, most having one or two vehicles – representing about 70 percent of households. However, a historical trend shows that the number of households that have zero, one, or two cars is decreasing, while the number of households that have three or four or more cars is increasing, suggesting an overall shift toward more vehicles per household overall.

Figure 2.17: Number of vehicles available per household in Iowa, 1990-2023



See Appendix B for chart data

Sources: US Census Bureau, American Community Survey Five-Year Estimates

Most Iowans drive to work alone

The overwhelming majority of Iowans continue to drive to work alone rather than carpool, bike, or walk. Over the past 30 years, those numbers have remained mostly consistent, with one noticeable exception. Between 2020 and 2023, there was a large uptick in individuals working from home, which can be attributed to the COVID-19 pandemic. The rise in remote work led to a decrease in nearly all other commuting modes, with individual drivers being impacted the most, although the current trends suggest there is a return to office.

Table 2.2: Iowan's mode of transportation to work, 1990-2023

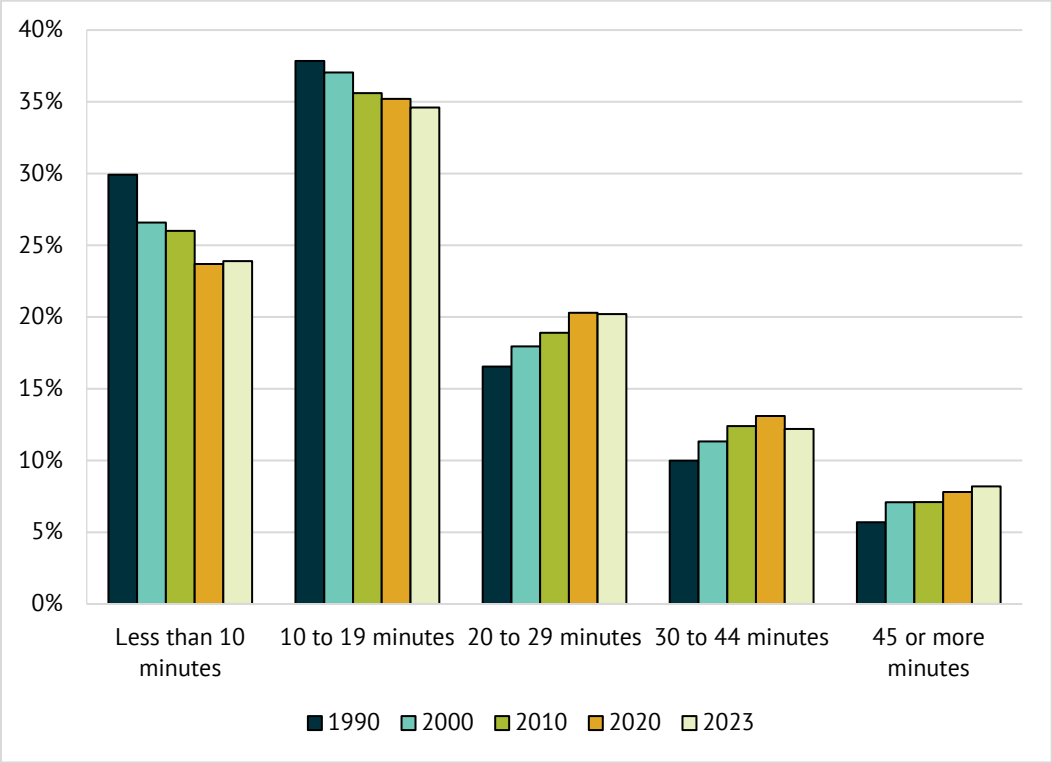
Commuting Method	1990	2000	2010	2020	2023
Drove alone	73.4%	78.6%	78.7%	80.2%	76.7%
Carpool	11.9%	10.8%	10.3%	8.0%	7.9%
Public transportation	1.2%	1.1%	1.0%	0.9%	0.7%
Bicycle	0.3%	0.4%	0.5%	0.4%	0.3%
Walk	5.8%	4.0%	3.8%	3.1%	2.9%
Other (includes motorcycle and taxi)	0.7%	0.6%	0.8%	0.9%	1.0%
Worked at home	6.7%	4.7%	4.8%	6.4%	10.4%

Sources: US Census Bureau, American Community Survey Five-Year Estimates

Average travel time to work has increased, but Iowans continue to have one of the lowest average commute times nationally

Average travel time to work for Iowans has been increasing over the past 30 years, and this trend will likely continue. Commutes under 19 minutes have been steadily decreasing, and all commutes longer than 20 minutes have been increasing. The average travel time to work for Iowans is 19 minutes, much lower than the national average of 26.9 minutes. More Iowans are commuting to locations outside their county of residence, which may help explain the increased travel times. With jobs also continuing to migrate toward Iowa's metropolitan areas, commuting has taken on more of a role to support the labor force necessary for these areas.

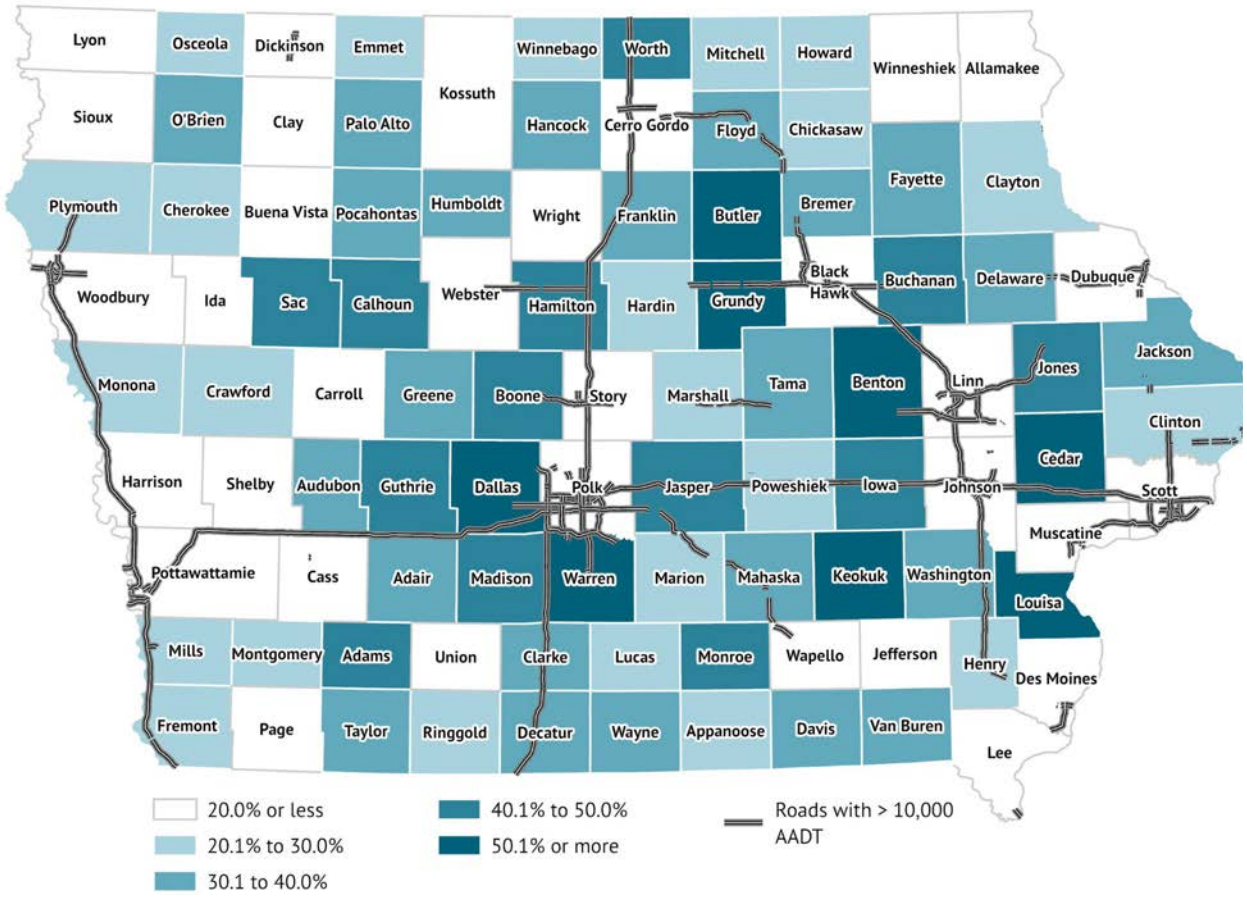
Figure 2.18: Travel time to work in Iowa, 1990-2023



See Appendix B for chart data

Sources: US Census Bureau, American Community Survey Five-Year Estimates

Figure 2.19: Commuting trends of passenger AADT on primary highways, and percent of workforce leaving county of residence, 2023



See Appendix A for mapping data

Sources: US Census Bureau, American Community Survey Five Year Estimates; Iowa DOT

Implications for public transit – passenger trends

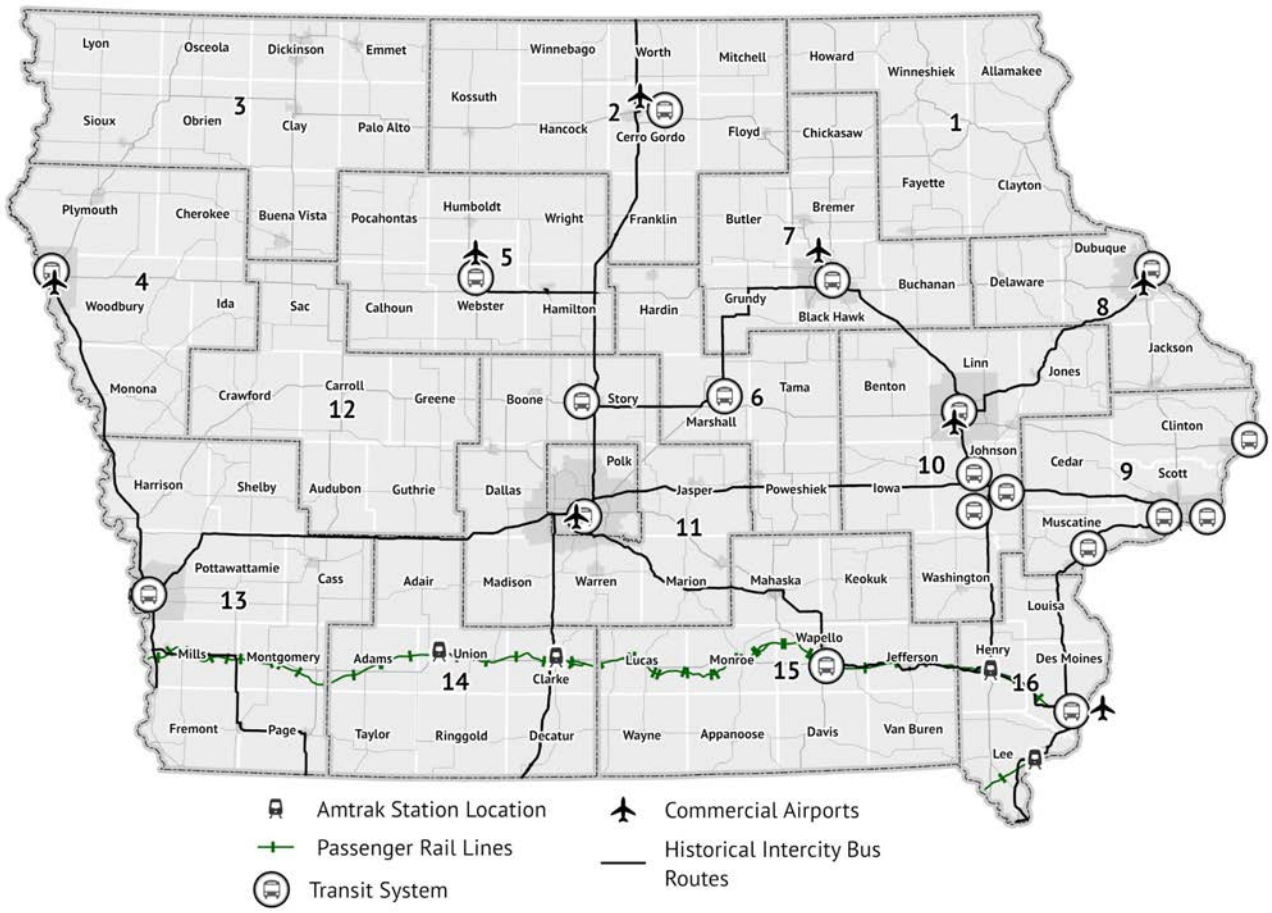
- Travel across all passenger modes has increased nearly 22 percent since 1990, while Iowa's population has only grown by 14 percent. Investments in all passenger modes are necessary to ensure mobility options for Iowans.
- Driving to work alone continues to be the most common mode choice for commuters by far. Meanwhile, other modes of transportation usage have stayed the same or slightly decreased, including biking, walking, and carpooling. Working from home has seen a sharp increase, which is impacting solo commuters the most.
- More Iowans are choosing to live over 20 minutes away from their place of work, creating more opportunities for regional transit services while posing challenges for extending local fixed route transit service into suburban areas.

2.4 System and Travel Characteristics

Passenger transportation comes in many forms and many times it takes the shape of multiple modes of transportation combined for a passenger to get from their origin to their destination. Some of these modes include public transit, passenger rail, commercial air service, and intercity bus routes. The following sections describes some of the primary passenger transportation options that exist within Iowa.

Understanding the unique characteristics of these transportation systems helps us better plan for incorporating their use within the context of creating and maintaining a robust, efficient, and effective multimodal passenger transportation system in Iowa.

Figure 2.20: Iowa passenger transportation services



Source: Iowa DOT

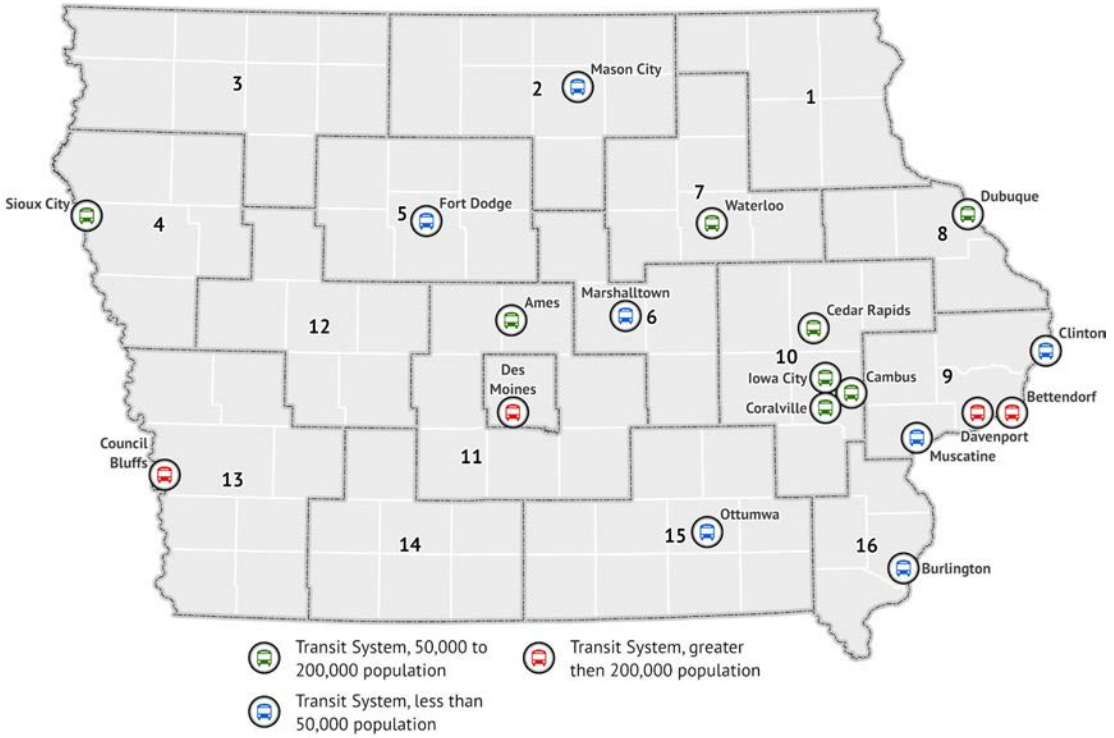
Public Transit

Iowa's public transit system provides many benefits to its residents, fulfilling a key alternative transportation role. In general, transit users in Iowa include commuters, elderly residents, low-income residents, college students, disabled residents, and youth. However, especially in metropolitan areas, public transit provides people a transportation alternative for economic, practical, or environmental reasons.

Public transit services positively impact both Iowa's economy and population. From 1985 through 2023, transit ridership in Iowa has been in flux from 23.8 million annual rides to 17.3 million annual rides, with a significant drop in 2020 due to the COVID-19 pandemic. Ridership is expected to continue increasing in the future as Iowa's population base ages and as more people embrace alternative transportation options.

There are 35 public transit systems in Iowa, which are classified by size. Urban areas with populations 50,000 and greater are designated as Large Urban systems, urban areas with less than 50,000 population are designated as Small Urban systems, and rural areas outside the urban systems are designated as regional systems.

Figure 2.21: Iowa's public transit agencies



Source: Iowa DOT

Large Urban Transit Agencies

- Ames Transit Agency/CyRide
- City of Bettendorf
- University of Iowa, Cambus
- Cedar Rapids Transit
- Coralville Transit System
- City of Council Bluffs
- Davenport Public Transit (CitiBus)
- Des Moines Area Regional Transit Authority (DART)
- City of Dubuque, The Jule
- Iowa City Transit
- Sioux City Transit System
- Metropolitan Transit Authority of Black Hawk County

Small Urban Transit Agencies

- Burlington Urban Service
- City of Clinton, Municipal Transit Administration
- City of Fort Dodge (DART)
- Marshalltown Municipal Transit
- City of Mason City
- City of Muscatine
- Ottumwa Transit

Regional Transit Agencies

- Region 1: EARL Public Transit
- Region 2: Region 2 Transit
- Region 3: Regional Transit Authority/RIDES
- Region 4: Siouxland Regional Transit System
- Region 5: MIDAS Council of Governments
- Region 6: Region Six Resource Partners/PeopleRides
- Region 7: Iowa Northland Regional Transit Commission (OnBoard Public Transit)
- Region 8: Region 8 Regional Transit Authority
- Region 9: River Bend Transit
- Region 10: CorridorRides
- Region 11: Heart of Iowa Regional Transit Agency
- Region 12: Western Iowa Transit System
- Region 13: Southwest Iowa Transit Agency
- Region 14: Southern Iowa Trolley
- Region 15: 10-15 Regional Transit Agency
- Region 16: Southeast Iowa Bus (SEIBUS)

Other Passenger Travel Options

Intercity Bus

Intercity bus service is an extremely valuable transportation resource for Iowa's residents who do not drive or choose not to drive. This service allows them to reach destinations across the country. Routes and stops for Iowa's three intercity bus carriers are shown on Figure 2.20. Intercity bus services include stops at non-urbanized locations and make meaningful connections to nationwide networks. As of 2016, 15 percent of state's federal non-urbanized (5311) transit funding must be used for support of intercity bus services, unless the Governor certifies this need has been met).

Eligible participants for the Intercity Bus Program include private intercity bus companies, companies wishing to start intercity bus service, public transit agencies either operating or proposing to operate intercity bus services, or local communities wishing to support intercity bus connections to their community.

Iowa's Intercity Bus Program has two components in priority order:

- Iowa based operating support
- Support for intercity bus capital improvements (over the road coaches, vertical infrastructure, vehicle renovations/improvements, ADA improvements to vehicles and facilities)

Passenger Rail

Iowa is served by two Amtrak passenger rail routes that provide long-distance service between Chicago and two California destination—Los Angeles and the San Francisco Bay Area—with stops at six stations across the state. Currently, there is no intercity corridor service or commuter rail service provided in the state, either by Amtrak or by other operators. There are two tourist or heritage railroads offering excursion trips in the state. As metropolitan areas throughout Iowa continue to grow, the need to invest in a diverse network of passenger transportation options that will accommodate this growth will remain an important consideration. The area also has numerous opportunities to provide connections to intercity bus providers from passenger rail facilities. For example, if Amtrak service reaches Moline, Illinois, some interline connections to destinations in Iowa could be pursued.

The two Amtrak routes in Iowa are the California Zephyr from Chicago, Illinois to Oakland, California, and the Southwest Chief from Chicago to Los Angeles, California. The California Zephyr operates over the BNSF tracks in southern Iowa providing daily service in both directions. Stations in Iowa include Burlington, Mount Pleasant, Ottumwa, Osceola, and Creston. The Southwest Chief also operates daily in both directions over the BNSF tracks in extreme southeast Iowa with one stop in Fort Madison. Figure 2.22 shows current service and routes where service is being planned or considered for study.

Nationwide, passenger rail ridership on Amtrak increased from 20.8 million in 1985 to 28.6 million in 2023. However, this increase has not been mirrored in Iowa, where the number of passengers getting on and off trains (boardings and alightings) at Amtrak stations has remained relatively unchanged since 1985. Just over 40,132 passengers boarded and alighted at the six Iowa Amtrak stations. Of these, approximately 11,300 boardings and alightings were at the Osceola Station (located south of Des Moines) and approximately 8,400 boardings and alightings were at the Mount Pleasant Station (located south of Iowa City). Projections indicate boarding and alightings at existing Amtrak stations in Iowa will rise to approximately 62,000 by 2040, an increase of just above 8 percent over the 26-year period.

While these two lines are a tremendous asset for the state, there is concern that most of Iowa's largest communities do not have convenient passenger rail connections to major regional cities such as Chicago, Omaha, Minneapolis, or Kansas City. The Iowa DOT's 10-Year Strategic Passenger Rail Plan envisions a network that provides service connecting Iowans to major cities, regional destinations, and many other communities not currently served by commercial air service or passenger rail. At this point, there are no plans for changes in the frequency or routes of Amtrak services in Iowa. That noted, Iowa DOT is working on various fronts on potential new passenger rail corridor services and facilities supported at least in part by federal funding sources.

Figure 2.22: Passenger rail routes in Iowa

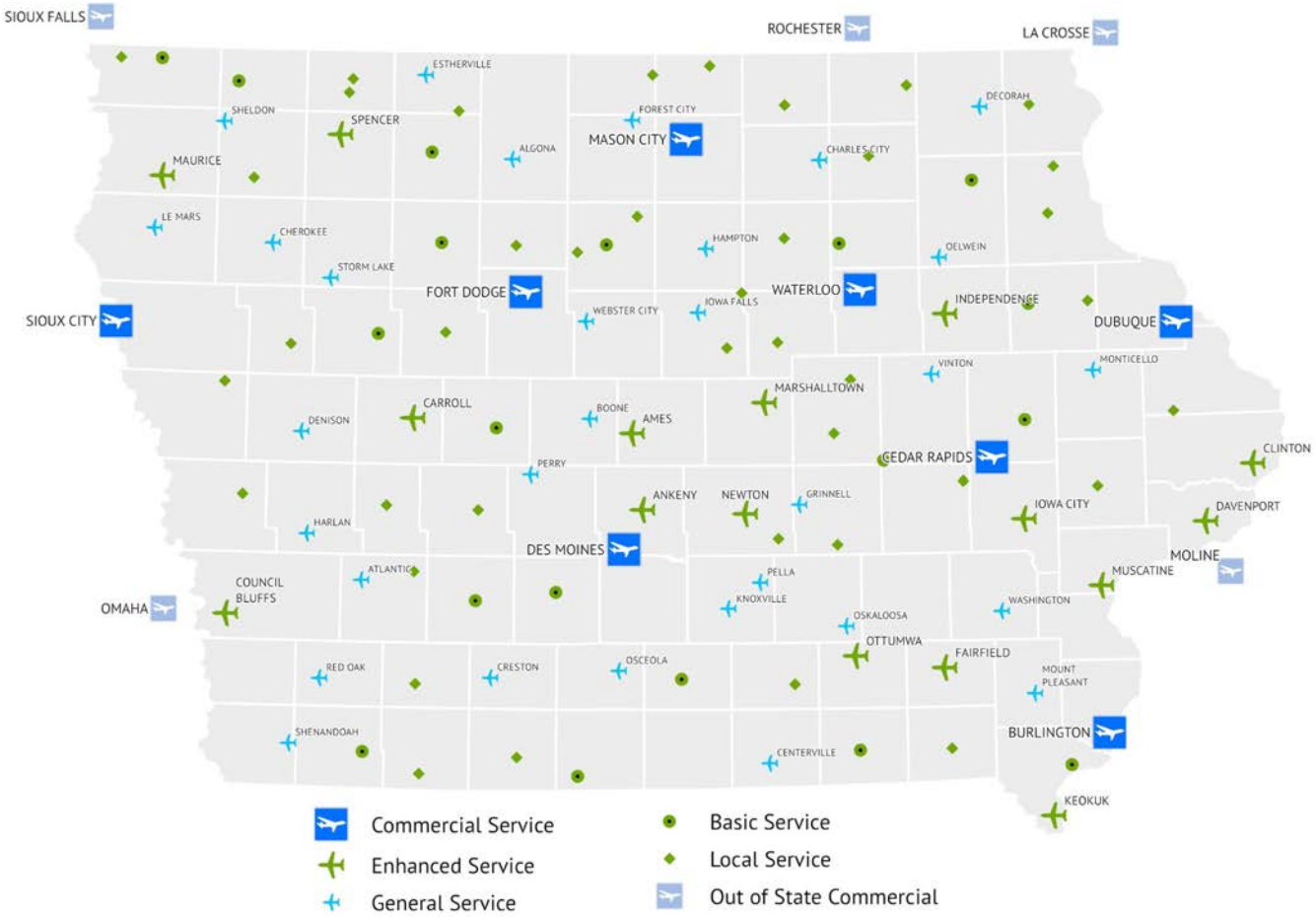
Source: Iowa DOT

Aviation

Iowa's air transportation system plays a critical role in the economic development of the state and the quality of life for Iowans, providing an essential travel option for business and leisure. Airports are key transportation centers and economic catalysts, moving people and goods quickly and efficiently.

The Federal Aviation Administration (FAA) lists more than 3,700 aircraft and 5,500 pilots in the state. With more than 1 million annual aircraft operations conducted at 107 publicly owned airports, the aviation system provides a valuable transportation mode to meet the needs of businesses, residents, and visitors.

Figure 2.23: Iowa airports by role and bordering commercial airports

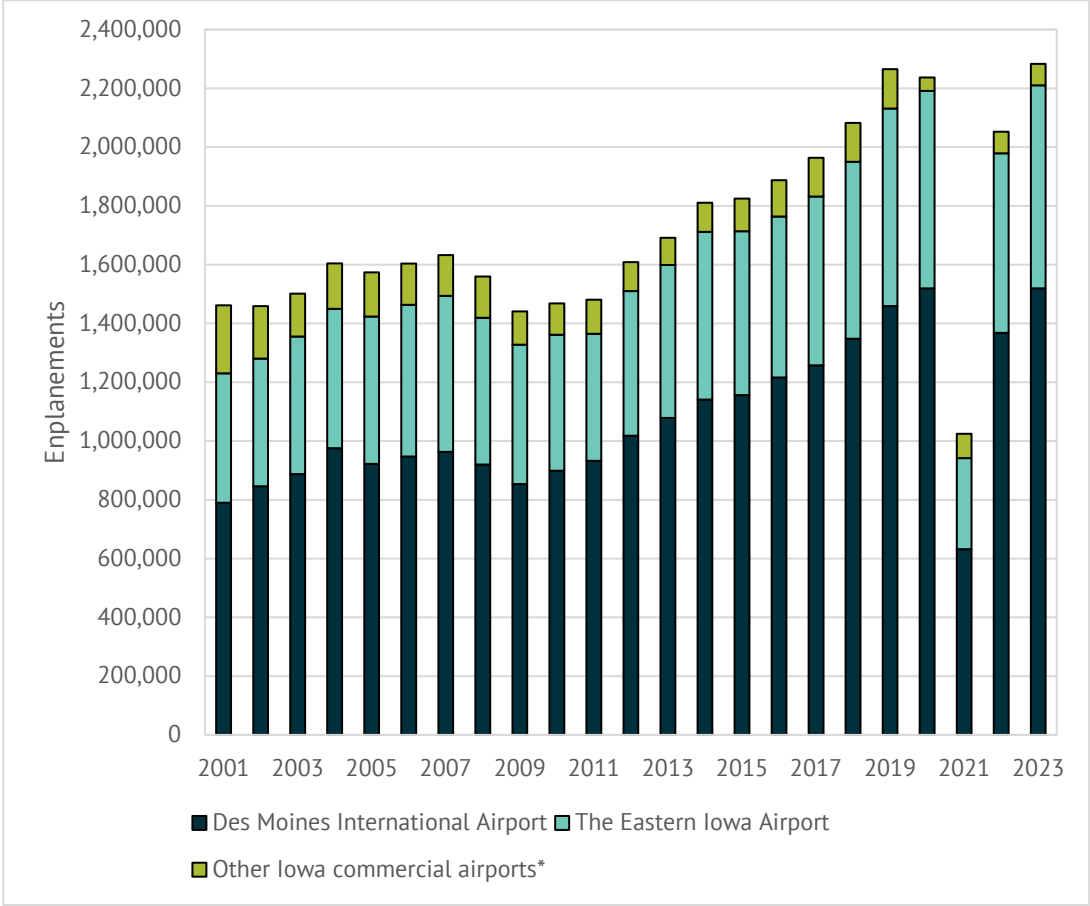


Source: Iowa DOT

Iowa's commercial service and general aviation airports provide access for many different types of aviation system users. More than 2.2 million people are boarded (enplanements) on commercial aircraft and nearly 98,000 tons of cargo are shipped from Iowa's eight commercial service airports each year. General aviation accounts for most aircraft operations in Iowa and includes uses for agriculture, business, charter, flight instruction, law enforcement, medical transport, and recreational activities.

Except for a slight decline during 2008-2011 and a massive dip during 2020-2021, enplanements at Iowa's commercial service airports have been growing. Forecasts suggest passenger traffic will experience annual increases of 2 percent over the next 20 years. During the same period, general aviation activity is expected to see modest increases in both based aircraft and operations.

Figure 2.24: Enplanements at Iowa's commercial service airports, 2001-2023



See Appendix B for chart data

**This includes Dubuque Regional, Fort Dodge Regional, Mason City Municipal, Sioux Gateway, Southeast Iowa Regional, and Waterloo Regional Airports*

Source: FAA

Transportation Network Companies (TNC)

One area of influence on public transit ridership is the use of paid rideshare applications such as Uber, Lyft, Via, or Spare, otherwise known as Transportation Network Companies (TNCs). These services involve people, who may have otherwise taken public transit or used another mode of transportation, paying to ride in private passenger vehicles. These services are considered "paid rideshares" or for-hire passenger transportation provided by rideshare companies. Iowa defines a rideshare company as a corporation, partnership, sole proprietorship, or other entity that operates in this state and uses a digital network (an on-line enabled app, internet site, or system offered by a rideshare company) to connect riders to drivers who use their personal vehicles to provide prearranged rides for a fare.

The ride hailing service Lyft began offering service to all of Iowa starting in August 2017. Lyft originally began service in Ames, Cedar Rapids, Davenport, Des Moines, Dubuque, Iowa City, Sioux City and Waterloo earlier in 2017 before expanding service to the rest of the state. Lyft notes that availability of drivers will impact service in rural areas. Via is currently providing paratransit service for Council Bluffs.

In January 2019, Uber announced that its paid rideshare service was available across the entire state of Iowa. While exact average wait times are not available, it is expected that with fewer or potentially no drivers available in some areas, service levels will differ considerably, particularly between urban and rural regions.

Automated Vehicles (AV)

Another area of unknown influence on public transit service and ridership is the advancement of automated vehicles (AV). Vehicles that are fully autonomous could potentially operate without the need for a driver, which could revolutionize passenger travel. Many organizations have attempted to forecast AV adoption rates to estimate how many autonomous vehicles could be on the road in the near and distant future. Due to the multitude of unknowns and variable factors, forecasted AV adoption rates has decreased and most expect a negligible portion of the overall fleet of vehicles to have AV technology in the near future.

For this Plan, the potential benefits of AV to mobility are especially important, as they could have the most direct impact on passenger transportation services. From a technical standpoint, the FTA has begun studying how to incorporate autonomous vehicles into transit fleets by evaluating the capability of existing technology and the ability to retrofit new automated technology into buses. While some existing technology will work well with future AV uses, it was found that the configuration of most braking systems will not be sufficient or at least very difficult for automated technology to leverage unless costly upgrades are made. It was noted, however, that hybrid and electric buses have a different type of braking system that perform better as an AV.

From an operations standpoint, the American Public Transportation Association (APTA) is investigating types of transit service that would most likely be the earliest adopters of autonomous technology. Among those services, low-speed autonomous shuttles are seen as having potential to replace large buses that service low demand routes with infrequent schedules. First mile/last services are another area where smaller AV transit vehicles could provide rides. According to U.S. DOT research conducted in 2018, of the dozen AV shuttle pilot test projects, all of them utilized electric vehicles with capacities between 10 and 15 transit riders, although most of the testing was limited to closed courses and routes due to safety concerns.

As far as the overall impact of AV on public transit ridership, a study by researchers from North Carolina Department of Transportation and the University of Tennessee found that AVs will likely result in a net decrease in public transit ridership. While they acknowledged that much more research still needs to be done, they concluded that this ridership decrease will be due to factors such as extra comfort and privacy of AVs compared to public transit and the relative utility of AVs. It was also noted that micro-mobility services such as shared AVs and microtransit AVs could attract riders from transitional public transit services. Additionally, once full automation has been achieved, populations who otherwise could not drive, such as the disabled, elderly, and unlicensed individuals, could potentially transition from public transit to AV usage. However, it remains unclear when full automation will become a reality, with many projections placing widespread adoption well into the future.

Shared Systems (Bike, Scooter, etc.)

Most shared or electric bicycle (eBike) and scooter services, whether docked at a rack or undocked, are managed at the local jurisdictional level. As such, each location will individually determine if such mobility options are warranted, have sufficient demand from the public, and meet statutory requirements designated for the local area.

Bike shares in Council Bluffs and Des Moines have proved to be positive partnerships for shared systems. The Des Moines Bike Collective is one of the longest lasting bike shares and currently is based in the DART building.

Currently there are three Iowa communities that either have electric scooters or are in the process of considering them. In September of 2019, after amending city code earlier in April, Cedar Rapids formed an agreement with VeoRide to operate and maintain both bike and scooter sharing in the city consisting of 30 scooters and 150 bikes. The electric scooters have a 28-mile range and can reach 12 miles per hour. Likewise, Iowa City also changed its city code to handle electric scooters and bikes the same as non-electric/motorized versions, contracting with Gotcha Mobility to implement dockless bike sharing facilities in the city.

In addition to Cedar Rapids and Iowa City, Des Moines is also exploring allowing electric scooters within its jurisdiction. Des Moines already has an extensive bike share fleet, so the scooters would be an augmentation of that service. If communities continue to incorporate these types of shared systems, they could have varying effects on public transit, from serving as an alternative mode for transit riders to helping to provide last-mile connections to transit riders.

Other shared transportation options

Other technological transportation innovations that could affect public transit include transportation subscription services, where an individual pays for access to multiple modes of transportation to serve their needs at any time (e.g., rental cars, bike, vanpool, passenger rail pass, etc.), or paying a monthly fee for the access rather than owning a personal vehicle or waiting to ride the bus. Third party van pools, such as Enterprise, also serve a vital role in Iowa's transit system.

Free alternative transportation options include arranging for carpools or vanpools using the Iowa Rideshare ridematching system that helps to quickly and securely find viable commute options, including carpool partners, vanpool routes, transit routes, cycling buddies, and more. Since its inception in late 2016, more than 5,000 unique users have registered with Iowa Rideshare, resulting in over 2,500 connections between multiple commuters and carpools. Additionally, DART offers its own vanpool program with connections available through the Iowa Rideshare site. To date, DART's fleet of nearly 60 vans have performed over 3,000 additional commuter trips. The Iowa Statewide Park and Ride System further supports carpooling and ridesharing by providing free parking for commuters throughout the state, which can be utilized by commuters connecting through Iowa Rideshare or any carpooling commuter in the state, free of charge.

Iowa Rideshare App: https://iowarideshare.org/

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3. Needs and Strategies

3.1 Needs Assessment

Iowa's public transit system is quite expansive and reaches across the entire state. However, there are gaps and needs within the system that need to be addressed.

To identify the existing and forecasted needs of the public transit system, needs assessments and gap analyses were completed to ultimately develop solutions and strategies, along with tangible metrics to begin estimating the costs associated with each of them.

Transit Needs Survey

Understanding the needs of the public transit system requires detailed knowledge of how it operates. The first effort to assess these needs relied upon input from all transit agencies in Iowa.

Immediately after the launch of the Iowa Public Transit Long Range Plan development process, a set of survey questions targeting the transit agencies were developed. All 35 Iowa transit agencies responded to the survey. Complete results can be found in the Appendix.

The survey questions were organized into several different sections based on the type of need. The sections included:

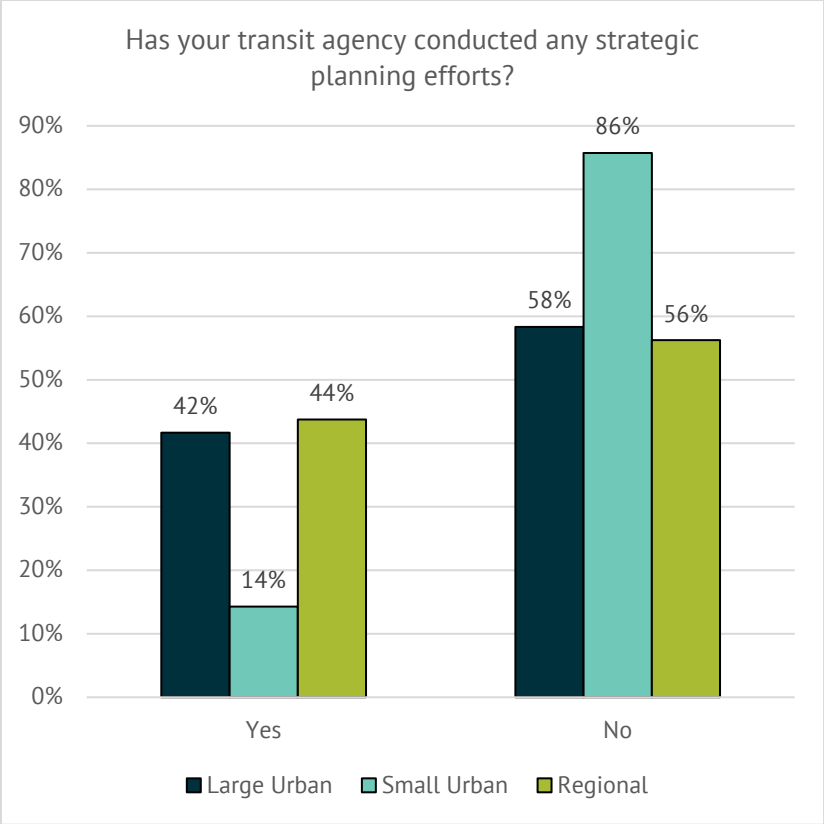
- Section 1: Agency Information
- Section 2: Service Needs
- Section 3: Fleet Needs
- Section 4: Facility Needs
- Section 5: Personnel Needs
- Section 6: Technology Needs

Section 1: Agency Information

The first section of the survey was intended to validate agency contact information and learn about the agency itself. These questions were valuable providing additional context on how the transit agencies operate and communicate.

One fact that quickly became clear was a general lack of long-range or strategic planning efforts. Based on feedback provided, most agencies do not conduct planning to this extent. This was also evident through the difficulties that some agencies experienced when trying to forecast needs out to 2030 and 2050. Open-ended comments supplied in each survey section indicated this as well. The overall lack of long-range strategic planning serves as further evidence that this Public Transit Long Range Plan is needed.

Figure 3.1: Transit agency strategic planning



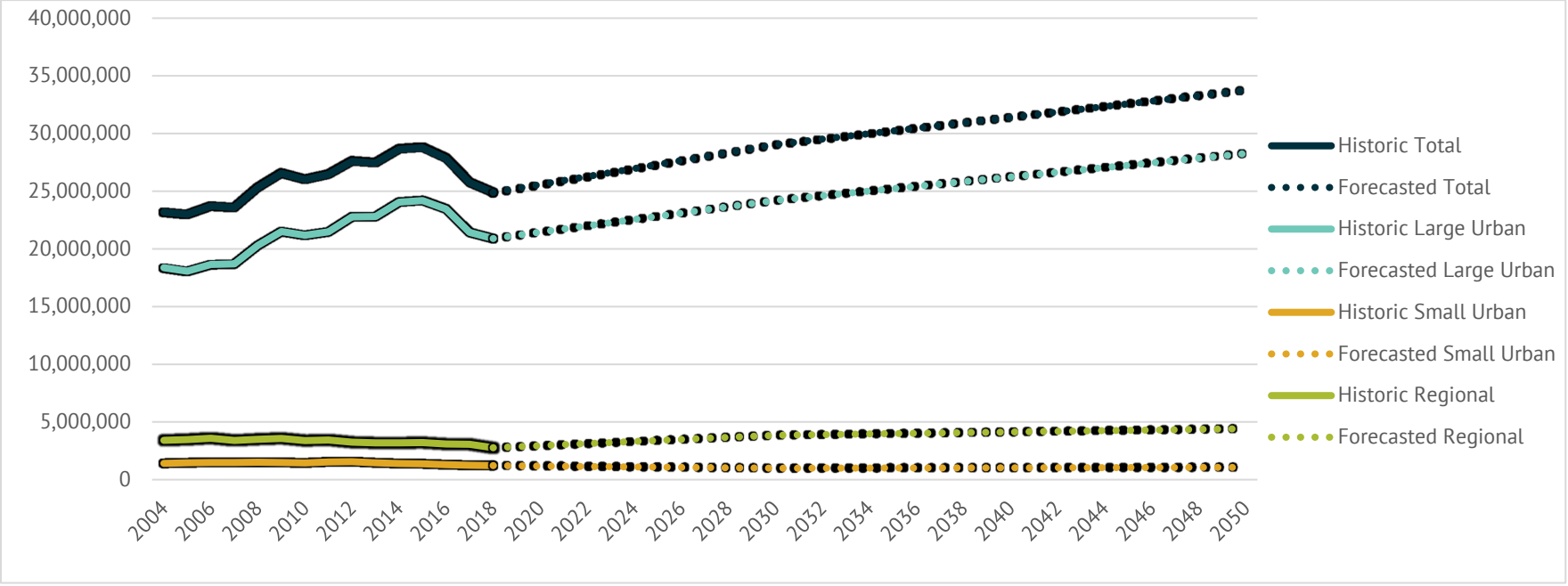
Source: Iowa DOT

Section 2: Service Needs

Service needs are defined as unmet demand for specific components of public transit service. Needs could be gaps in service area, frequency, or time periods that service operates; or a lack of options such as express routes (routes with few stops or transfers), paratransit (service for individuals with disabilities), or demand response (pre-scheduled trips with no set stops).

Historic ridership numbers and projected ridership levels based on survey responses show a decrease from its peak around 2015 through the present. There are multiple factors that may explain this decline. During that time, Transportation Network Companies (TNCs) began expanding in Iowa's urban areas and Medicare medical transportation contracted through Iowa's Managed Care Organization (MCO) providers resulted in a significant number of riders being diverted from public transportation. Despite the recent decreases in public transit ridership, transit agencies are projecting long-term growth in ridership through 2050 with slightly higher growth in ridership from now to 2030 compared to 2030 to 2050.

Figure 3.2: Historic and forecasted count of transit riders, 2005-2050

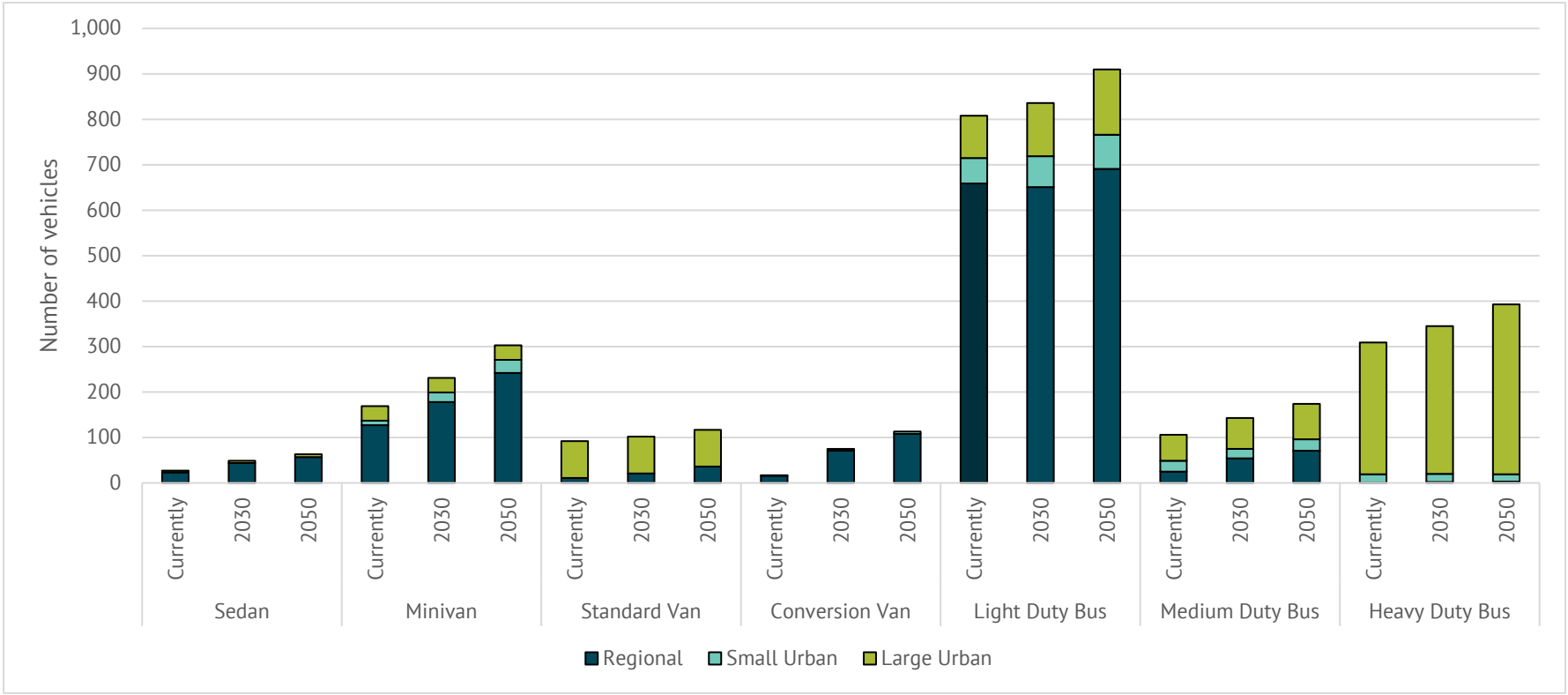


Source: Iowa DOT

Section 3: Fleet Needs

Fleet needs refer to revenue vehicles, which are a transit agency's bus and van fleet used to transport riders. This does not include vehicles used by office personnel or for non-public transportation purposes such as maintenance trucks. Vehicle fleet needs are a constant challenge, involving both the replacement of aging vehicles that have exceeded their useful life and the planning of additional vehicles—known as expansion vehicles—to increase the overall fleet size. In general, transit agencies are exploring the "right-sizing" of their fleet to have appropriately sized vehicles for the likely number of riders. The varying vehicle needs between the different types of transit agencies are highlighted by the estimated additional vehicles needed by 2030 and by 2050 on top of their current vehicle fleets. In order to address driver shortages and cost restraints, agencies have been shifting from light duty buses and minivans to conversion vans. Recently, some agencies have also begun downsizing their fleets.

Figure 3.3: Current transit agency fleets and projected additional vehicle needs by 2030 and 2050



Source: Iowa DOT

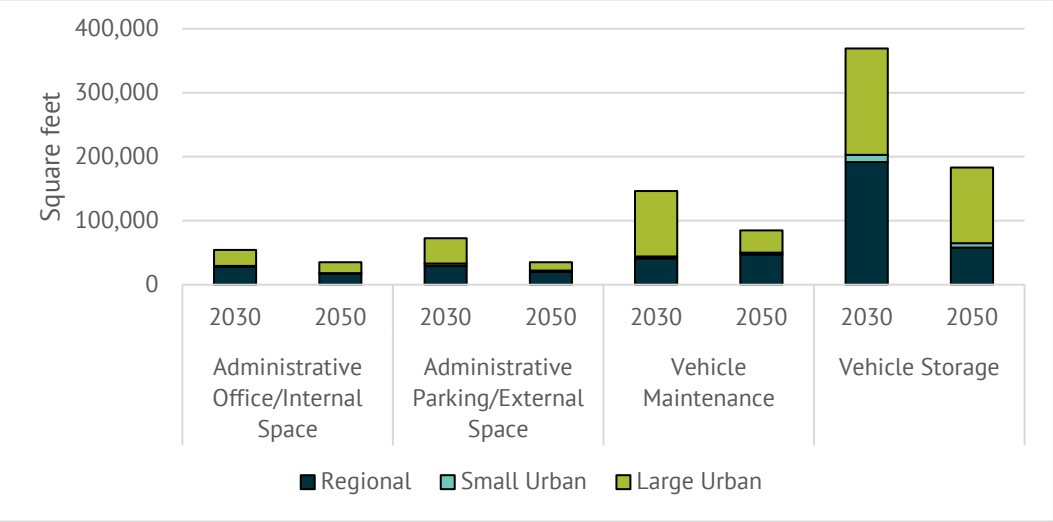
Section 4: Facility Needs

Facility needs include maintenance areas (e.g, wash racks and wash bays), revenue vehicle storage areas, administrative/offices (e.g, building needs such as offices/storage space, and site needs such as parking spaces and walkways), and park and ride facilities.

Typically, the larger the vehicle size, the more expensive it is to fix and replace. To extend the life of these vehicles, it is best to protect them to reduce maintenance costs and wear-and-tear. Additional revenue vehicle storage is one of the more significant needs for extending the longevity of the bus fleet. Maintenance facilities for the fleet was also identified as a need; however, it was significantly lower compared to storage needs. Administrative offices and parking space were also notably lower in need compared to other types of facilities.

Nearly all facility needs were identified in the short-term planning horizon of 2030, with additional facility needs significantly lower in the long-term out to 2050. This shows that additional facilities, particularly for vehicle storage, is a higher priority and a more immediate need. Transit agencies had varying needs for bus shelters and park and ride lots. Regional systems had a slight need that increased very little between 2030 and 2050. Large urban systems showed the greatest change between 2030 and 2050, with much more need for both types of facilities. Small urban systems show an increase for bus shelters in the short-term by 2030 with a similar need by 2050 but show no need for additional park and ride facilities.

Figure 3.4: Transit agency additional facility needs by 2030 and 2050 (square feet)



Source: Iowa DOT

Table 3.1: Bus shelter and park & ride additional facility needs by 2030 and 2050 (number of shelters/lots)

Agency Type	Bus Shelters		Park & Ride	
	2030	2050	2030	2050
Regional	4	6	9	10
Small Urban	16	15	0	0
Large Urban	203	317	13	22

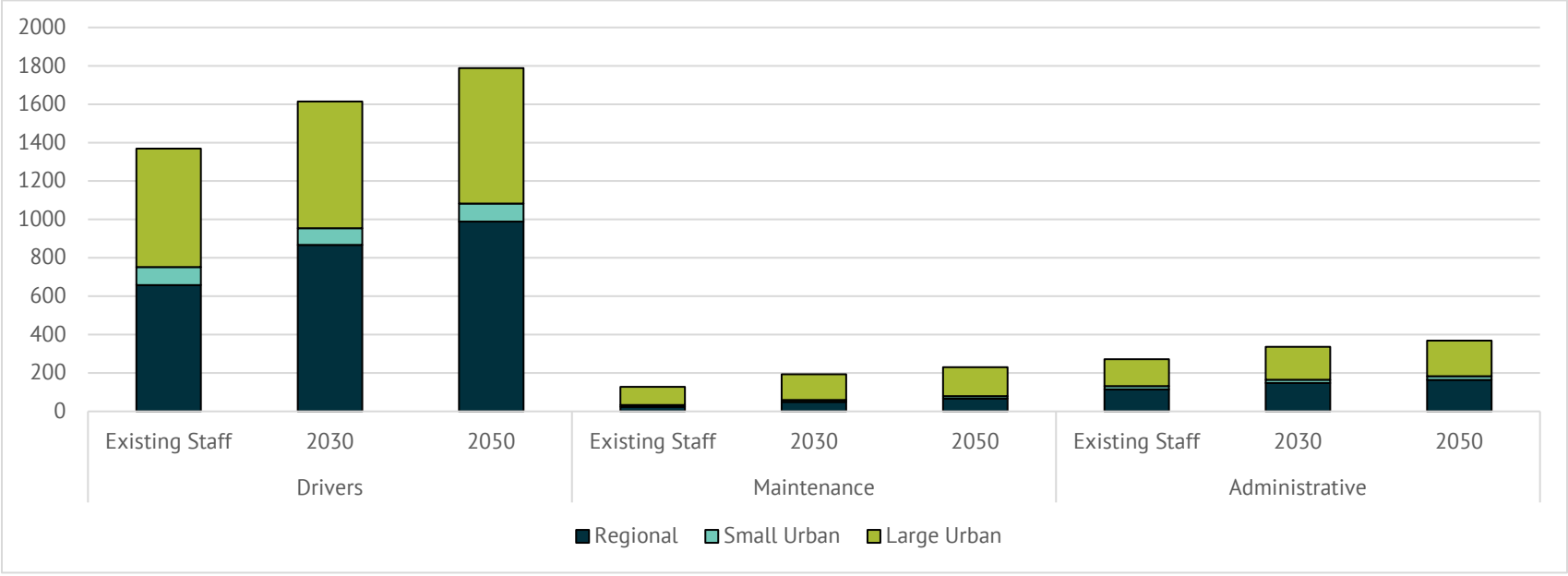
Source: Iowa DOT

Section 5: Personnel Needs

Personnel needs relate to the workforce of the transit agency. All types of transit agencies expressed current personnel needs as well as ongoing needs for additional drivers, maintenance staff, and administrative or office staff. However, the needs for more bus drivers represents the single greatest personnel need across the state. In some situations, the need for drivers is so significant that dispatchers, maintenance staff, and even agency directors attempt to fill the gap by driving a limited number of routes and picking up on-demand transit calls.

A lack of drivers will have the effect of limiting the level of transit service that is available in each region. It does not matter how many buses or vans are available if there are not enough qualified and licensed drivers to operate them. Likewise, a lack of maintenance employees may impact the ability to service and sustain the fleet of vehicles available for transit service, while a lack of office staff will limit the agency's ability to conduct public outreach, market its services, or perform strategic planning or analyses.

Figure 3.5: Transit agency personnel needs



Source: Iowa DOT

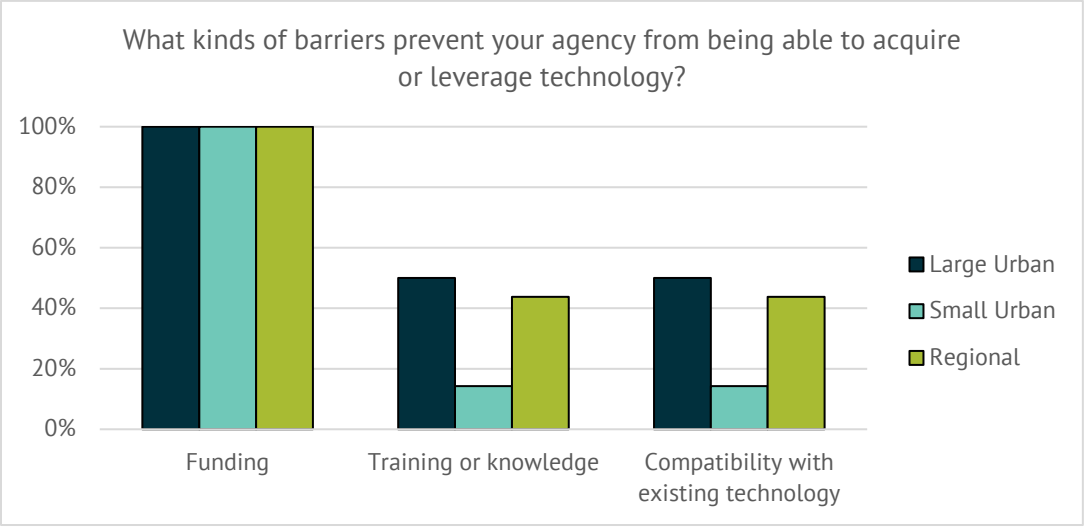
Section 6: Technology Needs

Technology needs relate to hardware or software capabilities within vehicles, as well as those utilized by administrative staff in the office.

Transit agencies utilize a wide range of tools and technologies to keep the transit system operating. From dispatching to route optimization software, hybrid buses, and live geolocating services and apps, even to cyber security concerns, there are many different aspects of running transit operations that are impacted by the rapid pace of changing technology. Additionally, there are rapidly changing expectations of potential riders that make it difficult for transit agencies to simultaneously manage current operations while researching and implementing new technological approaches.

The most significant barrier to implementing new technology is funding. Several transit agencies made mention of the difficulty in determining the overall cost of technology, such as predicting training costs, subscription services, and long-term licensing agreements. While most agencies expressed interest in adopting new technology, there was even more interest in understanding its return-on-investment. In other words, they would like to understand what the overall costs entail, including lost opportunity costs, in relation to cost savings or some other tangible benefit.

Figure 3.6: Transit agency technology needs



Source: Iowa DOT

3.2 Transit Accessibility Analysis

Background

The ultimate purpose of the transportation system is to get people and goods where they need to go—mobility. As show in Figure 1.3, one of the Iowa DOT's system objectives is accessibility. An accessibility/mobility analysis was conducted that focuses on factors that may limit mobility, ability to access transportation infrastructure, and/or travel via a personal vehicle. This includes identifying the locations of "hot spots" where transit accessibility demand is highest in Iowa.

Table 3.2: Accessibility Factors

Factors	Scale	Description
Gas Prices	County	Average gas prices from AAA web site with samples taken in Feb 2025. O'Brien County data from Gas Buddy website (not available from AAA).
Median Household Income	Block Group	Median household income for the block group.
Limited English Proficiency (LEP)	Block Group	Percentage of the block group that speaks English less than "very well."
Minority (Non-white) Population	Block Group	Percentage of households in the block group that is not solely classified as "white."
Individuals Under Age 18	Block Group	Percentage of the block group under age 18.
Individuals Over Age 65	Block Group	Percentage of the block group over age 65
Foreign Born	Block Group	Percentage of the block group that is foreign born.
College Enrollment	Block Group	Percentage of the block group that is currently enrolled in post-secondary school.
Households Underneath the Poverty Level	Block Group	Percentage of households in the block group who live under the poverty level.
Carless Households	Block Group	Percentage of households in the block group with zero vehicles available.
Population Density	Block Group	Population per square mile.
Individuals Living with Disabilities	Census Tract	Percentage of the census tract that identifies as living with a disability.

Methodology

Twelve factors were selected to conduct this analysis, as shown in Table 3.2. Most factors are analyzed in terms of U.S. Census Block Groups. The exceptions are gas prices which were analyzed at the county-level, and individuals living with disabilities which were analyzed at the U.S. Census Tract level. All data was sourced from 2019-2023 American Community Survey (ACS) 5-year estimates from the U.S. Census Bureau, except for the Gas Prices, which was sourced from the American Automobile Association (AAA) and Gas Buddy data from February 2025.

Once data was gathered, it was rendered in a Geographic Information System (GIS) map. This mapping software allowed for detailed analysis of the individual factors as layers of information that could then be summarized and compiled into a single overlay to represent accessibility/mobility needs in different areas of the state.

For each factor, a scale of one (best) through five (worst) was applied with a value of five having the least access to transportation or mobility. All remaining block groups were divided into nine categories with an equal number of remaining block groups in each category. This enabled the comparison of factors based on a normalized scale rather than each individual factor's data range.

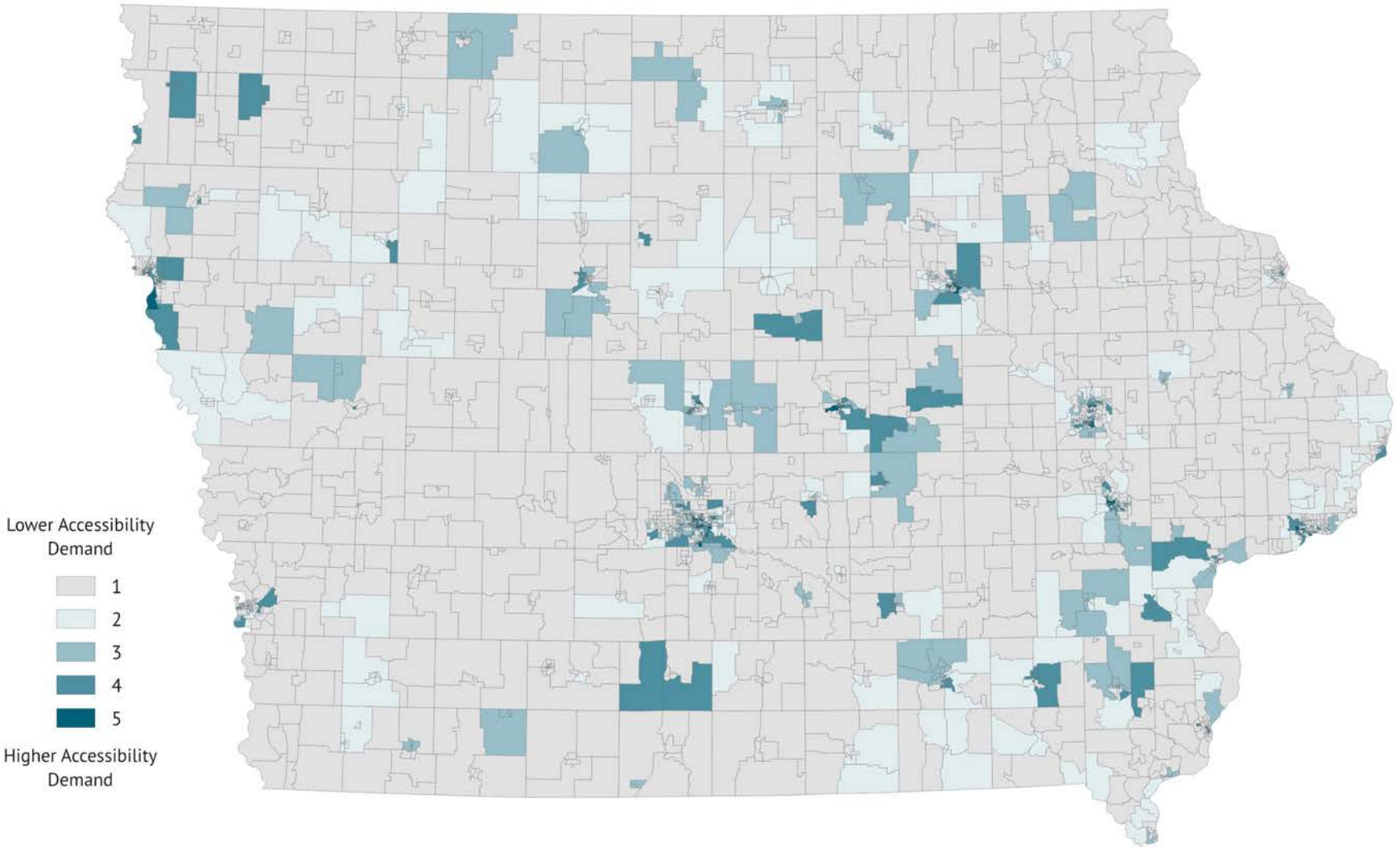
The transit agencies were then asked to provide input on the scoring values for each of the 12 factors. The higher the value assigned to the factor, the more weighting or perceived importance was given to that factor by that agency. The scores for each factor were multiplied by that factor's weight, then all individual weighted layers were added together.

Application

This analysis shows the complex relationship between multiple factors and how they contribute to accessibility. Transit agencies can review these results and see where there are populations that may be more likely to need meaningful access to transportation alternatives. This allows for focused discussion on how to address those needs.

In the case of this analysis, one size does not fit all. Different strategies can be leveraged based on the combination of the individual factors in the region that are flagged as less mobile or more transit dependent. Just because an area needs more meaningful access to transit does not necessarily mean that routes or schedules need to change, which could be quite costly for the transit agency. By examining the individual factors in transit dependent block groups, an agency can tailor the appropriate response and potentially achieve the end goal of serving additional riders in those areas. The individual, non-weighted factors can also be used as a reference to better understand an area's characteristics when tailoring appropriate strategies.

Figure 3.7: Composite accessibility scores weighted by all transit agency results, 2023



See Appendix C for Transit Accessibility Analysis Data

Source: Iowa DOT

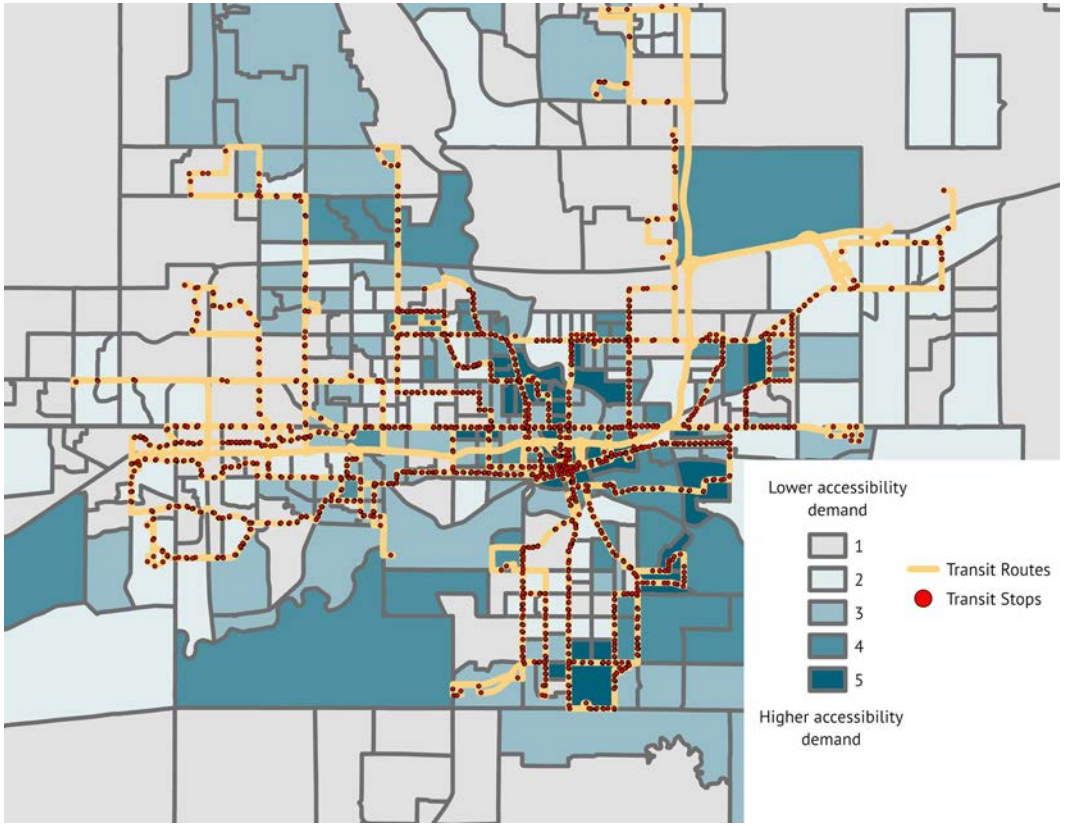
Accessibility Analysis Results

Even though this analysis is supposed to serve as a tool for local transit providers to see where in their locales could benefit from transit services the most, we can also see some general trends about transit needs across the state. One of the most readily apparent trends is that there is a lot of demand for transportation services in and around the large urban centers of the state, which could be tightly correlated to the population density and college enrollment factors.

However, demand for transportation alternatives is not exclusive to our urban areas. All across the state we can see hot spots of demand for transportation alternatives. It is difficult to determine exactly which factors impact these more rural hot spots exactly, but carless households for Amish communities could serve as an example how certain communities may need specific needs that the department needs to address.

It is important to clarify that even though transportation alternative demand may be higher in areas, that doesn't mean it doesn't exist in our lower demand areas as well. It is imperative to try and have as expansive transit coverage as possible in order to serve all Iowans adequately.

Figure 3.8: Des Moines example showing how existing transit services serve the community, 2023



See Appendix C for Transit Accessibility Analysis Data

Source: Iowa DOT

3.3 Strategies

To carry out the vision of the public transit systems and address the needs that were identified during the planning process, implementation strategies have been developed. The strategies that are listed in this section were derived from existing plans (such as the State Long Range Transportation Plan and metropolitan planning organization and regional planning affiliation Passenger Transportation Plans) and input from stakeholders, the Iowa Transportation Commission, and the public.

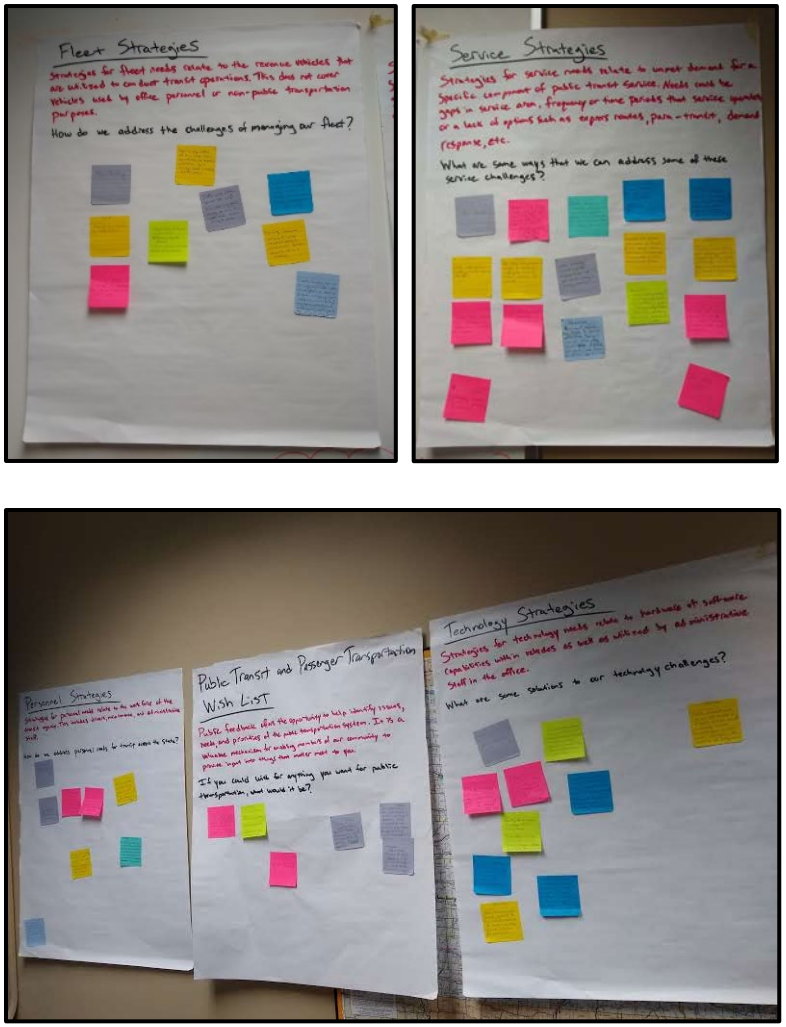
Strategy identification and development

The result of the transit needs assessment was initially presented to transit agencies at the IPTA Legislative Conference and the Passenger Transportation Summit. After sharing the aggregated results from the transit needs survey, a brainstorming exercise was introduced to the group to solicit feedback and begin accumulating ideas and possible strategies for addressing those needs.

The result was an initial list of 30 strategies to be considered for inclusion into the Plan and used as a basis to formulate the overall vision and goal areas of the plan. At the 2024 Passenger Transportation Summit, the assessment and strategies were re-introduced and validated.

Key themes were extracted from the strategies to determine the frequency of their use and organized into general categories or goal areas for the plan. These goal areas, and the strategies contained within them, nest under the overall vision for the future of public transit in Iowa.

Figure 3.9: Photos from brainstorming exercise



Iowa's Transit Mission

The mission of the Iowa DOT's Modal Transportation Bureau Public Transit Team is to **advocate and deliver services that support and promote a safe and comprehensive public transit system in Iowa to help support the overarching efforts of the department**. To help translate the overall mission into meaningful actions, a structure has been established featuring a broad system vision statement and four goal areas that reflects the overall vision for Iowa's future public transit system. See Figure 3.10.

Figure 3.10: Iowa's Transit Vision

Source: Iowa DOT

Figure 3.11: Iowa DOT's system objectives

Source: Iowa DOT

Department Alignment

Additionally, each strategy that has been identified supports the overarching goal of the department, defined as "mobility" in some way. The four pillars of mobility include safety, sustainability, accessibility and flow. The icon preceding each strategy shows which of the four system objectives it supports.

Iowa's Transit Strategies

Goal Area 1: Service

Iowa's public transit system spans across the entire state and offers a variety of transit service types. This includes metropolitan areas that have fixed route service with bus stops, regional on-demand service that is scheduled, and paratransit that accommodates users with disabilities. The service strategies involve actions that could enhance, expand, or otherwise augment transit service in Iowa.

Each of these strategies will be expanded on in Section 5, defining who exactly would lead efforts pursuing each strategy and a proposed timeline of completing these efforts.

Service strategies

- Examine the effects of offering fare-free statewide bus service.
- Examine bus service hours for people who work nights and weekends.
- Prioritize funding applications for communities that improve transit service or access.
- Examine the effects of creating more urban transit services in areas that are currently covered by regional transit services.
- Continue existing services and establish new interregional services along commuter routes.
- Start a subscription price service that works across all bus services in Iowa and includes bikes, scooter sharing, and parking facilities.
- Enable all buses and transit agencies in the state to accept digital fares or electronic payment formats, while still allowing for cash payments.
- Improve accessibility of all transit information, service notifications, and bus route information to ensure they are easy to understand for older adults, multilingual riders, and riders with audio, visual, or cognitive impairments.
- Establish standardized data collection and reporting requirements to better understand ridership.
- Study how to most effectively implement intercity transit bus systems in Iowa.
- Study and define a statewide minimum level of essential transit service necessary to meet critical needs, particularly in the event of severe and sustained disruptions to demand or service.

Goal Area 2: Partnering

By establishing partnerships with other public and private entities, a more diverse array of resources can be leveraged across a much wider area. Partnerships enable organizations to offer more services that would otherwise not be available. The partnership strategies involve multiple entities working together to enhance transit options.

Each of these strategies will be expanded on in Section 5, defining who exactly would lead efforts pursuing each strategy and a proposed timeline of completing these efforts.

Appendix E in this document includes a comprehensive list of partnering opportunities across the state with major employers and other activity centers. All of these opportunities are derived from the Passenger Transportation Plans from the local planning agencies.

Partnering strategies

- Improve bus transfers between regions and counties to support longer and more efficient trips across the state.
- Partner with companies (such as taxis, Uber, Lyft) to support city bus routes and provide more transportation options.
- Improve workforce development by partnering with businesses to help employees get to work.
- Partner with non-profit organizations (such as American Cancer Society, Veteran's Affairs, and hospitals) to help people get to their medical appointments on time.
- Partner with other government organizations to increase the number of transportation options for traveling long distances.
- Work with businesses to create transportation options for their employees by offering subsidies, bus passes, or incentives such as tax breaks.
- Improve sidewalks and connecting infrastructure by working with state agencies, local government, and private organizations to improve access to bus stops and transit services.

Goal Area 3: Facility, Fleet, and Personnel

Facility, fleet, and personnel strategies may take the form of facility construction and maintenance activities, which do not directly impact transit service, but indirectly influence a transit agency's ability to effectively administer it. Some direct impacts of capital improvements can be seen in the age or condition of buses. As capital assets such as the bus fleet increase in age, their maintenance costs increase, which can negatively impact services. The facility, fleet, and personnel-related strategies would help make sound investments for the agencies that operate public transit.

Each of these strategies will be expanded on in Section 5, defining who exactly would lead efforts pursuing each strategy and a proposed timeline of completing these efforts.

Facility, Fleet, and Personnel strategies

- Develop a right-sizing strategy for transit agency bus fleets to decrease costs and better match vehicle sizes to the number of people taking the bus.
- Decrease fuel costs for transit agencies by adopting electric, hybrid, or flex-fuel efficient vehicles.
- Prioritize transit facilities that are evaluated as being in marginal or poor condition for reconstruction or repair.
- Save costs by encouraging transit agencies and local governments to share facilities and staff.
- Address the bus driver shortage by targeting non-traditional candidates to expand the pool of potential applicants.
- Increase training for bus drivers to better serve mobility, hearing or visually impaired riders, children, older adults, immigrant, and refugee populations.
- Identify minimum technology needs for all transit agencies and develop a technology implementation plan.
- Update the park and ride system plan to determine ideal locations for carpooling and ridesharing to support commuting activities.
- Improve the coordination of transportation services between transit agencies and other transportation providers by promoting and hiring mobility manager positions to provide statewide coverage.

Goal Area 4: Funding

The costs associated with nearly all aspects of public transit, particularly capital assets and operations, typically increase over time due to factors like inflation. Compounding this issue is the fact that traditional funding revenue streams have remained relatively stagnant over time. Agencies are faced with dilemmas such as cutting staff or services to replace or maintain aging buses, or reducing the number of active buses in operation, which reduces the number of routes or their frequency. The funding strategies are aimed at improving transit operators' choices for effectively serving the public.

Each of these strategies will be expanded on in Section 5, defining who exactly would lead efforts pursuing each strategy and a proposed timeline of completing these efforts.

Funding strategies

- Decrease maintenance costs by focusing resources on replacing transit vehicles that are beyond their useful life.
- Examine alternative ways of funding public transit that do not rely only on existing federal and/or state sources.
- Conduct a benefit-cost analysis or economic impact study of transit services and projects to measure the impact and overall benefit to social welfare.

4. Financing

Background

Public transit is typically operated on a very tight budget, with nearly all revenue being utilized for capital and operating costs. Historical data often shows costs and revenues balancing out closely. Although this indicates that all available funding was used for necessary services, it does not mean that all needed service was able to be provided. For future planning, it is important to understand not just what has been spent on service, but also the amount that would be needed to provide the level of service that is necessary to fully meet the needs in the state.

For this plan, the Transit Needs Survey conducted in March 2019 provided input from the State's 35 public transit agencies on the additional personnel, vehicles, and facilities needed to provide their desired level of service for the short-range horizon of 2030 and the long-range horizon of 2050. The results of the survey were then validated in 2022. Since 2022, pandemic related funding has ceased, so there are additional immediate funding constraints that aren't addressed in this document. It is important to forecast what the costs to meet these needs may be and what amount of revenue is likely to be available. This chapter addresses that by forecasting costs based on historic operating costs along with anticipated staff, facility, and vehicle needs, and forecasting revenues based on historical funding levels. The most critical piece of information presented in this chapter is the shortfall between anticipated future costs and revenues. The chapter also includes potential revenue options to help close the gap between the two.

Historic Costs and Revenues

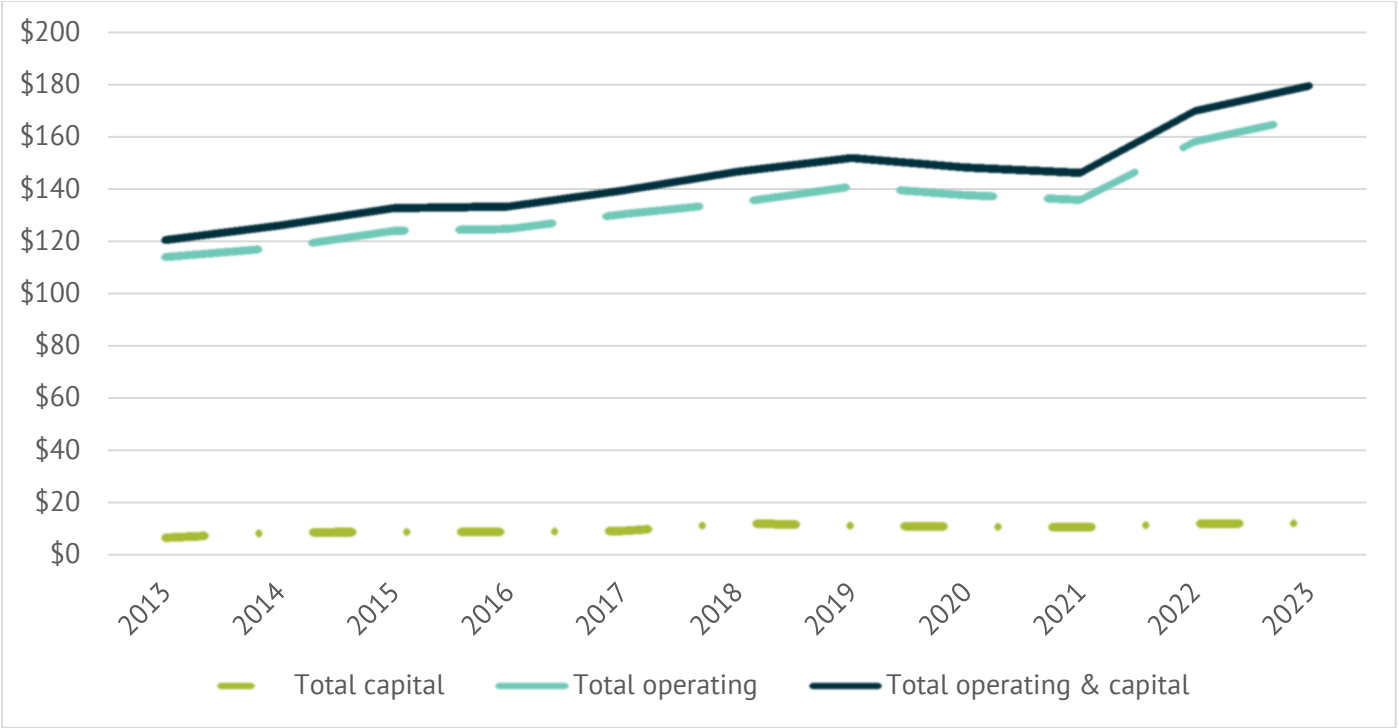
Costs and revenues for public transit from 2013 to 2023 were reviewed and average annual amounts were determined. Capital costs for public transit were calculated from reported totals of Section 5309 Capital Investment Program and Section 5339 Bus and Bus Facilities Formula Grant projects, Congestion Mitigation and Air Quality (CMAQ) funding dedicated to transit vehicle replacements, and Public Transit Infrastructure Grant (PTIG) projects. For operations costs, reported annual operating costs from the transit agencies were used. Overall average annual costs between 2013 and 2023 are shown in Figures 4.1 and 4.2. As shown, operating costs comprise most of the overall costs at 93.1 percent with capital expenditures representing roughly 6.9 percent.

Table 4.1: Historic Average Annual Transit Operating and Capital Costs, 2013-2023 ($ millions)

Funding Type	2013-2023 Average Costs	Percent of Total Costs
Capital	$9.938	6.9 %
Operating	$134.944	93.1 %
Total	$144.882	100.0 %

Source: Iowa DOT

Figure 4.1: Historic Transit Operating and Capital Costs (in millions), 2013–2023

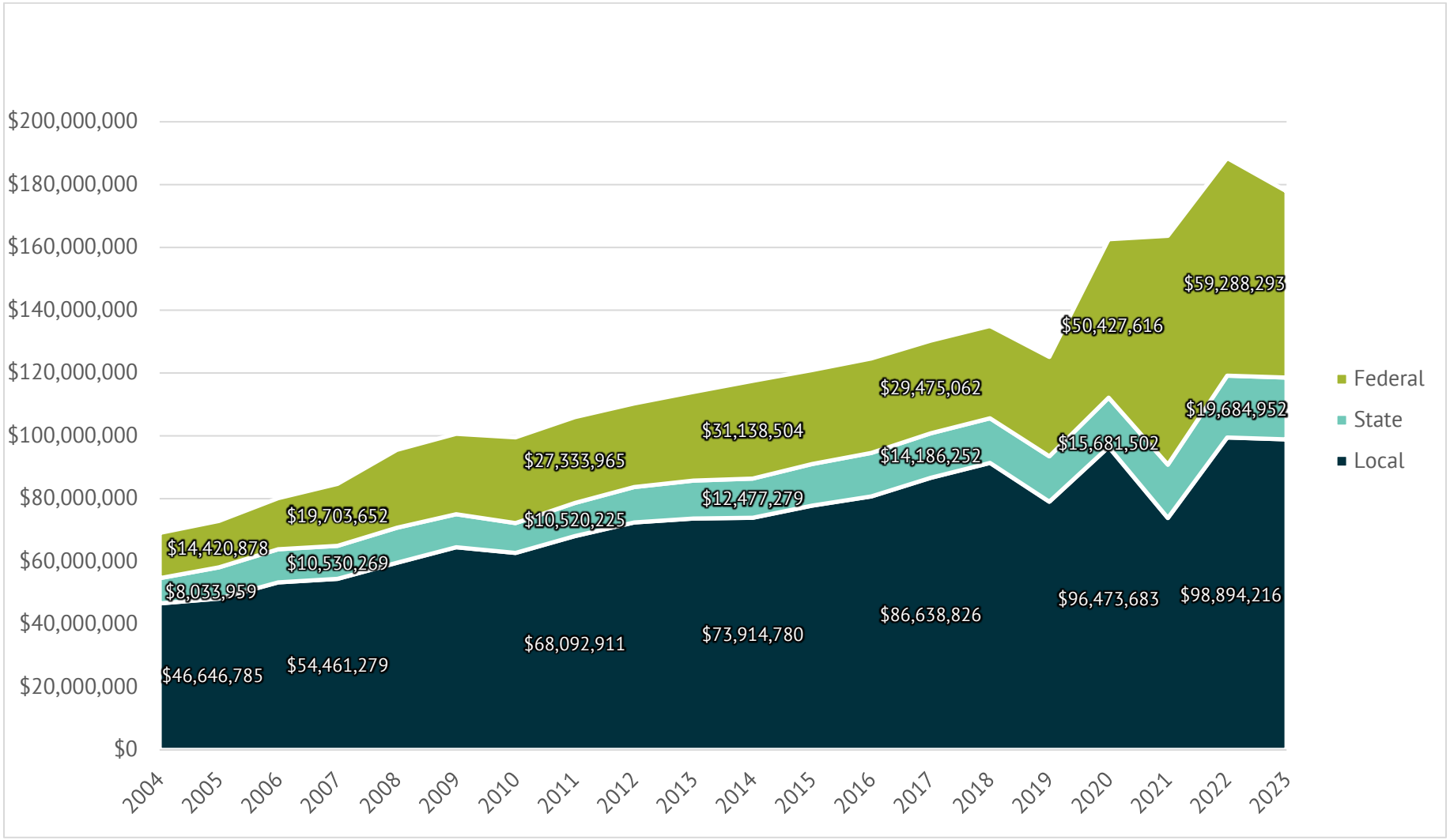


See Appendix D for financial data

Source: Iowa DOT

Historic operating costs can also be broken out into federal, state, and local funding sources. Figure 4.2 shows this breakout for operating costs from 2004-2023. Historic revenue in Figure 4.2 includes local funding and fare box revenues with the local, state and federal funding sources for transit in the state. While the percentage of overall funding from each level varies from year to year, across time they are relatively consistent. On average, 26.5 percent of operating costs were funded by federal sources, 11.0 percent by state sources, and 62.5 percent by local sources. Higher costs in 2023 have had an even greater impact to fleet maintenance and the ability to replace fleets. These rising costs have continued to increase and show no signs of decreasing anytime soon. The cost of new vehicles has led agencies to delay capital investments and federal funding has not been able to make up the difference.

Figure 4.2: Historic Transit Operating Revenue, 2004–2023



See Appendix D for financial data

Source: Iowa DOT

4.1. Anticipated Costs

The costs associated with nearly all goods and services typically increase over time, including those in transportation. The increase is known as inflation and is usually measured as a rate or index. This Plan uses a few different indices to measure inflation for the construction of transit facilities, cost of transit vehicles, and compensation for transit employees.

The Producer Price Index (PPI) is utilized for calculating the inflation for transit facilities. Transit facilities can include a wide range of infrastructure, from bus stops and park and ride commuter lots to vehicle storage buildings and maintenance bays. To approximate transit facility construction inflation rates, data from the United States Department of Labor – Bureau of Labor Statistics for new non-residential building construction in the Midwest from 2014-2024 was used. This analysis resulted in an average annual inflation rate of 4.73 percent.

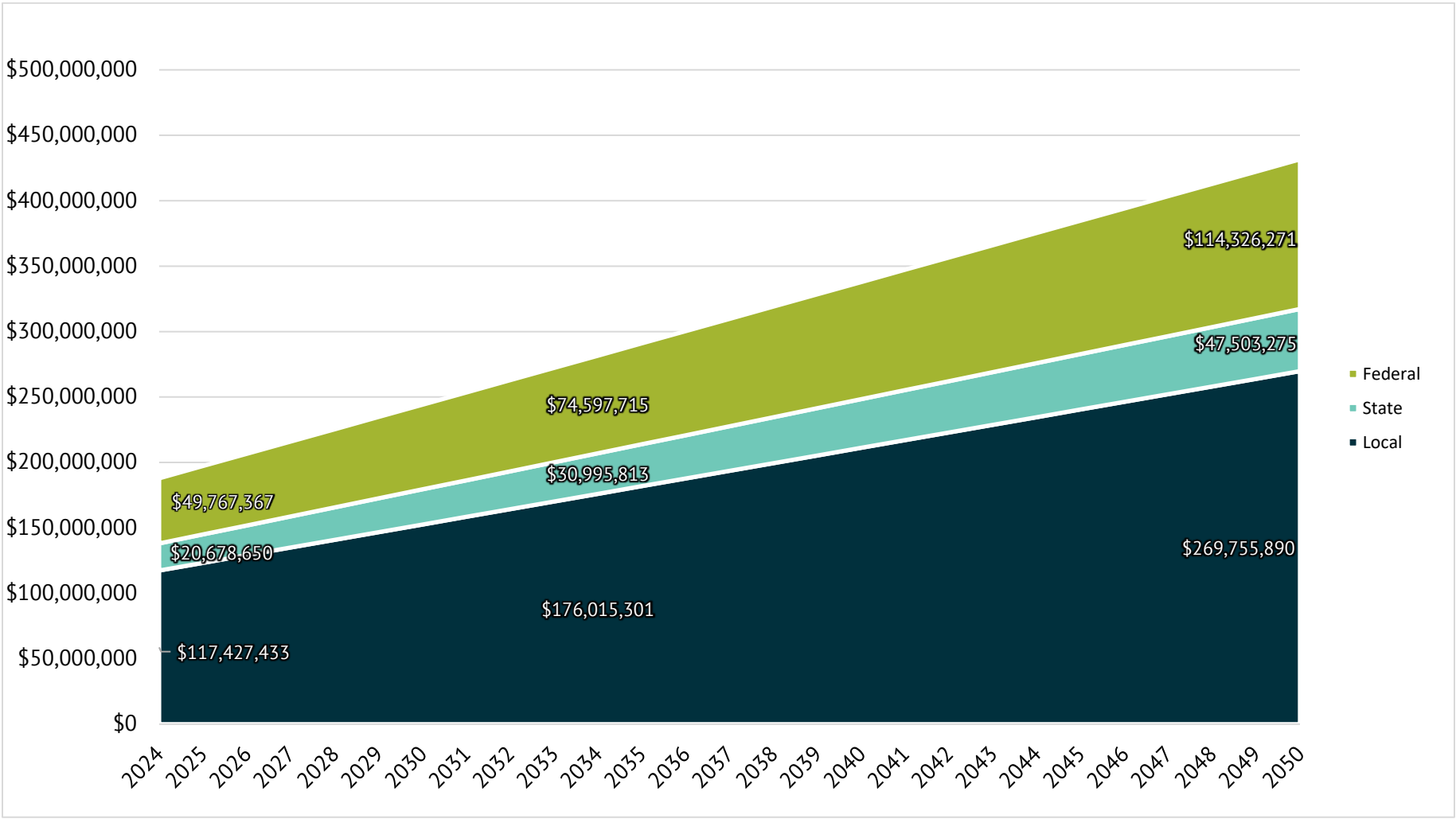
The PPI was also used as the index for calculating the inflation for transit vehicles, such as buses. To approximate these rates, data from Federal Research Economic Data – Economic Research Division for truck and bus bodies from 2013-2023 was used. This resulted in an average annual inflation rate of 4.38 percent.

Lastly, the Employment Cost Index (ECI) was utilized for calculating the inflation for paying transit personnel, such as bus drivers and administrative staff. Data from the United States Department of Labor – Bureau of Labor Statistics for the change in total compensation and cost of labor between 2013-2023 was used to calculate an average annual inflation rate of 2.73.

Operating Costs

Forecasting operating costs represented a combination of a few different approaches, since operations involve a wide variety of activities that occur within public transit. These activities include such things as personnel costs, including pay and benefits, fuel costs, and vehicle and building maintenance costs. Operating costs were largely projected based on historical expenditures on operations. Operations costs from 2004 to 2023 were reviewed, and the average annual percent change during this timeframe was 5.25 percent per year. This rate was applied to forecast operations costs for each year from 2024-2050. These annual costs were divided into federal, state, and local revenue sources based on the average historical percentage of each, as shown in Figure 4.3.

Figure 4.3: Forecasted Transit Operating Costs, 2024–2050



See Appendix D for financial data

Source: Iowa DOT

This cost forecast is based on historic trends with no expected change in service

Personnel Needs

In addition to calculating operations costs based on historical trends, additional future personnel costs were calculated based on feedback provided by the transit agencies in the Transit Needs Survey. Responses in that survey included estimates for the number of additional administrative, maintenance, and driver personnel that are collectively needed to support transit operations now and by the years 2030 and 2050.

Types of public transit employees:

Administrative: employees responsible for conducting payroll, dispatching vehicles, marketing and outreach, planning, and analysis-related activities.

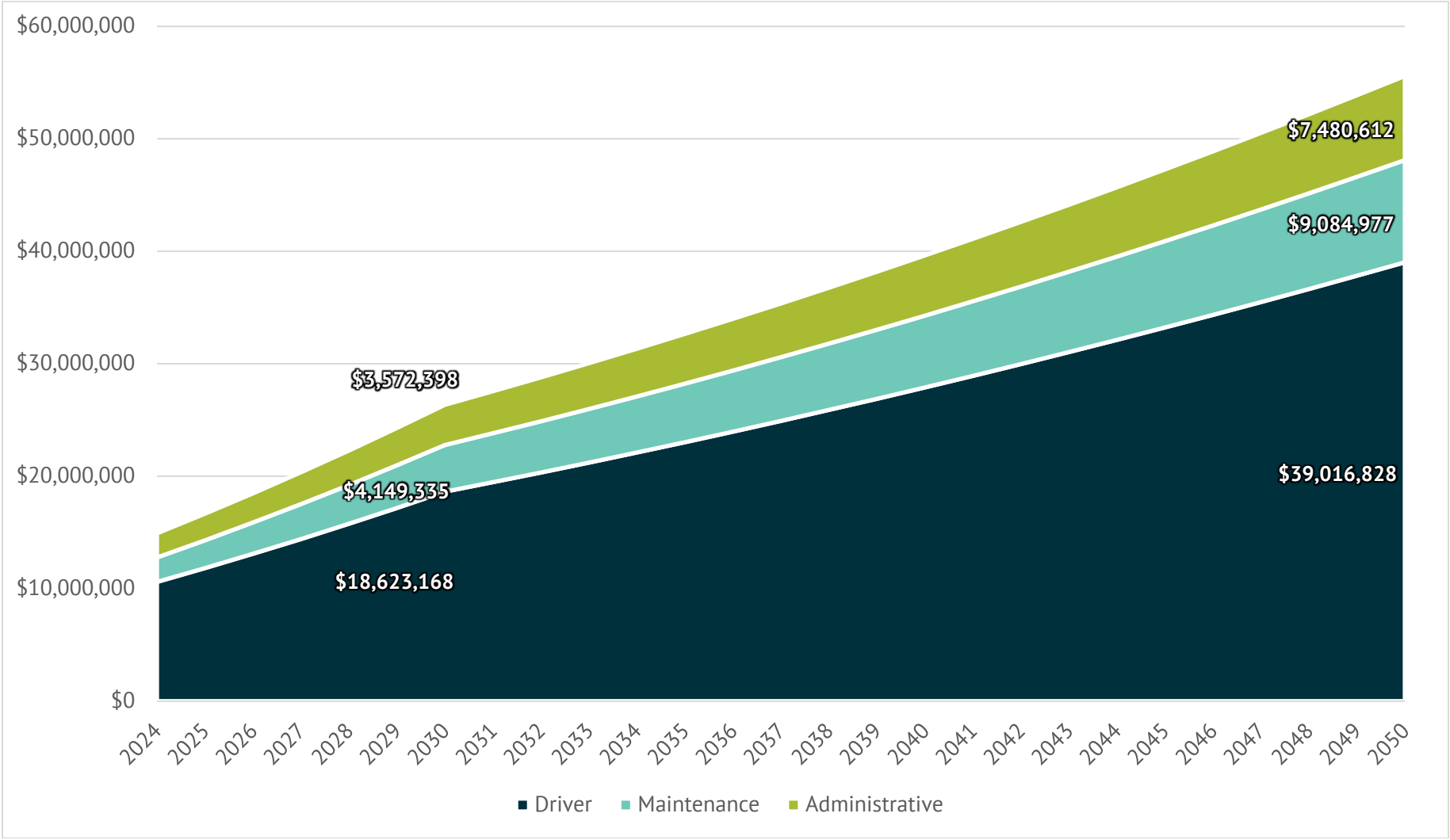
Maintenance: employees performing basic repairs and maintenance actions on the vehicle or facilities, such as a mechanic.

Drivers: employees responsible for operating revenue vehicles to pick up and drop off passengers.

The current annual salaries for these positions were estimated based on data from an Iowa Public Transit Association survey and Bureau of Labor Statistics State Occupational Employment and Wage estimates. To project these personnel costs, the analysis relied on the ECI trend discussed earlier to represent the inflated costs of hiring and employing projected personnel through 2050. The ECI trend includes both the costs of benefits and wages. ECI was estimated on a quarterly basis for a ten-year period between 2013 and 2023 for State and local government workers. The average ECI across this ten-year period was 2.73 percent, and this was used for the personnel cost inflation rate.

Figure 4.4 depicts the forecasted transit personnel costs through 2050. As shown, bus drivers make up a large portion of overall personnel needs for transit agencies. This trend was consistent between all sizes of transit agencies, regardless of whether they were in an urban or rural region.

Figure 4.4: Forecasted Additional Transit Personnel Costs, 2024–2050



See Appendix D for financial data

Source: Iowa DOT

Capital Costs

Unlike operational costs, which reflect the day-to-day costs of conducting transit activities, capital costs represent investments in items such as infrastructure, vehicles, or equipment. This can include passenger vehicles like buses and vans, maintenance and storage buildings, maintenance equipment, bus stops and bus shelters, park and ride commuter lots, and administrative buildings. The capital costs calculated for this Plan grouped these costs into two broader categories of facilities and vehicles, relying exclusively upon transit agency feedback to the Transit Needs Survey.

Facility Needs

Transit facility needs were determined through results of the Transit Needs Survey, which asked agencies to estimate the overall square footage needed in 2030 and 2050 by facility type. The number of needed bus shelters and park and ride locations were also requested.

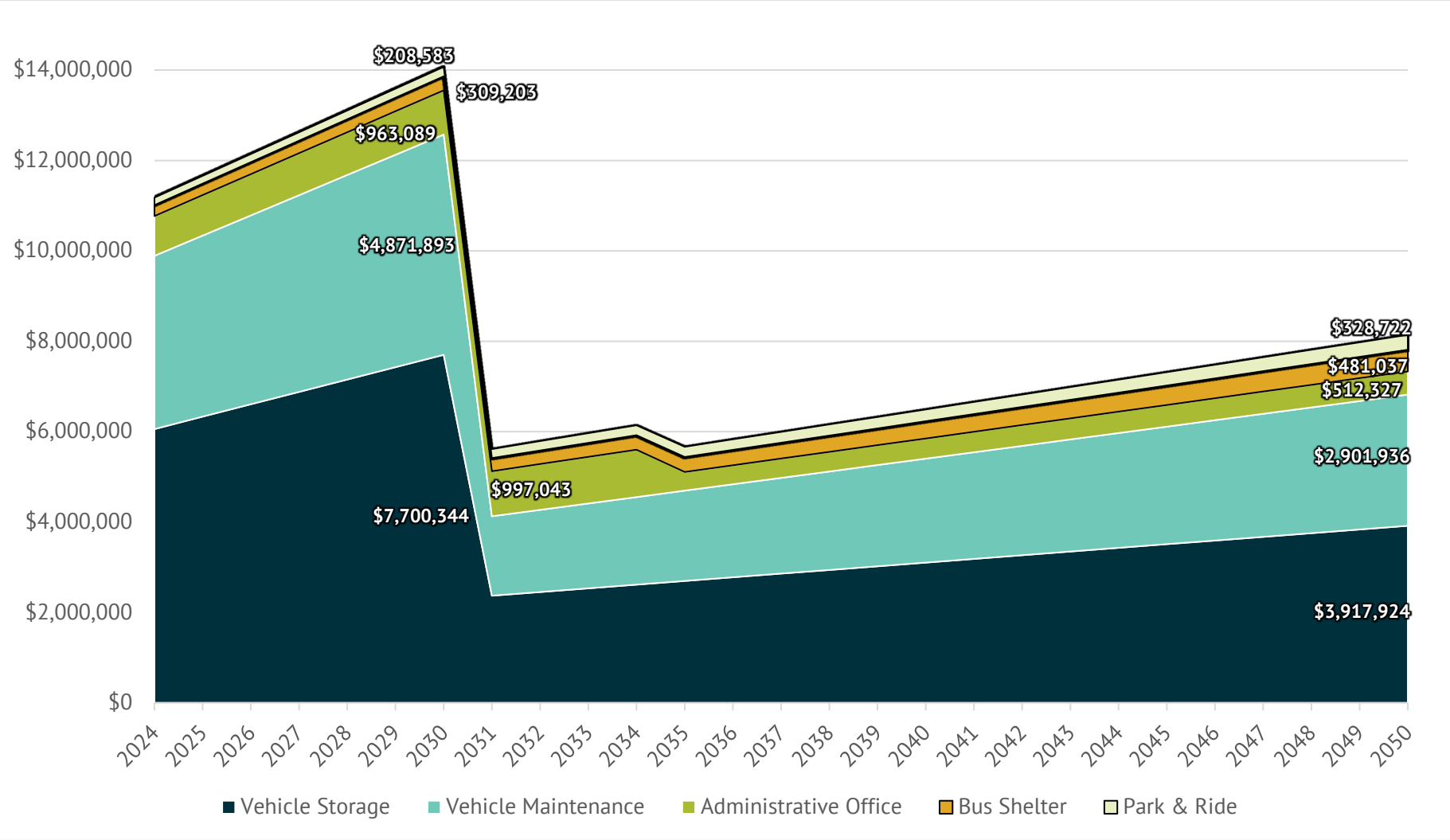
Types of public transit facilities:

- *Vehicle storage*: areas and buildings that serve as storage and protection for transit vehicles, such as buses.
- *Vehicle maintenance*: areas where basic repairs and maintenance activities take place. These can also include wash racks and wash bays.
- *Administrative office*: areas that support the internal staff operations of the transit agency, such as office activities.
- *Bus shelter*: enclosures to protect passengers as they wait at transit stops along established bus routes.
- *Park and ride*: parking lots where passengers can leave their vehicles while they take the bus. Park and ride lots can be constructed in a variety of configurations with surface types consisting of gravel (mainly in rural settings) or pavement.

Average costs for bus shelters were determined through previous research by a consultant partner, LT Leon Associates Inc., who conducted a bus stop Americans with Disabilities Act (ADA) compliance assessment and calculated the average based on data from multiple sources. Park and ride costs were derived from the 2014 Iowa Park and Ride System Plan and broken down further into gravel lots and paved lots. For the remaining facility types, a 2015 National Cooperative Highway Research Program (NCHRP) study on transit facility construction cost estimates was utilized.

These facility costs were adjusted to account for future inflation by using an average of the PPI. A 10-year average between 2013 and 2023 was calculated for a result of 4.73 percent. As facility costs continue to rise, agencies are scaling back facilities or delaying construction in hope of receiving additional funding. This rate was used to project the costs of the facility needs from the Transit Needs Survey to the short-term planning horizon of 2030 and the long-term planning horizon of 2050, as shown in Figures 4.5 and 4.6. These figures show the same information using two different chart types.

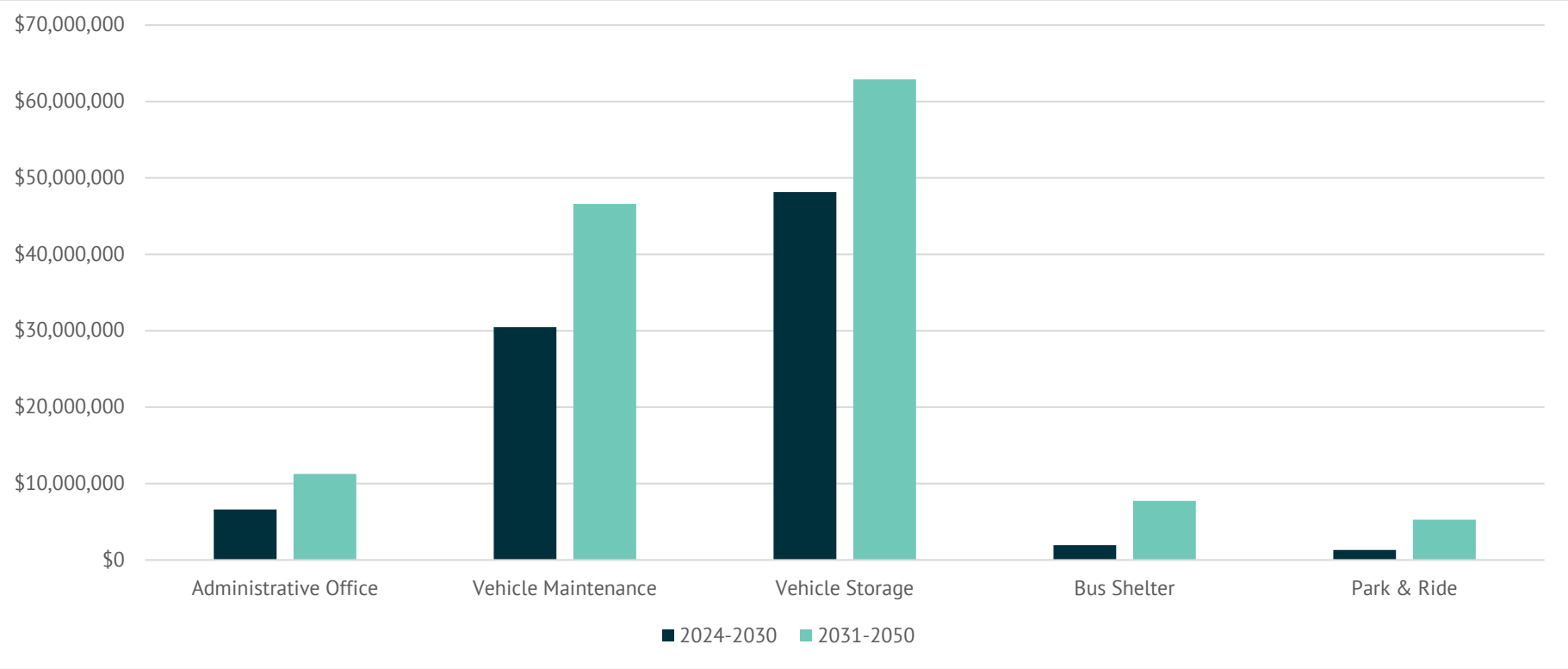
Figure 4.5: Forecasted Transit Facility Costs, 2024–2050



See Appendix D for financial data

Source: Iowa DOT

Figure 4.6: Forecasted Transit Facility Costs, 2024–2050



See Appendix D for financial data

Source: Iowa DOT

As shown in Figures 4.6 and 4.7, the results indicate that vehicle storage and maintenance facilities are a significant need across all transit agencies. These types of facilities help maintain and protect transit vehicles, prolonging their lifespan. By protecting and prolonging the life of vehicles, maintenance and repair costs can be reduced. As will be discussed in the next section, vehicle replacement needs represent a significant capital expense. As vehicle maintenance needs occur with increasing regularity, it drastically increases the overall operation costs described earlier in this chapter. Aging facilities have caused funds reserved for improvements to be redirected toward basic maintenance costs.

Vehicle Needs

Like transit facilities, vehicle needs were also obtained from the Transit Needs Survey. The survey asked how many of each type of vehicle agencies currently need, and how many additional vehicles of each type they will need by the years 2030 and 2050. Several agencies have been moving to different, more cost-effective vehicle types since the pandemic and as older contracts and prices escalate. Since 2020, the anticipated average price of vehicle replacements and acquisitions have doubled.

Types of public transit vehicles:

Sedan, Standard Van, Minivan, Conversion Van: 7- to 15-passenger vehicles, which may or may not be wheelchair lift equipped, with useful life up to 100,000 miles and 4 years.

Light Duty Bus: up to 25-passenger vehicles with useful life of 120,000 miles and 4 years.

Medium Duty Bus: up to 30-passenger vehicles with useful life of 200,000 miles and 7 years.

Heavy Duty Bus: up to 40-passenger vehicles with useful life of 300,000 to 350,000 miles and between 10 and 12 years.

Medium, Heavy Trolley: up to 40-passenger vehicles like buses but exterior (and usually interior) designed to look like a streetcar from the early 1900's, and useful life of 13 years.

Once the quantity and types of vehicle needs were known and distributed evenly across the short-range planning horizon of 2024 through 2030 and the long-range planning horizon of 2031 through 2050, this information was entered into an analysis tool designed to optimize future investment in transit vehicles. This software, called TERM-Lite, was developed by the Federal Transit Administration (FTA) Office of Budget and Policy and designed to account for typical rehabilitation, refurbishment, or replacement timelines for vehicles, while also factoring in vehicle condition and mileage of the existing vehicle fleet.

Figure 4.7 depicts the forecasted costs of replacing the existing transit vehicle fleet, in addition to vehicle expansion needs that the transit agencies indicated in the Transit Needs Survey. As shown, backlogged vehicles that are beyond their expected useful lives were front loaded into the forecast. This is based on an unconstrained funding scenario, although the reality is that several backlogged vehicles will not be replaced for a period of years after 2020. After 2030, expansion vehicle rehabilitation and replacements increasingly account for greater portions of overall vehicle costs. Since this information was gathered from the transit providers, the costs associated with vehicle needs have nearly doubled, with no clear sign of decreasing in the near future. As for the life of this plan, we can state that transit providers across the state are anticipating increased vehicle costs in the near and far future, but the figures in this document may be providing an underestimate to the actual costs of transit.

Figure 4.7: Forecasted Transit Vehicle Costs, 2024–2050

See Appendix D for financial data

Source: Iowa DOT

Cost Estimate Conclusions

Overall future cost estimates are higher than historic average expenditure trends. This is primarily due to the incorporation of additional personnel, facility, and vehicle needs that were reported in the Transit Needs Survey by the transit agencies. As discussed earlier, vehicle costs are much higher, near doubling from previous forecasts. This is partially due to the increasing number of transit vehicles that are continuing to be utilized beyond their useful life and difficulties of procuring new vehicles. These older vehicles result in much higher costs to maintain and repair over time, which increases operational costs. Older vehicles are also less fuel efficient compared to more modern vehicles and electric or hybrid buses.

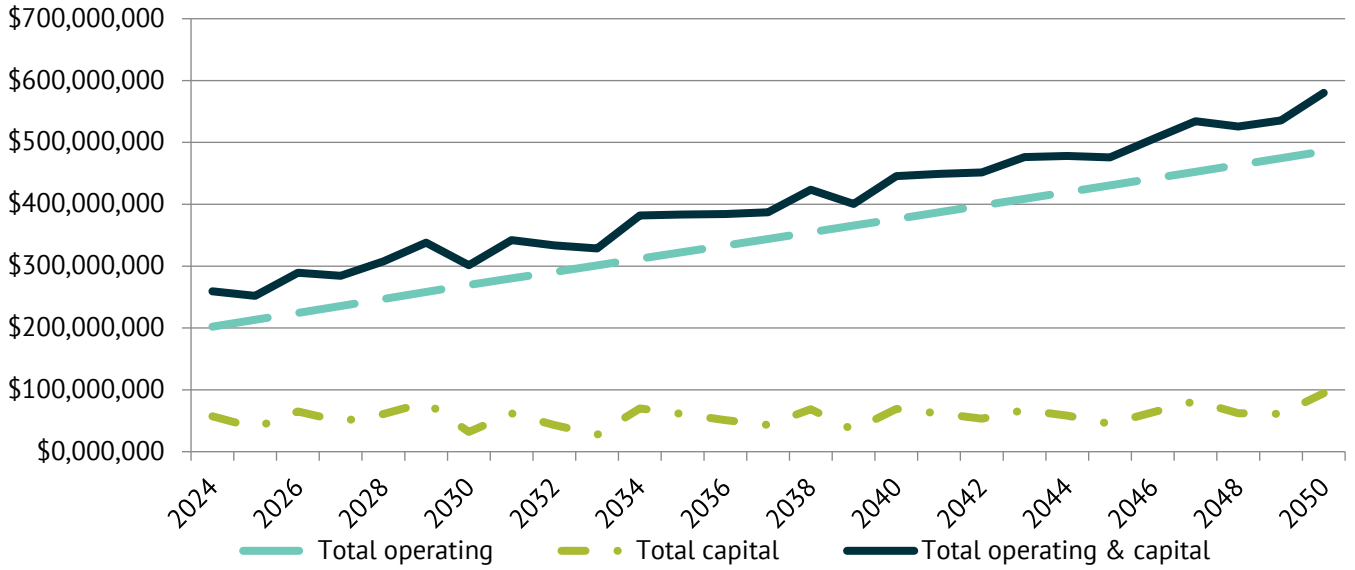
Table 4.2 shows the average annual projected operating and capital costs for the short-term timeframe of 2024-2030 and the long-term timeframe of 2031-2050, as well as the average annual cost for the overall period of 2024-2050. Figure 4.8 depicts the forecasted costs, which includes operating and capital costs. This cost forecast will be compared to the forecasted revenue (discussed next in Section 4.2) in Section 4.3, which examines the overall funding shortfalls. Understanding funding shortfalls will assist with identifying potential mechanisms to generate additional revenue.

Table 4.2: Average Annual Projected Transit Operating and Capital Costs ($ millions)

Funding Type	2024-2030 average annual costs	2031-2050 average annual costs	2024-2050 average annual costs
Capital	$54.620	$58.975	$55.572
Operating	$190.243	$299.809	$271.402
Total	$244.864	$358.783	$329.249

Source: Iowa DOT

Figure 4.8: Forecasted Transit Operating and Capital Costs, 2024–2050



See Appendix D for financial data

Source: Iowa DOT

4.2. Expected Revenue

Revenue Projections

Operating Funding

Operational funding was calculated by using historical trends in federal transit assistance, state transit assistance, and local funding sources between 2004 and 2023. This trend was projected out to 2050 to forecast expected funding amounts, as shown in Figure 4.9. On average, federal funds account for approximately 26.5 percent of the budget, while state funds account for 11.0 percent. The remaining portion is covered by local funding at 62.5 percent of total funding.

Federal Transit Assistance

The Federal Transit Administration of the U.S. Department of Transportation administers programs offering financial assistance for capital, operating, planning, and training assistance of local public transportation. For operations, the two most significant sources of funding are Urbanized Area Formula Funding (Section 5307) and the Rural Area Formula Funding (Section 5311).

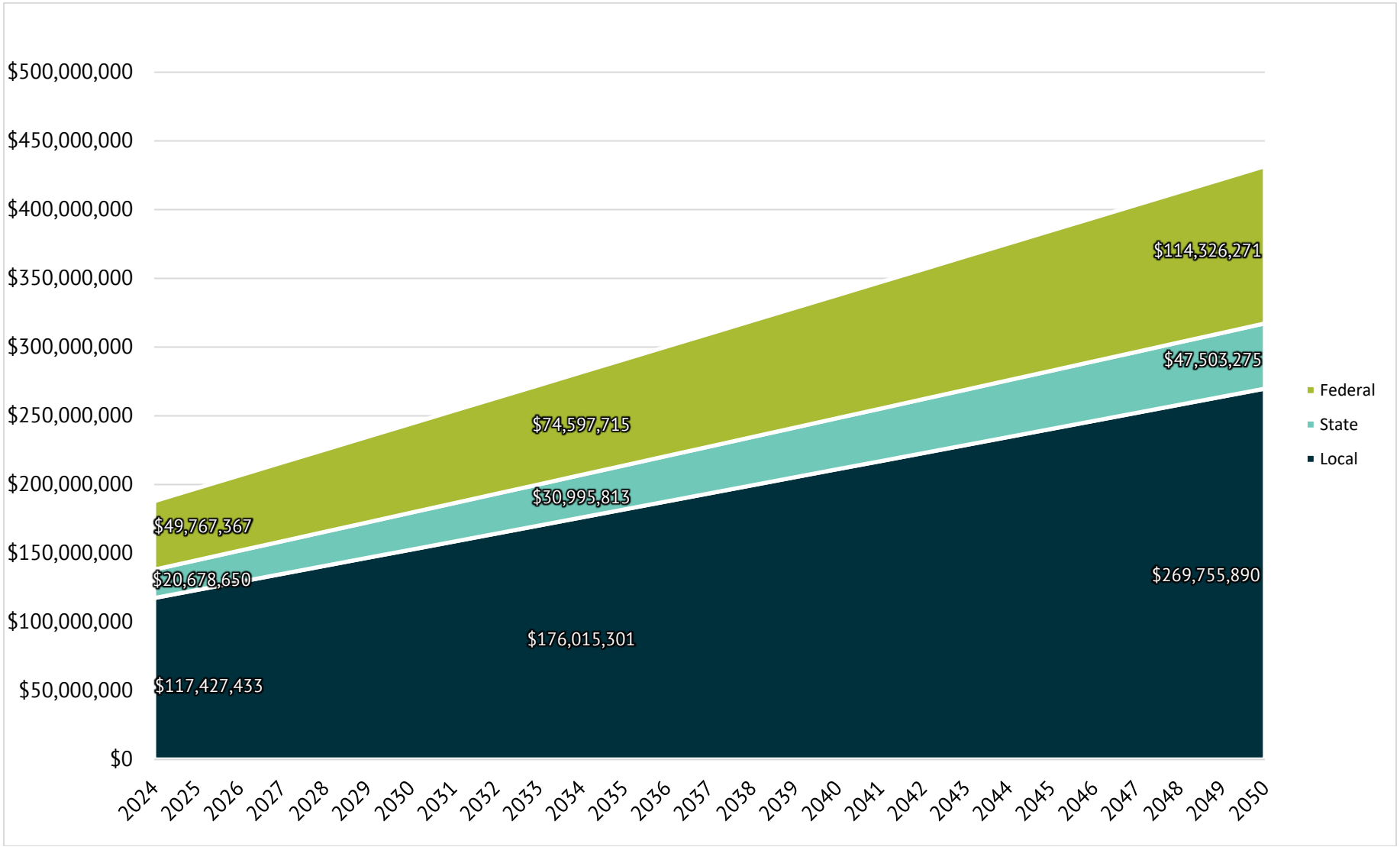
State Transit Assistance (STA)

Iowa devotes an amount equal to four percent of the fees for new registration collected on sales of motor vehicle and accessory equipment to support public transit. Funding is distributed by an STA formula that is based on each transit system's performance during the previous year in terms of rides, miles, and local funding support. These formula funds are usable for support of any operating, capital, or planning costs related to the provision of public passenger transportation, along with addressing long range public transit needs.

Local Transit Funding

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

Figure 4.9: Forecasted Transit Operating Funding, 2024–2050



See Appendix D for financial data

Source: Iowa DOT

Capital Funding

Funding for capital projects and expenditures was calculated by examining historical trends in Bus and Bus Facilities Formula Grants, Discretionary Competitive funding, Public Transit Infrastructure Grants (PTIG), and Congestion Mitigation and Air Quality (CMAQ) funding. Other funding potentials include competitive grants through Iowa's Clean Air Attainment Program (ICAAP), and Surface Transportation Block Grant (STBG) funds that are distributed to the State's metropolitan planning organizations (MPOs) and regional planning affiliations (RPAs). These sources have not been included in the revenue projections as the amount spent for transit projects varies considerably from year to year.

5339 Funding

Bus and Bus Facilities Formula Grants (Section 5339) are used to finance capital projects to replace, rehabilitate, and purchase buses and related equipment, or to construct bus-related facilities. This is a formula program with state apportionments based on population size; the funding is provided as a statewide appropriation for small urban and regional transit systems. Iowa receives individual allocations for each large urban transit system serving populations between 50,000 and 200,000, but the large urban funds are pooled since individual allocations would not allow for bus purchases on an annual basis. All funds are spent on vehicle replacements rather than on expansion vehicles or bus-related facilities and are distributed utilizing the vehicle rankings of the Public Transit Management System (PTMS), which prioritizes bus replacements based on age and mileage of vehicles.

Discretionary Funding

Discretionary competitive funding is a federal funding source in which all states compete for funds nationally to be used for bus replacement. Should Iowa be awarded this funding, PTMS is utilized to prioritize applications.

CMAQ Funding

CMAQ funds Iowa's Clean Air Attainment Program (ICAAP) and helps finance transportation projects and programs that result in attaining or maintaining federal clean air standards. A portion of Iowa's CMAQ funding is awarded through a competitive grant program; transit improvements such as construction of new facilities and bus expansion projects are eligible costs. In recent years, Iowa has also allocated $3 million annually to statewide bus replacement. The $3 million annual allocation is the only portion of Iowa's CMAQ funding that is shown in the projections; competitive grant awards for transit are not included. As this $3 million annual allocation is not expected to grow, it is imperative to note that with each year, CMAQ funding's buying power decreases due to rising costs in inflation. In order for this funding source to remain competitive, it is essential that more funding be allocated to it.

Carbon Reduction Program (CRP)

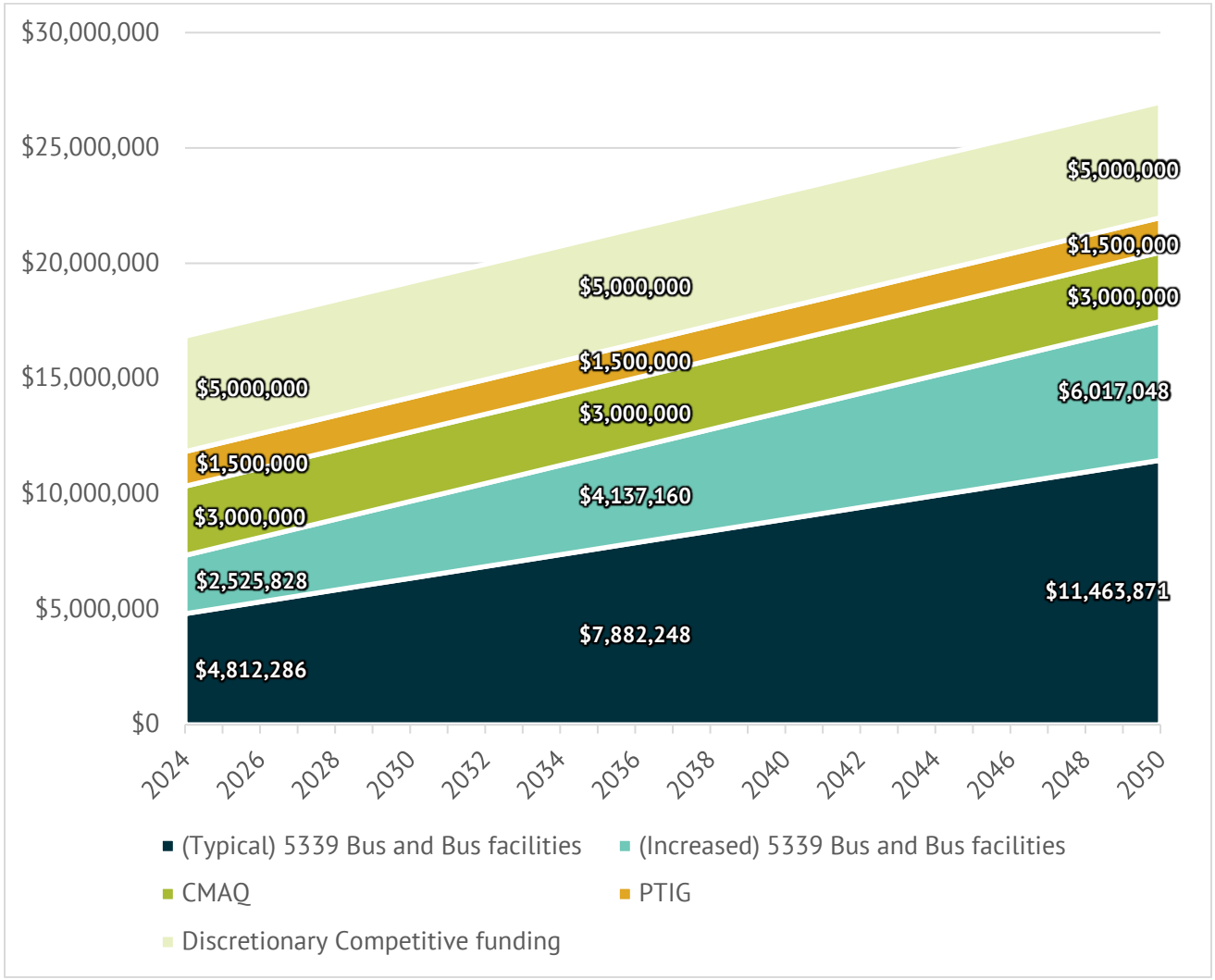
The CRP program was authorized through the Infrastructure Investment and Jobs Act (IIJA) with the purpose of reducing transportation emissions through the development of state Carbon Reduction Strategies (CRS) and by funding projects designed to reduce transportation emissions.

Public Transit Infrastructure Grant (PTIG)

This program is funded by an annual appropriation by the state legislature to fund some of the vertical infrastructure needs of Iowa's transit systems. Projects can involve new construction, reconstruction, or remodeling, but must include a vertical component to qualify. Projects are evaluated based on the anticipated benefits to transit, as well as the ability to complete the projects quickly. PTIG funding has remained constant at $1.5 million, but its buying power declines each year due to inflation.

Figure 4.10 shows the forecasted transit capital funding to the year 2050. As shown, PTIG, CMAQ, and Discretionary Competitive funding sources have been held constant at $1.5 million, $3 million, and $5 million, respectively, through the long-term planning horizon of 2050. Historical trends for Section 5339 funds have generally increased over time and were projected to continue to do so through 2050. Starting in 2018, these funds have received an additional annual boost through congressional appropriations.

Figure 4.10: Forecasted Transit Capital Funding, 2024–2050



See Appendix D for financial data

Source: Iowa DOT

Funding Scenarios

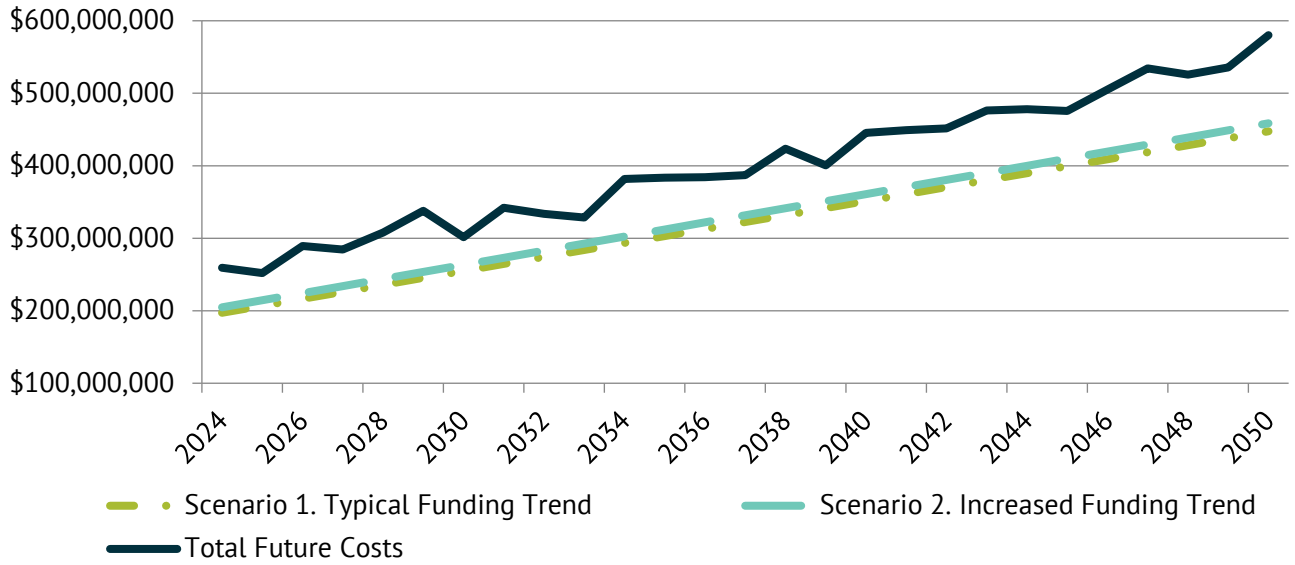
The operating and capital revenue projections discussed previously were combined and projected out to 2050. Average annual Iowa DOT revenues (Table 4.3) over the life of the Plan were then calculated for two different scenarios, which differ based on availability of PTIG funding, competitive funding, and the inclusion of additional Section 5339 funding. PTIG funding is dependent on an annual appropriation from the state legislature. As mentioned earlier, available capital funding from discretionary funds and Section 5339 funds have varied in the past. Competitive funding is dependent upon Congressional appropriation and competitive with other states across the nation, making this an unpredictable source of funds. Additionally, Section 5339 funding has increased significantly in recent years; however, it is unknown if this increased amount will continue. Given the variability of these two sources of funds, only CMAQ and the pre-2018 level of Section 5339 Bus and Bus Facility funding levels were used to forecast a baseline or typical funding scenario. PTIG, competitive funds, and the increased amount of Section 5339 since 2018 were added to the typical funding scenario to generate an alternative funding scenario for comparison. Having two scenarios of typical funding and optimistic funding levels helps illustrate the potential range of public transit revenue that Iowa can expect to receive in the future.

Table 4.3: Average annual public transit revenue, 2024 - 2050 ($ millions)

Scenarios	Average Annual Iowa DOT revenue
Scenario 1: Typical funding	$249.35
Scenario 2: Increased funding	$258.62

Source: Iowa DOT

Figure 4.11: Forecasted Costs and Funding Scenarios, 2024-2050



See Appendix D for financial data

Source: Iowa DOT

4.3. What are the shortfalls?

The anticipated future costs and expected revenues are compared to identify financial gaps. These gaps represent shortfalls in transit funding that will need to be addressed to support the operating and capital investments that have been identified as priorities. As shown in Figure 4.11, total future costs exceed available revenues in both funding scenarios.

Implications of the shortfall

- Expanding storage facilities will decrease the overall operational costs of maintaining vehicles over time. However, the number of vehicles beyond useful life right now may result in vehicles being prioritized over facilities.
- Increased vehicle costs will make it difficult for agencies to replace their fleet, leading to higher demand for local funding.
- Since 2020, the cost to expand fleets has increased dramatically, which will force agencies to delay fleet replacements and force older buses to go beyond their useful life benchmarks, leading to higher costs of operation.
- Impacts to operational funding may affect facilities or vehicles in terms of deferred maintenance and the hiring or retention of personnel.
- Decreasing staff levels as a cost saving measure, particularly drivers, will result in a decrease to overall transit service and further limit farebox revenue and additional sources of funding.
- If shortfalls in transit funding are not addressed, priority operating and capital investments cannot be supported.
- Increase in drivers' wages will make operational funding shortfalls worse.
- Rising inflation rates are reducing transit agencies' limited buying power every year, which will require agencies to find new funding sources.

4.4. Potential Revenue Sources

With the funding shortfall and its impacts noted in the previous section, it becomes imperative to examine other potential sources of revenue. Additionally, it is prudent to continuously evaluate alternative funding sources for public transit and passenger transportation services for their advantages, disadvantages, and overall viability. This is particularly important as circumstances change, or, as in the case of this Plan, agencies work to right-size transit service and reduce the number of capital assets that are beyond their useful lives.

Input was gathered from a variety of stakeholders on potential mechanisms or enhancements that could be made to more efficiently support Iowa's public transit system and to right-size transit service. This feedback resulted in the list shown in Table 4.4, which indicates the type of mechanism proposed, as well as potential advantages of implementing it.

Table 4.4: Potential Revenue Sources

Type of Financing	Description/Mechanism	Advantages
Population Threshold (Iowa Code 28M.2)	Reduce population threshold for Regional Transit District (RTD) formation for counties from 150,000 to 90,000. The current RTD population threshold restricts regional districts to Polk County and contiguous counties in central Iowa and Linn County and contiguous counties in eastern Iowa. Reducing the population threshold would allow an additional six counties to collaborate on transit funding through the formulation of a multi-city/county RTD to do so.	• Increases the number of authorized RTDs.
Property Tax (Iowa Code 28M.5)	Increase the property tax cap from $0.95 to $1.45 per $1,000 of taxable valuation for Regional Transit Districts and municipal transit levies. Two cities are currently capped (Iowa City and Windsor Heights), and more will reach the cap in the future.	• Collection and administration process already in place. • Broad coverage.
Local Option Sales Tax (Iowa Code 422B)	Enable Regional Transit Districts to levy local option sales taxes to meet the public transportation needs of those who work and live in their district. This taxing authority can be used in conjunction with several infrastructure projects, but often is associated with transportation. Iowa RTDs, currently only available to counties with at least 150,000 residents, have the power to implement a property tax of up to 95 cents per $1,000 of assessed value; municipalities also have this authority, but it cannot be used in conjunction with an RTD levy.	• Collection and administration process already in place. • Revenue generated locally and available for local public transit priorities.

Sources: Iowa DOT, Iowa Public Transit Association

Table 4.4 (continued): Potential Revenue Sources

Type of Financing	Description/Mechanism	Advantages
Rebuild Iowa Infrastructure Fund (RIIF) (Iowa Code 8.57(5))	Sustain the Rebuild Iowa Infrastructure Fund (RIIF) to help with a variety of transit projects including maintenance facility improvements, construction of bus storage buildings, and repair of bus shelters. In the past, RIIF expenditures have been reduced or eliminated for some programs; sustaining this amount of funding would help ensure continued transit infrastructure improvements.	• Collection and administration process already in place.
State Transit Assistance (STA) (Iowa Code 321.145(2)(a) (1))	Increase State Transit Assistance standing appropriation from 4 percent to 5 percent (equivalent to the state sales tax) of the fees for new registration collected on sales of motor vehicle and accessory equipment to support public transportation. Most of this funding is distributed by the STA formula that is based on each transit system's performance during the previous year in terms of rides, miles, and local funding support. These formula funds are usable for support of any operating, capital, or planning costs related to the provision of public passenger transportation.	• Collection and administration process already in place.
Vehicle Rental/Leased Car Sales Tax	Add vehicle rental/leased car sales tax to support public transit. Iowa currently devotes a portion of new vehicle registrations to fund public transit. Vehicle rental and lease taxation would place a premium on the usage of such personal transportation options compared to other more cost-effective modes of transit.	• Collection and administration process already in place. • Provides revenue source based on ability to pay. • Proportional to cost of vehicle.
TNC Tax	Establish Transportation Network Company tax. Research shows that TNCs increase the number of vehicle trips by users and draw riders away from alternative transit and mobility options, thus decreasing the operating revenue of the bus systems. Taxation of TNC usage would balance the return-on-investment of the public transportation infrastructure versus the net negative impacts of congestion and increased road surface deterioration. Additionally, TNC usage and ridership data would be shared with the state for planning purposes to more effectively analyze trends in transportation infrastructure and forecast future needs. Adequate planning becomes a challenge when vital transportation data is obscured or denied outright.	• Discourages single-occupant vehicle usage. • Enables better data sharing of road usage by TNCs.

Sources: Iowa DOT, Iowa Public Transit Association

4.5. Economic Impact of Public Transit

In addition to being a vital service for Iowa residents, public transit also delivers positive economic impacts, supporting the case for exploring additional funding mechanisms, as discussed in the prior section. Research was conducted to better understand the economic impact of public transit, as well as the necessary inputs and methodology to tailor it to Iowa's public transit system. The study discussed below is presented as an example of research that helps quantify the economic benefit of public transit; further research would be needed to fully address this topic for Iowa.

Research

The study used to inform the proposed strategy on benefit-cost analysis and justify investment in the public transit system was conducted by the Upper Great Plains Transportation Institute of North Dakota State University and published by and for U.S. DOT's National Center for Transit Research (NCTR) in 2014, titled "*Cost-Benefit Analysis of Rural and Small Urban Transit*."[i] The intent of the study was to create a methodology for quantifying the benefits of public transit services in smaller communities. This type of quantification of services has generally gone unaddressed and unmeasured in past studies as most have focused on much larger urban transit systems. Given the smaller size of Iowa's transit systems and the coverage of Iowa's regional transit systems across wide swaths of rural area, a study like North Dakota State's research is very applicable for informing this Plan and any subsequent benefit-cost analyses. For Iowa, the "small urban areas" referenced in the study would include service in metropolitan areas between 50,000 and 200,000 population, and the "rural areas" would include Iowa's small urban and regional transit systems.

According to Dr. Jeremy Mattson, a researcher from North Dakota State University, their study of small urban and rural transit systems revealed benefits that could be quantified and categorized into three types:

- ***Transportation cost savings***: costs that would have been incurred if the transit rider used a different mode in absence of transit
- ***Low-cost mobility benefits***: benefits of trips made that would otherwise have been foregone in the absence of transit
- ***Economic impacts:*** economic activity resulting from the existence of transit operations

Total benefit amount was divided by the total cost amount to determine the benefit-cost ratio, which can then be compared between small urban and rural transit services. The table highlights the national results found from the study and can serve as a rough approximation or starting point when attempting to perform a similar analysis in Iowa. As shown, while transit service in rural areas showed a much higher benefit per trip compared to small urban service, it was the cost to operate transit service in rural areas that brought the benefit-cost ratio down and tilted it in favor of small urban areas. It should be noted that both types of transit service resulted in a ratio greater than 1.0, which indicates that there is a positive return on investment.

Table 4.5: National Summary: Transit Benefits, Costs, and Their Benefits Analysis Results

Transit Benefits	Small Urban Areas Benefit per Trip	Rural Areas Benefit per Trip
Vehicle cost savings	$0.32	$0.38
Chauffeuring cost savings	$0.56	$1.21
Taxi cost savings	$1.04	$1.34
Travel time cost savings	-$0.47	-$0.58
Accident cost savings	$0.07	$0.15
Emission cost savings	-$0.01	-$0.49
Cost of foregone medical trips	$4.16	$6.65
Cost of foregone work trips	$4.24	$5.00
Cost of other foregone trips	$0.52	$0.83
Total Transit Benefits	*$10.43*	*$14.49*

Source: North Dakota State University – Small Urban and Rural Transit, Upper Great Plains Transportation Institute

Table 4.6: National Summary: Transit Benefits, Costs, and Their Costs Analysis Results

Transit Costs	Cost per Trip	Cost per Trip
Operational costs	$4.49	$10.78
Capital costs	$0.33	$1.03
Total Transit Costs	*$4.83*	*$11.81*
Benefit-Cost Ratio	***2.16***	***1.20***

Source: North Dakota State University – Small Urban and Rural Transit, Upper Great Plains Transportation Institute

While the results may address the 'Transportation cost savings' and 'Low-cost mobility benefits' categories for quantifying the overall benefit of public transit, the researchers also examined transit's economic impact. There are several perspectives and factors that could be utilized when trying to quantify economic impact; however, the study focused on comparisons of financial investment in public transit through funds spent outside the transit area and inside the transit area. Expenditures, such as on large capital assets like buses, in most cases involve the procurement of vehicles from outside the transit service area. As a result, these costs were considered to have a negative economic effect on the local area as those investments represent local funding that is leaving the area. In contrast, operating costs are typically spent on locally sourced maintenance supplies, contributing directly to the local economy. These expenditures also generate indirect benefits, including job creation and support for local businesses.

When the economic framework from the study was applied to the state of North Dakota, they found that the results also displayed a net benefit in terms of economic impact. The study found that in North Dakota, every $1 spent on public transit produced $1.35 as a net economic output, with $0.57 worth of benefit added to the economy as local gross domestic product — a $0.37 net increase to local wages when travel time costs are factored in. Additionally, for every $1 million in investment, 10.3 jobs were produced in the local area.

The researchers expanded the economic model to calculate benefit-cost rations for all states with available data in the FTA's National Transit Database (NTD). Iowa's findings also show a new benefit across most transit services — except for demand-response service in small urban systems, which showed a net loss with a ratio of 0.82. When compared nationally with other transit systems (for which reported data was available), Iowa ranked 5th in the nation overall for the benefit-cost ratio of small urban systems, and 8th for rural transit systems. This ranking was determined out of 46 states for small urban area transit systems and 48 states for rural area transit systems. States not included lacked sufficient data for those areas.

Table 4.6: Benefit-Cost Ratios for Iowa in Small Urban and Rural Areas

	Fixed-Route	Demand-Response	Small Urban Total	Rural Total
Iowa	3.69	0.82	3.22	1.87

Source: North Dakota State University – Small Urban and Rural Transit, Upper Great Plains Transportation Institute

Implications of a benefit-cost analysis

- Models exist that can attempt to quantify net benefit and economic impact, which can serve as a starting point for conducting similar analyses for Iowa's public transit services.
- Results show that through a broad statewide examination of reported data, Iowa ranks among the top states in terms of benefit-cost for providing small urban and rural transit service.
- Positive benefit-cost analysis and economic impact assessments can help justify the implementation of alternative revenue generating mechanisms to fund public transit.

National Public Transit Economic Impact

The benefits of public transit are not limited just to Iowa. Nationally, where investments in public transit occur, we see general benefits for communities as well. *The Economic Impact of Public Transportation Investment: 2020 Update*[ii] is a comprehensive report that evaluates the economic benefits of investing in public transit in the United States, developed by the American Public Transit Association (APTA). It suggests that investment in transit infrastructure and operations not only supports immediate job creation but also yields long-term economic growth. For every $1 invested annually in public transportation, we see about a 5-to-1 economic return on investment. The report outlines three funding scenarios, showing that higher levels of investment lead to greater ridership, reduced household transportation costs, improved business productivity, and significant reductions in car ownership and congestion. These benefits are especially impactful for lower-income households and urban economies, where access to reliable transit can expand labor markets and reduce the cost of doing business.

Beyond direct economic returns, the report highlights how public transportation investment contributes to broader societal goals, including environmental sustainability, safety improvements, and equitable access to mobility. It emphasizes that while the study focuses on economic impacts—such as job creation, GDP growth, and tax revenue—additional benefits like reduced emissions, improved public health, and land use efficiency are also critical but not monetized in this analysis. By 2040, under APTA's recommended funding levels, the U.S. could see annual economic impacts exceeding $34 billion and the creation or support of over 340,000 jobs.

As of the report's publication, U.S. transit ridership had remained relatively flat since 2008, largely due to underinvestment in infrastructure and service quality. The backlog for maintaining a state of good repair was estimated at nearly $90 billion (2015), with declining reliability and speed contributing to ridership losses in many regions. However, cities that invested in expanding and modernizing transit systems saw ridership gains. Surveys revealed that a significant portion of transit users—especially bus riders—do not have access to a car, highlighting transit's role as a mobility lifeline. The report also notes the growing integration of transit with other mobility options like TNCs, micromobility, and carsharing, which can complement and extend the reach of public transportation.

Iowa Public Transit Economic Impact

Statewide Transit Economic Impact Study

The 2025 *Statewide Transit Economic Impact Study*[iii], commissioned by the Iowa Public Transit Association (IPTA) and conducted by Iowa State University's CyBIZ Lab and Extension teams, provides a comprehensive analysis of the economic value generated by public transit systems across the state. Using input-output modeling and regional data from Cedar Rapids, Clinton, and Region 13 (Southwest Iowa Transit Agency/SWITA), the study reveals that public transit is a critical economic engine, not just a mobility service. For every dollar invested in Iowa's public transit, the state receives approximately $3 in return, with urban areas seeing even higher returns of up to $6 per dollar. In total, the sampled regions support over 219 jobs, generate $9.6 million in labor income, and contribute more than $456 million in economic output annually. Public transit also facilitates significant retail spending—up to $5.6 million in Cedar Rapids alone—and enables access to employment, healthcare, and essential services for thousands of Iowans.

The study highlights that public transit is especially vital for vulnerable populations, including seniors, low-income workers, and individuals with disabilities. Over half of surveyed riders use transit four or more times per week, and nearly half rely on it to commute to work. Many respondents reported that transit helped them maintain employment, gain independence, and reduce transportation costs. However, the report also identifies pressing challenges: declining ridership post-pandemic, aging infrastructure, limited funding due to property tax caps, and competition from private transport providers. To address these issues, the study recommends expanding and diversifying funding sources, investing in fleet modernization and ADA-compliant infrastructure, and strengthening partnerships with employers, healthcare providers, and educational institutions. A standout example is SWITA's employer-backed workforce transportation model, which provides over 100,000 rides annually and demonstrates how private-sector collaboration can sustain rural transit. Overall, the report positions public transit as a strategic investment in Iowa's economic resilience, equity, and community well-being.

Appendix E in this document includes a comprehensive list of partnering opportunities across the state with major employers and other activity centers. All of these opportunities are derived from the Passenger Transportation Plans from the local planning agencies.

Greater Des Moines Transit Funding Study

The Greater Des Moines Transit Funding Study (November 2017) was commissioned by the Greater Des Moines Partnership in collaboration with the Des Moines Area Regional Transit Authority (DART) and prepared by HNTB Corporation. Its purpose was to develop a long-term funding strategy for public transit in the region, addressing DART's structural deficit and planning for future service expansion. The study involved extensive stakeholder engagement, including workshops with city officials, business leaders, and community organizations. It evaluated DART's financial outlook, explored alternative funding sources, and modeled various funding scenarios to sustain and grow transit services. The study also considered the impact of emerging mobility technologies like ridesourcing and autonomous vehicles.

DART had made significant investments in infrastructure and technology, including the opening of DART Central Station and implementation of real-time tracking and mobile ticketing. Despite these improvements, operating costs have outpaced revenue growth, largely due to limitations in property tax funding. The study's financial modeling revealed that maintaining current service levels would require incremental property tax increases, reaching the legal cap of $0.95 per $1,000 of taxable value by 2025. A moderate growth scenario would enhance service frequency, expand routes, and improve infrastructure, but would require new revenue sources. Stakeholders broadly supported expanding transit services and identified a dedicated sales tax as the preferred long-term funding strategy. Other options included vehicle taxes, hotel/motel taxes, and private partnerships. Near-term recommendations included increasing property tax levies where possible, using tax increment financing (TIF) funds, and expanding private sector contributions.

The study also explored the role of ridesourcing platforms like Uber and Lyft, suggesting that up to 10% of DART's service could be cost-effectively replaced with on-demand options, particularly in suburban areas during off-peak hours. While this could yield up to $1 million in annual savings, stakeholders cautioned that subsidizing such services could lead to unpredictable cost increases. The majority of DART's network remains cost-effective as fixed-route service, and integrating ridesourcing for first- and last-mile connections could enhance ridership. Stakeholders strongly supported continued exploration of new mobility technologies and integration with DART's digital platforms. Ultimately, the study concluded that a legislative strategy to secure additional funding options—particularly a dedicated sales tax—would be essential for sustaining and expanding transit services in Greater Des Moines.

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[i] "Cost-Benefit Analysis of Rural and Small Urban Transit", 2014 Small Urban and Rural Transit Center, Upper Plains Transportation Institute, North Dakota State University: https://www.nctr.usf.edu/wp-content/uploads/2014/01/77060-NCTR-NDSU031.pdf

[ii] Economic Development Research Group. (2020). *Economic impact of public transportation investment: 2020 update*. American Public Transportation Association. https://www.apta.com/wp-content/uploads/APTA-2025-Public-Transportation-Fact-Book.pdf

[iii] "Statewide Transit Economic Impact Study", 2025 Iowa Public Transit Association:

5. Implementation & Evaluation

5.1. Implementation

Building on the strategies outlined in the previous chapter to help address the needs of public transit, this chapter provides guidance on how we can actually implement them.

To help guide the implementation for this Plan, we will define the key partners who can support and lead strategies.

Implementation Tracking:

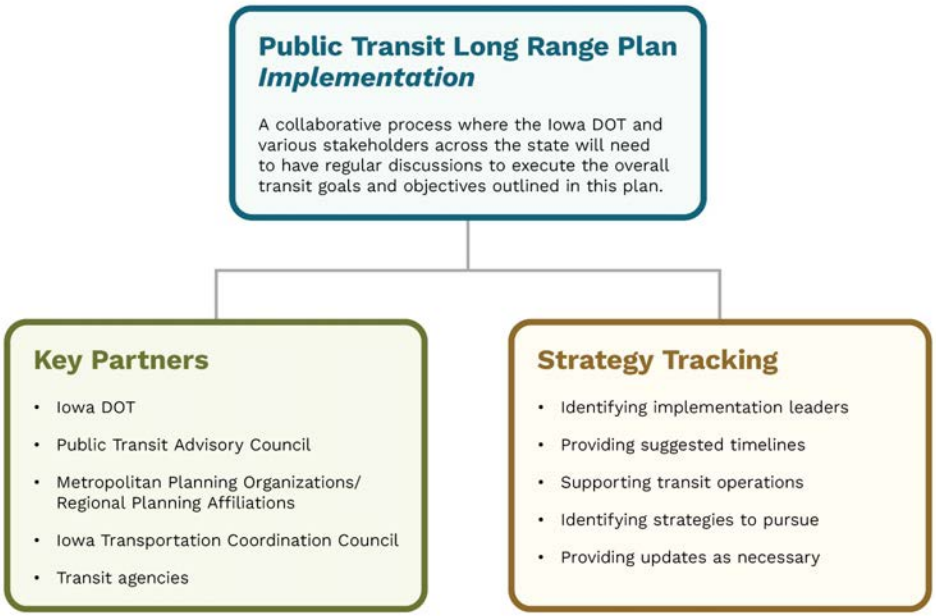
Key Partners

A listing of internal and external stakeholder groups that will be contacted to assist with outreach, strategy implementation, and supporting transit operations.

Strategy Tracking

A comprehensive listing of all strategies with the key partners that can lead implementation, as well as approximate time periods that strategies are expected to be implemented by.

Figure 5.1: Diagram depicting the Concept of Implementation



Source: Iowa DOT

Key Partners List

The key partners list represents a consolidated listing of stakeholders who will help implement the strategies and action items of this Plan. These organizations have unique communication channels that can help with outreach and be utilized to gather valuable feedback regarding interests that are impacted by or overlap with public transit. Some of the main participants from the Iowa DOT are the Modal Transportation Bureau (MTB), the Systems Planning Bureau (SPB), and the Research and Analytics Bureau (RAB).

Table 5.1: Key Partners List

Key Partners	Participants *Who are the primary organizer and members?*	Frequency *How often does it occur?*	Purpose *What is its purpose and how does it relate to implementation of the Plan?*
Public Transit Advisory Council (PTAC)	Primary: • MTB Members: • Transit Agency Representatives	Quarterly	Members represent Iowa public transit agencies from large urban, small urban, and regional transit systems to provide guidance and recommendations to the Iowa DOT Modal Transportation Bureau regarding public transit funding and policy issues. Relationship to the Plan: Coordinate passenger strategy implementation across transit agencies and review expectations for maintaining minimum level of essential transit service.
Iowa Transportation Coordination Council (ITCC)	Primary: • MTB Members: • Iowa Department of Public Health (IDPH) • Transit Agencies • MPOs/RPAs • Veteran Affairs • Refugee Services • Epilepsy Foundation • American Association of Retired Persons (AARP) • American Cancer Society	Bi-Monthly	Discusses issues such as mobility management, accessibility of transportation, State Transit Assistance Special Project applications pertaining to coordination, and the encouragement of state and local agencies' involvement in the passenger transportation planning process. Relationship to the Plan: Coordinate passenger strategy implementation across external stakeholder groups.

Source: Iowa DOT

Table 5.1 (continued): Key Partners List

Key Partners	Participants *Who are the primary organizer and members?*	Frequency *How often does it occur?*	Purpose *What is its purpose and how does it relate to implementation of the Plan?*
Iowa Public Transit Association (IPTA)	Primary: • IPTA Executive Director Members: • Transit Agencies • MTB • SPB • Vendors	Three times per year	Trade organization of Iowa's 35 public transit agencies, advocating for public transit interests and hosting multiple conferences each year to highlight public transit trends, hold discussion on public transit challenges, and champion legislative priorities related to public transit topics. Relationship to the Plan: Coordinate passenger strategy implementation and legislative priorities across transit agencies.
Joint Metropolitan Planning Organization (MPO)/Regional Planning Affiliation (RPA) Quarterly Meeting	Primary: • SPB • Metropolitan and Regional Planning Coordinator Members: • All MPOs/RPAs • Transportation Development Division	Quarterly	Provide updates on multimodal transportation planning activities, including coordinated passenger transportation planning programs. Relationship to the Plan: Coordinate passenger strategy implementation across regions.
Transportation Advisory Group (TAG) meetings and Passenger Transportation Plan (PTP) Development	Primary: • MPOs/RPAs • Transit Agencies • Human Service Agencies Members: • SPB • MTB • District Transportation Planners	TAG – Two times per year PTP – Every five years	TAGs involve members from public transit agencies, human service agencies, MPOs/RPAs, and interested agencies and residents throughout Iowa. PTPs are updated by MPOs and RPAs at least every five years and are designed to promote joint, coordinated passenger transportation planning programs that further the development of the local and regional public transportation systems. TAGs serve as a forum to discuss these issues on a regular basis, and PTPs serve as documentation of the region's passenger transportation status, challenges, and needs. Relationship to the Plan: Opportunity for interregional coordination of transit services and implementation of intraregional passenger transportation services and other local-focused strategies and action items from the Plan.

Source: Iowa DOT

Table 5.1 (continued): Key Partners List

Key Partners	Participants *Who are the primary organizer and members?*	Frequency *How often does it occur?*	Purpose *What is its purpose and how does it relate to implementation of the Plan?*
Planning, Programming, & Modal Division Geospatial Information Systems Meeting (PPM-GIS)	Primary: • Cartography & Traffic Team Members: • MTB • SPB	Quarterly	Coordination of GIS and data management activities in the PPM Division. Relationship to the Plan: Source of technology, data, and GIS support for the Division. Supporting effort for transit plan strategy implementation relating to data and technology needs.
Iowa DOT Emergency Management *(proposed)*	Primary: • Transportation Systems Management and Operations (TSMO) Team Members: • MTB • District Personnel	Annually	Tabletop exercises, response plans, and rehearsals used to clarify roles and to identify additional emergency management mitigation and preparedness needs. Relationship to the Plan: Rehearse response to maintain minimum level of essential transit service during natural disasters and other critical or disruptive events.
Iowa Workforce Development (IWD)	Members: • Future Ready Iowa • Home Base Iowa American Job Center • Workforce Services	As needed	State agency that provides employment services for individual job seekers through the IowaWORKS partnership. Connects workers to opportunities and employers to workforce solutions. Administering labor services, workers' compensation, labor market information, and unemployment insurance services. Maintains a statewide delivery system of 15 regional, four satellite, and eight expansion offices to provide services to Iowans in communities demonstrating need. Relationship to the Plan: Coordinate passenger strategy implementation between employers and employees.
Intercity Transit Providers	Members: • Greyhound Lines • Jefferson Lines • Dodger Area Rapid Transit (DART)	As needed	Intercity transit services are an extremely valuable transportation resource for Iowa's residents who do not drive or choose not to drive. This service allows them to reach destinations across the country. Intercity services include stops at non-urbanized locations and make meaningful connections to nationwide networks. Relationship to the Plan: Interregional coordination of transit services and passenger strategy implementation statewide for intercity, interregional, and interstate travel.

Sources: Iowa DOT

Table 5.1 (continued): Key Partners List

Key Partners	Participants *Who are the primary organizer and members?*	Frequency *How often does it occur?*	Purpose *What is its purpose and how does it relate to implementation of the Plan?*
Local Jurisdictions	Members: • Counties • Cities	As needed	Governmental or administrative units smaller than states and regions; mainly consisting of but not limited to counties and cities. Relationship to the Plan: Localized coordination of transit services and passenger strategy implementation .
Iowa Mobility Managers Network (IMMN)	Primary: • Statewide Mobility Manager Members: • Mobility Managers	Quarterly	Manages and delivers coordinated transportation services to customers, including low-income individuals, older adults, and persons with disabilities. Bridges the gap between transportation and human service agencies by locating the appropriate transit option within the community. Funded with federal funds through the Iowa DOT and local matching funds, coordinators must have a transit agency affiliation but can be housed within a wide variety of locations (i.e., Area Agencies on Aging, Community Action Programs and regional transit agencies). Relationship to the Plan: Coordinate passenger strategy implementation within and across multiple regions.

Source: Iowa DOT

Strategy Tracking

During the development of the Plan, various strategies were identified by federal, state, and local stakeholders, as well as members of the public. These were then validated and refined by key stakeholders, and public feedback was provided on the strategies as part of the public survey. These items collectively represent the actions that will be taken and implemented through this Plan to meet the intent of the vision statement for public transit in Iowa. The following tables list strategies described in Chapter 3 and are broken down into groups to help the plan's execution in terms of service, partnering, facility-fleet-personnel, and funding goals.

Estimated completion time periods are shown for each item, indicating when it is expected to be implemented given resource constraints. Estimated timeframes include the short-term, which is the next 10 years, and the long-term, which is the period after 2030 until the long-term planning horizon of 2050.

Table 5.2: Service Strategy Tracking (section 1 of 2)

Service Strategy *What must be implemented?*	Key Partners *Who could help implement?*	Timeline (years) *How long before it will be fully implemented?*
Examine the effects of offering fare-free bus service.	• MTB • Transit Agencies	10-year short term objective
Examine bus service hours for people who work nights and weekends.	• MTB • Transit Agencies	20-year short term objective
Prioritize funding applications for communities that improve transit service or access.	• MTB • ITCC	30-year objective
Examine the effects of creating more urban transit services in areas that are currently covered by regional transit services.	• MTB • SPB • MPOs/RPAs • Transit Agencies	30-year objective

Source: Iowa DOT

Table 5.2 (continued): Service Strategy Tracking (section 2 of 2)

Service Strategy *What must be implemented?*	Key Partners *Who could help implement?*	Timeline (years) *How long before it will be fully implemented?*
Continue existing services and establish new interregional services along commuter routes.	• Transit Agencies • MPOs/RPAs	30-year objective
Start a subscription price service that works across all bus services in Iowa and includes bikes, scooter sharing, and parking facilities.	• Transit Agencies • IMMN • Local Jurisdictions	20-year long term objective
Enable all buses and transit agencies in the state to accept digital fares or electronic payment formats, while still allowing for cash payments.	• MTB • Transit Agencies • PTAC	10-year short term objective
Improve accessibility of all transit information, service notifications, and bus route information to ensure they are easy to understand for older adults, multilingual riders, and riders with audio, visual, or cognitive impairments.	• TAGs • ITCC • IMMN	10-year short term objective
Establish standardized data collection and reporting requirements to better understand ridership.	• PPM-GIS • MTB	20-year short term objective
Study how to most effectively implement intercity transit bus systems in Iowa.	• MTB • RAB • Intercity Bus Providers	10-year short term objective
Study and define a statewide minimum level of essential transit service necessary to meet critical needs, particularly in the event of severe and sustained disruptions to demand or service.	• MTB • RAB • Transit Agencies • PTAC • Intercity Bus Providers • Emergency Management	10-year short term objective

Source: Iowa DOT

Table 5.3: Partnering Strategy Tracking

Partnering Strategy *What must be implemented?*	Key Partners *Who could help implement?*	Timeline (years) *How long before it will be fully implemented?*
Improve bus transfers between regions and counties to support longer and more efficient trips across the state.	• Transit Agencies • MPOs/RPAs	20-year short term objective
Partner with transportation network companies (such as taxis, Uber, Lyft) to support city bus routes and provide more transportation options.	• Transit Agencies • ITCC • IPTA	20-year short term objective
Improve workforce development by partnering with businesses to help employees get to work.	• IWD • Transit Agencies • MTB	30-year objective
Partner with non-profit organizations (such as American Cancer Society, Veteran's Affairs, and hospitals) to help people get to their medical appointments on time.	• ITCC • IMMN	30-year objective
Partner with other government organizations to increase the number of transportation options for traveling long distances.	• MT • Intercity Bus Providers • Transit Agencies • MPOs/RPAs	20-year long term objective
Work with businesses to create transportation options for their employees by offering subsidies, bus passes, or incentives such as tax breaks.	• IWD • Transit Agencies • MTB	20-year long term objective
Improve sidewalks and connecting infrastructure by working with state agencies, local government, and private organizations to improve access to bus stops and transit services.	• Local Jurisdictions • MPOs/RPAs	20-year short term objective

Source: Iowa DOT

Appendix E in this document includes a comprehensive list of partnering opportunities across the state with major employers and other activity centers. All of these opportunities are derived from the Passenger Transportation Plans from the local planning agencies.

Table 5.4: Facility, Fleet, and Personnel Strategy Tracking

Facility, Fleet, and Peronnel Strategy *What must be implemented?*	Key Partners *Who could help implement?*	Timeline (years) *How long before it will be fully implemented?*
Develop a right-sizing strategy for transit agency bus fleets to decrease costs and better match vehicle sizes to the number of people taking the bus.	• MTB • PTAC	10-year short term objective
Decrease fuel costs for transit agencies by adopting electric, hybrid, or flex-fuel efficient vehicles.	• MTB • Transit Agencies • PTAC • MPOs/RPAs	20-year short term objective
Prioritize transit facilities that are evaluated as being in marginal or poor condition for reconstruction or repair.	• MTB • Transit Agencies • MPOs/RPAs	10-year short term objective
Save costs by encouraging transit agencies and local governments to share facilities and staff.	• Transit Agencies • Local Jurisdictions	20-year long term objective
Address the bus driver shortage by finding candidates to expand potential applicants.	• IWD • Transit Agencies	20-year short term objective
Increase training for bus drivers to better serve mobility, hearing or visually impaired riders, children, older adults, immigrant, and refugee populations.	• ITCC • IMMN • Transit Agencies	10-year short term objective
Identify minimum technology needs for all transit agencies and develop a technology implementation plan.	• MTB • RAB • PTAC	10-year short term objective
Update the Park and Ride System Plan to determine ideal locations for carpooling and ridesharing to support commuting activities.	• SPB • MTB • MPOs/RPAs	10-year short term objective
Improve the coordination of transportation services between transit agencies and other transportation providers by promoting and hiring mobility manager positions to provide statewide coverage.	• IMMN • Transit Agencies • ITCC • MPOs/RPAs	20-year short term objective

Source: Iowa DOT

Table 5.5: Funding Strategy Tracking

Funding Strategy *What must be implemented?*	Key Partners *Who could help implement?*	Timeline (years) *How long before it will be fully implemented?*
Decrease maintenance costs by focusing resources on replacing transit vehicles that are beyond their useful life.	• MTB • Transit Agencies • IPTA	10-year short term objective
Examine alternative ways of funding public transit that do not rely only on existing federal and state sources.	• MTB • Transit Agencies • IPTA • PTAC	20-year short term objective
Conduct a benefit-cost analysis or economic impact study of transit services and projects to measure the impact and overall benefit to social welfare.	• MTB • RAB • IPTA	10-year short term objective
Identify innovative funding sources to help address transit agencies' technology needs (e.g, cybersecurity)	• MTB • Transit Agencies	20-year short term objective

Source: Iowa DOT

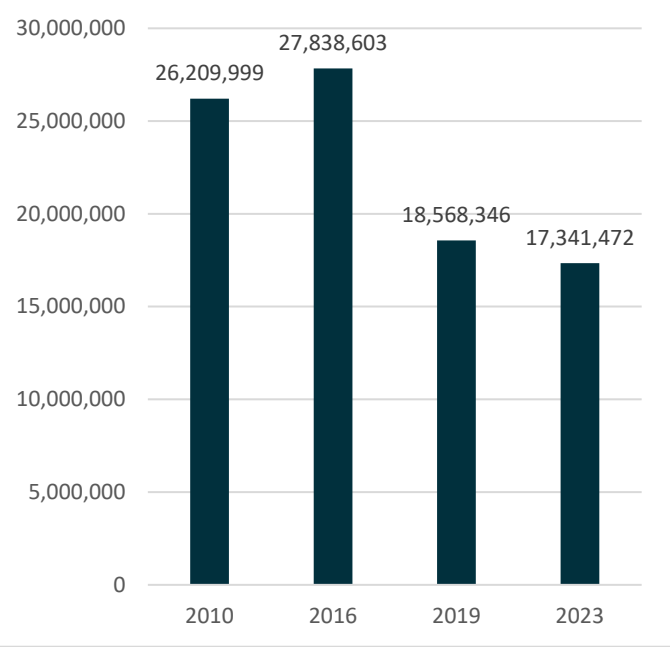
5.2. Evaluation

System Performance Measures

To assess the overall health of the public transit system in Iowa, the Modal Transportation Bureau tracks metrics related to performance, mileage, and condition. Iowa DOT has also implemented its Americans with Disabilities Act (ADA) Transition Plan to bring public facilities within Iowa DOT right-of-way into compliance with federal ADA regulations. As system performance objectives are finalized, key stakeholders will have an opportunity to examine the alignment of this Plan's performance measures to the Iowa DOT's new framework.

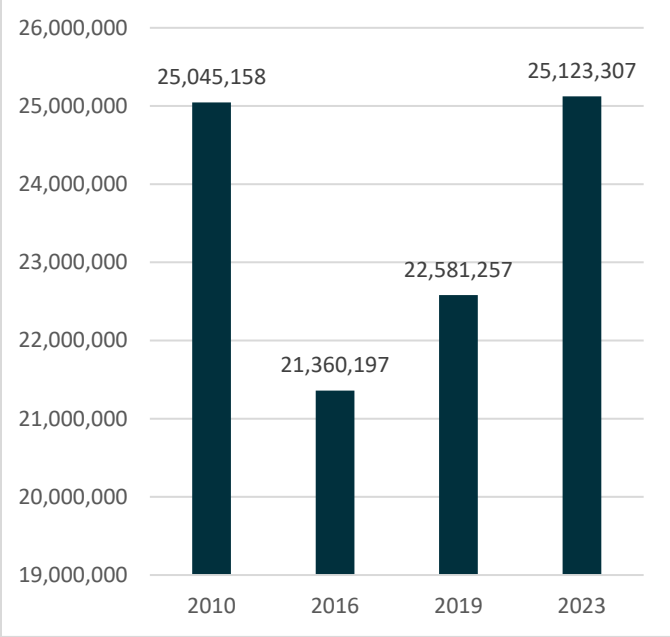
Iowa DOT Public Transit System Performance Measurements

Figure 5.2: Annual Statewide Transit Ridership (Performance)



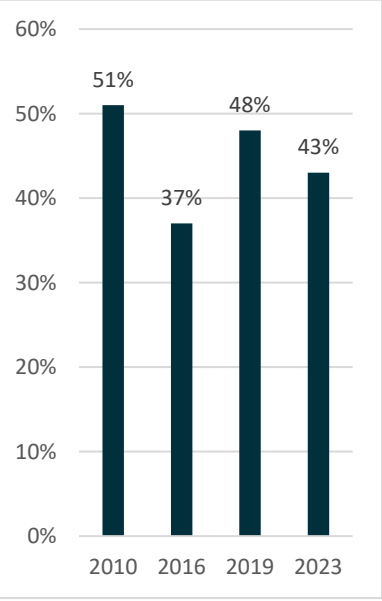
Source: Iowa DOT

Figure 5.3: Total Distance Traveled by Transit Revenue Vehicles While Operating Service Routes and Pick-ups (Mileage)



Source: Iowa DOT

Figure 5.4: Percentage of Transit Fleet Operating Within Federal Transit Administration's Normal Useful Life Standards (Condition)



Source: Iowa DOT

In addition to the performance measures identified by the Modal Transportation Bureau, there are federally required measures for transit asset condition, which are discussed in the Transit Asset Management Group Plan. These performance measures were identified as part of the Group Plan in 2018, and statewide targets for small urban and regional systems continue to be set annually. The performance targets set a goal for what percent of revenue and non-revenue vehicles will exceed their useful life benchmarks (ULB) by the end of 2020. ULBs represent the expected life cycle of a capital asset. In addition, a target is set for what percent of facilities will be rated as less than adequate on the Transit Economic Requirements Model (TERM) scale, which provides a numerical score ranging between 1 (Poor) and 5 (Excellent) for each facility.

Table 5.7: Performance measures established for transit asset management for States, public transit providers, and MPOs, and Iowa's 2023 targets for small urban and regional transit agencies

Performance Measure	Current Status	2023 Target	Target Status
Percentage of Automobiles revenue vehicles met or exceeded ULB	55% of fleet exceeds ULB of 8	35%	Needs Addressed
Percentage of Buses revenue vehicles met or exceeded ULB	45% of fleet exceeds ULB of 14	11%	Needs Addressed
Percentage of Cutaway buses revenue vehicles met or exceeded ULB	65% of fleet exceeds ULB of 8	38%	Needs Addressed
Percentage of Trolley revenue vehicles met or exceeded ULB	0% of fleet exceeds ULB of 13	0%	Meeting Target
Percentage of Vans revenue vehicles met or exceeded ULB	42% of fleet exceeds ULB of 8	35%	Needs Addressed
Percentage of Minivans revenue vehicles met or exceeded ULB	59% of fleet exceeds ULB of 8	25%	Needs Addressed
Percentage of non-revenue Automobile vehicles met or exceeded ULB	20% of non-revenue service vehicles exceeds ULB of 8	18%	Meeting Target
Percentage of non-revenue Other rubber tire vehicles (tractor) met or exceeded ULB	29% of fleet exceeds ULB of 14	40%	Meeting Target
Percentage of assets with condition rating below 3.0 on FTA TERM Scale	0% of facilities rated under 3.0 on TERM scale	0%	Meeting Target

Source: FTA final rule: Transit Asset Management; National Transit Database; Iowa Performance Targets for January 1, 2023

Federal rules for transit safety were published in July 2018 with the intent that public transportation agency safety plans and targets are in place by July 2023 for each individual transit agency that receives Section 5307 funding. All safety plans will incorporate measures on fatalities, injuries, safety events, and system reliability. Public Transportation Agency Safety Plan (PTASP) regulations also establish seven individual safety performance targets.

FTA Transit Safety Performance Measures

Public transportation providers that receive 5307 funding are subject to the Public Transportation Agency Safety Plan (PTASP) regulation. In Iowa, this includes large urban providers that serve Metropolitan Planning Organizations (MPOs). These transit providers must develop a PTASP that includes safety performance measures outlined in the National Public Transportation Safety Plan. The PTASP is updated annually. MPOs must also establish targets for their planning areas and can update targets as appropriate or as outlined in any agreements between the MPO and transit provider. Examples include updating MPO targets following the transit provider's annual PTASP update, or during Transit Improvement Plan (TIP) or Long-Range Transportation Plan (LRTP) development.

The current National Public Transportation Safety Plan (NPTSP) established 14 performance measures for all agencies subject to the PTASP requirement.

1. Major events
2. Major event rate
3. Collision rate
4. Pedestrian collision rate
5. Vehicular collision rate
6. Fatalities
7. Fatality rate
8. Transit worker fatality rate
9. Injuries
10. Injury rate
11. Transit worker injury rate
12. Assaults on transit workers
13. Rate of assaults on transit workers
14. System reliability

Agencies subject to the PTASP requirement in urban areas over 200,000 in population are also required to have a safety risk reduction program, with the following eight targets set by the Safety Committee. Some of these measures overlap with the 14 measures required by all agencies.

1. Major events
2. Major event rate
3. Collisions
4. Collision rate
5. Injuries
6. Injury rate
7. Assaults on transit workers
8. Rate of assaults on transit workers

5.3. Next Steps

Monitoring Implementation

The performance measures and triggers described in the previous sections will be reviewed over time. The purpose of a periodic review is to bring the Plan into a more focused short-term perspective while providing more detailed information to decision-makers. This review or running assessment will be an additional planning tool representing a continual review of the current situation, incorporating lessons learned from the implementation of action items up to that point. This running assessment can alert decision-makers to potential adjustments that should be considered for planned future strategy implementation. This assessment can consider all elements affecting investment in the public transit system, not just the specified indicators, triggers, and performance measures that were defined.

Future Studies

In addition to implementing strategies and monitoring their impacts, several studies were specifically noted in the action items. Depending on the results, these studies could potentially affect the monitoring of other action items by modifying their implementation or adding or removing efforts entirely, based on the results. Studies that are considered "specified" are those that specifically state 'study' in the strategy description and tend to focus on methodology and processes that arrives at a particular conclusion or result. Some strategies may not result in a dedicated study but may nonetheless require some analytical effort to influence a decision, strategy, or implementation. These "implied" studies focus mainly on effects rather than the methodology that produced the results.

Studies *specified* in the Plan strategies:

- Study how to most effectively implement intercity transit bus systems in Iowa (Service)
- Study and define a statewide minimum level of essential transit service necessary to meet critical needs, particularly in the event of severe and sustained disruptions to demand or service (Service)
- Conduct a benefit-cost analysis or economic impact study for all transit services and projects in order to measure the impact and overall benefit to social welfare (Funding)

Studies *implied* in the Plan strategies:

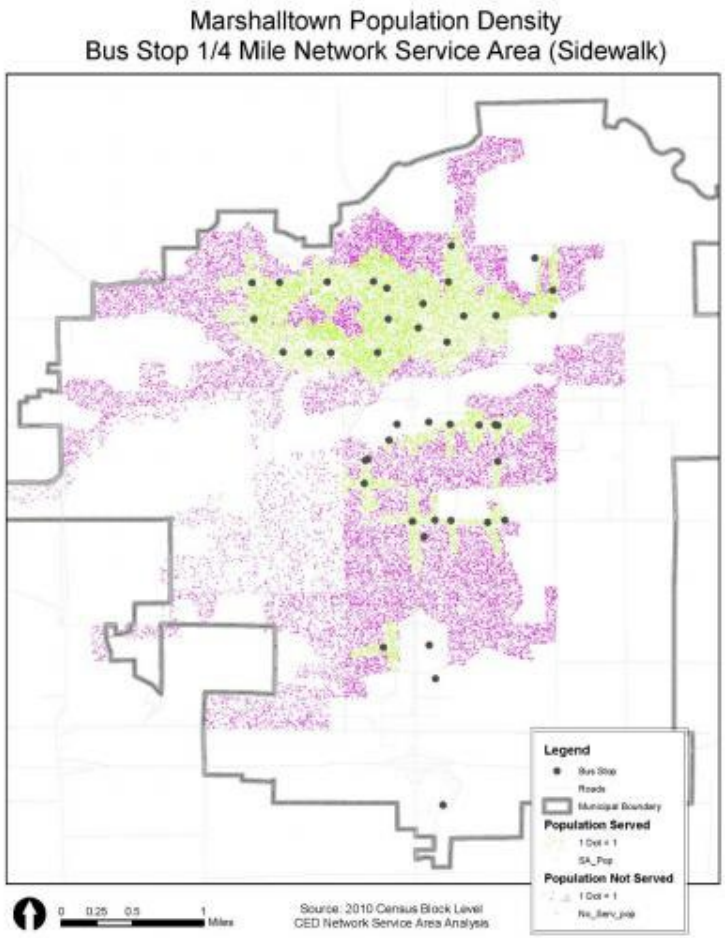
- Examine effects of offering fare-free state-wide bus service (Service)
- Examine bus service hours for people who work nights and weekends (Service)
- Examine effects of creating more urban transit services in areas that are currently covered by regional transit services (Service)
- Examine alternative ways of funding public transit that do not rely only on existing federal and state sources (Funding)

Transit Accessibility Analysis

The Transit Accessibility Analysis discussed in Chapter 3 is an existing and ongoing effort that impacts public transit decision-making. This analysis can be continually developed through conversations with transit agencies regarding service enhancements or outreach to demographic groups in efforts to increase transit ridership. This effort could also serve as a prediction or forecast that could lead to implementation of a follow-on study.

One such follow-on study to the Transit Accessibility Analysis could be similar to the transit optimization study conducted by Iowa State University (ISU) Extension and Outreach. Expanding on the demographic data such as that used in the Transit Accessibility Analysis and available through the U.S. Census Bureau, ISU's approach goes into greater detail and focuses on factors that are specific and unique to a transit system. Through the examination of land uses, existing routes, and anticipated growth patterns, ISU's effort takes the identified need areas or gaps and seeks to implement solutions to expand transit service and increase ridership.

Figure 5.5: Transit Optimization Product Example



Source: Iowa State University Extension and Outreach

Minimum level of essential transit service

Defining a minimum level of essential transit service for public transportation will be among the first items examined, an essential step before any agreed upon emergency measures can be drafted. Determining this level of service may involve some of the inputs or findings of the Transit Accessibility Analysis, population density and distribution, employment density and type, and transportation mode availability and infrastructure. Additionally, the criteria that trigger decisions for prioritizing the maintenance of minimum service levels may also need to be incorporated into any existing response plans or emergency management processes that pertain to the preservation and sustainment of transportation systems.

Marketing and Outreach

Given the relationship between the Iowa DOT and the transit agencies, most marketing efforts will likely be geared toward encouraging public support for and utilization of Iowa's public transit services. Additionally, a variety of existing stakeholder groups and organizations will continue to be leveraged to better coordinate passenger transportation services across the state.

Outreach for this Plan will utilize several different lines of communication, both with key stakeholders and users of public transit services. While a website has already been established and will continue to be utilized for the dissemination of Plan-related information, other channels such as the Iowa DOT's blog and social media outlets will also be used to promote the awareness of this Plan.

This Plan will also be made available to the public in an accessible and interactive format through Esri's story mapping capabilities. Story maps are a combination of traditional text and graphic products, combined with maps and charts, to produce a content-rich user experience that highlights the key aspects of the Plan without having to search through a multi-page document.

Moving Forward

Iowa has a long history of providing public transit for its residents to access work, school, medical appointments, and social activities. This Plan's intent is to build on that history by providing a framework for the Iowa DOT and its partners to support the public transit system envisioned for the state. The investigation and analysis conducted throughout development of the Plan has led to the following general conclusions.

- Public transit services will need to adjust to effectively operate alongside emerging transportation and micro-mobility options
- There is a critical funding shortfall that will worsen if action is not taken to identify new or additional financial resources
- As the state recovers from COVID, the resulting long-term changes to transportation user preferences will need to be monitored considering their impact to public transit service

Implementation of the Plan, monitoring its performance, as well as sharing and gathering information or feedback will be a continuous effort in the years following the publication of this Plan. Collectively, these activities of execution, monitoring, and receiving feedback will be instrumental as inputs for the next Plan update, which is anticipated to follow a five-year cycle. It is through these efforts that the Plan seeks to carry out its mission of supporting the wellbeing of all Iowans.

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Appendix A: Mapping Data

Table A.1 provides the data behind all of the data-driven maps included in this plan, excluding the Transit Accessibility Analysis. This table contains the data for Figures 2.3, 2.5, 2.8, 2.12, 2.13, 2.14, and 2.19.

Table A.1: Map Data for the Public Transit Long Range Plan (Part 1 of 5)

County Name	County Population Change	County Median Age	County Minority percentage	Workforce leaving county to work	Under Poverty Level	Unemployment Rate	County Employment Change
Adair	-4.2%	43.3	6%	35.2%	10.3%	4.2%	-13.3%
Adams	-14.2%	46.8	5%	44.3%	9.5%	2.9%	-19.7%
Allamakee	-2.0%	43	13%	20.0%	12.1%	3.6%	-14.2%
Appanoose	-6.4%	45	6%	27.8%	20.4%	6.9%	-7.9%
Audubon	-10.7%	46.4	5%	34.9%	11.8%	1.9%	-23.9%
Benton	-0.8%	42.8	5%	55.6%	7.9%	2.3%	-0.3%
Black Hawk	-0.4%	35.8	21%	6.5%	14.7%	4.8%	7.1%
Boone	1.5%	42.7	6%	46.2%	6.7%	1.3%	-0.1%
Bremer	4.3%	39.7	6%	39.9%	7.5%	3.6%	10.0%
Buchanan	-1.2%	40.4	5%	43.8%	7.0%	2.7%	8.5%
Buena Vista	1.3%	36	48%	12.1%	8.2%	5.0%	6.4%
Butler	-5.2%	43.9	5%	57.4%	10.7%	3.4%	4.6%
Calhoun	-4.4%	42.4	8%	44.8%	8.6%	2.8%	-17.2%
Carroll	-1.3%	41.7	7%	10.3%	8.3%	2.1%	3.8%
Cass	-6.2%	43.6	6%	12.1%	17.4%	1.1%	-11.6%
Cedar	-0.7%	44.2	6%	55.6%	7.2%	2.9%	-3.5%
Cerro Gordo	-4.1%	44.3	12%	11.4%	9.4%	2.6%	-10.2%
Cherokee	-4.7%	44	9%	22.8%	15.2%	3.0%	-13.5%
Chickasaw	-6.7%	43.6	6%	26.1%	7.1%	1.8%	3.2%
Clarke	3.3%	40	21%	31.2%	13.8%	4.1%	-10.3%
Clay	-0.9%	42.5	8%	19.5%	11.5%	4.0%	-1.4%
Clayton	-6.8%	46.2	5%	24.2%	13.6%	2.6%	-6.6%

Source: Iowa DOT

Table A.1 (continued): Map Data for the Public Transit Long Range Plan (Part 2 of 5)

County Name	County Population Change	County Median Age	County Minority percentage	Workforce leaving county to work	Under Poverty Level	Unemployment Rate	County Employment Change
Clinton	-6.4%	42.4	10%	21.8%	13.1%	3.8%	-9.3%
Crawford	-7.0%	39	38%	20.7%	16.4%	1.7%	-10.9%
Dallas	41.0%	36.3	18%	50.5%	5.8%	2.9%	305.1%
Davis	4.6%	36.5	5%	33.8%	7.2%	3.5%	-2.7%
Decatur	-10.1%	36.9	9%	34.7%	15.2%	3.2%	-9.1%
Delaware	-1.1%	43.6	4%	32.6%	7.9%	2.1%	4.6%
Des Moines	-5.3%	42.3	15%	12.3%	14.1%	3.2%	-15.4%
Dickinson	8.1%	48.9	6%	15.7%	6.3%	2.4%	17.8%
Dubuque	5.4%	39.4	11%	4.1%	9.4%	3.8%	22.2%
Emmet	-11.7%	44	14%	22.0%	10.4%	2.0%	-22.9%
Fayette	-8.6%	43.3	8%	32.7%	12.5%	3.8%	-8.7%
Floyd	-6.5%	43.1	10%	30.5%	11.4%	3.5%	3.1%
Franklin	-8.5%	42.6	19%	36.6%	15.1%	3.8%	-4.0%
Fremont	-15.5%	45.6	7%	23.6%	7.6%	1.0%	-21.8%
Greene	-9.4%	44.4	7%	34.4%	10.4%	3.2%	-1.2%
Grundy	-0.6%	42	4%	52.2%	6.4%	2.2%	10.4%
Guthrie	-2.2%	45.9	6%	42.8%	9.3%	3.3%	11.2%
Hamilton	-6.3%	42.5	15%	40.4%	8.0%	3.9%	-20.0%
Hancock	-6.7%	43.9	9%	32.4%	12.1%	2.2%	-19.4%
Hardin	-6.6%	45.1	10%	24.6%	8.6%	3.7%	-12.7%
Harrison	-1.7%	42.8	5%	17.8%	7.5%	2.8%	1.7%
Henry	-2.6%	41.8	12%	26.3%	12.1%	2.2%	-15.4%
Howard	-2.1%	41.2	6%	20.6%	8.4%	1.6%	-4.2%
Humboldt	-3.3%	41.9	9%	30.9%	13.7%	3.1%	-13.6%
Ida	-3.6%	41.6	7%	19.5%	10.4%	1.9%	-1.5%

Source: Iowa DOT

Table A.1 (continued): Map Data for the Public Transit Long Range Plan (Part 3 of 5)

County Name	County Population Change	County Median Age	County Minority percentage	Workforce leaving county to work	Under Poverty Level	Unemployment Rate	County Employment Change
Iowa	0.5%	42.6	6%	40.7%	9.2%	2.4%	-11.8%
Jackson	-2.6%	44.4	5%	33.0%	10.3%	4.7%	-2.9%
Jasper	3.1%	41.6	8%	45.8%	8.2%	4.9%	-23.4%
Jefferson	-8.2%	45.9	16%	17.4%	14.6%	5.3%	-6.8%
Johnson	17.3%	31.5	24%	13.6%	16.7%	3.7%	38.6%
Jones	1.1%	43.9	7%	42.9%	10.4%	2.9%	5.0%
Keokuk	-6.4%	43.2	5%	50.5%	12.0%	3.6%	-12.3%
Kossuth	-8.3%	44.7	8%	16.4%	9.6%	2.1%	-1.3%
Lee	-10.5%	43.6	9%	16.9%	13.0%	4.0%	-20.4%
Linn	8.1%	39.3	17%	9.5%	9.9%	3.7%	14.8%
Louisa	-8.3%	43.5	23%	55.7%	9.9%	3.8%	4.7%
Lucas	-1.9%	43.1	5%	27.4%	16.5%	3.8%	-4.1%
Lyon	6.2%	38.1	7%	17.7%	5.3%	2.4%	21.0%
Madison	7.7%	41.4	5%	46.4%	6.8%	2.7%	22.6%
Mahaska	-2.2%	39.7	8%	36.7%	11.9%	3.3%	-4.1%
Marion	1.9%	40.3	6%	20.4%	7.1%	1.9%	5.2%
Marshall	-1.6%	38.4	34%	20.5%	11.1%	4.0%	-14.7%
Mills	-2.8%	43.2	7%	23.5%	6.9%	2.8%	-2.9%
Mitchell	-2.8%	42.3	5%	22.6%	6.9%	0.9%	12.3%
Monona	-8.9%	43.7	8%	27.3%	11.2%	2.1%	-23.8%
Monroe	-6.6%	42.6	5%	47.2%	9.2%	2.9%	6.4%
Montgomery	-5.8%	43.6	7%	20.3%	12.0%	2.6%	-12.9%
Muscatine	-1.1%	40.1	24%	19.2%	11.6%	3.7%	-1.2%
O'Brien	-2.7%	40.2	12%	30.5%	13.8%	1.2%	-3.1%
Osceola	-8.1%	44.2	15%	29.1%	16.3%	4.9%	-0.5%

Source: Iowa DOT

Table A.1 (continued): Map Data for the Public Transit Long Range Plan (Part 4 of 5)

County Name	County Population Change	County Median Age	County Minority percentage	Workforce leaving county to work	Under Poverty Level	Unemployment Rate	County Employment Change
Page	-6.4%	45	9%	15.2%	13.4%	5.7%	-15.7%
Palo Alto	-7.0%	41.8	8%	30.4%	11.7%	2.7%	0.6%
Plymouth	3.0%	41	12%	28.6%	6.8%	1.9%	15.5%
Pocahontas	-5.4%	44.5	11%	33.0%	8.7%	5.5%	-4.3%
Polk	15.0%	36.4	26%	9.9%	10.1%	4.4%	27.4%
Pottawattamie	0.0%	40.6	15%	2.8%	10.9%	3.8%	16.0%
Poweshiek	-2.3%	41	9%	21.6%	11.1%	4.9%	-1.2%
Ringgold	-10.5%	43.9	6%	27.7%	9.0%	2.2%	-9.6%
Sac	-7.3%	44.5	8%	41.0%	7.9%	3.4%	-2.1%
Scott	5.1%	39.6	22%	5.3%	11.6%	3.7%	9.4%
Shelby	-3.5%	44.3	8%	17.0%	8.5%	3.3%	10.4%
Sioux	7.0%	33.8	17%	7.7%	6.4%	2.0%	34.6%
Story	9.6%	28	17%	17.1%	18.6%	5.0%	23.8%
Tama	-5.1%	42.2	22%	38.3%	15.4%	4.0%	-2.8%
Taylor	-7.2%	42	11%	37.2%	10.4%	3.4%	-1.6%
Union	-5.0%	41.3	8%	14.7%	12.6%	4.6%	-7.2%
Van Buren	-4.5%	43.3	4%	35.2%	12.2%	4.2%	-7.1%
Wapello	-1.3%	39.3	24%	19.6%	16.7%	3.7%	-2.9%
Warren	16.6%	38.9	8%	56.8%	5.4%	3.0%	53.6%
Washington	4.3%	40.3	11%	36.0%	8.5%	2.5%	25.6%
Wayne	1.9%	40.9	4%	30.1%	15.0%	2.0%	7.2%
Webster	-4.0%	39.2	15%	11.1%	11.7%	3.8%	-7.6%
Winnebago	-2.8%	41.5	11%	25.3%	9.8%	2.8%	-14.9%
Winneshiek	-6.4%	43.5	6%	12.8%	7.9%	2.3%	2.5%
Woodbury	3.2%	36.2	33%	5.9%	13.3%	4.3%	1.3%

Source: Iowa DOT, US Census Burau, Woods and Poole Economics Inc.

Table A.1 (continued): Map Data for the Public Transit Long Range Plan (Part 5 of 5)

County Name	County Population Change	County Median Age	County Minority percentage	Workforce leaving county to work	Under Poverty Level	Unemployment Rate	County Employment Change
Worth	-4.0%	44.3	7%	45.6%	7.3%	3.2%	16.7%
Wright	-4.3%	40.5	23%	17.2%	14.8%	1.7%	-3.9%

Source: Iowa DOT, US Census Bureau, Woods and Poole Economics Inc.

Appendix B: Chart Data

The data in this appendix aims to provide precise data behind the charts in Chapter 2 of this plan. Each figure included in Chapter 2 has it's data listed in the following tables.

Table B.1: Data for Figure 2.1 – Iowa Population (in millions)

Population Count	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Historical	2.781018	2.797613	2.818401	2.836972	2.850746	2.867373	2.88	2.891119	2.902872	2.917634	2.929067	2.931997	2.934234
Forecasted													

Population Count	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Historical	2.941999	2.953635	2.964454	2.982644	2.999212	3.016734	3.03287	3.051494	3.070205	3.082954	3.102674	3.121957	3.136422
Forecasted													

Population Count	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Historical	3.149612	3.162567	3.171332	3.183752	3.190904	3.197944	3.199693	3.207004	3.218115	3.229094			
Forecasted										3.229094	3.239848	3.250288	3.260351

Population Count	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
Historical													
Forecasted	3.270213	3.279848	3.289232	3.298029	3.306687	3.315026	3.323013	3.330581	3.337699	3.344466	3.350965	3.357281	3.363473

Population Count	2042	2043	2044	2045	2046	2047	2048	2049	2050
Historical									
Forecasted	3.369584	3.375623	3.381695	3.387774	3.393841	3.399934	3.406196	3.412668	3.419418

Source: US Census Bureau, Woods and Poole Economics Inc.

Table B.2: Data for Figure 2.2 – Iowa annual population change (%)

Type of growth	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Historical	0%	0.60%	0.74%	0.66%	0.49%	0.58%	0.44%	0.39%	0.41%	0.51%	0.39%	0.10%	0.08%
Forecast													

Type of growth	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Historical	0.26%	0.40%	0.37%	0.61%	0.56%	0.58%	0.53%	0.61%	0.61%	0.42%	0.64%	0.62%	0.46%
Forecast													

Type of growth	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Historical	0.42%	0.41%	0.28%	0.39%	0.22%	0.22%	0.05%	0.23%	0.35%	0.34%			
Forecast										0.34%	0.33%	0.32%	0.31%

Type of growth	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
Historical													
Forecast	0.30%	0.29%	0.29%	0.27%	0.26%	0.25%	0.24%	0.23%	0.21%	0.20%	0.19%	0.19%	0.18%

Type of growth	2042	2043	2044	2045	2046	2047	2048	2049	2050
Historical									
Forecast	0.18%	0.18%	0.18%	0.18%	0.18%	0.18%	0.18%	0.19%	0.20%

Source: US Census Bureau, Woods and Poole Economic Inc.

Table B.3: Data for Figure 2.4 – Historical and forecasted population by age for Iowa

Ages	1990	2010	2023	2050
0-9	401667	402872	389067	438014
10-19	404119	418522	422959	437150
20-29	402966	411844	435452	418702
30-39	434702	362650	398853	400982
40-49	332257	402521	390498	428434
50-59	250811	429088	360218	410756
60-69	249652	295197	395150	367743
70-79	189919	183611	276440	290200
80+	114925	145189	149478	227437

Source: US Census Bureau, Woods and Poole Economics Inc.

Table B.4: Data for Figure 2.6 – Iowa White, non-Hispanic and minority population (%)

Population Breakdown	1990	1990	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Iowa White, non-Hispanic	96.04%	95.82%	95.67%	95.46%	95.23%	94.99%	0.94733	94.50%	94.21%	93.82%	93.15%	92.79%	92.45%
Iowa Minority	3.96%	4.18%	4.33%	4.54%	4.77%	5.01%	5.27%	5.50%	5.79%	6.18%	6.85%	7.21%	7.55%

Population Breakdown	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Iowa White, non-Hispanic	92.10%	91.74%	91.37%	90.97%	90.57%	90.19%	89.75%	89.36%	88.98%	88.66%	88.19%	87.76%	87.37%
Iowa Minority	7.90%	8.26%	8.63%	9.03%	9.43%	9.81%	10.25%	10.64%	11.02%	11.34%	11.81%	12.24%	12.63%

Population Breakdown	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Iowa White, non-Hispanic	86.97%	86.54%	86.19%	85.79%	85.49%	85.11%	84.71%	84.43%	84.14%	83.83%	83.51%	83.18%	82.84%
Iowa Minority	13.03%	13.46%	13.81%	14.21%	14.51%	14.89%	15.29%	15.57%	15.86%	16.17%	16.49%	16.82%	17.16%

Population Breakdown	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
Iowa White, non-Hispanic	82.48%	82.11%	81.72%	81.32%	80.92%	80.51%	80.08%	79.64%	79.19%	78.75%	78.29%	77.83%	77.37%
Iowa Minority	17.52%	17.89%	18.28%	18.68%	19.08%	19.49%	19.92%	20.36%	20.81%	21.25%	21.71%	22.17%	22.63%

Population Breakdown	2042	2043	2044	2045	2046	2047	2048	2049	2050
Iowa White, non-Hispanic	76.89%	76.41%	75.93%	75.45%	74.98%	74.49%	74.00%	73.50%	73.00%
Iowa Minority	23.11%	23.59%	24.07%	24.55%	25.02%	25.51%	26.00%	26.50%	27.00%

Source: Woods and Poole Economics Inc.

Table B.5: Data for Figure 2.7-Iowa's population that speak non-English languages (%)

Languages spoken	Percentage
Spanish	4.55%
German	0.34%
Arabic	0.33%
Chinese	0.31%
French	0.28%
Vietnamese	0.27%
Other languages of Asia	0.26%
Serbo-Croatian	0.26%
Swahili and other languages of Africa	0.25%
All other languages	2.07%

Source: US Census Bureau

Chinese includes Mandarin and Cantonese; Thai, Lao includes other Tai-Kadai languages; French includes Cajun; All other languages include over 30 additional languages spoken in Iowa

Table B.6: Data for Figure 2.9 – Iowa's population that lives with a disability (%)

Disability Type	Percentage
Hearing Difficulty	3.80%
Vision Difficulty	1.90%
Cognitive Difficulty	5.00%
Ambulatory Difficulty	5.80%
Independent Living Difficulty	5.10%
Self-care Difficulty	2.10%

Source: US Census Bureau

Table B.7: Data for Figure 2.10 – Iowa Employment (in millions)

Employment Count	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Historical	1.915251	1.90219	1.879736	1.87336	1.902248	1.933934	1.9658	1.994004	1.997585	1.959113	1.950433
Forecasted											

Employment Count	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Historical	1.975945	1.993404	2.019395	2.039002	2.059823	2.066672	2.061816	2.076503	2.070466	2.009822	2.053866
Forecasted											

Employment Count	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Historical	2.113981	2.135006	2.153395								
Forecasted			2.153395	2.171694	2.190208	2.2083	2.2249	2.241431	2.2578	2.273894	2.289629

Employment Count	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043
Historical											
Forecasted	2.305032	2.320331	2.335456	2.350445	2.365217	2.379855	2.394361	2.408761	2.423034	2.437204	2.451327

Employment Count	2044	2045	2046	2047	2048	2049	2050
Historical							
Forecasted	2.465376	2.479336	2.493329	2.507258	2.521224	2.535217	2.549248

Source: Woods and Poole Economic Inc.

Table B.8: Data for Figure 2.11 – Iowa employment

Job Sectors	1990	2000	2010	2023	2050
Farm	130807	109851	91009	89431	84020
Government	233589	256256	268760	270844	296965
Manufacturing	231454	255877	206720	231213	239072
Services	277261	356077	388376	403700	510369
Trade	275249	312410	284926	289434	285790
Healthcare	140067	182272	209516	213845	283609
Finance	81863	97861	125649	151796	218433
Other	264720	344647	375477	484743	630990

Source: Woods and Poole Economics Inc.

Table B.9: Data for Figure 2.15 – Iowans living beneath the poverty level (%)

Poverty level rates	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Percent below poverty level	12.7%	12.2%	12.2%	11.8%	10.7%	11.2%	11.2%	11.1%	11.1%	11.0%	11.3%

Source: US Census Bureau

Table B.10: Data for Figure 2.16 – Iowa passenger travel trend growth rates by mode (%)

Mode of transportation	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Amtrak	0.00%	4.40%	2.40%	-8.10%	4.80%	-5.40%	-15.20%	-4.40%	6.80%	25.70%	8.70%	3.30%
Aviation	0.00%	-1.30%	2.30%	-1.80%	-1.80%	7.30%	14.50%	11.90%	13.10%	15.10%	15.90%	7.20%
Transit	0.00%	4.60%	3.10%	0.70%	-1.40%	-0.30%	1.00%	-2.40%	-3.40%	-2.50%	0.10%	-1.30%
VMT	0.00%	1.50%	5.40%	9.60%	12.70%	15.50%	19.50%	23.10%	26.10%	28.10%	28.00%	30.80%

Mode of transportation	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Amtrak	-8.90%	-6.50%	7.20%	21.10%	21.00%	22.90%	26.70%	30.70%	35.50%	14.10%	16.70%	18.00%
Aviation	7.00%	10.10%	17.60%	15.40%	17.60%	19.70%	14.40%	5.70%	7.60%	8.60%	17.90%	24.00%
Transit	0.10%	0.10%	-2.00%	-0.60%	6.30%	5.70%	13.40%	19.00%	16.90%	18.00%	23.10%	22.40%
VMT	35.20%	35.90%	37.40%	35.10%	35.50%	33.60%	30.40%	31.50%	37.20%	36.30%	36.20%	35.80%

Mode of transportation	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Amtrak	12.90%	13.60%	21.00%	19.50%	14.60%	1.50%	-37.70%	-51.60%	-33.50%	-20.90%
Aviation	32.80%	33.80%	38.40%	44.00%	52.70%	63.70%	-27.60%	23.30%	50.50%	67.40%
Transit	27.70%	28.30%	24.20%	14.90%	11.00%	5.50%	-34.00%	-55.30%	-33.80%	-23.10%
VMT	38.70%	41.20%	42.10%	43.90%	43.30%	43.90%	24.50%	38.00%	36.80%	40.00%

Source: Iowa DOT, Amtrak, FAA

Table B.11: Data for Figure 2.17 – Number of vehicles available per household in Iowa

Household vehicles	1990	2000	2010	2020	2023
0 vehicles available	7.10%	6.40%	5.70%	5.70%	5.54%
1 vehicle available	31.20%	30.50%	29.70%	30.20%	29.11%
2 vehicles available	40.40%	40.40%	39.70%	39.60%	38.12%
3 vehicles available	15.30%	15.80%	16.80%	16.60%	16.60%
4 or more vehicles available	6.10%	6.80%	8.10%	8.00%	8.12%

Source: US Census Bureau, American Community Five-Year Estimates

Table B.12: Data for Figure 2.18 – Travel time to work in Iowa

Travel time to place of employment	1990	2000	2010	2020	2023
Less than 10 minutes	29.9%	26.6%	26.0%	23.7%	23.90%
10 to 19 minutes	37.8%	37.0%	35.6%	35.2%	34.60%
20 to 29 minutes	16.6%	18.0%	18.9%	20.3%	20.20%
30 to 44 minutes	10.0%	11.3%	12.4%	13.1%	12.20%
45 or more minutes	5.7%	7.1%	7.1%	7.8%	8.20%

Source: US Census Bureau. American Community Survey Five-Year Estimates

Table B.13: Data for Figure 2.24 – Enplanements at Iowa's commercial service airports

Airports	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Des Moines International Airport	789,715	846,301	887,515	975,859	922,099	947,393	963,231	919,990	853,596	898,840	932,828	1,018,188
The Eastern Iowa Airport	440,797	434,063	468,056	473,770	501,351	516,095	530,417	499,600	474,508	462,670	431,874	491,806
Other Iowa commercial airports*	231,353	178,882	145,975	154,850	150,734	140,399	138,845	140,114	113,150	106,648	116,062	98,620

**This includes Dubuque Regional, Fort Dodge Regional, Mason City Municipal, Sioux Gateway, Southeast Iowa Regional, and Waterloo Regional Airports*

Airports	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Des Moines International Airport	1,078,496	1,141,172	1,156,462	1,216,357	1,257,521	1,347,876	1,458,946	1,519,262	632,022	1,368,130	1,519,262
The Eastern Iowa Airport	520,360	570,571	557,383	547,786	574,636	602,058	672,468	672,193	310,028	611,010	691,094
Other Iowa commercial airports*	92,472	99,223	111,118	123,527	131,870	132,652	133,828	45,477	82,822	73,515	72,889

**This includes Dubuque Regional, Fort Dodge Regional, Mason City Municipal, Sioux Gateway, Southeast Iowa Regional, and Waterloo Regional Airports*

Source: FAA

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Appendix C: Transit Accessibility Analysis Data

Table C.1 provides a Transit Accessibility score for each census tract in Iowa. This final score is based off of the following block group factors: Median Household Income, Limited English Proficiency Populations, Minority (Non-White) Populations, Number of Individuals Living Under Age 18, Individuals Living Over Age 65, Foreign Born Population, People Currently Enrolled in College, Households Living Underneath the Poverty Level, Percentage of Carless Households, Population Density, Individuals Living with a Disability(at the Census Tract Level), and Gas Prices (at the County Level). A higher number for a a score suggests that this tract needs more meaningful access to transportation alternatives.

Table C.1: Transit Accessibility Analysis Scores (Part 1 of 23)

Census Tract	TAA Score
191530102141	1
191530102144	1
191530051021	9
191530102132	3
191530102143	1
191530108063	5
191530110265	3
191530102164	5
191530106022	3
191530106021	5
191530102151	5
191530104112	1
191530102161	1
191530113011	1
191530104111	5
191530113021	5
191530104113	1
191530113041	1
191530113042	1
191530115003	2

Census Tract	TAA Score
191630101043	1
191630128013	2
191630101042	1
191630109001	3
191630101032	5
191630101031	2
191630128021	6
191630126023	7
191630125021	8
191630113002	2
191279508012	7
191050703021	5
191530003004	5
191530051015	7
191530051014	9
191279508023	1
191279508021	2
191279508022	9
191279508011	2
191279508013	1

Census Tract	TAA Score
190610007024	3
191050703023	5
191050704021	2
191050704012	1
191050703022	5
191050704022	1
191130003001	7
191130017002	4
191530106023	3
190852902001	1
191050703012	2
191050704011	1
191050703011	5
190610008011	4
190610008013	2
190610007023	3
190852904001	1
190852905002	1
190852902002	1
190852903003	1

Census Tract	TAA Score
190852903001	1
190852903002	1
191530104101	1
191530108061	5
191530104102	1
190852904002	1
190852904003	1
190852901002	1
190852901001	1
190852905001	1
190852901003	1
190852902003	1
190610101033	2
191956902001	2
190610103002	1
190610106001	2
190610104002	2
190610101052	2
190610106003	2
190610102023	1

Census Tract	TAA Score
190610101051	2
191690013041	7
190610104003	2
191919504003	1
191919505004	1
191690001041	3
191690001052	3
191690001051	5
191690001021	7
191690001022	7
191690001024	3
191690001023	7
191690001031	3
191690013031	5
191690013042	7
191690013044	7
191659601001	1
191659604002	1
191659601003	2
191659603001	1

Source: Iowa DOT

Table C.1 (continued): Transit Accessibility Analysis Scores (Part 2 of 23)

Census Tract	TAA Score
191659602003	2
191690013033	7
191690013032	5
191690013043	9
191659603004	1
191659602002	2
191659603003	1
191659601004	1
191659604003	2
191659603002	1
191659601002	2
191659602004	1
191659602001	2
191114911002	2
191114909003	1
191114910003	3
191114910001	2
191114911001	2
191114906001	4
191659604001	2
191070804003	1
190979502001	1
191712905003	8
191712906001	8

Census Tract	TAA Score
191712902002	1
191114902001	2
191114907003	1
191114908001	2
190199505002	2
190199505004	2
190979504003	1
190979503003	2
190979501001	1
190979501002	2
190979504001	1
190979503001	1
190979504004	1
190979501004	1
190979506003	6
190979502003	1
190979501003	2
191070802004	2
190990402002	1
191530052001	3
191530102111	4
191530102142	1
191530102163	5
191530110264	1

Census Tract	TAA Score
191530102051	5
190450009003	2
190450009004	2
190450009005	2
191070801001	1
191530007041	1
190199503002	1
190199503003	1
190199504002	2
190199504001	2
190199505001	2
190450010004	1
191114909001	5
191896801004	2
191896801002	2
191896801001	2
191530102131	1
191530046032	5
191530047014	2
191530015001	3
191530021002	9
191530001023	5
191530102162	2
190219606003	1

Census Tract	TAA Score
191530115002	2
191530007031	4
191530005003	5
191530019004	3
191530006002	3
191530045013	1
191530048002	5
191530101021	2
191530107021	1
191530111113	5
191530112051	1
191530001011	1
191530001012	1
191530001021	5
190450008003	3
190450012005	1
191530018001	2
191530107023	1
191530004005	7
191530104093	3
191530050003	9
191530046031	4
191530009012	3
191530008023	7

Census Tract	TAA Score
191530039012	9
191530047015	9
191530019003	2
191530007042	7
191530043003	1
191530101013	1
191530029002	6
191530111112	7
191530004001	7
191530008033	1
191530112012	2
191530011002	6
191530110013	1
191530008012	8
191530009023	1
191530002012	7
191530007022	5
191530046025	4
191530004004	7
191530001032	7
191530002011	1
191530002023	3
191530002024	4
191530002022	5

Source: Iowa DOT

Table C.1 (continued): Transit Accessibility Analysis Scores (Part 3 of 23)

Census Tract	TAA Score
191530002021	4
191530001022	7
191530001031	9
191530004002	3
191530004003	3
191530005005	9
191530005001	5
191530005002	5
191530005004	5
191530007011	7
191530006001	3
191530006004	4
191530006003	4
191530007033	4
191530007012	10
191530007013	10
191530007021	5
191530007023	7
191530007032	5
190990404002	3
190990401004	1
190990409001	1
190490508171	3
190490508132	2

Census Tract	TAA Score
191210601011	1
191210601022	1
191210601021	1
191210601012	1
190490501003	2
190490508151	6
190490503001	2
190490508122	7
190490508181	2
190490508182	1
190490508141	3
190490508131	1
190490508161	3
190490508142	1
190490507001	2
190490508162	1
190490508172	5
191530107071	3
190490508152	1
191530117023	7
191530117041	7
191530114061	1
191530052003	7
191530113031	1

Census Tract	TAA Score
191530107072	3
191530107073	3
191530113032	2
191530114052	5
191530117033	5
191530117031	5
191530107081	1
191530107091	1
191530113033	1
191530107083	4
191530117032	4
191530114051	5
191530113052	2
191530107093	1
191530047022	9
191530107082	3
191530107084	1
191530107092	1
191530114053	5
191530117042	3
191530114063	5
191530114062	1
191530042002	3
191530027004	4

Census Tract	TAA Score
191530117022	2
191530003003	7
191530027003	9
191530051012	10
191530106011	7
191530052002	7
191530113051	5
191530043004	3
191530108062	7
191530108051	8
191530108052	7
191530027001	8
191530027002	8
191530051013	6
191530106012	1
191530051011	9
191530101023	4
191530102113	4
191030101002	1
191030102003	1
191030014003	5
191930021012	1
191530003002	3
191550317003	7

Census Tract	TAA Score
191517803001	2
191517802001	1
191517801002	1
191030001001	4
191030002002	6
191030102002	1
191030102001	1
190570004003	6
190570005001	6
190570005002	9
190570004002	6
190119604001	3
191930006002	7
191930006003	1
191930006004	7
191930007001	1
191930008001	4
191930008002	5
191930008003	5
191930008004	7
191930009001	6
191930009002	6
191930010002	7
191930011002	7

Source: Iowa DOT

Table C.1 (continued): Transit Accessibility Analysis Scores (Part 4 of 23)

Census Tract	TAA Score
191930011005	7
191930012001	3
191930012002	7
191930012003	7
191930013001	9
191930014001	6
191930019001	2
191930019003	7
191930019004	8
191930020002	7
191930020003	6
191930020004	8
191930020005	7
191930020006	6
191930021011	1
191930021013	3
190039502001	1
191390503004	5
191390503005	1
191930015001	9
191930021021	2
191930021022	1
191930021023	2
190990408005	1

Census Tract	TAA Score
190990408002	1
190990408003	7
190999800001	7
191130002014	6
190119602003	1
190119603002	3
191930014003	9
191930014004	6
191930014005	7
191930015003	3
190119606001	1
190119602002	1
190119606002	1
190119606003	1
191930036002	7
190119603003	3
191130002051	1
191130003002	5
191130004001	3
191130004003	3
191130004004	2
191130004005	2
191130005001	3
190059601001	2

Census Tract	TAA Score
191930021024	2
190119601001	1
190119604002	1
190119602001	1
190119601002	1
190119603001	3
191930001004	3
191930032003	1
191930035001	1
191939402001	1
191930010001	6
191930021025	3
191050705003	1
191930003001	2
191930003004	1
191930003005	1
191930003006	2
191930004001	1
191930004005	1
191930005001	1
191930003002	2
190470704021	7
190470704022	2
190470704012	2

Census Tract	TAA Score
190470704011	2
190470704023	7
190470704025	6
190470704024	9
191050705002	1
191050701003	2
191315602002	2
191610802001	3
191610801002	3
191610802003	1
191610801004	3
191610802002	2
191610804003	2
191610804001	2
191610804002	2
191610801003	1
191610803001	2
191099503001	1
191610802004	1
191610803003	3
191610803002	3
191610803004	3
191610804004	2
191454903001	3

Census Tract	TAA Score
191454906002	1
190719701002	1
190730803001	2
191454902003	3
191315601002	1
191315601001	1
191315603001	1
191315601003	2
191315602004	2
191315602003	1
191315601004	1
191315602001	1
191315603002	1
191670707021	1
191670706023	1
190650802003	6
191315603003	1
190879705002	7
190879703002	5
191030017001	3
191114909002	3
191114905002	1
191114902003	2
191114905001	1

Source: Iowa DOT

Table C.1 (continued): Transit Accessibility Analysis Scores (Part 5 of 23)

Census Tract	TAA Score
191114903002	1
191114904001	1
191114911003	5
191030021001	4
191050701002	2
191130002012	3
191130102002	2
191670702002	1
191210603001	2
190350801012	1
190350801023	4
190350801013	4
190350801011	1
190350801022	1
190350801021	1
191010903012	7
191010903022	3
191010903021	8
191010903011	3
191870001024	2
191870001021	1
191630126013	2
190719702003	2
190719703003	1

Census Tract	TAA Score
190719702001	2
190719702002	1
191670707022	2
191670707011	1
191670706021	1
191670706022	1
191670706011	2
191670707012	1
191130002013	3
190650806002	1
190650807002	2
190650802002	6
190650806001	2
190650801001	2
190650801003	2
190650807003	2
190650807001	2
190650806003	1
190650805004	1
190630704004	5
190630702001	5
190630703002	5
190650801002	2
190650802004	2

Census Tract	TAA Score
190650803002	5
190650804001	1
190650804002	1
190650805003	1
191930036004	9
191930020007	2
190899603001	2
190879705003	1
190879701002	5
190879701001	2
190879702002	5
190879701003	1
190899603002	2
190119607001	1
191930018013	2
190899601003	2
190879703001	1
190879703003	5
190879704001	4
190879704002	5
190879702001	2
190879702003	3
191290401002	1
190450003005	5

Census Tract	TAA Score
190450004004	1
190450005001	2
190450005002	4
190450005003	4
190450003004	5
190450008005	2
190450002003	1
190450003002	8
190450003003	8
190450006002	1
190450006003	1
190450006001	2
190450007001	2
190450007003	2
190450005004	4
191114901001	1
191114906004	1
191114902004	5
191114901002	1
191114902002	3
191114907002	1
191930002021	3
191930033011	2
191930033022	7

Census Tract	TAA Score
191930033013	6
191930018014	1
191930036003	7
191930002022	6
191930002011	7
191930002012	7
191930002013	7
191930002014	6
191930018015	8
191930018022	7
191930033012	3
191930018021	5
191870001022	2
191930033021	1
191930018012	3
191930018011	1
191870001011	2
191870001023	2
191870007003	5
191870001012	1
191870001013	2
191530012003	6
190470705002	1
191610801001	1

Source: Iowa DOT

Table C.1 (continued): Transit Accessibility Analysis Scores (Part 6 of 23)

Census Tract	TAA Score
191530010002	5
191530011001	9
191530011003	9
191530012001	9
191530012002	9
191530017001	8
191530041001	2
191530019001	1
191530019002	6
191530040041	1
191550305012	4
191530021006	5
191530019005	1
191530021001	5
191530021003	5
191530021004	3
191530021005	9
191530028003	9
191530028001	9
191530028002	6
191530028004	5
191530029001	8
191530029003	4
191530029004	5

Census Tract	TAA Score
191530030011	5
191530030012	6
191530030021	1
191530032002	3
191550311002	1
191530030022	5
191530030023	1
191530031001	1
191530032001	6
191530041002	3
191530042001	3
191530043001	7
191530043002	5
191530043005	3
191550214001	1
191530039011	8
191530039021	9
191550217023	1
191550303002	1
191550216022	1
191550304014	4
191550214002	1
191550216031	1
191550318003	1

Census Tract	TAA Score
191530044004	2
191530044001	2
191530044002	5
191530044003	7
191530045011	8
191530045012	1
191530046023	9
191530045021	4
191530046021	8
191530046022	9
191530046024	4
191530047021	5
191530049002	6
191239501001	2
191530007043	7
191530007044	3
191530008011	8
191530047013	5
191530047012	5
191530047011	5
190450007002	2
191530050001	9
191530050002	9
191530050004	9

Census Tract	TAA Score
190450008004	1
190450011002	1
190450011001	2
190450012003	1
190450004003	1
190450010002	2
190450012002	3
190450008002	3
190450003001	4
190450009002	2
190450011003	1
190450008001	3
190450004001	2
190450010003	2
190450010001	2
190450012004	3
191530009014	3
190450004002	2
190450012001	3
190450009006	2
191530008016	2
191530008014	5
191530008021	5
191530008022	5

Census Tract	TAA Score
191530008031	3
191530008032	4
191530102053	5
191530104083	5
190610104001	2
191530003001	1
190130020001	3
191530053001	9
191530053002	3
191530053003	4
191530101011	1
191479601001	1
191530101012	1
191530101022	4
191530102071	1
191530102052	2
191530104082	2
191550302002	2
191550305021	1
191550319001	2
190610001001	1
190610105002	2
190610101031	2
190610103003	2

Source: Iowa DOT

Table C.1 (continued): Transit Accessibility Analysis Scores (Part 7 of 23)

Census Tract	TAA Score
190610102022	1
190610105004	1
191530017002	5
190130026052	3
190130026062	1
190130023033	3
190130009002	9
190130026051	3
190130026043	1
190130026013	3
190130026012	2
190130026061	3
190130026053	3
190130030013	3
190610104004	2
190610003002	3
190610106002	2
190610001002	9
191530110212	1
191530009022	4
191530010001	5
191530010004	1
190199506004	1
190219602002	1

Census Tract	TAA Score
190219605003	4
190219604002	7
191530104041	3
191530104042	5
190219603002	1
190219601001	3
191530104043	5
191530105002	1
191530105003	1
191010904002	8
191010904003	8
191530110011	5
191530110211	5
191930021026	6
191010904001	2
191530110251	4
191530110281	7
191550305013	4
191530111111	6
191530111122	5
191530111123	4
191530111121	5
191530112011	3
191454903003	3

Census Tract	TAA Score
191530112013	8
191530112014	1
190899602001	2
191250301012	1
191250302024	1
191250302012	1
191250302011	4
191250302023	1
191250301011	1
191250302022	4
191250301021	1
191250301022	2
191250301023	2
191250302021	4
191530009013	4
191530009011	3
191530009021	1
191550313002	3
191550217011	1
191550305023	1
191550214003	1
191550215022	1
191130107001	1
190150203001	3

Census Tract	TAA Score
190199506001	2
190199502002	1
190199503001	1
190199501001	2
190199506002	1
190199502003	1
190150207001	2
190150207002	1
190079505002	3
191690006001	6
191479604001	3
190919702003	3
190919703002	1
190079503001	3
191030105021	2
191030105012	5
191030104011	8
191030016012	7
191479603004	3
191479604002	1
191290401004	1
191630104011	2
191630104012	2
191630125011	9

Census Tract	TAA Score
191630104022	2
191630104013	1
191630128022	1
191690006005	6
191690101011	1
191690006002	7
191690006003	4
191690001012	6
191690101022	1
191690101021	1
191690101012	1
191690001011	3
191690011022	2
191690013023	6
191690011013	2
191690011011	6
191690010004	1
191690011021	3
191690011012	3
191690010003	4
191154501004	3
190693601002	1
190410803012	3
190410803022	2

Source: Iowa DOT

Table C.1 (continued): Transit Accessibility Analysis Scores (Part 8 of 23)

Census Tract	TAA Score
190410803011	2
190410803021	2
191630130001	4
191414901002	2
191154503006	4
190799604002	4
191976804001	3
191154501001	3
191154502005	7
191896802004	5
191896801005	2
191896803005	5
190799605002	1
190799602003	1
190799602004	1
190799603002	1
190799602001	1
190799604003	5
190799605001	1
190799605003	1
190799602002	1
190799604001	3
190799601001	4
190799603003	1

Census Tract	TAA Score
190693601004	1
190693602003	1
190693601001	1
190693601003	3
190693603001	1
190693603003	1
190693603002	4
190693602004	3
190990409002	1
191630129024	1
191630128024	1
191630128023	4
191630135003	1
191630101041	1
191630109003	9
191630106003	3
191630125023	8
191630104023	4
190693602001	3
190693602002	3
191279509001	6
191279509002	9
191279509003	9
190230705003	1

Census Tract	TAA Score
191956903003	3
191956901001	2
191956903002	1
191956903001	1
191956901002	1
191956901003	1
191956903004	3
190990405004	3
190990402001	1
190990401002	2
190990401003	3
190990408001	1
191799602002	5
191279510002	3
191799604004	3
191799605002	8
191799605003	7
191799605001	6
191799606001	5
190350802003	3
190350804001	1
191799606003	5
191799607004	3
191799608002	1

Census Tract	TAA Score
191799608003	1
191799608004	1
191799608001	5
191799609003	4
191799609001	7
191799603003	5
191799603002	5
191799604001	4
191799604002	7
191799604003	3
191799610001	3
191799610002	3
191799610003	7
191799601004	2
191799611002	2
191799607002	1
191279507004	5
190230702001	2
190230702002	1
190230701002	5
190230702003	2
190919703003	1
190919704002	1
191799601003	5

Census Tract	TAA Score
191799606002	4
191799601002	5
191799607003	2
191799602001	5
191799609002	4
191799601001	3
190899601002	2
190990408004	2
191130005003	2
190990403001	3
191479602002	2
190279604002	2
191799602003	4
191799603001	5
191799611001	3
191799611003	2
191799607001	5
190899601001	2
190230703002	5
190230703003	5
191279505003	8
191279505004	8
191279506001	4
191279506002	4

Source: Iowa DOT

Table C.1 (continued): Transit Accessibility Analysis Scores (Part 9 of 23)

Census Tract	TAA Score
190230704002	1
190230704003	1
190230705002	1
191279506004	7
191279506005	9
191279507003	5
191279506003	7
191279507001	2
191896803002	5
191530107032	3
191530112033	3
191530104061	1
191530108041	4
191530107031	3
191530108031	5
191530108032	5
191530110283	6
191530102122	4
191530102083	5
191530112062	1
191530110263	3
191530111141	1
191530111144	2
191530107033	3

Census Tract	TAA Score
190610101032	2
190610009002	3
190119605003	1
190119607002	1
190610009003	1
190610011011	4
190610011012	2
190610011013	4
190610012011	2
190610012012	3
190610012021	4
190610012022	2
190610012053	4
191010902003	3
191010901003	8
191010901001	3
191010902002	1
190610101011	2
190990404001	3
190990405001	3
190990405002	5
190990405003	3
190990405005	3
190990405006	3

Census Tract	TAA Score
190990405007	3
190990406001	3
190990406002	3
190490509022	1
190490509012	4
190490508053	3
190490505001	1
190490509023	2
190259504003	1
190259502001	2
190279606002	1
190279603002	2
190279604003	2
191810209003	2
191810207021	3
191810207022	2
191810207011	2
191810209001	3
190630701001	1
190630702002	5
190559502001	1
191810208003	3
191810208001	2
191279507002	5

Census Tract	TAA Score
191279502002	1
191379604003	1
190490507002	2
190490509021	1
191379604002	1
190559504005	1
190559503002	3
190559504004	2
190559501002	2
190559503006	3
190559502002	1
190559501004	1
190559501003	1
190559504001	1
190559504003	2
190559502003	2
190559501001	2
190559504002	1
191030101001	1
191030101004	4
191030023001	5
191030011002	5
191030101003	1
191030015002	2

Census Tract	TAA Score
191030013002	5
191030017003	7
191030017002	6
191030014002	5
191030011001	4
191434601003	2
190150204001	1
191434602001	1
191434601004	2
191434602002	1
191434601001	2
191434601002	2
191434602003	1
190150205001	3
191099505002	5
191099501001	2
191099501003	2
191550306021	1
191434602004	1
190559503001	3
190559503003	3
190559503004	2
190559503005	3
191099504001	3

Source: Iowa DOT

Table C.1 (continued): Transit Accessibility Analysis Scores (Part 10 of 23)

Census Tract	TAA Score
191550302001	1
191550302003	1
191550302004	5
191550303001	2
191550303004	4
191550304011	4
191550304012	4
191550304013	1
191550304022	3
191099502002	3
191099506002	3
191099502003	3
191099506001	5
191099503003	1
191550304023	7
191550305011	3
191550306011	3
191550306012	2
191550306013	3
191550306022	3
191550306023	1
191550307004	7
191550307001	5
191550307002	7

Census Tract	TAA Score
191550307003	3
190610105001	2
191530102092	2
190490502001	1
190490506001	1
190490501001	2
191099504002	5
191099503002	1
191099502001	1
191550308002	2
191550312003	3
191550313001	2
191550314001	7
191550314002	6
191550318002	1
190490501002	2
190490503002	1
190490504002	2
191550316021	2
191550317001	2
191550317002	3
191550317004	7
191550318001	2
191550217012	1

Census Tract	TAA Score
190490502002	2
190490504001	2
190979503004	1
190979504002	1
190979505001	6
191550316012	2
191550316013	2
190979506001	6
191670704001	1
191550304021	7
191550215023	1
191550215012	1
191550215011	1
191550217022	3
191550216021	1
191550215021	1
191550316022	2
191550309002	2
191550308003	1
191550310001	1
191550310002	5
191550310003	5
191550311001	3
191550311003	3

Census Tract	TAA Score
191550312002	3
191550314003	7
191550319003	3
191550316011	7
191530110272	1
191530039022	8
190979506002	6
190979503002	1
190979505004	3
191530102123	4
191530104073	5
191530115001	2
191530112032	3
191550301004	1
190730802001	2
190170040001	1
190170046003	2
190170044003	1
190170043002	3
190170043001	1
190170045002	3
191530008015	1
191530110261	1
191530104091	5

Census Tract	TAA Score
191530102082	1
191530102081	2
190674801003	2
190930903002	1
191530040012	6
191530104071	5
190570011003	1
190570007002	1
190570011001	2
190674804001	3
190610101042	4
191550212002	1
191550212003	1
191550212004	1
191550217013	3
191550216032	1
191550212001	1
191550319002	2
191550308001	3
190674804003	2
190674801002	3
190674803002	1
190674802002	1
190674802001	1

Source: Iowa DOT

Table C.1 (continued): Transit Accessibility Analysis Scores (Part 11 of 23)

Census Tract	TAA Score
190674801001	3
191550217021	3
191550301001	2
191550301002	3
191550312001	3
191550301003	1
191550301005	1
190730805001	1
190730803002	2
190730801001	1
190730802002	2
190170042003	5
190170047001	2
190170041002	1
190170041001	1
190170042001	2
190170042002	5
190170044001	3
190170044002	1
190170045001	3
190170045003	2
190170047002	2
190930901001	1
190959602002	2

Census Tract	TAA Score
190170046001	1
190170046002	2
190930903003	1
190930902002	2
190930903001	1
191956902002	2
190279604004	4
190959604003	1
190959603003	1
190959601001	1
190959601002	2
190959602001	2
191599501002	1
190090703003	1
190090702001	1
190090702002	1
190039501002	1
191130016001	4
191130016003	1
190510801003	4
190510801004	4
190510802001	1
190510802003	2
190510802002	4

Census Tract	TAA Score
190510801002	2
190510801001	4
191130101002	1
191130101003	1
191130106002	3
191930014002	9
191930031002	1
191930032004	1
191930020001	7
191070803003	2
191070802003	1
191070804001	2
191070801002	1
191070804002	1
191070801003	2
191070803001	2
191070802002	2
191070802001	1
191070803002	2
190630701002	1
190630703003	1
191599502004	2
191599501001	2
191670703002	7

Census Tract	TAA Score
190610101053	2
190610103001	2
190610102021	2
191530104074	5
190090703001	2
190090701002	1
190090701001	2
190090703002	2
191690103003	2
191690104001	1
191690104002	5
191690104003	5
191690105002	1
191690106004	2
191690007004	8
191114906003	4
191690102003	1
191690103001	5
191690103002	5
191690106002	2
191690106003	2
191130009011	6
191130009012	2
191130009013	2

Census Tract	TAA Score
191130009022	5
191130010011	3
191130010022	1
191130010023	5
191130015001	1
191130015002	2
191130016004	1
191130016005	1
191130014002	1
191130014003	7
191930004002	1
191130017001	5
190959601003	2
190959604002	1
191114908002	2
191130102001	2
191130102003	2
191130103001	2
191930031005	5
191930001002	7
191930011004	7
191930031004	1
191930006001	7
190279603001	2

Source: Iowa DOT

Table C.1 (continued): Transit Accessibility Analysis Scores (Part 12 of 23)

Census Tract	TAA Score
190279603003	2
191751903002	1
191930031003	1
191930035002	7
191930003003	5
191930019002	2
191930001003	5
191930007002	1
190539603001	1
190539601003	1
190539602001	1
190539601002	2
190539603002	1
190539601001	1
191930011001	3
191930005004	1
191930035004	2
191930035003	1
191930015002	7
191930005002	1
191930001001	8
191930004004	1
191930032002	1
191930011003	7

Census Tract	TAA Score
191930031001	1
191930032001	1
191930004003	5
191630110001	3
190719703001	1
190719703002	2
190719701001	1
190410802002	3
190410802001	3
190450002002	3
191810211003	1
191810212001	1
190410804002	1
190450001001	2
190450001002	2
190450001003	5
190410801001	3
190410801003	1
190410801002	2
190410802003	3
190799604004	4
190610004002	2
190610105003	2
191099501002	2

Census Tract	TAA Score
191599502002	2
191599502003	2
191599502001	2
190630703001	2
190630704002	5
190630704003	5
190630704001	1
191114901004	3
191712902003	5
191414903004	7
191414901001	2
191414904001	1
191414902001	1
191414903003	7
191350703001	1
191350701002	2
191350702002	4
191350701003	1
191350702001	2
191350702003	4
191350703002	1
191350701001	2
191517802003	3
191517802002	2

Census Tract	TAA Score
191810211001	1
191810205001	2
191810212002	1
191810212003	1
191810206002	3
191810203001	1
191810211004	1
191810205002	1
191810211002	2
191810204001	5
191810204002	5
191810206001	1
191810208002	3
191810209002	2
191810210002	2
190119605001	1
190019602002	1
190039501001	1
190039502002	1
191290403011	2
191130011022	3
191530045022	4
191530046033	4
191530105004	2

Census Tract	TAA Score
191530112052	6
191390507001	5
191390507004	1
191530104072	5
191530040042	7
191530112031	3
191530108042	1
191530110271	5
191530102091	1
191530102093	1
191530110273	4
191530008013	1
191530110252	1
191530111142	2
191530111143	2
191530102121	2
191239507003	7
191530110262	1
190594505012	2
191530104092	3
191530102073	2
191530110282	1
191530112015	6
191530105001	1

Source: Iowa DOT

Table C.1 (continued): Transit Accessibility Analysis Scores (Part 13 of 23)

Census Tract	TAA Score
191530107022	1
191530111131	1
191530111124	4
190490508032	1
190490508051	4
191530102072	2
191530117021	7
191530102112	4
191130011013	3
191130009023	6
191130009021	2
191130008002	9
191530104081	4
191530104062	1
190594505021	1
190594510004	1
190594510003	2
190594505011	2
190594505013	2
190594505022	1
191930013002	7
191630125013	7
190470702001	5
190470703002	1

Census Tract	TAA Score
190470703001	1
190470703003	1
190470701001	2
191839604004	5
191839605001	5
191839605003	5
191839602002	1
191779501004	3
191779501002	1
191779501005	2
191779502002	2
191779501001	2
191779501003	2
191690009002	2
191690009003	1
191690009004	4
191530048001	8
190594511005	2
190490509011	4
190490508121	3
190490508033	1
191630104015	2
191250305002	5
190990402003	2

Census Tract	TAA Score
190990402004	1
190990401001	3
190990403002	3
190990409003	2
190990407003	1
191517803002	2
190219606002	4
190470701002	2
190470702002	5
190470705001	2
190470702003	5
191030006001	5
191839603001	5
191839603002	5
191839603003	4
191839604001	4
191839604002	5
191030018012	8
191030018021	6
191030006002	3
191030018011	8
190259502002	1
190259501001	1
190259504002	1

Census Tract	TAA Score
190259503001	1
190259501002	1
191896802003	2
191896802002	2
191839602005	3
191839602003	3
191839602004	5
191839605002	4
191839604003	5
191839602001	1
191030018022	9
191030023002	9
191779502004	3
191779502001	3
191779502003	2
190279601002	1
190779501001	1
190779502001	1
190779501002	1
190779503002	1
190779503001	2
190779501003	1
190779502002	1
190779503003	2

Census Tract	TAA Score
190650805002	1
190650805001	3
190650803001	1
190650807004	2
191630137023	5
191630137024	5
191690006004	6
191690007001	8
191690007002	8
191690010001	1
191690010002	4
190350803001	3
191690012001	3
191690013021	6
191630137063	5
191630137051	1
191630137052	1
191630130003	7
191630129012	2
191630125012	1
191630125022	4
191630104021	2
190079502001	1
190079501001	1

Source: Iowa DOT

Table C.1 (continued): Transit Accessibility Analysis Scores (Part 14 of 23)

Census Tract	TAA Score
190079504001	3
190079503002	1
190079501002	3
190079502002	1
191530018002	2
191530015002	9
191530010003	1
191530011004	5
191530026001	5
191530049001	6
191530030024	6
190650802001	2
190510801005	4
191690004001	2
191690004002	2
191690004003	4
191670704003	7
191670703005	7
191670701001	8
191670701004	1
191670705001	1
191670705002	2
191670702003	1
191670703001	2

Census Tract	TAA Score
190314502004	1
191530116001	2
191690013022	6
191630104014	1
190279605001	1
190279602001	2
190279601001	1
190314501001	1
190314502003	1
190314502002	1
190219601002	1
190219604003	7
190219605001	4
190219604001	4
191290401001	1
191290402021	2
191290403012	2
191290401003	1
191290402011	2
191290402012	2
191290402022	2
191690002001	9
191690002003	2
191690003002	9

Census Tract	TAA Score
191690003003	9
190314503001	2
190314503002	2
190314503003	2
190314505005	1
190314501003	1
190314504003	1
190314504001	1
190314505006	1
190314505002	2
190314505001	2
190314502001	1
190059604001	2
190059602002	1
190059601002	1
190059604002	2
190059602001	1
190059605001	1
190059605002	2
190059603003	2
191919502004	3
190570009003	2
191870006004	5
191870006002	3

Census Tract	TAA Score
191870007002	1
191870009002	5
190990406003	3
191731802002	1
191731801003	5
190399602001	7
191390508002	7
190119605002	1
190219605004	7
190219603001	1
190219605002	4
190219606001	4
190219602001	1
191690102002	5
191690106001	1
191690002002	4
191690102001	2
190314503004	2
190314504002	1
190314505004	1
190059603002	1
190314505003	2
190279604001	2
191030012001	3

Census Tract	TAA Score
191030012002	3
191030013001	1
191030014001	5
191030015001	2
190059603001	2
190130029021	3
190130011001	9
190130022002	3
190130014002	7
190130002002	7
190130023012	2
190130023013	3
190130023041	3
190130024001	2
190130024002	1
190130024003	1
191030002001	6
191030002003	1
190130024005	5
190130025002	1
190130026041	2
190130024004	5
190130014003	7
190130017012	6

Source: Iowa DOT

Table C.1 (continued): Transit Accessibility Analysis Scores (Part 15 of 23)

Census Tract	TAA Score
190130011002	5
190130002001	7
190130022005	3
190130017022	6
190130029022	1
190130001001	8
190130001002	8
190130003001	4
190130003002	4
190130026042	1
190130027001	8
190130027002	7
190130027003	5
190799604005	1
190799603001	1
190130027004	2
190130028001	1
190130028002	1
190130029023	2
190350804003	3
190350803002	3
190350802001	1
190350802002	1
190570009001	1

Census Tract	TAA Score
190570009002	1
190130030022	1
190130030023	3
191870101001	1
191870002001	5
191870103001	6
191870104001	1
191870005002	5
191870003002	7
191870104004	1
191870007001	2
191870004002	1
191870104003	6
191870002002	5
191870002003	5
191870003001	7
191870004001	5
191870004003	5
190610008012	3
191870005001	5
191870006001	5
191870006003	6
190430703004	3
191870101002	1

Census Tract	TAA Score
191870101003	1
191870103003	1
190990407001	1
190990407002	1
190990407004	1
191731801002	5
191731802003	1
191731802001	1
191731803002	1
190570010002	3
191870103004	1
191870104002	1
191870103002	5
190570010003	3
191050706001	2
191050706003	3
191050706002	2
191454905003	1
191454904003	5
191454901003	3
191454902001	3
191454906001	1
191454901002	1
191454901001	1

Census Tract	TAA Score
191454902002	3
191454906003	1
191454903002	3
191454904002	5
190019603001	2
190019603002	2
190019601003	1
190019603003	2
190019603004	2
190019602001	2
190019601002	1
191390504001	4
191390503001	1
191390501002	1
191390501004	1
191390501003	5
191390503003	7
191390505001	7
191390502002	1
191390502001	1
191390502005	7
190399603001	1
190399601003	2
190399601002	2

Census Tract	TAA Score
190399602002	2
190399601001	2
190399603002	7
190399601004	2
190834802001	3
190834804002	1
190834801001	2
190834803002	3
190834805001	7
190834806003	5
190834802002	3
190594511003	2
190594508003	2
191530046034	6
190674802003	1
190674803003	1
190674804002	2
190674805004	5
190674805002	5
190570002002	1
190834801003	2
190834801002	1
190834803001	3
190834805004	1

Source: Iowa DOT

Table C.1 (continued): Transit Accessibility Analysis Scores (Part 16 of 23)

Census Tract	TAA Score
190834804003	1
190834805002	1
190834802003	3
190674805001	5
190674805005	5
190834803004	3
190834803003	3
190834805003	2
190834806001	7
190834804001	2
190834806002	7
190410804003	1
190410804004	1
190410804001	1
190594508001	1
191530111115	4
191530040011	7
191530111114	6
191530112061	1
191530008034	2
191530110012	5
191630129011	2
191379601003	4
191379603002	2

Census Tract	TAA Score
191379603001	3
191379602003	4
191379601002	1
191379602001	4
191379601001	1
191379604001	3
191379602002	4
191315603004	1
190430704003	2
191712901004	2
190430702003	2
190430702002	4
190430703002	1
190430706001	1
190430706003	1
190430701002	3
190430701001	2
190430705001	1
190430706002	1
190959604004	1
191414902002	2
191414902005	1
191810203002	1
191130101001	1

Census Tract	TAA Score
191130027002	5
191130007002	3
191130004002	2
191130014001	1
190539602003	5
190199501002	1
190199506003	2
190199501003	2
190610012041	4
190610012051	4
190570003004	3
190339514002	3
191630117002	4
190430702004	2
190430703003	3
190430703001	2
190150203003	3
191130023003	3
191130025002	7
191130107002	2
191130002011	3
191517801001	1
190959603002	1
190959604001	1

Census Tract	TAA Score
190350804002	1
190959602003	2
190959602004	2
190959603001	1
190150205002	2
191199501001	1
191199503005	1
191199502003	1
191199503006	2
191199502001	1
191199501003	1
191199502002	1
191199502004	1
191199501002	1
191199503001	1
191199503002	1
191199503004	1
191199503003	1
191896801003	2
191896803004	3
191010901002	1
191896803001	5
191896802001	2
191896803003	5

Census Tract	TAA Score
191690007003	8
191690003001	7
191690105001	5
191010902001	4
191290403021	2
191290403022	2
191290403023	2
190610012052	2
190610005004	3
190610009001	3
190610012013	2
190610012042	3
190594511002	2
190594511004	2
190594502002	1
190594510002	2
190594510001	1
190594511001	1
190594508002	2
190594502001	1
190259503002	1
190259502003	1
190130030011	7
190130023032	3

Source: Iowa DOT

Table C.1 (continued): Transit Accessibility Analysis Scores (Part 17 of 23)

Census Tract	TAA Score
190130023031	3
190130025003	5
190130015021	3
190130015012	5
190130023043	3
190130025001	3
190610008014	3
190130009001	1
190130030012	7
190130007001	7
191414904002	1
191130023004	2
191130105002	1
191239506002	7
191239506003	1
191130010021	1
191630137062	1
190199502001	3
190130015022	4
190130015032	1
191919503002	3
191919503004	3
191919501002	2
190199505003	2

Census Tract	TAA Score
191630126012	2
191630137061	1
191919504001	1
191919502001	3
191919502003	3
191919503001	2
191919505003	1
191976805003	3
191976805001	7
191919501004	1
191919505002	1
191919504002	2
191919501001	2
191919505001	1
191919504004	1
191919501003	2
191919502002	3
191919503003	3
190430704001	2
190430705002	2
190979505002	3
190979505003	3
190979502002	1
190930902001	3

Census Tract	TAA Score
190930901002	1
190610003001	3
190610004001	2
190610004003	2
190610005001	2
190610005002	3
190610005003	3
190610006001	5
190610006002	5
190314501002	1
191976803002	1
191976805002	7
191976803001	1
191976802001	1
191976802002	1
191976801003	2
191976801002	2
191976801001	1
191976803003	1
191976805004	7
190610006003	2
190610007011	7
190610007012	7
190610007013	7

Census Tract	TAA Score
190610007021	5
190610007022	9
191239507001	7
190610001003	5
190610102012	2
190610101041	2
190570002003	1
190570003001	1
190570003003	7
191712904003	1
190570010004	3
190570012003	2
190450002001	7
190570011004	2
190570004005	1
190570003005	3
190570004001	8
190339501024	1
190339516001	1
190150201002	6
190230701001	1
190370703001	2
191850703001	2
191850702001	1

Census Tract	TAA Score
191690005001	6
191630101012	3
191630106001	7
191630127021	1
191630121003	8
191630126021	1
191630101011	1
191630129022	3
191630137031	3
191630135002	1
191630103002	1
191630107001	7
191630102021	1
191630102024	3
191630102011	3
191630115003	1
191630101014	1
191630103001	1
191630119001	5
190339503004	5
191239502002	1
190570006001	3
190150201001	3
190150202001	1

Source: Iowa DOT

Table C.1 (continued): Transit Accessibility Analysis Scores (Part 18 of 23)

Census Tract	TAA Score
190150202002	1
191499706002	1
191499703002	1
191573704002	3
191630101013	2
191630102012	3
190150203002	3
190150206001	1
190259501003	1
191630102013	3
191630102022	3
191630102023	3
190259504001	1
191850703002	2
191850701002	2
191850701003	2
191850701001	2
191930005003	5
191930007003	2
190230705001	3
190230703001	5
190230704001	1
190570005003	3
190339501022	5

Census Tract	TAA Score
190339501025	5
190339501023	5
190339501026	5
190339503001	4
191810210001	2
191870009001	7
191870009003	4
191870102001	2
190570008001	7
190570010001	6
190339516002	1
190339516004	5
190339516003	3
190339504024	3
190339503002	3
190339503005	3
190339504021	3
191517803003	4
190759602002	2
190759601001	1
190079504002	3
191930036001	7
191690008002	7
191690008001	3

Census Tract	TAA Score
191690005002	8
191690009001	5
190759602001	2
190759603001	2
190759604001	2
190990404004	2
190990404003	3
191114901003	3
191114904003	1
191114903001	1
191114905003	1
191114904002	1
191114910002	5
191114907001	1
190339503003	3
190339501021	5
190339507002	2
190339510002	1
190339508003	3
190339508002	2
190339506003	2
190339509002	2
190339507003	1
190291905001	2

Census Tract	TAA Score
190339506001	3
190339506002	2
191239507002	5
191239504002	1
191239501003	2
191239503003	7
191239504001	5
191239503001	2
191239501002	3
191239502001	2
191239504003	5
191239502003	2
191239505002	1
191239503002	2
191250304013	5
191250304022	5
191239505001	5
191239505003	5
191239506001	5
190539602002	5
190339504023	4
190339508004	4
190339508001	3
191250306003	1

Census Tract	TAA Score
191250306001	2
191250306002	1
191250303003	4
191250304021	2
191250304012	2
191250303002	4
191250307003	2
190610101012	2
190339510003	1
190339507001	3
190570005004	1
191550303003	7
191550305022	4
190570006002	2
190570006003	4
190570006004	3
190570006005	1
190570007001	3
190570005006	9
190570005005	9
190291904002	2
190610008021	3
190610008022	2
190610008023	6

Source: Iowa DOT

Table C.1 (continued): Transit Accessibility Analysis Scores (Part 19 of 23)

Census Tract	TAA Score
191250307002	1
191670703003	7
191670703004	7
191670704002	7
191670705003	1
191550319004	2
191550309001	3
190339504022	3
190339510001	1
190339509001	3
191670701003	1
191670701002	1
191670702001	1
191250303001	2
190291903002	1
190291904001	2
190291901002	2
190291902001	2
190291903001	2
190291901001	1
190291902002	1
190291905002	2
191250304023	2
191250305001	5

Census Tract	TAA Score
191250304011	5
191250307001	1
191573702001	5
191573703003	7
191573701002	1
191573704001	7
191573701003	1
191573705002	1
191573701001	1
191573702002	1
191499701002	2
191499703003	2
191499705002	1
191499706004	5
191499704003	2
191499706003	1
191499704001	1
191499706001	3
191499701001	2
191499704002	3
191499703001	1
191499703004	5
191499701003	7
191499701004	7

Census Tract	TAA Score
191499702001	2
191499702002	2
191499702003	3
191573703002	7
191573703004	7
191499702004	2
191499705001	1
191499705003	2
191130006001	3
191573703001	7
191573704003	3
191573704004	7
191130018003	5
191573705003	2
191573702003	2
191573705001	1
191130017004	5
191130017005	8
191130018001	3
191130018002	2
191130019003	7
191130019001	3
191130017003	4
191130019002	3

Census Tract	TAA Score
191130022001	1
191130022002	7
191130023002	3
190812703001	1
190812704002	2
190812702002	2
190812701003	3
191130025003	7
191130026001	9
191130026002	7
191130027001	7
191130028001	2
191130025001	7
191130029003	1
191130029004	6
190919701002	1
190919703001	1
191130024001	7
191130024002	2
191130024003	5
191130028002	2
191130028003	1
191130029001	9
191130029002	9

Census Tract	TAA Score
190450009001	2
190812701001	2
190812701002	2
190812702001	5
190919702001	2
190919704001	1
190919701003	3
190279606001	1
191130011011	2
190919702002	3
190919701001	1
191454904001	5
191454905002	1
191454905001	1
191454901004	1
190130004001	3
190130004002	3
190130005001	8
191130103002	1
191130103003	1
191130104002	1
191130105001	2
190130005002	7
190812703002	1

Source: Iowa DOT

Table C.1 (continued): Transit Accessibility Analysis Scores (Part 20 of 23)

Census Tract	TAA Score
190812704001	1
190130008002	7
190130008003	7
190130010002	10
190130010003	1
190130010004	2
190130012001	5
190130013011	1
190130013012	7
190130013021	5
191130006002	3
191130007001	9
191130008001	9
191130008003	2
191130008004	1
191130011021	1
191130013002	7
191130011012	3
191130012002	2
191130013001	9
191130013003	1
190130015011	4
190430704002	2
190674803001	1

Census Tract	TAA Score
191050705001	2
190130013022	7
190130014001	7
190130014004	9
190130014005	1
190570004004	6
190570011002	2
190130016002	5
190130017011	8
190130017021	8
191630111002	7
190674805003	2
191050701001	3
191712904001	1
190130015031	4
190130016001	1
190130028003	1
190130026011	4
190130029011	4
190130022004	2
190130019002	7
190130010001	10
190130030021	5
191751904001	1

Census Tract	TAA Score
190130008001	9
190130015033	3
190130023042	3
190130012002	5
190130018001	7
190130019001	7
190130019003	7
190130020002	6
190130020003	5
190130022001	3
190130022003	2
190130023011	3
191630106002	3
191630107002	7
191630108001	7
191630108002	5
191630108003	3
191630109002	9
191630110002	7
191630111001	9
191630112001	4
191630113001	1
191630114003	2
191630113003	4

Census Tract	TAA Score
191630114001	2
191630114002	2
191630115001	1
191630118001	1
191630115002	7
191630116001	1
191630116002	1
191630116003	3
191630117001	6
191630117003	7
191630117004	2
191630120001	7
191630118002	4
191630119002	1
191630119003	5
191712906002	5
191630120002	1
191630121001	9
191630121002	1
190019601001	1
191630122001	7
191630122002	1
191630123001	3
191630123002	3

Census Tract	TAA Score
191630124001	4
191279505002	8
191712904002	1
191712905002	7
191712906003	1
191712901003	8
191712902001	2
191712903003	1
191712906004	1
191712905001	5
191712901001	5
191712901002	1
191712903001	2
191712903002	2
191390509003	2
190570008002	7
190370704002	2
191630126011	2
191630126022	7
191630127011	2
191630127012	5
191630127022	2
191630128011	2
191630128012	1

Source: Iowa DOT

Table C.1 (continued): Transit Accessibility Analysis Scores (Part 21 of 23)

Census Tract	TAA Score
191390508001	1
191390508003	7
191390509001	3
191390509002	3
191630131002	1
191390510001	6
191390510002	5
191479603001	3
191479603003	3
191050706004	2
191630129021	1
191630129023	1
191630130002	4
191390505002	4
191390505003	2
191630131001	4
191390501001	1
191390502003	1
191390502004	1
191390503002	5
191630132001	4
191630133001	4
190570003002	1
191630136001	1

Census Tract	TAA Score
191630133002	1
191630133003	1
191630134001	1
191630134002	1
191630135001	3
191390506003	1
191630136002	4
191630137021	3
191630137022	5
191630137032	1
191630137053	4
191390506001	1
191390506002	7
190430702001	3
191390507002	7
191390507003	2
191751902004	2
191751904002	1
191751904004	1
191751901002	1
191751904005	1
191751903001	1
190430701003	1
191751902001	6

Census Tract	TAA Score
191751901003	3
191751902002	2
191751902003	1
191751901001	1
191179503001	2
191751904003	2
191751902005	6
191390504002	5
191630112002	7
191390504003	5
191731801001	5
191279503002	1
191279503004	1
191279504001	2
191279505001	4
191279503001	2
191279509004	5
191279510001	8
191279504004	5
191279501004	1
191279501003	1
191279502001	1
191279503003	1
191279501001	1

Census Tract	TAA Score
191279501002	1
191279504002	7
191279510003	7
191279504003	4
191279502003	1
190490508072	1
190490508073	1
190490508052	4
190490508071	2
190370701002	2
190370701001	2
190370703002	2
190370702002	5
190370702001	1
190370704001	2
191630129013	2
190170040002	1
190490508031	1
191339603001	3
191339603002	3
191479602001	3
191479601002	3
191339603003	2
191414904003	1

Census Tract	TAA Score
191130104001	1
191130107003	3
191130005002	5
191130016002	2
191130012001	2
191130023001	3
191130106001	1
191414901003	1
191339603004	2
191414902004	2
191414902003	2
191414903002	7
191414903001	7
191099504003	5
191099505001	3
191099505003	3
191479603002	3
191179503002	2
191179504002	2
191179502001	2
191179502002	3
191154502002	1
191154503004	4
191154503002	2

Source: Iowa DOT

Table C.1 (continued): Transit Accessibility Analysis Scores (Part 22 of 23)

Census Tract	TAA Score
191179501002	1
191179504003	2
191179501001	1
191179502003	1
191154502001	3
191154502004	7
191154503005	4
191154503001	4
191154503003	1
191339601001	3
191154501003	1
191154501002	1
191154502003	7
191210602004	2
191210603002	1
191210602002	1
191210602001	2
191210603004	1
191210602003	2
191210603003	3
191339604001	1
191339601003	2
191339602002	3
191339604002	1

Census Tract	TAA Score
191339601002	2
191339602001	3
191339604003	3
191114905005	3
191114901005	1
191114905004	1
191114908003	5
191114903003	1
191114907005	1
191114907004	1
191130030031	6
191179504001	2
191114906002	3
191130010052	4
191130030053	7
191130030062	4
191130030052	4
191130108022	3
191130001031	3
191130005004	3
191130030041	5
191130107004	1
191130030061	4
191130106003	3

Census Tract	TAA Score
191130108012	3
191130002093	3
191130001032	3
191130001013	2
191130002112	5
191130002052	6
191130010012	3
191130030032	1
191130010013	5
191130009024	1
191130030063	5
191130030033	5
191130001011	2
191130002113	1
191130108021	3
191130030051	7
191130108011	1
191130108024	3
191130108023	2
191130002101	3
191130001033	8
191130001021	3
191130030054	8
191130002102	3

Census Tract	TAA Score
191130002082	3
191130001012	3
191130002122	5
191130006003	5
191130002132	7
191130003004	7
191130030043	6
191130002091	5
191130002092	7
191130001023	3
191130001022	3
191130010042	1
191130002111	5
191130002121	7
191130030042	6
191130010043	1
191130002131	7
191130010041	5
191130003003	3
191130010051	5
191130002081	3
191030103034	2
191030016011	7
191030011003	5

Census Tract	TAA Score
191030104023	3
191030104013	5
191030103053	1
191030003031	1
191030004011	8
191030003042	4
191030103061	1
191030103081	4
191030004024	3
191030018014	8
191030004023	3
191030001004	1
191030001002	1
191030003052	5
191030003041	3
191030003062	3
191030003073	7
191030004021	3
191030103052	1
191030105011	1
191030005022	9
191030103042	7
191030103072	1
191030105022	6

Source: Iowa DOT

Table C.1 (continued): Transit Accessibility Analysis Scores (Part 23 of 23)

Census Tract	TAA Score
191030104012	6
191030103031	1
191030016021	3
191030103041	7
191030103051	1
191030001003	4
191030016013	4
191030016022	4
191030018013	1
191030105013	1
191030103071	1
191030103043	1
191030103033	2
191030005011	8
191030103082	1
191030005013	7

Census Tract	TAA Score
191030004022	9
191030003051	3
191030105023	1
191030104022	1
191030104021	4
191030103032	1
191030003072	8
191030005012	3
191030006003	3
191030003071	8
190610011045	2
191030005021	9
191030004012	8
191030003061	3
191030003074	8
190610102014	2

Census Tract	TAA Score
190610102013	1
190610101043	3
190610011031	4
190610011043	2
190610011041	3
190610011042	3
190610102011	2
190610011044	3
190899602002	2
190339502023	3
191731803001	1
191839601011	2
191839601012	1
191839601022	2
191839601021	1
190079505001	1

Census Tract	TAA Score
190759603002	2
190759601002	2
191810201011	5
191810202023	1
191810202022	1
191810202011	1
191810202021	1
191810202024	1
191810202012	1
190879704003	5
190879705005	1
190879704004	4
190879704005	7
190879703004	5
190879701004	1
190879701005	2
190879705004	1

Census Tract	TAA Score
190879705001	1
190339502011	3
190339502021	5
190339502022	5
190339514001	1
190339502012	3
190570008004	7
190570012004	2
190570010005	2
190570012001	2
190570011005	2
190570008003	1
190570007003	1
190570010006	2
190570012002	2
190570002004	1
190570002001	1
190490506002	2

Source: Iowa DOT

Appendix D: Financial Data

The data in this appendix includes all relevant financial data from Chapter 4 of this plan. All graphics within Chapter 4 reference this Appendix, and each table provides the exact financial numbers for the graphic.

Table D.1: Chart Data for Figure 4.1 – Historic Transit Operating and Capital Costs (in millions)

Historical Costs	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Total capital	$10.51	$13.86	$11.50	$16.13	$13.23	$12.36	$10.77	$6.37	$12.98	$11.41	$7.50	$2.00
Total operating	$0.00	$67.45	$64.66	$67.49	$67.53	$74.87	$81.45	$85.65	$96.33	$100.90	$99.52	$105.95
Total operating & capital	$10.51	$81.30	$76.17	$83.62	$80.77	$87.23	$92.22	$92.02	$109.32	$112.31	$107.02	$107.95

Historical Costs	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Total capital	$17.10	$6.61	$8.58	$8.77	$8.75	$9.09	$11.83	$11.02	$10.65	$10.37	$11.77	$11.88
Total operating	$110.29	$113.98	$117.53	$123.98	$124.62	$130.30	$134.72	$140.75	$137.53	$135.75	$157.91	$167.31
Total operating & capital	$127.39	$120.59	$126.11	$132.74	$133.37	$139.39	$146.56	$151.78	$148.17	$146.13	$169.68	$179.18

Source: Iowa DOT

Table D.2: Chart Data for Figure 4.2 – Historic Transit Operating Revenue

Funding Source	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Federal Transit Assistance	$14,420,878	$14,767,854	$16,285,546	$19,703,652	$24,822,225	$25,584,375	$27,287,165	$27,333,965	$26,582,701	$28,220,895
State Transit Assistance	$8,033,959	$9,936,915	$10,523,555	$10,530,269	$11,163,138	$10,497,382	$9,504,612	$10,520,225	$11,287,174	$12,106,292
Local	$46,646,785	$48,196,548	$53,352,652	$54,461,279	$59,563,229	$64,545,002	$62,728,484	$68,092,911	$72,419,626	$73,653,149
Total	$69,101,622	$72,901,317	$80,161,753	$84,695,200	$95,548,592	$100,626,759	$99,520,261	$105,947,101	$110,289,501	$113,980,336

Funding Source	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Federal Transit Assistance	$31,138,504	$29,917,469	$30,051,107	$29,475,062	$29,358,724	$31,639,578	$50,427,616	$72,900,698	$69,280,094	$59,288,293
State Transit Assistance	$12,477,279	$13,234,189	$13,843,184	$14,186,252	$14,228,616	$14,470,622	$15,681,502	$16,957,695	$19,678,900	$19,684,952
Local	$73,914,780	$77,788,298	$80,727,484	$86,638,826	$91,382,309	$79,010,723	$96,473,683	$73,848,835	$99,497,118	$98,894,216
Total	$117,530,563	$120,939,956	$124,621,775	$130,300,140	$134,969,649	$140,752,360	$137,528,985	$163,707,228	$188,456,112	$177,867,461

Source: Iowa DOT

Table D.3: Chart Data for Figure 4.3 – Forecasted Transit Operating Costs

Funding Source	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Federal	$45,301,268	$49,767,367	$52,250,402	$54,733,437	$57,216,472	$59,699,506	$62,182,541	$64,665,576	$67,148,611	$69,631,646
State	$18,822,958	$20,678,650	$21,710,366	$22,742,082	$23,773,799	$24,805,515	$25,837,231	$26,868,948	$27,900,664	$28,932,380
Local	$106,889,551	$117,427,433	$123,286,219	$129,145,006	$135,003,793	$140,862,580	$146,721,367	$152,580,154	$158,438,940	$164,297,727
Total	$170,407,849	$187,207,787	$196,548,113	$205,888,439	$215,228,765	$224,569,091	$233,909,418	$243,249,744	$252,590,070	$261,930,396

Funding Source	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Federal	$72,114,680	$74,597,715	$77,080,750	$79,563,785	$82,046,819	$84,529,854	$87,012,889	$89,495,924	$91,978,958	$94,461,993
State	$29,964,097	$30,995,813	$32,027,529	$33,059,246	$34,090,962	$35,122,678	$36,154,395	$37,186,111	$38,217,828	$39,249,544
Local	$170,156,514	$176,015,301	$181,874,088	$187,732,875	$193,591,662	$199,450,448	$205,309,235	$211,168,022	$217,026,809	$222,885,596
Total	$271,270,722	$280,611,048	$289,951,374	$299,291,701	$308,632,027	$317,972,353	$327,312,679	$336,653,005	$345,993,331	$355,333,658

Funding Source	2043	2044	2045	2046	2047	2048	2049	2050
Federal	$96,945,028	$99,428,063	$101,911,097	$104,394,132	$106,877,167	$109,360,202	$111,843,237	$114,326,271
State	$40,281,260	$41,312,977	$42,344,693	$43,376,409	$44,408,126	$45,439,842	$46,471,558	$47,503,275
Local	$228,744,383	$234,603,169	$240,461,956	$246,320,743	$252,179,530	$258,038,317	$263,897,104	$269,755,890
Total	$364,673,984	$374,014,310	$383,354,636	$392,694,962	$402,035,288	$411,375,614	$420,715,941	$430,056,267

Source: Iowa DOT

Table D.4: Chart Data for Figure 4.4 – Forecasted Additional Transit Personnel Costs

Employee Type	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Administrative	$1,931,886	$2,143,391	$2,362,514	$2,589,255	$2,823,614	$3,065,590	$3,315,185	$3,572,398	$3,734,129	$3,899,404
Maintenance	$1,880,233	$2,170,534	$2,472,120	$2,784,992	$3,109,150	$3,444,593	$3,791,321	$4,149,335	$4,351,591	$4,558,534
Driver	$9,419,332	$10,601,922	$11,828,593	$13,099,345	$14,414,179	$15,773,094	$17,176,091	$18,623,168	$19,467,002	$20,329,345
Total	$13,231,451	$14,915,847	$16,663,227	$18,473,592	$20,346,942	$22,283,277	$24,282,597	$26,344,902	$27,552,721	$28,787,284

Employee Type	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Administrative	$4,068,225	$4,240,591	$4,416,503	$4,595,959	$4,778,961	$4,965,509	$5,155,602	$5,349,240	$5,546,423	$5,747,151
Maintenance	$4,770,164	$4,986,481	$5,207,484	$5,433,175	$5,663,553	$5,898,618	$6,138,369	$6,382,808	$6,631,933	$6,885,746
Driver	$21,210,200	$22,109,564	$23,027,440	$23,963,825	$24,918,722	$25,892,128	$26,884,046	$27,894,473	$28,923,412	$29,970,860
Total	$30,048,588	$31,336,636	$32,651,427	$33,992,960	$35,361,236	$36,756,255	$38,178,017	$39,626,521	$41,101,768	$42,603,758

Employee Type	2043	2044	2045	2046	2047	2048	2049	2050
Administrative	$5,951,425	$6,159,245	$6,370,609	$6,585,519	$6,803,974	$7,025,975	$7,251,521	$7,480,612
Maintenance	$7,144,246	$7,407,432	$7,675,305	$7,947,866	$8,225,113	$8,507,048	$8,793,669	$9,084,977
Driver	$31,036,820	$32,121,289	$33,224,270	$34,345,760	$35,485,761	$36,644,273	$37,821,295	$39,016,828
Total	$44,132,491	$45,687,966	$47,270,184	$48,879,145	$50,514,849	$52,177,295	$53,866,485	$55,582,417

Source: Iowa DOT

Table D.5: Chart Data for Figure 4.5 – Forecasted Transit Facility Costs

Facility Type	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Administrative Office	$793,319	$830,843	$868,367	$905,891	$943,415	$980,939	$1,018,463	$1,055,987	$424,547	$439,116
Vehicle Maintenance	$3,660,050	$3,833,170	$4,006,291	$4,179,411	$4,352,531	$4,525,652	$4,698,772	$4,871,893	$1,756,633	$1,816,912
Vehicle Storage	$5,784,948	$6,058,576	$6,332,204	$6,605,832	$6,879,460	$7,153,088	$7,426,716	$7,700,344	$2,371,642	$2,453,025
Bus Shelter	$232,292	$243,279	$254,266	$265,254	$276,241	$287,229	$298,216	$309,203	$291,187	$301,179
Park & Ride (granular)	$42,300	$44,301	$46,302	$48,302	$50,303	$52,304	$54,305	$56,306	$38,871	$40,205
Park & Ride (paved)	$114,400	$119,811	$125,222	$130,633	$136,044	$141,456	$146,867	$152,278	$160,115	$165,609
Total	$10,627,308	$11,129,980	$11,632,652	$12,135,323	$12,637,995	$13,140,667	$13,643,339	$14,146,010	$5,042,995	$5,216,046

Facility Type	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Administrative Office	$453,684	$468,252	$482,821	$497,389	$511,958	$526,526	$541,094	$555,663	$570,231	$584,800
Vehicle Maintenance	$1,877,191	$1,937,470	$1,997,749	$2,058,029	$2,118,308	$2,178,587	$2,238,866	$2,299,145	$2,359,424	$2,419,703
Vehicle Storage	$2,534,408	$2,615,792	$2,697,175	$2,778,558	$2,859,941	$2,941,325	$3,022,708	$3,104,091	$3,185,474	$3,266,858
Bus Shelter	$311,171	$321,163	$331,156	$341,148	$351,140	$361,132	$371,124	$381,116	$391,108	$401,100
Park & Ride (granular)	$41,539	$42,872	$44,206	$45,540	$46,874	$48,208	$49,542	$50,876	$52,209	$53,543
Park & Ride (paved)	$171,104	$176,598	$182,092	$187,587	$193,081	$198,576	$204,070	$209,564	$215,059	$220,553
Total	$5,389,097	$5,562,148	$5,735,199	$5,908,251	$6,081,302	$6,254,353	$6,427,404	$6,600,455	$6,773,506	$6,946,557

Facility Type	2043	2044	2045	2046	2047	2048	2049	2050
Administrative Office	$599,368	$613,936	$628,505	$643,073	$657,642	$672,210	$686,778	$701,347
Vehicle Maintenance	$2,479,982	$2,540,262	$2,600,541	$2,660,820	$2,721,099	$2,781,378	$2,841,657	$2,901,936
Vehicle Storage	$3,348,241	$3,429,624	$3,511,007	$3,592,391	$3,673,774	$3,755,157	$3,836,540	$3,917,924
Bus Shelter	$411,093	$421,085	$431,077	$441,069	$451,061	$461,053	$471,045	$481,037
Park & Ride (granular)	$54,877	$56,211	$57,545	$58,879	$60,213	$61,547	$62,880	$64,214
Park & Ride (paved)	$226,047	$231,542	$237,036	$242,530	$248,025	$253,519	$259,014	$264,508
Total	$7,119,608	$7,292,659	$7,465,711	$7,638,762	$7,811,813	$7,984,864	$8,157,915	$8,330,966

Source: Iowa DOT

Table D.6: Chart Data for Figure 4.6 – Forecasted Transit Facility Costs

Forecasted Facility Costs	2024-2030	2031-2050
Administrative Office	$6,603,903	$11,258,940
Vehicle Maintenance	$30,467,720	$46,585,692
Vehicle Storage	$48,156,221	$62,895,656
Bus Shelter	$1,933,689	$7,722,244
Park & Ride	$1,304,433	$5,277,080

Source: Iowa DOT

Table D.7: Chart Data for Figure 4.7 – Forecasted Transit Vehicle Costs

Asset Type	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Existing Rehab & Replace	$46,420,000	$42,530,000	$22,860,000	$48,300,000	$31,760,000	$42,540,000	$60,080,000	$14,210,000	$48,870,000	$33,460,000
Expansion/Acquisition	$3,540,000	$3,540,000	$3,540,000	$3,540,000	$3,540,000	$3,540,000	$3,540,000	$3,540,000	$3,540,000	$3,540,000
Expansion Rehab & Replace	$0	$0	$720,000	$990,000	$990,000	$1,700,000	$2,420,000	$0	$4,390,000	$720,000
Total	$49,960,000	$46,070,000	$27,120,000	$52,830,000	$36,290,000	$47,780,000	$66,040,000	$17,750,000	$56,800,000	$37,720,000

Asset Type	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Existing Rehab & Replace	$16,440,000	$56,560,000	$46,010,000	$30,750,000	$28,210,000	$55,470,000	$19,910,000	$47,990,000	$42,730,000	$35,870,000
Expansion/Acquisition	$3,540,000	$3,540,000	$3,540,000	$3,540,000	$3,540,000	$3,540,000	$3,540,000	$3,540,000	$3,540,000	$3,540,000
Expansion Rehab & Replace	$1,980,000	$4,170,000	$5,610,000	$10,830,000	$5,360,000	$3,430,000	$5,270,000	$11,020,000	$8,900,000	$7,150,000
Total	$21,960,000	$64,270,000	$55,160,000	$45,120,000	$37,110,000	$62,440,000	$28,720,000	$62,550,000	$55,170,000	$46,560,000

Asset Type	2043	2044	2045	2046	2047	2048	2049	2050
Existing Rehab & Replace	$48,550,000	$39,910,000	$30,720,000	$37,580,000	$53,180,000	$37,950,000	$41,760,000	$55,180,000
Expansion/Acquisition	$3,540,000	$3,540,000	$3,540,000	$3,540,000	$3,540,000	$3,540,000	$3,540,000	$3,540,000
Expansion Rehab & Replace	$8,230,000	$7,570,000	$3,340,000	$14,950,000	$17,210,000	$12,700,000	$7,570,000	$27,460,000
Total	$60,320,000	$51,020,000	$37,600,000	$56,070,000	$73,930,000	$54,190,000	$52,870,000	$86,180,000

Source: Iowa DOT

Table D.8: Chart Data for Figure 4.8 – Forecasted Transit Operating and Capital Costs (in millions)

PROJECTED COSTS	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Total operating expenses	$183.6393	$202.123633	$213.211339	$224.362031	$235.575707	$246.852368	$258.192014	$269.594645	$280.142791	$290.717679
Total capital expenses	$60.5873084	$57.199980	38.75265179	$64.9653234	$48.9279951	$60.9206668	$79.683338	$31.8960102	$61.8429949	$42.9360460
Total operating & capital	$244.226608	$259.323613	$251.963991	$289.32735	$284.503702	$307.773035	$337.875353	$301.490655	$341.985786	$333.653725

PROJECTED COSTS	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Total operating expenses	$301.319310	$311.947684	$322.6028	$333.2847	$343.9933	$354.7286	$365.4907	$376.2795	$387.0951	$397.9374
Total capital expenses	$27.3490971	$69.8321483	$60.8952	$51.02825	$43.1913	$68.69435	$35.1474	$69.15046	$61.94351	$53.50656
Total operating & capital	$328.668407	$381.779832	$383.498	$384.3129	$387.1846	$423.423	$400.6381	$445.43	$449.0386	$451.444

PROJECTED COSTS	2043	2044	2045	2046	2047	2048	2049	2050
Total operating expenses	$408.8065	$419.7023	$430.6248	$441.5741	$452.5501	$463.5529	$474.5824	$485.6387
Total capital expenses	$67.43961	$58.31266	$45.06571	$63.70876	$81.74181	$62.17486	$61.02792	$94.51097
Total operating & capital	$476.2461	$478.0149	$475.6905	$505.2829	$534.292	$525.7278	$535.6103	$580.1496

Source: Iowa DOT

Table D.9: Chart Data for Figure 4.9 – Forecasted Transit Operating Costs

Funding Source	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Federal	$45,301,268	$49,767,367	$52,250,402	$54,733,437	$57,216,472	$59,699,506	$62,182,541	$64,665,576	$67,148,611	$69,631,646
State	$18,822,958	$20,678,650	$21,710,366	$22,742,082	$23,773,799	$24,805,515	$25,837,231	$26,868,948	$27,900,664	$28,932,380
Local	$106,889,551	$117,427,433	$123,286,219	$129,145,006	$135,003,793	$140,862,580	$146,721,367	$152,580,154	$158,438,940	$164,297,727
Total	$170,407,849	$187,207,787	$196,548,113	$205,888,439	$215,228,765	$224,569,091	$233,909,418	$243,249,744	$252,590,070	$261,930,396

Funding Source	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Federal	$72,114,680	$74,597,715	$77,080,750	$79,563,785	$82,046,819	$84,529,854	$87,012,889	$89,495,924	$91,978,958	$94,461,993
State	$29,964,097	$30,995,813	$32,027,529	$33,059,246	$34,090,962	$35,122,678	$36,154,395	$37,186,111	$38,217,828	$39,249,544
Local	$170,156,514	$176,015,301	$181,874,088	$187,732,875	$193,591,662	$199,450,448	$205,309,235	$211,168,022	$217,026,809	$222,885,596
Total	$271,270,722	$280,611,048	$289,951,374	$299,291,701	$308,632,027	$317,972,353	$327,312,679	$336,653,005	$345,993,331	$355,333,658

Funding Source	2043	2044	2045	2046	2047	2048	2049	2050
Federal	$96,945,028	$99,428,063	$101,911,097	$104,394,132	$106,877,167	$109,360,202	$111,843,237	$114,326,271
State	$40,281,260	$41,312,977	$42,344,693	$43,376,409	$44,408,126	$45,439,842	$46,471,558	$47,503,275
Local	$228,744,383	$234,603,169	$240,461,956	$246,320,743	$252,179,530	$258,038,317	$263,897,104	$269,755,890
Total	$364,673,984	$374,014,310	$383,354,636	$392,694,962	$402,035,288	$411,375,614	$420,715,941	$430,056,267

Source: Iowa DOT

Table D.10: Chart Data for Figure 4.10 – Forecasted Transit Capital Funding

Capital Funding	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
5339 Bus and Bus facilities	$4,556,456	$4,812,286	$5,068,116	$5,323,946	$5,579,776	$5,835,607	$6,091,437	$6,347,267	$6,603,097	$6,858,927
Increase in 5339 over typical	$2,391,550	$2,525,828	$2,660,106	$2,794,383	$2,928,661	$3,062,939	$3,197,216	$3,331,494	$3,465,772	$3,600,049
CMAQ	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000
Discretionary Competitive funding	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000
PTIG	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000
Total	$16,448,006	$16,838,114	$17,228,222	$17,618,329	$18,008,437	$18,398,545	$18,788,653	$19,178,761	$19,568,869	$19,958,977

Capital Funding	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
5339 Bus and Bus facilities	$7,114,758	$7,370,588	$7,626,418	$7,882,248	$8,138,078	$8,393,909	$8,649,739	$8,905,569	$9,161,399	$9,417,229
Increase in 5339 over typical	$3,734,327	$3,868,605	$4,002,883	$4,137,160	$4,271,438	$4,405,716	$4,539,993	$4,674,271	$4,808,549	$4,942,826
CMAQ	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000
Discretionary Competitive funding	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000
PTIG	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000
Total	$20,349,085	$20,739,193	$21,129,301	$21,519,408	$21,909,516	$22,299,624	$22,689,732	$23,079,840	$23,469,948	$23,860,056

Capital Funding	2043	2044	2045	2046	2047	2048	2049	2050
5339 Bus and Bus facilities	$9,673,060	$9,928,890	$10,184,720	$10,440,550	$10,696,380	$10,952,211	$11,208,041	$11,463,871
Increase in 5339 over typical	$5,077,104	$5,211,382	$5,345,660	$5,479,937	$5,614,215	$5,748,493	$5,882,770	$6,017,048
CMAQ	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000
Discretionary Competitive funding	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000
PTIG	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000
Total	$24,250,164	$24,640,272	$25,030,380	$25,420,487	$25,810,595	$26,200,703	$26,590,811	$26,980,919

Source: Iowa DOT

Table D.11: Chart Data for Figure 4.11 – Forecasted Costs and Funding Scenarios (in millions)

PROJECTED COSTS	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Total operating & capital	$244.226608	$259.323613	$251.963991	$289.327354	$284.503702	$307.773035	$337.875353	$301.490655	$341.985786	$333.653725
Scenario 1. Typical Funding Trend	$180.070231	$197.185735	$206.815103	$216.444471	$226.073839	$235.703208	$245.332576	$254.961944	$264.591312	$274.22068
Scenario 2. Increased Funding Trend	$187.461781	$204.711563	$214.475209	$224.238855	$234.0025	$243.766146	$253.529792	$263.293438	$273.057084	$282.82073

PROJECTED COSTS	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Total operating & capital	$328.668407	$381.779832	$383.498	$384.312911	$387.184564	$423.42296	$400.6381	$445.43	$449.0386	$451.444
Scenario 1. Typical Funding Trend	$283.850048	$293.479417	$303.108785	$312.738153	$322.367521	$331.996889	$341.6263	$351.2556	$360.885	$370.5144
Scenario 2. Increased Funding Trend	$292.584375	$302.348021	$312.111667	$321.875313	$331.638959	$341.402605	$351.1663	$360.9299	$370.6935	$380.4572

PROJECTED COSTS	2043	2044	2045	2046	2047	2048	2049	2050
Total operating & capital	$476.2461	$478.0149	$475.6905	$505.2829	$534.292	$525.7278	$535.6103	$580.1496
Scenario 1. Typical Funding Trend	$380.1437	$389.7731	$399.4025	$409.0318	$418.6612	$428.2906	$437.9199	$447.5493
Scenario 2. Increased Funding Trend	$390.2208	$399.9845	$409.7481	$419.5118	$429.2754	$439.0391	$448.8027	$458.5664

Source: Iowa DOT

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Appendix E: Partnering Opportunities

The tables in this appendix list the potential partnering opportunities for each planning agency across the state, broken into individual lists for each agency. Each of these opportunities are sourced from an agency's respective Passenger Transportation Plan, as part of their Major Employers section of their Activity Center Analysis. For the agencies that didn't provide a list of their major employers, groups involved with the plan's most recent update have been included in their place instead. This list will be revisited in future plan update cycles, explicitly asking for each agency to list their major employers in their region. This list is accurate as of Jan 1st, 2026.

Table E.1: RPA 1 Partnering Opportunities

Name	Address	Contact Number
Northeast Iowa Community College	1625 Highway 150 South Calmar, IA 52132	(563) 562-3263
Luther College	700 College Dr, Decorah, IA 52101	(563) 387-2000
Upper Iowa University	605 Washington St, Fayette, IA 52142	(800) 553-4150
Northeast Iowa Community College	1020 2nd Ave SE, Cresco, IA 52136	(563) 562-3263
Grandview Care Center	800 5th St SE, Oelwein, IA 50662	(319) 283-1908
Oelwein Health Care Center	600 7th St SE, Oelwein, IA 50662	(319) 283-2794

Source: RPA 1 Passenger Transportation Plan

Table E.2: RPA 2 Partnering Opportunities (Part 1 of 7)

Name	Address	Contact Number
MercyOne Northwood Pharmacy	98 10th St N. Northwood, IA 50459	(641) 324-2116
Dancin' with Roxie	1502 2nd Ave S, Clear Lake, IA 50428	(641) 255-2043
MercyOne Clear Lake Family Medicine	1410 6th Ave S, Clear Lake, IA 50428	(641) 357-2191
Lake Town Charlie Brown	7 S 8th St Suite B, Clear Lake, IA 50428	(641) 357-7277
Iowa Specialty Gabrielson Clinic	401 S 17th St, Clear Lake, IA 50428	(641) 357-1800
Clear Lake Head Start	1304 4th Ave S, Clear Lake, IA 50428	(641) 243-7571
Mercy Pediatric and Adolescent Clinic	401 S 15th St, Clear Lake, IA 50428	(641) 357-7442
Clear Lake Middle School	1601 3rd Ave N, Clear Lake, IA 50428	(641) 357-6114
Barillas Clinic	1524 US-18 Suite 100, Clear Lake, IA 50428	(641) 530-4050
Clear Lake High School	125 N 20th St, Clear Lake, IA 50428	(641) 357-5235
Optimum Health Clinics	506 Main Ave, Clear Lake, IA 50428	(641) 357-1211
Clear Creek Elementary	901 S 14th St, Clear Lake, IA 50428	(641) 357-5288
Waypoint Medical	1801 US-18, Clear Lake, IA 50428	(641) 357-1999
Clear Lake Classical	110 S Main St, Ventura, IA 50482	(641) 829-3600
Compass Centery Functional Medicine	13 Plaza Dr Suite 1, Clear Lake, IA 50428	(641) 357-9355
Clear Lake Chiropractic	614 Buddy Holly Pl, Clear Lake, IA 50428	(641) 357-8659
Acupuncture and Chiropractic Clinic	2301 3rd Ave S, Clear Lake, IA 50428	(641) 357-1636
North Shore Chiropractic	418 N Shore Dr, Clear Lake, IA 50428	(641) 357-5050
O'Hara Chiropractic	107 S 4th St, Clear Lake, IA 50428	(641) 357-8000
Voortmann Chiropractic	1101 10th Ave N, Clear Lake, IA 50428	(641) 357-4499
Athletico Physical Therapy	7 S 8th St Suite C, Clear Lake, IA 50428	(641) 548-8499
Martinek Physical Therapy	20 N 8th St, Clear Lake, IA 50428	(641) 357-0165
Fareway Grocery	910 US-18, Clear Lake, IA 50428	(641) 357-5773
Molencamp Physical Therapy	800 N 8th St, Clear Lake, IA 50428	(641) 357-0012
North Iowa Orthodontics	440 N Shore Dr, Clear Lake, IA 50428	(641) 357-0340
Thrifty White Pharmacy	1907 US-18, Clear Lake, IA 50428	(641) 357-5271
Lake Dental Associates	102 N 5th St, Clear Lake, IA 50428	(641) 357-4112

Source: RPA 2 Passenger Transportation Plan

Table E.2 (continued): RPA 2 Partnering Opportunities (Part 2 of 7)

Name	Address	Contact Number
MercyOne Clear Lake Pharmacy	1410 6th Ave S #200, Clear Lake, IA 50428	(641) 231-8900
Patrick Carney DDS	800 1st Ave N Ste 2, Clear Lake, IA 50428	(641) 357-8111
Scribbins Family Dentistry	108 S 4th St, Clear Lake, IA 50428	(641) 357-3315
Econo Pharmacy	20 S 4th St, Clear Lake, IA 50428	(641) 357-2169
Lehman Family Dental	108 S 4th St, Clear Lake, IA 50428	(641) 357-3315
Clear Lake Family Dentistry	800 1st Ave N #2, Clear Lake, IA 50428	(641) 357-8111
Oakwood Care Center	400 US-18, Clear Lake, IA 50428	(641) 357-5244
Sorensen Family Dentistry	800 1st Ave N Ste 1, Clear Lake, IA 50428	(641) 357-8111
The Courtyard	401 W 10th Ave N, Clear Lake, IA 50428	(641) 357-1648
Clear Lake Pediatric Dentistry	1601 4th Ave S, Clear Lake, IA 50428	(641) 357-7177
Garden Village	809 7th Ave N, Clear Lake, IA 50428	(641) 420-0878
Apple Valley Place	405 27 Ave S, Clear Lake, IA 50428	(641) 357-7083
Farmers State Bank	210 1st Ave N, Clear Lake, IA 50428	(641) 357-6174
The Meadows	625 14th Ave N, Clear Lake, IA 50428	(641) 357-8888
Clear Lake Bank and Trust	322 Main Ave, Clear Lake, IA 50428	(641) 357-7121
Garden Park Village	809 7th Ave N, Clear Lake, IA 50428	(641) 420-0878
MBT	800 US-18, Clear Lake, IA 50428	(641) 357-6161
Mercy Medical Center - North Iowa	1000 4th St SW, Mason City, IA 50401	(641) 428-7000
North Iowa Mercy Health CenterWest Campus	895 N Eisenhower Ave, Mason City, IA 50401	(641) 424-0440
Mercy Family Clinic-Regency	621 S Illinois Ave, Mason City, IA 50401	(641) 428-6900
Child Health Specialty Clinic	687 S Taft Ave, Mason City, IA 50401	(641) 424-0030
Community Health Center	404 N Federal Ave, Mason City, IA 50401	(641) 450-0601
Mason City VA Outpatient Clinic	478 Tiffany Dr, Mason City, IA 50401	(641) 494-5000
Haas Chiropractic Clinic	1403 S Federal Ave, Mason City, IA 50401	(641) 424-6531
Mason City Clinic PC	250 S Crescent Dr, Mason City, IA 50401	(641) 494-5200
Mason City Clinic: Westbrooke	520 S Pierce Ave #204, Mason City, IA 50401	(641) 494-5490
Athletico Physical Therapy	461 S Illinois Ave, Mason City, IA 50401	(641) 423-6279

Source: RPA 2 Passenger Transportation Plan

Table E.2 (continued): RPA 2 Partnering Opportunities (Part 3 of 7)

Name	Address	Contact Number
MercyOne Occupational Health	1501 4th St SW, Mason City, IA 50401	(641) 428-5244
Mercy Women's Health Center	1631 4th St SW #114b, Mason City, IA 50401	(641) 428-6000
MercyOne Urgent Care	1410 6th Ave S, Clear Lake, IA 50428	(641) 357-2191
VA Central Iowa – Mason City	478 Tiffany Dr, Mason City, IA 50401	(641) 494-5000
Anchor Family Health Center	2800 4th St SW STE 8, Mason City, IA 50401	(641) 424-0000
Cerro Gordo County Free Clinic	1327 6th St SW, Mason City, IA 50401	(888) 669-4662
Mental Health Center of North Iowa	1000 4th St SW, Mason City, IA 50401	(641) 428-7797
Mercy Dermatology Center	1421 4th St SW, Mason City, IA 50401	(641) 428-2080
North Iowa Anesthesia Associates	1410 6th St SW, Mason City, IA 50401	(641) 424-6704
Mason City Men's Clinic	423 4th St SW, Mason City, IA 50401	(641) 454-5961
NICAO Family Health Center	100 1st St NW #200, Mason City, IA 50401	(641) 423-5044
Good Shepherd Health Center	302 2nd St NE, Mason City, IA 50401	(641) 424-1740
Lindstrom Family Practice	1327 6th St SW, Mason City, IA 50401	(641) 423-0711
Cerro Gordo County Department of Public Health	2570 4th St SW STE 1, Mason City, IA 50401	(641) 421-9300
Synergy Physical Therapy	520 S Pierce Ave, Mason City, IA 50401	(641) 450-0616
North Iowa Transition Center	408 1st St NW, Mason City, IA 50401	(641) 424-8708
Cornish Family Chiropractic	1911 4th St SW, Mason City, IA 50401	(641) 201-1028
Active Family Chiropractic	1315 6th St SW, Mason City, IA 50401	(641) 201-1975
Mason City Chiropractic	423 4th St SW, Mason City, IA 50401	(641) 424-0992
Align Health Chiropractic	2013 4th St SW, Mason City, IA 50401	(641) 450-1100
Acute Care Chiropractic	630 1st St NW, Mason City, IA 50401	(641) 423-4455
Masters Chiropractic	100 1st St NW #110, Mason City, IA 50401	(641) 421-1116
Four Corners Market	1306 4th St SW, Mason City, IA 50401	(641) 201-3045
Sande Chiropractic	1529 S Monroe Ave, Mason City, IA 50401	(641) 423-5588
Child & Adolescent Integrated Health	9 2nd St NW, Mason City, IA 50401	(641) 424-7068
MercyOne Pharmacy-Westside	910 N Eisenhower Ave, Mason City, IA 50401	(641) 428-5630
Walmart Pharmacy	4151 4th St SW, Mason City, IA 50401	(641) 423-3494

Source: RPA 2 Passenger Transportation Plan

Table E.2 (continued): RPA 2 Partnering Opportunities (Part 4 of 7)

Name	Address	Contact Number
Walmart Pharmacy	4151 4th St SW, Mason City, IA 50401	(641) 423-3494
Hy-Vee Pharmacy	875 4th St SW, Mason City, IA 50401	(641) 424-5522
Walgreens	1251 4th St SW, Mason City, IA 50401	(641) 423-2035
MercyOne Pharmacy-Forest Park	1010 4th St SW, Mason City, IA 50401	(641) 428-6100
Houck Pharmacy	101 S Monroe Ave, Mason City, IA 50401	(641) 422-9333
MercyOne Pharmacy-Regency	621 S Illinois Ave Suite 101, Mason City, IA 50401	(641) 428-6940
CVS Pharmacy	3450 4th St SW, Mason City, IA 50401	(641) 423-1325
Genoa Healthcare	320 N Eisenhower Ave Suite 125, Mason City, IA 50401	(641) 243-8449
Children's Dental Center of Mason City	615 S Illinois Ave, Mason City, IA 50401	(641) 424-0060
Aspen Dental	4199 4th St SW Suite 1, Mason City, IA 50401	(641) 423-9900
Family Dentistry	3223 4th St SW, Mason City, IA 50401	(641) 424-6461
Dental Center of North Iowa	2800 4th St SW STE 1, Mason City, IA 50401	(641) 424-8062
Burgmeier Dentistry	2800 4th St SW STE 1, Mason City, IA 50401	(641) 423-0064
Mint Springs Dentistry	851 S Taft Ave, Mason City, IA 50401	(641) 324-7751
Jon Hardinger, DDS	1339 6th St SW, Mason City, IA 50401	(641) 423-6172
North Iowa Periodontics	1530 S Monroe Ave, Mason City, IA 50401	(641) 424-1656
Central Park Dentistry	23 N Federal Ave, Mason City, IA 50401	(641) 423-4225
Nettleton Dental Group	946 E State St, Mason City, IA 50401	(641) 424-4521
Alpha Orthodontics	1453 4th St SE, Mason City, IA 50401	(641) 423-5900
North Iowa Orthodontics	655 S Illinois Ave, Mason City, IA 50401	(641) 424-3375
Heritage Care and Rehabilitation Center	501 Kentucky Ave, Mason City, IA 50401	(641) 423-2121
NSB Bank	2650 4th St SW, Mason City, IA 50401	(641) 423-7638
IOOF Home and Community Therapy Center	1037 19th St SW, Mason City, IA 50401	(641) 423-0428
Kentucky Ridge	2060 Kentucky Ave, Mason City, IA 50401	(641) 423-5707
Cornerstone Assisted Living	300 2nd St NE, Mason City, IA 50401	(641) 424-1740
Village Cooperative of Mason City	275 N Taft Ave #117, Mason City, IA 50401	(641) 423-5840
Three Links Apartments	1033 19th St SW, Mason City, IA 50401	(641) 423-5495

Source: RPA 2 Passenger Transportation Plan

Table E.2 (continued): RPA 2 Partnering Opportunities (Part 5 of 7)

Name	Address	Contact Number
Homestead Assisted Living	2501 W State St, Mason City, IA 50401	(641) 450-1978
Country Meadow Place	17396 Kingbird Ave, Mason City, IA 50401	(641) 329-6261
MercyOne North Iowa Home Care	910 N Eisenhower Ave, Mason City, IA 50401	(641) 428-6444
Legacy Manor of Mason City	3300 9th St SW Apt. 105, Mason City, IA 50401	(641) 423-1005
Prairie Place	320 1st St NE, Mason City, IA 50401	(641) 424-1740
Iowa Specialty Hospital	705 Elm St E, Rockwell, IA 50469	(888) 258-0078
First Security Bank & Trust	4151 4th St SW, Mason City, IA 50401	(641) 424-3800
West Fork Elementary School	210 2nd St S, Rockwell, IA 50469	(641) 822-3234
Rockwell Community Nursing Home	707 Elm St E, Rockwell, IA 50469	(641) 822-3203
Garner-Hayfield Intermediate	605 W Lyons St, Garner, IA 50438	(641) 923-2632
Floyd County Memorial Hospital	800 11th St, Charles City, IA 50616	(641) 228-6830
Robert Chiropractic	705 N Main St Ste1, Charles City, IA 50616	(641) 228-2810
Fresenius Kidney Care	910 N Eisenhower Ave, Mason City, IA 50401	(800) 881-5101
Slinger Chiropractic	501 11th St, Charles City, IA 50616	(641) 228-3142
SMS Physical Therapy	800 11th St, Charles City, IA 50616	(641) 228-6344
Floyd County Medical Center Clinic	1501 S Main St #1, Charles City, IA 50616	(641) 228-5151
Central Park Dentistry	207 N Jackson St, Charles City, IA 50616	(641) 228-1115
Dr. Jodie Buehler, DDS	705 N Main St #3, Charles City, IA 50616	(641) 228-2936
Grimm, Greig DDS PC	703 N Main St c, Charles City, IA 50616	(641) 228-2932
Hometown Dental	1413 S Grand Ave, Charles City, IA 50616	(641) 228-1803
Cedar Valley Orthodontics	1704 W 1st St C, Cedar Falls, IA 50613	(319) 277-7121
Main Street Drug	204 N Main St, Charles City, IA 50616	(641) 228-3519
Hy-Vee Pharmacy	901 Kelly St, Charles City, IA 50616	(641) 228-1222
Charles City LTC Pharmacy	103 E 18th St, Cedar Falls, IA 50613	(641) 228-4137
Chautauqua Guest Homes	602 11th St, Charles City, IA 50616	(641) 228-2353
Riverside Senior Living	209 Park Dr, Charles City, IA 50616	(641) 228-2800
Port Charles Assisted Living	801 Blunt St # 39, Charles City, IA 50616	(641) 257-3003

Source: RPA 2 Passenger Transportation Plan

Table E.2 (continued): RPA 2 Partnering Opportunities (Part 6 of 7)

Name	Address	Contact Number
Apple Valley Place	405 27 Ave S, Clear Lake, IA 50428	(641) 357-7083
Mitchell County Care Facility	620 North 8th Street Osage, IA 50461	(641) 732-6100
Osage High School	820 Sawyer Dr, Osage, IA 50461	(641) 732-5381
Osage Middle School	820 Sawyer Dr, Osage, IA 50461	(641) 732-3127
Lincoln Elementary	515 Chase St, Osage, IA 50461	(641) 732-5856
Osage Alternative School	109 Plaza Ln, Osage, IA 50461	(641) 732-5172
Sacred Heart Catholic School	218 S 12th St, Osage, IA 50461	(641) 732-5221
Mitchel County Regional Health Clinic	616 N 8th St, Osage, IA 50461	(641) 732-6000
Athletico Physical Therapy	708 E 4th St, St Ansgar, IA 50472	(641) 954-3335
St. Ansgar Chiropractic	706 E 4th St, St Ansgar, IA 50472	(641) 713-3146
Food Center	215 W 4th St, St Ansgar, IA 50472	(641) 713-2160
St. Ansgar State Bank	237 W 4th St, St Ansgar, IA 50472	(641) 713-4501
Brower Pharmacy	40 W 4th St, St Ansgar, IA 50472	(641) 713-4381
Good Samaritan Society	701 E 4th St, St Ansgar, IA 50472	(641) 713-4912
St. Ansgar High School	208 8th St E St, St Ansgar, IA 50472	(641) 713-4681
St. Ansgar Elementary School	206 8th St, St Ansgar, IA 50472	(641) 713-2331
Stacyville Outpatient Therapy	413 S Broad St, Stacyville, IA 50476	(641) 710-2010
St. Ansgar State Bank	237 W 4th St, St Ansgar, IA 50472	(641) 713-4501
North Iowa Physical Therapy	119 N Main St, Buffalo Center, IA 50424	(641) 562-2100
Buffalo Center Chiropractic	116 N Main St, Buffalo Center, IA 50424	(641) 562-2020
Winter Dental	101 4th St NW, Buffalo Center, IA 50424	(641) 562-2297
Dr. Steven H. Johnson, DDS	11 2nd Ave NW, Buffalo Center, IA 50424	(641) 562-2969
Main Street Mark	209 N Main St, Buffalo Center, IA 50424	(641) 562-2363
Koenen Chiropractic Clinic	209 S Clark St, Forest City, IA 50436	(641) 582-4625
Forest City Chiropractic	245 N Clark St, Forest City, IA 50436	(641) 585-3032
Athletico Physical Therapy	126 N 6th St Ste B, Forest City, IA 50436	(641) 548-8777
Waldorf College	106 S 6th St, Forest City, IA 50436	(800) 292-1903

Source: RPA 2 Passenger Transportation Plan

Table E.2 (continued): RPA 2 Partnering Opportunities (Part 7 of 7)

Name	Address	Contact Number
Wilson Dental	145 N Clark St, Forest City, IA 50436	(641) 585-5431
Forest City Family Dentistry	132 E J St, Forest City, IA 50436	(641) 585-4636
NSB Bank	101 US-69 N, Forest City, IA 50436	(641) 585-3247
MBT Bank	125 N Central St, Forest City, IA 50436	(800) 872-5630
HyVee	315 US-69, Forest City, IA 50436	(641) 585-3775
Good Samaritan Society	606 S 7th St, Forest City, IA 50436	(641) 585-2232
Forest Plaza Assisted Living	635 IA-9, Forest City, IA 50436	(641) 585-1555
Lake Mills Family Chiropractic	209 N Washington St, Lake Mills, IA 50450	(641) 592-2600
MercyOne Family Medicine	505 S 1st Ave E, Lake Mills, IA 50450	(641) 592-3900
Anderson Chiropractic & Wellness	706 E Main St, Lake Mills, IA 50450	(641) 592-2500
Sensible Dental Iowa	206 E Main St, Lake Mills, IA 50450	(641) 592-1100
Lake Mills Family Dental	206 E Main St, Lake Mills, IA 50450	(641) 592-2200
David's Foods	103 N Washington St, Lake Mills, IA 50450	(641) 592-0051
Redinger Pharmacy	219 W Main St, Lake Mills, IA 50450	(641) 592-0141
MBT Bank	106 W Main St, Lake Mills, IA 50450	(641) 592-0041
Citizens Community CU	106 S Mill St, Lake Mills, IA 50450	(641) 592-0900
Lake Mills Care Center	406 S 10th Ave E, Lake Mills, IA 50450	(641) 592-4900
Mills Harbor Assisted Living	311 S 10th Ave E, Lake Mills, IA 50450	(641) 592-3050
Central Springs High School	105 S East St, Manly, IA 50456	(641) 454-2208
MercyOne Family Medicine	505 S 1st Ave E, Lake Mills, IA 50450	(641) 592-3900
Welsh Chiropractic Clinic PC	104 4th St S, Northwood, IA 50459	(641) 324-1626
Northwood Chiropractic	1602 Central Ave, Northwood, IA 50459	(641) 323-0096
Northwood Dental	802 9th Ave N, Northwood, IA 50459	(641) 324-1364
Fallgatters Market	98 7th St N, Northwood, IA 50459	(641) 324-1651
Lutheran Retirement Home, Inc.	701 9th St N, Northwood, IA 50459	(641) 324-1712
Northwoods Pines Assisted Living	700 10th St N, Northwood, IA 50459	(641) 324-0061
Maple Court Apartments	800 10th St N, Northwood, IA 50459	(641) 324-1712

Source: RPA 2 Passenger Transportation Plan

Table E.3: RPA 3 Partnering Opportunities (Part 1 of 2)

Name	Address	Contact Number
Wild Rose Casino	777 Wild Rose Rd, Jefferson, IA 50129	(515) 386-7777
Hope Haven	1800 19th St, Rock Valley, IA 51247	(712) 476-2737
Albert City-Truesdale School District	300 Orchard St, Albert City, IA 50510	(712) 843-5416
Alta-Aurelia School District	1009 S. Main St. Alta, IA 51002	(712) 200-1010
North Union School District	600 4th Ave Armstrong, Iowa 50514	(712) 868-3542
Boyden-Hull School District	801 1st St, Hull, IA 51239	(712) 439-2711
Central Lyon School District	1105 S Story St, Rock Rapids, IA 51246	(712) 472-2664
Emmetsburg School District	205 King St, Emmetsburg, IA 50536	(712) 852-2966
Estherville Lincoln School District	1814 7th Ave South Estherville, IA 51334	(712) 362-2692
George-Little Rock School District	500 E Indiana Ave, George, IA 51237	(712) 475-3311
Graettinger-Terril School District	205 S Lincoln Ave, Graettinger, IA 51342	(712) 859-3286
Harris-Lake Park School District	905 South Market St. Lake Park, Iowa 51347	(712) 832-3809
Hartley-Melvin-Sanborn School District	300 N. 8th Ave W. Hartley, IA 51346	(712) 928-3406
Laurens-Marathon School District	300 W Garfield St, Laurens, IA 50554	(712) 841-5000
MOC-Floyd Valley School District	PO Box 257 Orange City, Iowa 51041	(712) 737-4873
Newell-Fonda School District	205 S Clark St, Newell, IA 50568	(712) 272-3325
Okoboji School District	1205 7th St, Milford, IA 51351	(712) 338-4757
Rock Valley School District	1712 20th Ave, Rock Valley, IA 51247	(712) 476-2701
Ruthven-Ayrshire School District	1505 Washington St. Ruthven, IA 51358	(712) 859-3286
Sheldon School District	1700 East Fourth St. Sheldon, IA 51201	(712) 324-2504
Sibley-Ocheyedan School District	120 11TH AVE NE SIBLEY, IA 51249	(712) 754-2533
Sioux Center School District	550 9th St NE, Sioux Center, IA 51250	(712) 722-2985
Sioux Central School District	4440 US-71, Sioux Rapids, IA 50585	(712) 283-2571
South O'Brien School District	307 W Groesbeck, PO Box 638 Paullina, IA 51046	(712) 949-2115
Spencer School District	23 E 7th St A, Spencer, IA 51301	(712) 262-8950
Spirit Lake School District	2701 Hill Ave. Spirit Lake, IA 51360	(712) 336-2820
Storm Lake School District	419 Lake Avenue Storm Lake, IA 50588	(712) 732-8060

Source: RPA 3 Passenger Transportation Plan

Table E.3 (continued): RPA 3 Partnering Opportunities (Part 2 of 2)

Name	Address	Contact Number
West Bend-Mallard School District	300 3rd Ave SW, West Bend, IA 50597	(515) 887-7821
West Lyon School District	1787 IA-182, Inwood, IA 51240	(712) 753-4917
West Sioux School District	1300 FALCON DR HAWARDEN, IA 51023	(712) 551-1181

Source: RPA 3 Passenger Transportation Plan

Table E.4: RPA 4/SIMPCO Partnering Opportunities

Name	Address	Contact Number
Sioux City Community School District	627 4th St, Sioux City, IA 51101	(712) 279-6667
Oakleaf Properties	1717 Pierce St Suite 300, Sioux City, IA 51105	(712) 255-3665
Growing Community Connections	115 E 28th Street, South Sioux City, NE, United States, Nebraska	(712) 535-9096
Gospel Mission	500 Bluff St, Sioux City, IA 51103	(712) 255-1769
IowaWorks	2508 4th St, Sioux City, IA 51101	(712) 233-9030
Disability Rights Iowa	505 5th St #400, Sioux City, IA 51101	(712) 255-1065
Boys & Girls Club of Siouxland	823 Pearl St, Sioux City, IA 51101	(712) 258-5545
Center from Siouxland	715 Douglas St, Sioux City, IA 51101	(712) 252-1861
Connections Area Agency on Aging	2301 Pierce St, Sioux City, IA 51104	(800) 432-9209
Golden Horizons	800 Byron Godbersen Dr, Ida Grove, IA 51445	(712) 364-4128
Monona County Veterans Affairs	610 Iowa Ave, Onawa, IA 51040	(712) 433-3710
Sioux land District Health Department	1014 Nebraska St, Sioux City, IA 51105	(712) 279-6119
Siouxland Mental Health Center	625 Court St, Sioux City, IA 51101	(712) 252-3871
Siouxland PACE	1200 Tri View Ave, Sioux City, IA 51103	(712) 224-7223
St. Luke's Unity Point	2720 Stone Park Blvd, Sioux City, IA 51104	(712) 279-3500

Source: RPA 4 Passenger Transportation Plan

Table E.5: RPA 5 Partnering Opportunities (Part 1 of 3)

Name	Address	Contact Number
Stewart Memorial Community Hospital	1301 W Main St, Lake City, IA 51449	(712) 464-3171
UnityPoint Clinic Family Medicine	1428 2nd Ave N, Fort Dodge, IA 50501	(515) 574-6110
Van Diest Medical Center	2350 Hospital Dr, Webster City, IA 50595	(515) 832-9400
Iowa Specialty Clinic	1924 Superior St, Webster City, IA 50595	(888) 258-0078
Humboldt County Memorial Hospital	1000 N 15th St, Humboldt, IA 50548	(515) 332-4200
Pocahontas Community Hospital	606 NW 7th St, Pocahontas, IA 50574	(712) 335-3501
Trinity Regional Medical Center	802 Kenyon Rd, Fort Dodge, IA 50501	(515) 573-3101
Catholic Charities	1414 Central Ave, Fort Dodge, IA 50501	(515) 576-4156
Community Health Center	126 N 10th St, Fort Dodge, IA 50501	(515) 576-6500
Veterans Administration Clinic	530 S 25th St, Fort Dodge, IA 50501	(515) 576-2235
Iowa Specialty Hospital	403 1st St SE, Belmond, IA 50421	(844) 474-4321
Lake City Food Center	820 E Main St, Lake City, IA 51449	(712) 464-7970
Fareway	1700 10th Ave N, Humboldt, IA 50548	(515) 332-4055
HyVee	611 10th Ave N, Humboldt, IA 50548	(515) 332-1498
La Perla Jarocha	611 2nd St, Webster City, IA 50595	(515) 832-9968
El Valle Tienda Y Carniceria	427 Sumner Ave, Humboldt, IA 50548	(515) 332-7948
Norm's General Store	27 Humboldt Ave, Bode, IA 50519	(515) 379-1094
Woods Supermarket and Deli	108 W Elm Ave, Pocahontas, IA 50574	(712) 335-3600
Dows Community Grocery	105 E Ellsworth St, Dows, IA 50071	(515) 852-4303
El Valle	101 W Broadway St, Eagle Grove, IA 50533	(515) 603-6370
Security Savings Bank	102 S Main St, Dayton, IA 50530	(515) 547-2274
United Bank of Iowa	1608 1st Ave S, Fort Dodge, IA 50501	(515) 576-5111
Iowa Savings Bank	510 Lincoln Hwy, Carroll, IA 51401	(712) 792-9772
Manson State Bank	1001 Main St, Manson, IA 50563	(712) 469-3355
Heartland Bank	425 Thomas St, Callender, IA 50523	(515) 548-3223
Availa Bank	130 N 29th St, Fort Dodge, IA 50501	(515) 955-2265
First State Bank	3031 5th Ave S, Fort Dodge, IA 50501	(515) 573-5150
WCF Financial Bank	401 Fair Meadow Dr, Webster City, IA 50595	(515) 832-3071

Source: RPA 5 Passenger Transportation Plan

Table E.5 (continued): RPA 5 Partnering Opportunities (Part 2 of 3)

Name	Address	Contact Number
Farm Credit Services of America	345 Fair Meadow Dr, Webster City, IA 50595	(515) 832-3435
Peoples Credit Union	1717 5th Ave S, Fort Dodge, IA 50501	(515) 573-8991
Iowa Falls State Bank	601 Washington Ave, Iowa Falls, IA 50126	(641) 648-5171
Bank Iowa	1608 1st Ave S, Fort Dodge, IA 50501	(515) 576-5111
Northwest Bank	10 N 29th St, Fort Dodge, IA 50501	(515) 955-3331
Power Co-op Employees Credit	1208 13th St N, Humboldt, IA 50548	(515) 332-4096
Pocahontas State Bank	233 N Main St, Pocahontas, IA 50574	(712) 335-3567
GreenState Credit Union	1207 Central Ave, Fort Dodge, IA 50501	(800) 397-3790
Wells Fargo Bank	822 Central Ave, Fort Dodge, IA 50501	(515) 573-6100
Citizens Community Credit Union	2012 1st Ave S, Fort Dodge, IA 50501	(515) 955-5524
First National Bank	3031 5th Ave S, Fort Dodge, IA 50501	(515) 573-5150
United Bank & Trust Company	1608 1st Ave S, Fort Dodge, IA 50501	(515) 576-5111
Webster County Ag Park	22770 Old Hwy 169, Fort Dodge, IA 50501	(515) 408-3764
Prestage Foods of Iowa	Trucks use C56 3183, IA-17, Eagle Grove, IA 50533	(515) 448-2700
Proteus	107 N 7th St, Fort Dodge, IA 50501	(800) 372-6031
Belmond-Klemme School District	411 10th Ave NE, Belmond, IA 50421	(641) 444-4300
Clarion-Goldfield-Dows School District	301 3rd Ave NE, Clarion, IA 50525	(515) 532-2412
Eagle Grove School District	325 N. Commercial Eagle Grove, IA 50533	(515) 448-4749
Fort Dodge School District	109 N 25th St, Fort Dodge, IA 50501	(515) 576-1161
Golmore City-Bradgate School District	402 SE E Ave Gilmore City, IA	(515) 373-6124
Humboldt School District	401 13th Street South Humboldt, IA 50548	(515) 332-1330
Laurens-Marathon School District	300 W Garfield St, Laurens, IA 50554	(712) 841-5000
Manson Northwest Webster School District	303 Pierce St, Barnum, IA 50518	(515) 542-3211
Pochaontas Area School District	205 2nd Ave NW, Pocahontas, IA 50574	(712) 335-4848
South Central Calhoun School District	1000 Tonawanda St. Rockwell City, IA 50579	(712) 297-7341
South hamilton School District	315 DIVISION ST JEWELL, IA 50130	(515) 827-5479
Stratford School District	1000 Shakespeare Ave, Stratford, IA 50249	(515) 838-2208
Webster City School District	820 Des Moines St, Webster City, IA 50595	(515) 832-9200

Source: RPA 5 Passenger Transportation Plan

Table E.5 (continued): RPA 5 Partnering Opportunities (Part 3 of 3)

Name	Address	Contact Number
Webster City School District	820 Des Moines St, Webster City, IA 50595	(515) 832-9200
Cargill	1950 Harvest Avenue, Fort Dodge, IA 50501	(515) 574-7600
CJ Bio	1946 Harvest Avenue, Fort Dodge, IA 50501	(515) 302-8028

Source: RPA 5 Passenger Transportation Plan

Table E.6: RPA 6 Partnering Opportunities

Name	Address	Contact Number
Flint Hills Resources Ethanol	2710 S Loop Dr Suite 2013, Ames, IA 50010	(515) 817-2986
Cargill Biodiesel	692 Industrial Park Rd, Iowa Falls, IA 50126	(800) 428-8524
Pine Lake Corn Processors	33371 170th St, Steamboat Rock, IA 50672	(641) 868-2676
Meskwaki Casino	1504 305th St, Tama, IA 52339	(641) 484-2108
Iowa Premium Beef	3337 L Ave, Tama, IA 52339	(641) 484-2220
Grinnell College	1115 8th Ave, Grinnell, IA 50112	(641) 269-4000
Grinnell Mutual	4215 IA-146, Grinnell, IA 50112	(800) 362-2041
Brownell's Distribution Center	3006 Brownells Pkwy, Grinnell, IA 50112	(800) 741-0015
Walmart	415 Industrial Ave, Grinnell, IA 50112	(641) 236-4999
HyVee	320 W St S, Grinnell, IA 50112	(641) 236-6584
Emmerson - Fisher Controls	205 S Center St, Marshalltown, IA 50158	(641) 754-3011
Lennox	720 S 12th Ave, Marshalltown, IA 50158	(641) 754-4249
JBS Swift	402 N 10th Ave, Marshalltown, IA 50158	(641) 752-7131
Unity Point Health Care	55 Unity Pt Wy, Marshalltown, IA 50158	(641) 754-5151
Iowa Veteran's Home	1301 Summit St, Marshalltown, IA 50158	(641) 752-1501
Menards	504 Iowa Ave W, Marshalltown, IA 50158	(641) 753-6509

Source: RPA 6 Passenger Transportation Plan

Table E.7: RPA 7/INRCOG Partnering Opportunities (Part 1 of 2)

Name	Address	Contact Number
University of Northern Iowa	1227 W 27th St, Cedar Falls, IA 50614	(319) 273-2311
Hawkeye Community College	1501 E Orange Rd, Waterloo, IA 50701	(319) 296-2320
Exceptional Persons	760 Ansborough Ave, Waterloo, IA 50701	(319) 232-6671
Black Hawk-Grundy Mental Health Center	3251 W 9th St, Waterloo, IA 50702	(319) 234-2893
Center of Attention	311 Irving St, Waterloo, IA 50703	(319) 232-6081
Eastside Miniserial Alliance	205 Adams St #1, Waterloo, IA 50703	(319) 235-5580
House of Hope	845 W 4th St, Waterloo, IA 50702	(319) 232-3823
IowaWORKS Center	3420 University Ave, Waterloo, IA 50701	(319) 235-2123
Jesse Cosby Neighborhood Center	1112 Mobile St, Waterloo, IA 50703	(319) 234-1793
North Star Community Services	3420 University Ave, Waterloo, IA 50701	(319) 236-0901
Northeast Iowa Area Agency on Aging	201 Tower Park Dr #100, Waterloo, IA 50701	(319) 874-6840
Operation - Threshold	1535 Lafayette St, Waterloo, IA 50703	(319) 291-2065
Pathways Behavioral	3362 University Ave, Waterloo, IA 50701	(319) 235-6571
People's Community Health Clinic	905 Franklin St, Waterloo, IA 50703	(319) 874-3000
Tri-County Child & Family Development	800 Milwaukee Ave, Waterloo, IA 50707	(319) 287-3848
Prairie Hills	505 Enterprise Dr, Independence, IA 50644	(319) 334-2000
Tripoli Nursing and Rehab	604 3rd St SW, Tripoli, IA 50676	(319) 882-4269
Parker Place Retirement Community	707 IA-57, Parkersburg, IA 50665	(319) 456-4645
Winding Creek Meadows	1044 9th St, Jesup, IA 50648	(319) 315-6575
Shell Rock Senior Living	920 N Cherry St, Shell Rock, IA 50670	(319) 885-4341
Parkview Manor	1009 3rd St, Reinbeck, IA 50669	(319) 345-6811
Arlington Place Assisted Living	1101 3rd St SW, Oelwein, IA 50662	(319) 483-7318
AGWSR School District	713 Hardin Street Ackley, IA 50601	(641) 847-8006
Aplington-Parkersberg School District	610 N Johnson St, Parkersburg, IA 50665	(319) 346-1571
BCLUW School District	610 E Center St, Conrad, IA 50621	(641) 366-2810
Cedar Falls School District	3909 Rownd St, Cedar Falls, IA 50613	(319) 553-2465
Charles City School District	1204 1st Ave, Charles City, IA 50616	(641) 257-6500

Source: RPA 7/INRCOG Passenger Transportation Plan

Table E.7 (continued): RPA 7/INRCOG Partnering Opportunities (Part 2 of 2)

Name	Address	Contact Number
Clarksville School District	318 N Mather Clarksville, IA 50619	(319) 278-4008
Denver School District	541 E. Eagle Street Denver, IA 50622	(319) 984-6323
Dike-New Hartford School District	330 Main St, Dike, IA 50624	(319) 989-2485
Dunkerton School District	509 S. Canfield Dunkerton, IA 50626	(319) 822-4295
East Buchanan School District	414 5th St N, Winthrop, IA 50682	(319) 935-3367
Eldora- New Providence School District	1010 Edgington Ave, Eldora, IA 50627	(641) 939-5631
Gladbrook-Reinbeck School District	600 Blackhawk St. Reinbeck, IA 50669	(319) 345-2712
Grundy Center School District	1301 12th Street GRUNDY CENTER, IA 50638	(319) 825-5418
Hampton-Durmont School District	601 12th Avenue NE Hampton, IA 50441	(641) 456-2175
Howard-Winneshiek School District	1000 Schroder Dr. Cresco IA	(563) 547-2762
Hudson School District	136 S Washington St, Hudson, IA 50643	(319) 988-3233
Independence School District	1207 1st St W, Independence, IA 50644	(319) 334-7400
Janesville Consolidated School District	505 Barrick Road, PO Box 478, Janesville, IA 50647	(319) 987-2581
Nashua-Plainfield School District	612 Greeley St, Nashua, IA 50658	(641) 435-4835
New Hampton School District	710 West Main Street New Hampton, IA 50659	(641) 394-2134
North Butler School District	201 North 5th Street Greene, IA 50636	(319) 267-2212
North Linn School District	P.O. Box 200 Troy Mills, IA 52344	(319) 224-3291
Oelwein School District	307 8th Ave SE, Oelwein, IA 50662	(319) 283-3536
Starmont School District	3202 40th St, Arlington, IA 50606	(563) 933-4598
Sumner-Fredericksburg School District	802 West Sixth Street Sumner, IA 50674	(563) 578-3341
Tripoli School District	209 8th Ave SW, Tripoli, IA 50676	(319) 882-4201
Turkey Valley School District	3219 IA-24, Jackson Junction, IA 52171	(563) 776-6011
Union School District	1916 High School Dr, Afton, IA 50830	(641) 347-5215
Vinton-Shellsburg School District	1502 C Ave, Vinton, IA 52349	(319) 436-4728
Wessie Valley School District	2535 Viking Ave Fairbank, IA 50629	(319) 638-6711
Waterloo School District	1516 Washington St, Waterloo, IA 50702	(319) 433-1800
Waverly-Shell Rock School District	1415 4th Ave SW, Waverly, IA 50677	(319) 352-3630

Source: RPA 7/INRCOG Passenger Transportation Plan

Table E.8: RPA 8/DMATS Partnering Opportunities

Name	Address	Contact Number
Andrew School District	13 S Marion St, Andrew, IA 52030	(563) 672-3221
Bellevue School District	1601 State St, Bellevue, IA 52031	(563) 872-4001
Calamus-Wheatland School District	110 E. Park Road, PO Box 279 Wheatland, IA 52777	(563) 374-1292
Camanche School District	702 13th Ave, Camanche, IA 52730	(563) 259-3000
Central DeWitt School District	331 E 8th St, DeWitt, IA 52742	(563) 659-0700
Clinton School District	1401 12th Ave N, Clinton, IA 52732	(563) 243-9600
Delwood School District	311 Delmar Ave Delmar, IA 52037	(563) 674-4164
Dubuque School District	2300 Chaney Rd, Dubuque, IA 52001	(563) 552-3000
Easton Valley School District	121 S Mitchell St, Preston, IA 52069	(563) 689-5822
Edgewood-Colesburg School District	409 East St, Colesburg, IA 52035	(563) 856-2415
Maquoketa School District	612 S Vermont St, Maquoketa, IA 52060	(563) 652-4984
Midland School District	106 West Webster St. PO Box 109 Wyoming, IA 52362	(319) 259-5340
Monticello School District	850 E Oak St, Monticello, IA 52310	(319) 465-5963
Northeast School District	1450 370th Ave, Goose Lake, IA 52750	(563) 577-2249
North Linn School District	P.O. Box 200 Troy Mills, IA 52344	(319) 224-3291
Starmont School District	3202 40th St, Arlington, IA 50606	(563) 933-4598
West Delaware County School District	701 New St. Manchester, IA 52057	(563) 927-3515
Western Dubuque School District	310 4th St. SW, PO Box 68 Farley, IA 52046	(563) 663-9626
United Way	317 7th Ave SE UNIT 401, Cedar Rapids, IA 52401	(319) 398-5372
Goodwill	211 4th St SE, Dyersville, IA 52040	(563) 875-0090
Iowa Works	1025 Kirkwood Pkwy SW, Cedar Rapids, IA 52404	(319) 365-9474

Source: RPA 8/DMATS Passenger Transportation Plan

Table E.9: RPA 9/Bi-State Partnering Opportunities (Part 1 of 3)

Name	Address	Contact Number
Augustana College	639 38th St, Rock Island, IL 61201	(309) 794-7000
Hammond-Henry Hospital	600 N College Ave, Geneseo, IL 61254	(309) 944-6431
Walmart Supercenter	3101 W Kimberly Rd, Davenport, IA 52806	(563) 445-0272
OSF Medical Group	2 St Anthonys Way Suite 205, Alton, IL 62002	(618) 462-2222
Henry County Courthouse	307 W Center St, Cambridge, IL 61238	(309) 937-3572
KONE Inc	1801 River Dr, Moline, IL 61265	(309) 797-3232
Kewanee Park District	1095 Cambridge Rd, Kewanee, IL 61443	(309) 852-2872
Veterans of Foreign Wars	101 S Linwood Ave, Davenport, IA 52802	(563) 324-0426
Hillcrest Home	14688 IL-82, Geneseo, IL 61254	(309) 944-2147
Royal Oaks Care Center	605 E Church St, Kewanee, IL 61443	(309) 852-3389
Mercer County Board of Education	203 N Washington St, Joy, IL 61260	(309) 584-4630
General Grind & Machine Inc	2103 SE 5th St, Aledo, IL 61231	(309) 582-5959
YMCA	630 E 4th St, Davenport, IA 52801	(563) 322-7171
United North Elementary School	411 W Hunt Ave, Alexis, IL 61412	(309) 482-3332
Sherrard Senior High School	4701 176th Ave, Sherrard, IL 61264	(309) 593-2175
Mercer County Nursing Home	309 NW 9th Ave, Aledo, IL 61231	(309) 435-0100
Mercer County High School	1500 S College Ave, Aledo, IL 61231	(309) 582-2223
Meminger Metal Finishing	2107 SE 8th St, Aledo, IL 61231	(309) 582-3363
HNI Corporation	600 E 2nd St, Muscatine, IA 52761	(563) 272-7400
Kent Corporation	2905 US-61, Muscatine, IA 52761	(563) 264-4211
Muscatine Community School District	2900 Mulberry Ave, Muscatine, IA 52761	(563) 263-7223
Trinity Hospital Muscatine	1518 Mulberry Ave, Muscatine, IA 52761	(563) 264-9100
SSAB	1770 Bill Sharp Blvd, Muscatine, IA 52761	(563) 381-5300
Musco Sports Lighting	2107 Stewart Rd, Muscatine, IA 52761	(563) 263-2281
Monsanto Company	2500 Wiggins Rd, Muscatine, IA 52761	(563) 263-0093
Heinz	9401 Granite Way, Davenport, IA 52806	(563) 594-6195
The Stanley Group	4300 E 53rd St Ste 300, Davenport, IA 52807	(563) 344-4360

Source: RPA 9/Bi-State Passenger Transportation Plan

Table E.9 (continued): RPA 9/Bi-State Partnering Opportunities (Part 2 of 3)

Name	Address	Contact Number
Rock Island Arsenal	Rock Island Ave, Rock Island, IL 61201	(309) 782-1337
XPAC	525 10th Ave E, Milan, IL 61264	(309) 787-0440
Unity Point Health Rock Island	2701 17th St, Rock Island, IL 61201	(309) 779-5000
Unity Point Health Moline Cmps	500 John Deere Rd, Moline, IL 61265	(309) 779-5000
Tyson Fresh Meats	28713 38th Ave N, Hillsdale, IL 61257	(309) 658-2291
John Deere Harvester Works	1100 13th Ave, East Moline, IL 61244	(309) 765-6200
Deere & Co Moline	One John Deere Pl, Moline, IL 61265	(309) 765-8000
Tax Slayer Ctr	1201 River Dr, Moline, IL 61265	(309) 764-2001
Pfc Tpc Roma Foods	8001 51st St W, Rock Island, IL 61201	(309) 787-1234
Jumer's Casino & Hotel	777 Bally Blvd, Rock Island, IL 61201	(309) 756-4600
John Deere Davenport Works	1175 E 90th St, Davenport, IA 52807	(563) 388-4200
Arconic	4879 State St, Bettendorf, IA 52722	(563) 459-2000
Genesis Medical Center	1227 E Rusholme St, Davenport, IA 52803	(563) 421-1000
Tri City Engineering & Integration	527 W 4th St, Davenport, IA 52801	(563) 322-5382
Elite Casino Resorts LLC	7077 Elmore Avenue, Davenport, IA 52807	(563) 328-8000
Davenport City Hall	226 W 4th St, Davenport, IA 52801	(563) 326-7711
Scott County Family YMCA	630 E 4th St, Davenport, IA 52801	(563) 322-7171
Bettendorf Event Center	2021 State St, Bettendorf, IA 52722	(563) 359-0831
CGH Medical Center	100 E Le Fevre Rd, Sterling, IL 61081	(815) 625-0400
Whal Clipper Corp	2900 N Locust St, Sterling, IL 61081	(800) 735-9245
Walmart Distribution Center	3930 44th Ave, Moline, IL 61265	(309) 736-2270
Cgh Medical Center Main Clinic	101 E Miller Rd, Sterling, IL 61081	(815) 625-4790
Timken Drives	901 19th Ave, Fulton, IL 61252	(815) 589-2211
HALO Branded Solutions	1500 HALO Way, Sterling, IL 61081	(815) 625-0980
Sterling Coliseum	212 3rd Ave, Sterling, IL 61081	(815) 632-6621
Bettendorf Community School District	3311 18th St. Bettendorf, IA 52722	(563) 359-3681
Assumption High School	1020 W Central Park Ave, Davenport, IA 52804	(563) 326-5313

Source: RPA 9/Bi-State Passenger Transportation Plan

Table E.9 (continued): RPA 9/Bi-State Partnering Opportunities (Part 3 of 3)

Name	Address	Contact Number
Muscatine Community School District	2900 Mulberry Avenue, Muscatine, IA 52761	(563) 263-7223
Rivermort Collegiate	1821 Sunset Dr, Bettendorf, IA 52722	(563) 359-1366
West Liberty Community School District	1103 N. Elm St. P.O. Box 228 West Liberty, IA 52776-	(319) 627-2116
Wilton Community School District	1002 Cypress St, Wilton, IA 52778	(563) 732-2035
AlWood CUSD 225	301 East Fifth Avenue Woodhull, Illinois 61490	(309) 334-2719
Annawan CUSD 226	501 W South St Annawan, IL 61234	(309) 935-6781
Cambridge CUSD 227	300 S West St, Cambridge, IL 61238	(309) 932-4932
Carbon Cliff-Barstow SD 36	2002 Eagle Ridge Drive, Silvis, IL 61282	(309) 792-2002
Colona SD 190	700 1st Street, Colona, IL 61241	(309) 792-1232
East Moline SD 37	3451 Morton Drive East Moline, IL 61244	(309) 792-2887
Galva CUSD 224	224 Morgan Road Galva, IL 61434	(309) 932-2108
Geneseo CUSD 228	648 N. Chicago St. Geneseo, IL 61254	(309) 945-0450
Hampton SD 29	206 5th St, Hampton, IL 61256	(309) 755-0693
Kewanee CUSD 229	1001 N. Main Street Kewanee, IL 61443	(309) 853-3341
Mercer County SD 404	1002 SW 6th St, Aledo, IL 61231	(309) 582-2238
Orion CUSD 223	1002 11th Avenue, PO Box 189 Orion, IL 61273	(309) 526-3388
Sherrard CUSD 200	507 3rd St PO Box 369 Sherrard, IL 61281	(309) 593-4075
United Township HSD 30	1275 Avenue of the Cities East Moline, IL 61244	(309) 752-1633
Erie CUSD 1	520 5th Avenue Erie, IL 61250	(309) 659-2239
Morrison CUSD 6	100 East Knox St. Morrison, IL 61270	(815) 772-2064
Reiver Ben Community Unit School District 2	1110 3rd Street Fulton, IL 61252	(815) 589-2711
Wethersfield CUSD 230	439 Willard St. Kewanee, Illinois 61443	(309) 853-4860

Source: RPA 9/Bi-State Passenger Transportation Plan

Table E.10: RPA 10 Partnering Opportunities (Part 1 of 2)

Name	Address	Contact Number
University of Iowa	Iowa City, Iowa 52242	(319) 335-3500
UI Healthcare	200 Hawkins Dr, Iowa City, IA 52242	(319) 356-1616
Collins Aerospace	350 Collins Rd NE building 120, Cedar Rapids, IA 52498	(319) 295-1000
TransAmerica	6400 C St SW, Cedar Rapids, IA 52404	(800) 7972-643
Unity Point St. Luke's Hospital	1026 A Ave NE, Cedar Rapids, IA 52402	(319) 369-7211
Cedar Rapids Community School District	2500 Edgewood Rd NW Cedar Rapids, IA 52405	(319) 558-2000
HyVee	3235 Oakland Rd NE, Cedar Rapids, IA 52402	(319) 366-7756
Nordstrom Direct	7700 18th St SW, Cedar Rapids, IA 52404	(319) 846-4000
Mercy Medical Center	701 10th St SE, Cedar Rapids, IA 52403	(319) 398-6011
Veterans Administration Medical Center	West Town Center, 3500 Dalton Wy Suite 400, Cedar Rapids, IA 52404	(319) 369-4340
ACT Inc	500 Act Dr, Iowa City, IA 52243	(319) 337-1000
City of Cedar Rapids	500 15th Ave SW, Cedar Rapids, IA 52404	(319) 286-5802
Cedar Rapids City Hall	101 1st St SE, Cedar Rapids, IA 52401	(319) 286-5080
UFG Insurance	118 2nd Ave SE, Cedar Rapids, IA 52401	(800) 332-7977
Iowa State University - CIRAS	1805 Collaboration Pl Suite 2300, Ames, IA 50010	(515) 294-3420
Linn-Mar Community School District	3556 Winslow Road, Marion, IA 52302	(319) 447-3000
Quaker Foods & Snacks	418 2nd St NE, Cedar Rapids, IA 52401	(319) 362-3121
Pearson - Iowa City	9200 Earhart Ln SW, Cedar Rapids, IA 52404	(319) 841-4700
Mercy Hospital Iowa City	500 E Market St, Iowa City, IA 52245	(319) 339-0300
College Community School District	401 76th Ave SW, Cedar Rapids, IA 52404	(319) 848-5200
Alliant Energy	200 1st St SE, Cedar Rapids, IA 52401	(800) 255-4268
Four Oaks	5400 Kirkwood Blvd. SW Cedar Rapids, IA 52404	(319) 364-0259
West Side Transport	11801 6th St SW, Cedar Rapids, IA 52404	(800) 677-5627
Toyota/Lexus Financial Services	5005 N River Blvd NE, Cedar Rapids, IA 52411	(319) 221-2800
Linn County Board of Supervisors	935 2nd St SW, Cedar Rapids, IA 52404	(319) 892-5000
MiduRevv	2600 University Pkwy, Coralville, IA 52241	(888) 665-6310
General Mills	4800 Edgewood Rd SW, Cedar Rapids, IA 52404	(319) 396-8000

Source: RPA 10 Passenger Transportation Plan

Table E.10 (continued): RPA 10 Partnering Opportunities (Part 2 of 2)

Name	Address	Contact Number
Proctor & Gamble	602 Fawcett Drive, West Branch, IA 52358	(319) 339-2395
Hibu	221 3rd Ave SE STE 300, Cedar Rapids, IA 52401	(319) 790-1100
Oral B Laboratories	1832 Lower Muscatine Rd, Iowa City, IA 52240	(319) 338-5411
CRST International Inc	3930 16th Ave SW, Cedar Rapids, IA 52404	(319) 396-4400
Folience	305 2nd St SE UNIT 501, Cedar Rapids, IA 52401	(319) 200-2800
Wells Farge Vendor Financial Services	303 3rd Ave SE, Cedar Rapids, IA 52401	(319) 365-8651
Frontier Coop	3021 78th St, Norway, IA 52318	(319) 227-7996
Riverside Casino & Golf Resort	3184 IA-22, Riverside, IA 52327	(319) 648-1234
Van Meter	470 Ruppert Rd, Iowa City, IA 52246	(319) 339-0000
Kinze	650 W Cherry St #2, North Liberty, IA 52317	(319) 668-1300
Centro Inc	One Centro Way, North Liberty, IA 52317	(319) 626-3200
ADM-Corn Processing Division	1350 Waconia Ave SW, Cedar Rapids, IA 52404	(319) 398-0600
GreenState Credit Union - North Liberty	585 W Penn St, North Liberty, IA 52317	(800) 397-3790
PMX Industries Inc	5300 Willow Creek Dr SW, Cedar Rapids, IA 52404	(319) 368-7700
HR Green Inc	8710 Earhart Ln SW, Cedar Rapids, IA 52404	(319) 841-4000

Source: RPA 10 Passenger Transportation Plan

Table E.11: RPA 11/DMAMPO Partnering Opportunities (Part 1 of 2)

Name	Address	Contact Number
Lutheran Services of Iowa	1323 Northwestern Ave, Ames, IA 50010	(515) 232-7262
United Way of Central Iowa	1111 9th St #100, Des Moines, IA 50314	(515) 246-6500
Department of the Blind	524 4th St, Des Moines, IA 50309	(515) 281-1333
Iowa Asian Alliance	1415 28th St # 400, West Des Moines, IA 50266	(515) 770-1026
Iowa Workforce Development	1000 E Grand Ave, Des Moines, IA 50319	(866) 239-0843
Wesley Life	3520 Grand Ave, Des Moines, IA 50312	(515) 271-6500
Joy Ride	3105 SE Miehe Dr, Urbandale, IA 50322	(515) 331-1100
Joppa	2326 Euclid Ave, Des Moines, IA 50310	(515) 288-5699
Mercy	1111 6th Ave, Des Moines, IA 50314	(515) 247-3121
St. Vincent DePaul Society	1426 6th Ave, Des Moines, IA 50314	(515) 282-8327
Catholic Charities	601 Grand Ave, Des Moines, IA 50309	(515) 244-3761
AmeriGroup	4800 Westown Pkwy, West Des Moines, IA 50266	(833) 731-2140
Disability Rights Iowa	666 Walnut St, Des Moines, IA 50309	(515) 278-2502
Impact	1119 33rd Street, 3226 University Ave, Des Moines, IA 50311	(515) 518-4770
Aging Resources	5835 Grand Ave Suite 106, Des Moines, IA 50312	(515) 255-1310
Goodwill	3251 E Euclid Ave, Des Moines, IA 50317	(515) 265-6650
Beacon of Life	1717 Woodland Ave, Des Moines, IA 50309	(515) 244-4713
Community Support Advocates	1516 Valley W Dr, West Des Moines, IA 50266	(515) 883-1776
Center for Independent Living	100 E Euclid Ave ste 107, Des Moines, IA 50313	(515) 243-1742
Primary Health Care	1200 University Ave #120, Des Moines, IA 50314	(515) 248-1500
Visiting Nurse Services	426 5th St, Ames, IA 50010	(515) 446-4316
Iowa Heart	5880 University Ave, West Des Moines, IA 50266	(515) 633-3600
Oakride Neighborhood	1401 Center St, Des Moines, IA 50314	(515) 244-7702
Eyerly Ball	945 19th St, Des Moines, IA 50314	(515) 241-0982
Broadlawns	1801 Hickman Rd, Des Moines, IA 50314	(515) 282-2200
Unity Point	1200 Pleasant St, Des Moines, IA 50309	(515) 241-6212
Crest Services	6200 NW Aurora Ave. # 606W, Urbandale, IA 50322	(515) 331-1200

Source: RPA 11/DMAMPO Passenger Transportation Plan

Table E.11 (continued): RPA 11/DMAMPO Partnering Opportunities (Part 2 of 2)

Name	Address	Contact Number
Veterans Administration	3600 30th St, Des Moines, IA 50310	(515) 699-5999
Mainstream Living	333 SW 9th St C, Des Moines, IA 50309	(515) 243-8115
Central Iowa Shelter Services	1420 Mulberry St, Des Moines, IA 50309	(515) 284-5719
Mosaic	6200 NW Aurora Ave. Ste 305E, Urbandale, IA 50322	(515) 724-8920
Cendeo	9550 White Oak Ln Suite 200, Johnston, IA 50131	(515) 259-8110
Employee and Family Resources	505 5th Ave UNIT 600, Des Moines, IA 50309	(800) 327-4692
Child Serve	5406 Merle Hay Rd, Johnston, IA 50131	(515) 727-8750
Central Iowa Works	200 Army Post Rd #44, Des Moines, IA 50315	(515) 281-9619
Iowa Department of Public Health	321 E 12th St 6th floor, Des Moines, IA 50319	(515) 281-7689
Progress Industries	4440 NE Hubbell Ave, Des Moines, IA 50317	(641) 792-6119
Des Moines Area Religious Council	100 Army Post Rd, Des Moines, IA 50315	(515) 277-6969
Link Associates	1452 29th St, West Des Moines, IA 50266	(515) 262-8888

Source: RPA 11/DMAMPO Passenger Transportation Plan

Table E.12: RPA 12 Partnering Opportunities

Name	Address	Contact Number
Windstar Lines	1805 NE 58th Ave, Des Moines, IA 50313	(515) 262-2544
New Hope	1247 N Grant Rd, Carroll, IA 51401	(712) 792-5246

Source: RPA 12 Passenger Transportation Plan

Table E.13: RPA 13/18 Partnering Opportunities (Part 1 of 2)

Name	Address	Contact Number
Bethany Heights	11 Elliott St, Council Bluffs, IA 51503	(712) 328-8228
Boost4Families	3501 Harry Langdon Blvd. Ste. 160 PO Box 189 Council Bluffs, IA 51503	(712) 256-9920
Carter Lake Senior Center	626 E Locust St, Carter Lake, IA 51510	(712) 347-6102
Cass Health	1501 E 10th St, Atlantic, IA 50022	(712) 243-3250
Fair Oaks Residential Care	4801 N 52nd St, Omaha, NE 68104	(402) 557-6860
Faith in Action Volunteers	709 Indiana Street Unit B , Sidney, IA, United States, Iowa	(712) 350-1900
Gardenview Care Center	1200 W Nishna Rd, Shenandoah, IA 51601	(712) 246-4515
Good Samaritan Society	708 S Jefferson Way, Indianola, IA 50125	(515) 961-2596
Iowa Voc Rehab Srvcs.	704 Walnut St #3, Atlantic, IA 50022	(712) 243-5346
Jennie Edmundson Hosp.	933 E Pierce St, Council Bluffs, IA 51503	(712) 396-6000
Manor of Malvern	103 E 3rd St, Malvern, IA 51551	(402) 915-2304
Nishna Productions	207 S 3rd St, Red Oak, IA 51566	(712) 623-4362
REM	418 East St, Shelby, IA 51570	(712) 544-2005
Salem Lutheran Homes	2027 College St, Elk Horn, IA 51531	(712) 764-4201
Trivium Life Services	1800 W 22nd St, Atlantic, IA 50022	(712) 243-2668
Waubonsie MHC	1213 5th Ave, Shenandoah, IA 51601	(712) 581-7900
WESCO Industries	415 S 11th St, Denison, IA 51442	(712) 263-6141
OSI Group LLC	21876 US-59, Oakland, IA 51560	(712) 566-1300
Atlantic Community School District	1406 SW 7th St, Atlantic, IA 50022	(712) 243-4252
Lisle Corp	813 E Main St, Clarinda, IA 51632	(712) 542-5101
Mahle Engine Components	60428 Marne Rd, Atlantic, IA 50022	(712) 243-5060
Montgomery County Memorial Hospital	2301 Eastern Ave, Red Oak, IA 51566	(712) 623-7000
Myrtue Medical Center	1213 Garfield Ave, Harlan, IA 51537	(712) 755-5161
NSK Corp	1100 N 1st St, Clarinda, IA 51632	(712) 695-2721
Panama Transfer Inc.	600 Lasalle Ave, Panama, IA 51562	(800) 489-2088
Shenandoah Medical Center	300 Pershing Ave, Shenandoah, IA 51601	(712) 246-7400
Shenandoah Outpatient Clinic	1 Jack Foster Dr, Shenandoah, IA 51601	(712) 246-1236

Source: RPA 13/18 Passenger Transportation Plan

Table E.13 (continued): RPA 13/18 Partnering Opportunities (Part 2 of 2)

Name	Address	Contact Number
Western Engineering Co	1149 IA-44, Harlan, IA 51537	(712) 755-5191
A M Cohron & Son Inc	62180 Great River Rd, Atlantic, IA 50022	(712) 243-2448
Ahst Community School District	768 S. Maple St. Avoca, IA 51521	(712) 343-6364
Azria Health Longview	1010 Longview Rd, Missouri Valley, IA 51555	(712) 642-2264
CDS Global	25 Main Place Office Bldg # 400, Council Bluffs, IA 51503	(712) 388-2132
CHI Health Missouri Valley	631 N 8th St, Missouri Valley, IA 51555	(712) 642-2784
Clarinda Regional Health Center	220 Essie Davison Dr, Clarinda, IA 51632	(712) 542-2176
Connect A Dock Inc	1000 Flag Rd, Adair, IA 50002	(641) 742-3071
Elm Crest Retirement	2104 12th St, Harlan, IA 51537	(712) 755-5174
EZ Way	710 E Main St, Clarinda, IA 51632	(800) 627-8940
Good Samaritan Society Red Oak	201 Alix St, Red Oak, IA 51566	(712) 623-3170
Griswold Community School District	20 Madison St, Griswold, IA 51535	(712) 778-2154
H & H Trailers	1400 E Washington St, Clarinda, IA 51632	(712) 542-2618
Hendrickson Enterprises	2762 310 St, Hamburg, IA 51640	(712) 382-1505
Henningsen Construction Inc	1407 SW 7th St, Atlantic, IA 50022	(712) 243-4955
Heritage House A Wesley life	1200 Brookridge Cir, Atlantic, IA 50022	(712) 243-1850
Liddell Laboratories	312 Lowrey Dr, Woodbine, IA 51579	(800) 460-7733
Monogram Prepared Meats LLC	1231 870th St, Harlan, IA 51537	(712) 235-2665
Parker Hose Products	1867 IA-48, Red Oak, IA 51566	(712) 623-4901
Perfection Learning Corp	1000 N 2nd Ave, Logan, IA 51546	(800) 831-4190
Red Oak Greenhouse	801 N Broadway St, Red Oak, IA 51566	(712) 623-5191
Shelby County Cookers LLC	1231 870th St, Harlan, IA 51537	(712) 235-2665
Sidney Community School District	2754 Knox Rd, Sidney, IA 51652	(712) 374-2141
Sullivan Supply	35 Industrial Dr, Dunlap, IA 51529	(800) 475-5902
Tommy Gate Co	83 Bus Brown Dr, Woodbine, IA 51579	(712) 847-8000
Tri-Center Community School District	33980 310th St, Neola, IA 51559	(712) 485-2211

Source: RPA 13/18 Passenger Transportation Plan

Table E.14: RPA 14 Partnering Opportunities (Part 1 of 2)

Name	Address	Contact Number
Iowa DHS	201 N Elm St, Creston, IA 50801	(641) 782-1745
Connections Area Agency on Aging	109 N Elm St, Creston, IA 50801	(800) 432-9209
Greenwalt Southern Iowa Regional Housing Authority	909 E 2nd Ave E, Indianola, IA 50125	(515) 961-5067
Iowa Child Care Resource and Referral	909 E 2nd Ave E, Indianola, IA 50125	(515) 961-5067
Chris Mansour READS	N Pine St, Creston, IA 50801	(641) 782-8585
SWCC - Adult Literacy	1501 W Townline St, Creston, IA 50801	(641) 782-7081
AARP	600 E Court Ave Suite 100, Des Moines, IA 50309	(866) 554-5378
United Church of Christ	601 S Maple St, Creston, IA 50801	(641) 782-2884
Amerigroup	1700 W Townline St, Creston, IA 50801	(641) 782-7091
Parent Partner	201 W Monroe St, Creston, IA 50801	(641) 782-4170
SWCC	1501 W Townline St, Creston, IA 50801	(641) 782-7081
Iowa DHS	201 N Elm St, Creston, IA 50801	(641) 782-1745
MATURA - WIC	207 N Elm St, Creston, IA 50801	(641) 782-8431
Kristie Nixon SWCC - Early Childhood Education/PAT	1201 W Townline St, Creston, IA 50801	(641) 782-7081
Southern Iowa Trolley	215 E Montgomery St, Creston, IA 50801	(641) 782-6571
Creston Community Schools	801 N Elm St, Creston, IA 50801	(641) 782-7028
PROTEUS	1221 Center St, Des Moines, IA 50309	(515) 271-5306
Zion Recovery	132 SE Court Dr, Greenfield, IA 50849	(641) 743-2439
Connections Area on Aging	109 N Elm St, Creston, IA 50801	(800) 432-9209
Child Welfare Recategorization Project	304 N Pine St, Creston, IA 50801	(641) 782-1745
Child Health Specialty clinics	904 E Taylor St Unit B, Creston, IA 50801	(641) 782-9500
Creston Chamber of Commerce	208 W Taylor St, Creston, IA 50801	(641) 782-7021
Creston Specialty Care	1001 Cottonwood Rd, Creston, IA 50801	(641) 782-8511
Crossroads Behavioral Health	210 Russell St, Creston, IA 50801	(641) 782-8457
Fuller Family Dental	2244 Loomis Ave Ext, Corning, IA 50841	(641) 322-3737
Logisticare Solutions LLC	609 W Taylor St, Creston, IA 50801	(641) 782-7995
Matura Action Agency	207 N Elm St, Creston, IA 50801	(641) 782-8431

Source: RPA 14 Passenger Transportation Plan

Table E.14 (continued): RPA 14 Partnering Opportunities (Part 2 of 2)

Name	Address	Contact Number
MATURA Head Start	209 N Elm St, Creston, IA 50801	(641) 782-6201
Ringgold County Hospital	504 N Cleveland St, Mt Ayr, IA 50854	(641) 464-3226
Senior Life Solutions	300 W Hutchings St, Winterset, IA 50273	(515) 462-5120
Southern Iowa Regional Housing Authority	N Pine St, Creston, IA 50801	(641) 782-8585
Southern Iowa Resources for Families	201 W Monroe St, Creston, IA 50801	(641) 782-4170
Taylor County Public Health	507 Central Ave, Bedford, IA 50833	(712) 523-3405
Union County Environmental Health	705 E Taylor St #2, Creston, IA 50801	(641) 782-7803
ZION Recovery Services, Inc.	132 SE Court Dr, Greenfield, IA 50849	(641) 743-2439

Source: RPA 14 Passenger Transportation Plan

Table E.15: RPA 15 Partnering Opportunities

Name	Address	Contact Number
10-15 Transit	408 E Main St, Ottumwa, IA 52501	(641) 683-2024
SCBHR	301 1st Ave East, Oskaloosa, IA 52577	(641) 673-0410
Christian Opportunity	110 B Ave E, Oskaloosa, IA 52577	(641) 673-9480
Wappello Co Veterans Affairs	114 E Main St, Ottumwa, IA 52501	(641) 684-8079
MCAH American Home Finding	217 E 5th St, Ottumwa, IA 52501	(641) 682-3449
Keokuk Co Veterans Affairs	101 S Main St, Sigourney, IA 52591	(641) 224-1500
First Resources	102 S Main St, Sigourney, IA 52591	(641) 622-2543
Van Buren Co Public Health	404 Dodge St, Keosauqua, IA 52565	(319) 293-3431
Van Buren Co Veterans Affairs	404 Dodge St, Keosauqua, IA 52565	(319) 293-3793
Pennsylvania Place	1 Pennsylvania Pl, Ottumwa, IA 52501	(641) 684-4000
South Central Behavioral Health Region	1527 Albia Rd, Ottumwa, IA 52501	(641) 682-8772
Milestones Area Agency on Aging	635 E Pennsylvania Ave, Ottumwa, IA 52501	(641) 682-2270
Keokuk Co Community Services	1303 200th Ave, Sigourney, IA 52591	(641) 622-3575

Source: RPA 15 Passenger Transportation Plan

Table E.16: RPA 16 Partnering Opportunities

Name	Address	Contact Number
Milestones AAA	4440 Brady St, Davenport, IA 52806	(855) 410-6222
Henry County	100 E Washington St, Mt Pleasant, IA 52641	(319) 385-2632
City of Burlington	400 Washington Street Burlington, IA 52601	319-753-8120
Autumn Heights Apartments	2830 Winegard Dr, Burlington, IA 52601	(319) 753-2142
Louisa County Community Services	503 Franklin St #2, Wapello, IA 52653	(319) 523-5125
SEIRPC	211 North Gear Avenue, Suite 100 West Burlington, Iowa 52655	(319) 753-5107
Des Moines County	513 N Main St, Burlington, IA 52601	(319) 753-8232
Hope Haven	828 N 7th St, Burlington, IA 52601	(319) 754-4689
RSVP Mount Pleasant	203 N Jefferson St, Mt Pleasant, IA 52641	(319) 385-3242
Lee County	25 N 7th St, Keokuk, IA 52632	(319) 524-2433

Source: RPA 16 Passenger Transportation Plan

Table E.17: RPA 17 Partnering Opportunities

Name	Address	Contact Number
City of Lamoni	190 South Chestnut Street Lamoni, IA 50140	(641) 784-6311
Southern Iowa Trolley	215 E. Montgomery St. Creston, Iowa 50801	(866) 782-6571
Decatur County VA	Decatur County Iowa 207 N. Main St. Leon, IA 50144	(641) 446-7494
Lamoni Wheels	190 South Chestnut Street Lamoni, IA 50140	(641) 784-6311

Source: RPA 17 Passenger Transportation Plan

Table E.18: AAMPO Partnering Opportunities (Part 1 of 3)

Name	Address	Contact Number
Ames Community Preschool Center (ACPC)	920 Carroll Ave, Ames, IA 50010	(515) 233-2901
Aging Resources of Central Iowa	5835 Grand Ave Suite 106, Des Moines, IA 50312	(515) 255-1310
Ames Area Metropolitan Planning Organization	515 Clark Ave # 212, Ames, IA 50010	(515) 239-5160
Ames Chamber of Commerce	304 Main St, Ames, IA 50010	(515) 232-2310
Ames Community Schools	2005 24th St, Ames, IA 50010	(515) 268-6600
Ames Police Department	515 Clark Ave, Ames, IA 50010	(515) 239-5133
Ames Public Library	515 Douglas Ave, Ames, IA 50010	(515) 239-5646
Assault Care Center (ACCESS)	1525 Airport Rd, Ames, IA 50014	(515) 292-0500
At Home Care Company	414 Northwestern Ave Ste. 202, Ames, IA 50010	(515) 292-2650
Bickford Assisted Living	2418 Kent Ave, Ames, IA 50010	(515) 686-6915
Boost Together for Children	126 S Kellogg Ave, Ames, IA 50010	(515) 268-2276
Boys & Girls Club of Story County	210 S 5th St, Ames, IA 50010	(515) 388-2025
Camp Fire USA	2807 Duff Ave, Ames, IA 50010	(515) 232-1932
Center for Child Care Resources	1915 Philadelphia St, Ames, IA 50010	(515) 232-7220
Center for Creative Justice	210 Lynn Ave, Ames, IA 50014	(515) 292-3820
Childserve	1915 Philadelphia St, Ames, IA 50010	(515) 232-7220
Childcare Resource & Referral	808 5th Ave, Des Moines, IA 50309	(515) 246-3590
CIT	1501 E Lincoln Wy, Ames, IA 50010	(515) 233-0286
City of Ames	515 Clark Ave, Ames, IA 50010	(515) 239-5360
Community & Family Resources (CFR)	1332 S Marshall St, Boone, IA 50036	(515) 433-0369
Community Partnerships for Protecting Children	126 S Kellogg Ave, Ames, IA 50010	(515) 993-1710
Creative Counseling	214 5th St, Ames, IA 50010	(515) 233-1699
CyRide	601 N University Blvd, Ames, IA 50010	(515) 292-1100
Des Moines Area MPO	420 Watson Powell Jr Way STE 200, Des Moines, IA 50309	(515) 334-0075
DMACC/ALP Adult Literacy Program	1144 7th St, Des Moines, IA 50314	(800) 362-2127
Emergency Resident Project (ERP)	225 S Kellogg Ave, Ames, IA 50010	(515) 232-8075
Epilepsy Foundation	1111 9th St #370, Des Moines, IA 50314	(515) 282-3580

Source: AAMPO Passenger Transportation Plan

Table E.18 (continued): AAMPO Partnering Opportunities (Part 2 of 3)

Name	Address	Contact Number
Executive Express	129 Hayward Ave, Ames, IA 50014	(320) 253-2226
Experience Works (EI)	25808 680th Ave, Colo, IA 50056	(641) 377-2845
Eyerly Ball	2521 S University Blvd UNIT 121, Ames, IA 50010	(515) 598-3300
Friendship Ark	5820 Lincoln Way #101, Ames, IA 50014	(515) 292-9556
Good Neighbor Emergency Assistance (GNEA)	613 Clark Ave, Ames, IA 50010	(515) 296-1449
HeartCorps	1816 Philadelphia St, Ames, IA 50010	(515) 232-2500
Heartland Senior Services (HSS)	205 S Walnut Ave, Ames, IA 50010	(515) 233-2906
Heart of Iowa Regional Transit Agency (HIRTA)	2824 104th St, Urbandale, IA 50322	(877) 686-0029
Iowa Workforce Development	903 Lincoln Way, Ames, IA 50010	(515) 725-5495
ISU Extension & Outreach	2150 Morrill Rd, Ames, IA 50011	(800) 262-3804
ISU Story County Extension	1421 S Bell Ave Suite #107, Ames, IA 50010	(515) 337-1601
ISU Transportation Services	919 Haber Rd, Ames, IA 50011	(515) 294-1882
ISU Memorial Union	2229 Lincoln Way, Ames, IA 50011	(515) 296-6848
Jefferson Lines	129 Hayward Ave #103, Ames, IA 50010	(515) 243-5283
Kiwanis Club of Ames	300 S 17th St, Ames, IA 50010	(515) 317-7562
Legal Aid Society	220 H Ave, Nevada, IA 50201	(515) 382-2471
Life Connections	202 1st St SE Suite 108, Mason City, IA 50401	(641) 903-7759
Life Line Resources	1619 S High Ave, Ames, IA 50010	(515) 232-3206
Lutheran Services in Iowa (LSI)	1323 Northwestern Ave, Ames, IA 50010	(515) 232-7262
People Place/Crisis Childcare	920 Carroll Ave, Ames, IA 50010	(515) 233-2901
Madrid Home Communities	613 W North St, Madrid, IA 50156	(515) 795-3007
Mainstream Living	2012 E 13th St, Ames, IA 50010	(515) 232-8405
Mary Greeley Medical Center	1111 Duff Ave, Ames, IA 50010	(515) 239-2011
McFarland Clinic	1215 Duff Ave, Ames, IA 50010	(515) 239-4400
Mid-Iowa Community Action (MICA)	230 SE 16th St, Ames, IA 50010	(641) 752-7162
National Alliance on Mental Illness Central Iowa	424 5th St, Ames, IA 50010	(515) 292-9400
Optimae Life Services	104 S Hazel Ave, Ames, IA 50010	(515) 956-2600

Source: AAMPO Passenger Transportation Plan

Table E.18 (continued): AAMPO Partnering Opportunities (Part 3 of 3)

Name	Address	Contact Number
Parent Partner	1619 S High Ave, Ames, IA 50010	(515) 232-3206
Primary Health Care Inc.	3510 Lincoln Way, Ames, IA 50014	(515) 232-0628
Raising Readers	2801 Grand Ave Suite 1030, Ames, IA 50010	(515) 520-8686
Retired & Senior Volunteer Program (RSVP)	110 Crystal St, Ames, IA 50010	(515) 292-8890
Story County Board of Supervisors	900 6th St, Nevada, IA 50201	(515) 382-7200
Story County Public Health	1114 Duff Ave, Ames, IA 50010	(515) 239-6730
Story County Community Services	126 S Kellogg Ave #101, Ames, IA 50010	(515) 292-2035
Story County Medical Center	640 S 19th St, Nevada, IA 50201	(515) 382-2111
The Arc of Story County	5820 Lincoln Way #101, Ames, IA 50014	(515) 232-9330
The Salvation Army	703 E Lincoln Wy, Ames, IA 50010	(515) 233-3567
University Community Childcare	Family Resource Center, 2623 Bruner Dr, Ames, IA 50010	(515) 294-9838
United Way of Story County (UWSC)	315 Clark Ave, Ames, IA 50010	(515) 268-5142
Volunteer Center of Story County (VCSC)	110 Crystal St, Ames, IA 50010	(515) 268-5323
Youth & Shelter Services (YSS)	420 Kellogg Ave, Ames, IA 50010	(515) 233-3141
YWCA	2505 University Blvd, Ames, IA 50010	(866) 419-6768

Source: AAMPO Passenger Transportation Plan

Table E.19: Corridor MPO Partnering Opportunities

Name	Address	Contact Number
Collins Aerospace	350 Collins Rd NE building 120, Cedar Rapids, IA 52498	(319) 295-1000
Transamerica	6400 C St SW, Cedar Rapids, IA 52404	(800) 797-2643
Nordstrom Direct	7700 18th St SW, Cedar Rapids, IA 52404	(319) 846-4000
Pearson	9200 Earhart Ln SW, Cedar Rapids, IA 52404	(319) 841-4700
Quaker Foods and Snacks	418 2nd St NE, Cedar Rapids, IA 52401	(319) 362-3121
Alliant Energy	200 1st St SE, Cedar Rapids, IA 52401	(800) 255-4268
General Mills	4800 Edgewood Rd SW, Cedar Rapids, IA 52404	(319) 396-8000
UnityPoint/ St. Luke's Hospital	1026 A Ave NE, Cedar Rapids, IA 52402	(319) 369-7211
Mercy Medical Center	701 10th St SE, Cedar Rapids, IA 52403	(319) 398-6011
Four Oaks	5400 Kirkwood Blvd SW, Cedar Rapids, IA 52404	(319) 364-0259
Grant Wood AEA	4401 6th St SW, Cedar Rapids, IA 52404	(319) 399-6700
Coe College	1220 1st Ave NE, Cedar Rapids, IA 52402	(319) 399-8500
Marion Independent	777 S 15th St, Marion, IA 52302	(319) 377-4691
Mount Mercy University	1330 Elmhurst Dr NE, Cedar Rapids, IA 52402	(319) 363-8213
Kirkwood Community College	6301 Kirkwood Blvd SW, Cedar Rapids, IA 52404	(319) 398-5411
Kennedy High School	4545 Wenig Rd NE, Cedar Rapids, IA 52402	(319) 558-2251
Jefferson High School	1243 20th St SW, Cedar Rapids, IA 52404	(319) 558-2435
Washington High School	2205 Forest Dr SE, Cedar Rapids, IA 52403	(319) 558-2161
Linn-Mar High School	3111 10th St, Marion, IA 52302	(319) 447-3040
Prairie Point Middle School	8015 Kirkwood Blvd SW, Cedar Rapids, IA 52404	(319) 848-5500
Prairie High School	401 76th Ave SW, Cedar Rapids, IA 52404	(319) 848-5340

Source: Corridor MPO Passenger Transportation Plan

Table E.20: MAPA Partnering Opportunities (Part 1 of 2)

Name	Address	Contact Number
AARP	1941 S 42nd St #220, Omaha, NE 68105	(866) 389-5651
City of Omaha	1819 Farnam Street Omaha, NE 68183	(402) 444-7000
Developmental Services of Nebraska	5022 S 114th St #100, Omaha, NE 68137	(402) 827-7652
Eastern Nebraska Office on Aging	4780 S 131st St, Omaha, NE 68137	(402) 444-6536
Easterseals	12565 W Center Rd #100, Omaha, NE 68144	(800) 471-6425
Great Plains Veterans Affairs	7612 Maple St, Omaha, NE 68134	(402) 398-1422
Heartland Workforce Solutions	5752 Ames Ave, Omaha, NE 68104	(402) 444-4700
Intelli Ride	2222 Cuming St, Omaha, NE 68102	(402) 401-6999
Intercultural Senior Center	5545 Center St, Omaha, NE 68106	(402) 444-6529
MCC	5300 N 30th St, Omaha, NE 68111	(531) 622-5231
Nebraska DOT	4425 S 108th St, Omaha, NE 68137	(402) 595-2534
Ponca Tribe of Nebraska	5805 S 86th Cir, Omaha, NE 68127	(402) 315-2760
Sarpy County	1210 Golden Gate Drive Papillion, NE 68046	(402) 593-2100
Sheltering Tree	P.O. Box 4990, Omaha, NE 68104	(402) 973-0229
Sherwood Foundation	808 Conagra Dr STE 200, Omaha, NE 68102	(402) 341-1717
Sisters of Notre Dame	3501 State St, Omaha, NE 68112	(402) 455-2994
United Way	1229 Millwork Ave Suite 402, Omaha, NE 68102	(402) 342-8232
UNMC	S 42nd &, Emile St, Omaha, NE 68198	(402) 559-4000
Council Bluffs Special Transit Service	209 Pearl St #103, Council Bluffs, IA 51503	(712) 328-4634
Nebraska Vocational Rehabilitation	1313 Farnam St, Omaha, NE 68102	(402) 595-2100
Bellevue Specialized Transportation	210 W Mission Ave, Bellevue, NE 68005	(402) 293-3138
Black Hills Works	PO Box 2104 Rapid City, South Dakota 57709	(605) 343-4550
Eastern Nebraska Human Services Agency	4715 S 132nd St, Omaha, NE 68137	(402) 444-6500
Eastern Nebraska Community Action Partnership	2406 Fowler Ave, Omaha, NE 68111	(402) 453-5656
Empowerment Network	2401 Lake St #110, Omaha, NE 68111	(402) 502-5153
Florence Home	7915 N 30th St, Omaha, NE 68112	(402) 827-6000

Source: MAPA Passenger Transportation Plan

Table E.20 (continued): MAPA Partnering Opportunities (Part 2 of 2)

Name	Address	Contact Number
Metro Transit	2222 Cuming Street Omaha, NE 68102	(402) 341-0800
Ollie Webb Center	1941 S 42nd St #122, Omaha, NE 68105	(402) 346-5220
Omaha Association of the Blind	1024 S 32nd St, Omaha, NE 68105	(402) 341-3017
Omaha Public Schools	3215 Cuming St. Omaha, NE 68131	(531) 299-0220
Southwest Iowa Transit Agency	1501 SW Seventh St. Atlantic, Iowa 50022	(712) 243-2518

Source: MAPA Passenger Transportation Plan

Table E.21: MPOJC Partnering Opportunities (Part 1 of 2)

Name	Address	Contact Number
Iowa City Community School District	2255 N. Dubuque Road Iowa City, IA 52245	(319) 688-1000
Iowa City Regina School District	2150 Rochester Ave Iowa City, IA 52245	(319) 499-9010
Clear Creek-Amana School District	1486 Highway 6 NW Oxford, IA 52322	(319) 828-4510
Willowinds Schools	950 Dover Street Iowa City, IA 52245	(319) 338-6061
4Cs/Hometies* (non-ADA vehicles)	1500 Sycamore St, Iowa City, IA, United States, Iowa	(319) 338-7684
Iowa City Housing Authority	410 E. Washington St Iowa City, IA 52240	(319) 356-5400
Mayors Youth Employment Program* (MYEP) (non-ADA vehicles)	407 Highland Ct, Iowa City, IA 52240	(319) 341-0060
Pathways* (adult daycare) (non-ADA vehicles)	817 Pepperwood Ln, Iowa City, IA 52240	(319) 339-6162
Access2Independence (adult daycare)	1556 S 1st Ave suite b, Iowa City, IA 52240	(319) 338-3870
Reach for Your Potential (adult daycare)	1705 S 1st Ave I, Iowa City, IA 52240	(319) 354-2983
Chatham Oaks* (non-ADA vehicles)	4515 Melrose Ave, Iowa City, IA 52246	(319) 887-2701
Goodwill Industries	445 US-6, Iowa City, IA 52240	(319) 248-4705
Iowa Vocational Rehabilitation	Eastdale Plaza, 1700 S 1st Ave STE 11A, Iowa City, IA 52240	(319) 354-4766
Crisis Center	1121 S Gilbert Ct, Iowa City, IA 52240	(319) 351-2726
United Action for Youth* (non-ADA vehicles)	1700 S 1st Ave STE 14, Iowa City, IA 52240	(319) 338-7518
Domestic Violence Intervention Program (DVIP)	108 River St, Iowa City, IA 52246	(319) 335-6000
Johnson County Social Services	913 S Dubuque St, Iowa City, IA 52240	(319) 356-6090
Johnson County General Assistance	913 S Dubuque St, Iowa City, IA 52240	(319) 356-6090
ARC of Southeast Iowa	2401 Towncrest Drive, 2620 Muscatine Ave, Iowa City, IA 52240	(319) 351-5017
Big Brothers/Big Sisters	3109 Old Hwy 218 S, Iowa City, IA 52246	(319) 337-2145
Four Oaks	1916 Waterfront Dr, Iowa City, IA 52240	(319) 337-5080
Handicare Inc* (non-ADA vehicles)	2220 9th St, Coralville, IA 52241	(319) 354-7641
Neighborhood Services (2 locations)	410 E Washington St, Iowa City, IA 52240	(319) 356-5237
Salvation Army	1116 S Gilbert Ct, Iowa City, IA 52240	(319) 337-3725
Kirkwood Skills to Employment	1025 Kirkwood Pkwy SW, Cedar Rapids, IA 52404	(319) 365-9474
Systems Unlimited	2533 Scott Blvd SE, Iowa City, IA 52240	(319) 338-9212
Shelter House* (non-ADA vehicles)	429 Southgate Ave, Iowa City, IA 52240	(319) 351-0326

Source: MPOJC Passenger Transportation Plan

Table E.21 (continued): MPOJC Partnering Opportunities (Part 2 of 2)

Name	Address	Contact Number
Successful Living	2406 Towncrest Dr, Iowa City, IA 52240	(319) 358-6800
Hawkeye Area Community Action Program	2441 10th St, Coralville, IA 52241	(319) 351-1214
ICCSD Family Resource Center* (non-ADA vehicles)	2255 N. Dubuque Road Iowa City, Iowa 52245	(319) 688-1000
Solon Senior Advocates* (non-ADA vehicles)	P.O. Box 99 Solon, IA 52333 United States	(319) 624-2710
Iowa City/Johnson County Senior center	28 S Linn St, Iowa City, IA 52240	(319) 356-5220
Legacy Active Retirement Community-Iowa City* (ADA vehicles)	1020 S Scott Blvd, Iowa City, IA 52240	(319) 341-0911
Oaknoll Retirement Residence-Iowa City* (ADA vehicles)	1 Oaknoll Ct, Iowa City, IA 52246	(319) 351-1720
Walden Place-Iowa City* (non-ADA vehicles)	2423 Walden Rd, Iowa City, IA 52246	(319) 474-5588
Bickford Senior Housing-Iowa City* (ADA vehicles)	3500 Lower West Branch Rd, Iowa City, IA 52245	(319) 600-7211
Grand Living at Bridgewater-Coralville	3 Russell Slade Blvd, Coralville, IA 52241	(319) 930-3000
Coralville Senior Residences-Coralville	915 20th Ave, Coralville, IA 52241	(319) 569-1818
Diamond Senior Apartments-Iowa City	1030 William St Apt 208, Iowa City, IA 52240	(319) 351-5000
Brown Deer Place Retirement Living & Memory Care-Coralville*	1500 1st Ave, Coralville, IA 52241	(319) 337-6320
Capitol House Apartments-Iowa City	320 S Dubuque St, Iowa City, IA 52240	(319) 338-2127
Citizen Building Apartments-Iowa City	319 E Washington St #111, Iowa City, IA 52240	(319) 339-9442
Concord Terrace Apartments-Iowa City	1259 Shannon Dr, Iowa City, IA 52246	(319) 887-1010
Coral Village Apartments-Coralville	1799 5th St, Coralville, IA 52241	(319) 351-2386
Ecumenical Towers-Iowa City* (ADA vehicles)	320 E Washington St, Iowa City, IA 52240	(319) 338-7450
Jefferson Point-North Liberty* (ADA vehicles)	45 E Jefferson St, North Liberty, IA 52317	(319) 626-2064
Lexington Place-Iowa City* (ADA vehicles)	1229 Shannon Dr, Iowa City, IA 52246	(319) 887-1010
North Liberty Living Center-North Liberty	410 Ashley Ct, North Liberty, IA 52317	(319) 665-2402
Regency Heights-Iowa City	1010 Scott Park Dr Office 100, Iowa City, IA 52245	(319) 448-3317
Keystone Place at Forevergreen-North Liberty* (ADA vehicles)	1275 W Forevergreen Rd, North Liberty, IA 52317	(319) 519-4933
Vintage Cooperative of Coralville-Coralville	1180 Kennedy Pkwy, Coralville, IA 52241	(319) 351-3664
University of Iowa	Iowa City, Iowa 52242	(319) 335-3500

Source: MPOJC Passenger Transportation Plan

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