Chariton Valley Transportation Planning Affiliation (CVTPA)

PASSENGER TRANSPORTATION DEVELOPMENT PLAN

2017-2021

Final May 1, 2016

A guide to develop passenger transportation service and support to public transit agencies in the Chariton Valley counties of Appanoose, Clarke, Davis, Decatur, Lucas, Monroe and Wayne in Iowa.

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Section One - Introduction & Process

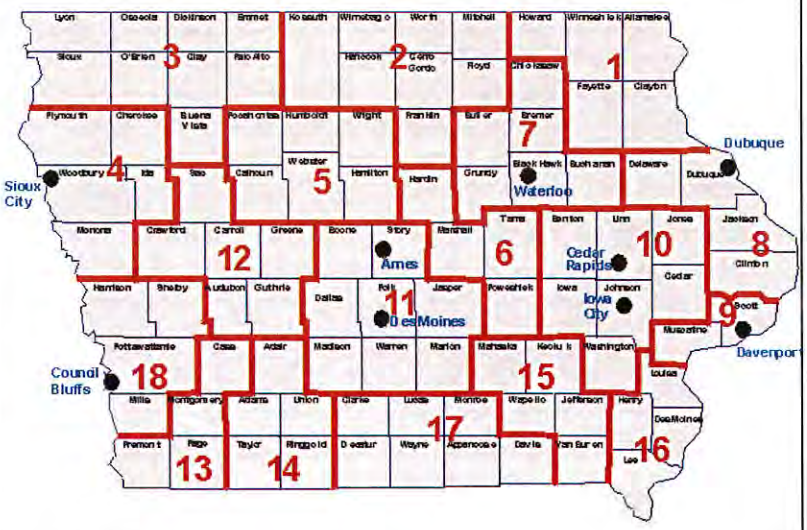
The Passenger Transportation Plan (PTP) process for Iowa's 9 Metropolitan Planning Organizations (MPOs) and 18 Regional Planning Affiliations (RPAs) is designed to promote joint, coordinated passenger transportation planning programs that further the development of the local and regional public transportation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

The goals are:

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

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

Figure 1: Regional Planning Affiliation (RPA) Map of Iowa



Source: Iowa DOT

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

The PTP adopted by CVTPA covers a five (5) year period for federal fiscal years 2016-2021 and outlines passenger transportation projects that may be included in the region's Transportation Improvement Program (TIP) of federal-aid, state-aid, operational, and capital projects.

A Transit Advisory Group (TAG) in RPA 17 began in 2013 with invitations being sent to hospitals, schools, area on aging services, human service groups. This group assists in the development of the PTP by involving public transportation users, human service agencies, and advocates in the process of identifying needs and services important to rural transit customers. Meetings with public transportation users and advocates, incorporating open discussion, resulted in the identification of potential opportunities and areas of improvement.

Discussions from these meetings established research initiatives and additional content to compose a draft PTP.

Table 1: 2015 Transit Advisory Group Representatives

PTP Advocates	Represented Jurisdiction
Linda Baynes	Lucas Co Hospital – volunteer services
Kristy Knutson	Care Initiatives Nursing & Rehab – Corydon
Lana Sohn	Homestead of Albia
Kristen Sheston	Homestead of Centerville
Jay Allison	10-15 Transit
Leesa Lester	Southern Iowa Trolley
John Sellers	Wayne Co Supervisor – volunteer services
Neal Smith	Appanoose Co Supervisor
Clint Christenson	Mercy Medical Center

RPA 17 has followed the guidance and support of Iowa Department of Transportation to create a comprehensive and useful tool for public transit providers, private providers and Health & Human Service agencies. It was identified that both SIT and 10-15 Transit partner with other RPA's to host additional TAG meetings and surveys to gather public input. It was determined that efforts could be partnered for overlapping counties of neighboring RPA regions and COGs. RPA 17 held 2 local meetings for the TAG group during the PTP development. Minutes of those meetings were reviewed and pertinent information to the RPA 17 region is included in **Appendix 1**. CVPD staff members finished the process by having a site visit with both public transit providers in this region. Discussions were held as to the best practices they have experienced over their years of service, the needs identified in TAG meetings, survey results and the draft PTP for their review and feedback.

RPA 17 distributed surveys to school districts, health and human service agencies, eldercare agencies, transit providers, health care/hospitals, and private businesses related to any of those services in November and December 2015. The survey was also shared via social media on CVPD's Facebook page. The survey asked types of transportation agencies offer to clients, the inventory of vehicles used for transit, experiences related to use of the transit, and if any barriers or needs could be identified. The response was lower than previous years, but results of the twelve participants are as follows:

*Nearly a quarter of the respondents were from the 10-15 Transit region and only two indicated SIT as their local transit provider.

*The majority of participants do not provide transportation for their volunteers or employees.

*Respondents indicate that the goals for the two transit agencies should be ranked in this order:

1) Identify local transportation challenges, present to RPA 17 and assist in resolving issues.

2) Improve communication and coordination of local agencies and transit providers.

3) Greater education for the public regarding available transit services in the region.

*The needs that were identified as a priority included promotion of services that are available; more coordination between agencies to ensure services; service expansion to other areas; and more affordable transportation options.

*One person stated that their clients utilized the public transit service and their largest challenges was to easily schedule a ride and that rides in-town are not always affordable. For the most part, the experience was positive with the hours of operation acceptable, the pick-up was on time, the drivers were polite and courteous, riders felt safe and special needs clients were properly cared for.

For more details of the survey, please see **Appendix 5** for the full results.

A public meeting with the TAG group was held for the draft PTP in RPA 17 met on May 13, 2015 and November 18, 2015. The minutes are listed in Section III: "Coordination Issues". A list of attendees is provided in **Appendix 1**. During these meetings information was exchanged from TAG group members, RPA 17 staff, and a transit provider about any gaps or unmet needs that were identified. Discussion was also held about any follow-up actions that were taken to previously identified needs in the region that were expressed in previous PTP update meetings. **See also Section Four – Priorities & Strategies.**

Information was compiled and used to create a draft PTP in December 2015. The draft was presented to TAC members and Policy members for review on the January 21, 2016 meeting. A brief explanation for the PTP and the importance of the process was provided for members. The TAG members felt that all suggestions were shared and that the PTP now appropriately reflects the needs of the region. It was agreed upon that projects identified in the plan would assist in addressing those identified needs. The TAC and Policy committees recommended that the draft PTP be submitted to the Iowa Department of Transportation on or before February 1, 2016 for review and comments. A final will need to be approved and submitted on or before May 1, 2016.

Section Two – Area Profile & Transportation Providers

A. Area Profile

Public transit is a target mode of transportation for persons who cannot physically drive themselves or do not have the financial means in which to do so. All of the given factors lead to the increasing need for public transportation.

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

Table 2 : Key Demographics

Source: U.S. Census Bureau, 2014 U.S. Census Community Survey

	Iowa	RPA 17 Average Totals	Appanoose County	Clarke County	Davis County	Decatur County	Lucas County	Monroe County	Wayne County
Total population	3,046,355	62,019	12,661	9,217	8,781	8,263	8,701	8,001	6,395
Median household income in 2014	$51,843	$42,991	$41,525	$42,430	$46,048	$38,275	$43,280	$47,297	$42,083
Per capita income in 2014	$27,027	$22,475	$22,744	$23,743	$23,046	$19,321	$22,060	$23,983	$22,433
Population 65+	15.3%	19.58%	21.4%	17.6%	17.5%	18.3%	21%	19%	22.3%
Persons per square mile	54.5	18.8	25.9	21.5	17.4	15.9	20.7	18.4	12.2
Mean travel time to work	18.8 min	22.5min	19min	23min	22.5min	21min	22.9min	25.2min	24.1min
Race									
White	91.4		97.6%	96.9%	98.6%	95.5%	99.1%	99.3%	97.8%
Hispanic	5.3%		1.5%	11.1%	1.2%	2.6%	.6%	.5%	.9%
People living below poverty level	12.6%	16.14%	17.5%	14.4%	15.4%	21.3%	16%	11.7%	16.7%
Employed (16yrs old +)	64.2%	61.0%	60.7%	64.1%	61.8%	58.6%	61.2%	61.7%	59.1%
Unemployed (16yrs old +)	3.7%	4.6%	5.3%	3.4%	4.0%	5.0%	5.9%	3.7%	5.5%
Disabled under 65yrs	11.4%	9.8%	9.4%	11.8%	7.5%	12.1%	9.2%	9.9%	8.8%

Table 2: *Key Demographics* features a population breakdown by county and region of persons aged 65 and up. According to these statistics and previous survey results, a large number of public transit users are from households that are at or below the median income level for the county or region or have another physical challenges due to age or disabilities.

See Table 3: *Select Household Median Incomes (2013)* for a breakdown of median household income by county in the region compared to Iowa and for a comparison from 2008 to 2013. People who are living in the poverty range generally rely upon public transit. RPA17's rate is at 16.14%.

Table 3: *Select Household Median Incomes (2008-13)*

		Change from 2008 Median Income
United States	**$50,303**	
Iowa	$51,843	+$2,836
Appanoose County	$39,208	+$5,366
Clarke County	$43,216	-$340
Davis County	$45,040	+$1,698
Decatur County	$36,326	+$2,387
Lucas County	$43,288	+$2,281
Monroe County	$45,997	-$1,631
Wayne County	$40,024	+$4,461

Other demographic information, provided above, demonstrates similarities to the states socio-economic are far below State averages in several areas including: persons per square mile, mean travel time to work, median household income, and per capital income; see Table 2: *Key Demographics*.

Race and population age are relatively consistent with State of Iowa. The overall population has decreased throughout the region in the past ten years. The only counties seeing growth were Davis and Monroe Counties. The census data shows that four of the seven counties in RPA 17 have seen an increase of residents living in poverty. Race for the region remains predominately white, however, the Hispanic population has increased by nearly 1% from the 2010 U.S. census to the 2014 U.S. Census Community Survey. In Table 2: *Key Demographics*, it displays the trend of a decrease in the percentage of individuals identified as the white race and an increase of the residents identifying themselves as Hispanic. The counties of Appanoose, Decatur, Lucas, Monroe and Wayne indicate a minor increase of Hispanic population of .1% to .6%. The largest Hispanic population increase has been seen shown in Clarke County at a 2.1% increase and Davis County with a 1.2% increase.

This increase of Hispanic population creating challenges for transit providers to effectively and clearly communicate to the entire population. According to the 2013 U.S. Census Community survey, five of the seven counties in RPA 17 region have seen an increase in residents having a primary language other than English. This can be a reflection of the increase of residents that identify themselves as Hispanic in the 2010 US Census. The most notable increases occurred in Davis and Lucas Counties.

Table 4: *Limited English Proficiency Rates* are illustrates the number of residents who speak another language. Southern Iowa Trolley has worked with Father Glen Wilwerding of St. Bernard Catholic Church in Osceola in Clarke County. Father is bilingual with English and Spanish and has a ministry that reaches out to the Hispanics residing the Osceola region. He has helped SIT by translating information and flyers into Spanish. Father Wilwerding is also assisting SIT in the search for a bilingual dispatcher and/or bus driver. SIT staff maintain a list of bilingual individuals willing to translate (both written and verbally) should be needed on a case-by-case basis. The newly formatted website offers translation of services into Spanish. These efforts enable SIT to better service to LEP, Spanish speaking individuals in this portion of the RPA 17 region. As seen in the chart below, Clarke County has a Spanish speaking population that is more double the Iowa state average. At this time, there has been little ridership from the Hispanic populations so we it is assumed that needs are met but continued outreach will occur.

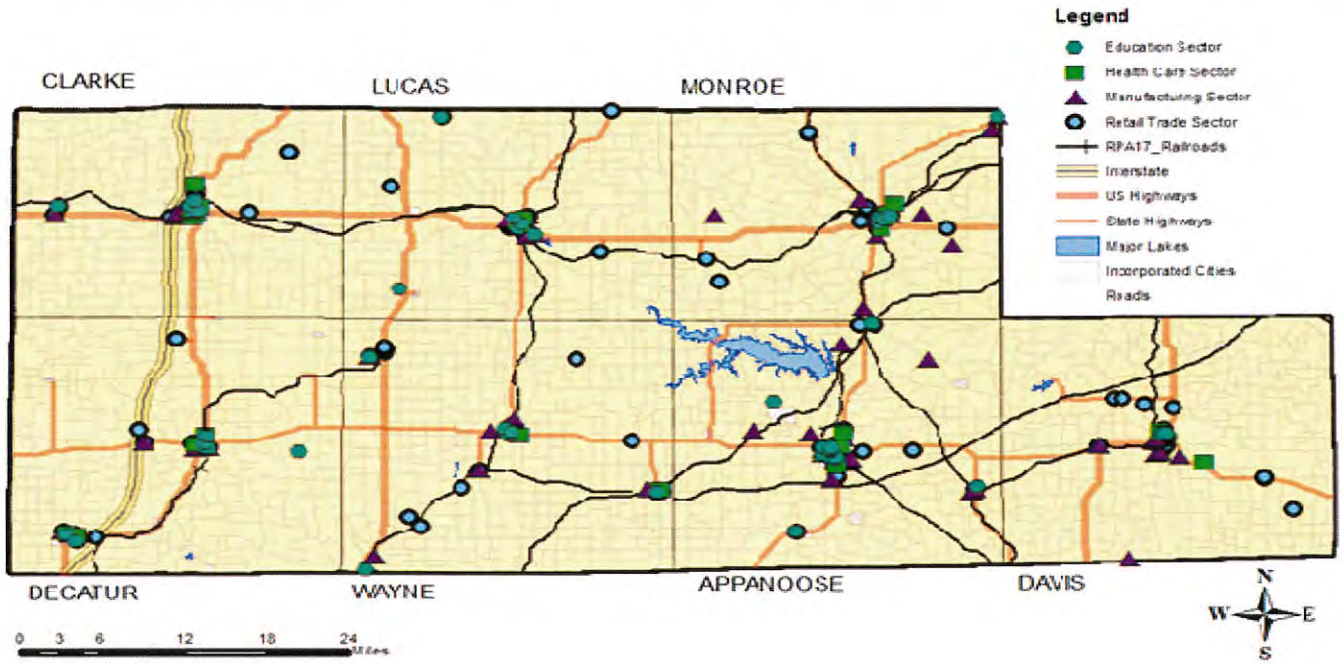
10-15 Transit offers translation of services on their website. The agency employs one Spanish bi-lingual driver that can assist riders with translation. 10-15 Transit in currently in the process of updating flyers and brochures that will also be offered in Spanish. The counties served by 10-15 Transit (Appanoose, Davis, Lucas, Monroe, and Wayne) have less than 1.5% of their populations speaking Spanish. This can also be illustrated when the agency has yet to need the Bi-lingual driver to assist in service in this region. The majority of individuals that indicated another "primary language other than English" (2014 U.S. Census Survey) in Davis, Lucas and Wayne Counties indicate the primary language is "Other Indo-European Language". These counties have a higher number of Amish and/or Mennonite residents that speak such a language.

Table 4 : ***Limited English Proficiency Rates***

COUNTY	*Speak English Only*	*+/- from 2010 Census*	*Speak English "Less than Well"*	*Primary Lang other than English*	*+/- from 2010 Census*	*Spanish Speaking*	*+/- from 2010 Census*
Appanoose	97.5%	98.5%	1.2%	2.5%	1.5%	.5%	.4%
Clarke	90.8%	90.7%	5.0%	9.2%	9.3%	8.6%	8.4%
Davis	84.7%	83.7%	5.5%	15.3%	16.3%	1.0%	.8%
Decatur	94.4%	94.6%	2.5%	5.6%	5.4%	1.3%	2.9%
Lucas	90.2%	93.9%	4.2%	9.8%	6.1%	.6%	.6%
Monroe	96.3%	97.8%	1.7%	3.7%	2.2%	1.1%	.5%
Wayne	95.3%	93.6%	1.6%	4.7%	6.4%	.2%	.2%
State of Iowa	92.6%	93.6%	3.1%	7.4%	6.4%	3.9%	3.6%

2014 U.S. Census American Community Survey

The Chariton Valley Region is a rural area of southern Iowa with approximately 45 communities in RPA 17 and only 1 of them have a population above 5,000. Appanoose is the only county has that is an urban community as defined by the US Department of Transportation as a city with a population of 5,000 and up. Centerville has a population of 5,528 in the US Census of 2010. The other greatest populations can be found in Bloomfield, Centerville, Albia, Chariton, Corydon, Leon, and Osceola. These communities are where the majority of employment, medical care, and shopping occur for this rural region. The map below details the locations of health care clinics, community service options and a list of the largest employers in each county. Each transit agency has at least 1 driver/bus located in each county or county seat, but transit services are offered throughout each county. Public transit is available during prime business hours each day if previously arranged or available. Evening and night hours are limited to availability of drivers.



B. Transportation Providers

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

Table 5:
Transp.Providers

Provider	*Type of Facility*	Service Type	ADA availability	Eligibility	Hours	Miles	Vehicles	Operator	Expenses
AMTRAK	Railroad		X	Anyone	All		X	provider	n.a.
10-15 Transit	Bus/Van	Demand Responsive	X	General Public	7 days/wk	1,115,655	40 bus w/ lift, 6 vans w/ lift	provider	$1,652,783
Bloomfield Care Center	Aging	Client	X	Client	Varies	X	Private & transit	10-15 Transit	
Mercy Hosp – Specialty Clinci	Human Service	Client	X	Client	Daytime	X	X	10-15 Trans	
SIEDA Head start	Community Action	Client		Income	wk days/ daytime	239,079	X		
Wayne Co	Public	Demand		General Public	Wk days/ daytime		1 Van	County	
Seneca AAA	Aging	Client	X	Client	Varies	92,192	X	10-15 Trans	$134,350
Southern Iowa Trolley	Transit by Bus/Van	Demand Responsive	X	Anyone	7-4pm Days	45,500	27 buses 10 vans	provider	
Veteran's Offices	Public	Client		Veteran only	Varies	X	Private	X	
Reaching All People Tghr	Religious	Client		Client	Varies	x	Private	x	x
Hospice of Monroe Co	Human Service	Client		Client	Varies	x	Private	x	x
Brees Rest Home	Aging	Client	X	Client	Varies	x	Private	x	x
Circle of Life Hospice	Human Service	Client		Client	Varies	x	Private	x	x
Lucas County Health Srv	Human Service	Client	X	Client	Varies	x	Private	x	x
Continental Care Center	Aging		X						
St Josephs		client		client	varies	x	Private	x	x
Oakwood Nursing& Rehb	Human Service	client	X	client	varies	x	X	10-15 trans	
Monroe Co Prof Mgmt	Human Service	client		client	varies	x	Private	x	x
Monroe Care Center	Aging	client	X	client	varies	x	X	10-15 trans	
18-80 Club	Human Service	client		client	daytime	x	X	10-15 trans	
DART	Transptn	Demand	x	Client	Daytime				
Golden Age	Aging	Client	X	Client	various	X		10-15 trans	
Chariton Specialty Clinic	Human Service	Client	X	Client	Daytime	X		10-15 trans	

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

1. Passenger Transit Operations in the Chariton Valley Region

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

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

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

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

10-15 TRANSIT AUTHORITY:

10-15 Transit Agency provides service for ten counties in southern Iowa including Appanoose, Davis, Lucas, Monroe, Wayne, Wapello, Mahaska, Keokuk, Van Buren, and Jefferson. A Board of Directors composed of elected, county supervisors from the counties in the 10-15 Transit service area governs the operations of the agency. Transit Administrator, Jay Allison, manages the transit system's personnel, operations, contracts, and capital programs.

Administrative headquarters and dispatch are located in Ottumwa, at 2417 South Emma Street, Ottumwa, Iowa 52501. Phone number is: 641-683-2024 or 1-800-227-6390. Website: www.1015transit.com or Facebook: https://www.facebook.com/1015Transit

Of the ten counties in 10-15 Transit's service area, the RPA 17 counties served by 10-15 Transit include Appanoose, Davis, Lucas, Monroe and Wayne. The total inventory of 10-15 includes 46 vehicles (2 medium duty, 38 light duty, and 6 mini vans) and employs 10 drivers in the RPA 17 region. Established routes are provided to HeadStart, Aging, 1st Resources, Ragtime, New Focus, Mosaic, Optimae, Davis County Schools, and Centerville Community Betterment.

Passenger Transit Operations Details

HOURS OF OPERATION 10-15 Transit

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

Fees for Service

10-15 TRANSIT RATES – General Public

In – town	$ 2.00 in town, $ 4.00 in county
Out of town	$ 19.50/hr. – Non-medical
Contract Rates per Month	$ 17.50 Seneca Area Agency on Aging & Head start
	$ 23.65 Schools and Private for Profit (one way)
	$ 25.00 Medical In area –each way
	$ 1.40/per mile. Medical Out of area

SOUTHERN IOWA TROLLEY:

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

Chariton Valley counties served by Southern Iowa Trolley include Clarke and Decatur. Headquarters and dispatch are located in Creston, at 215 East Montgomery Street, Creston, Iowa 50801 with Leesa Lester, Transit Manager, coordinating transit programs and services.
Phone number: 641-782-6571 or 1-866-782-6571 Website: http://www.southerniowatrolley.org
Facebook: www.facebook.com/Southern-Iowa-Trolley-Public-Transit

Hours of Operation/Service fees

Monday – Friday	7:00 a.m. to 4:00 p.m.
Saturday	Dialysis Service Only – Special
Sundays/Holidays	Dialysis Service Only – Special

General public rates: $3.00
School children rides: $1.65
Senior rides: $1.50
Punch Tickets: 12 rides for $19.80
Monthly tickets: $30.25

Reduced Fare Eligibility

Riders who meet the following criteria are eligible for a Reduced Fare.

Elderly: Age 60 and older with proof of age.
Youth: Monthly pass allows for one way or two way transportation.
Disabled: With proof of being listed on waiver that describes the disability of each applicant's situation for services needed. This must be on file at the office.
Low Income: For those who cannot afford the fare, they will be referred to the Iowa Department of Human Services (DHS). The office at DHS has passes available and information for low income assistance.

Special Packages

Trips are billed to certain contracts and authorized with the central office prior to travel. They are charged $14.50 per driver hour plus $1.58 per vehicle mile.

Monthly Shopping Trips to Des Moines $25.00 public fare.

To be eligible as a Free Riders, people must:

- Aide or those who are a helper are at no charge but are still considered as a ride.
- Companions or someone who accompanies another to assist are at no charge if they take care of the person who rides on a daily basis, but are still counted as a ride. On the average there are ten to fifteen companions that use this service.

Transit Ridership Data

Detailed Ridership information for 10-15 Transit and Southern Iowa Trolley can be found in Appendix 3. While comparing Fiscal Years 2014 to 2015, Southern Iowa Trolley ridership statistics indicate an increase in overall ridership in both Clarke and Decatur Counties.

- Clarke County saw significant increases in the groups of "Education/Summer Fun Bus" and service by the "General Public". The Education/Summer Fun Bus transported 4,912 more riders than the previous year. The General Public utilized the transit service for 801 more rides. There were decreases of 2,760 rides by those utilizing Elderly Waiver, Elderly, and the Sheltered Workshop.

- Decatur County statistics show an increase for Elderly Waiver by 245 rides, Elderly of 390 more rides, and 320 more Sheltered Workshop participants transported. There were less rides reported for the Education/Summer Fun Bus of 87 and there were 27 less riders from the General Public.

Comparing Fiscal Years 2014 to 2015 for 10-15 Transit shows an overall decrease to the entire region serviced by the transit agency. When looking at the counties covered by RPA 17 there were ridership increases in Appanoose, Davis, and Wayne Counties. However, Lucas and Monroe Counties used the transit agency less during that year.

- Appanoose County showed an increase of 315 riders attending "New Focus" and TMS/other medical appointments. The only decrease in service occurred to the Milestones facilities with 43 less transports.

- Davis County had a significant increase of 793 riders from TMS, medical & other public transport from 2014 to 2015. This compensates for the loss of 409 transports to the Davis County Schools, and 37 riders to Milestones and 1st Resource.

- Lucas County had a decrease of 168 in overall ridership and in the services to Milestones, Head Start, and Mosaic. There was a slight increase of TMS and other medical appointments.

- Monroe County experienced a decrease in overall ridership and across all service categories. This includes a loss of 53 Milestones riders, 52 Head Start transports, all 69 Kings Kids/Albia School transports, 41 less rides to Ragtime, and 4 less transports for TMS/medical appointments.

- Wayne County experienced a slight increase of ridership during the 2014-15 fiscal year. The largest increase occurred with 66 more transports to Milestones. This almost balances with the 60 less riders to Healthy Connections, which indicates there were zero transports. There were little changes in ridership for New Focus and TMS/medical appointments.

2. Rail Service

The Chariton Valley Transportation Planning Affiliation (CVTPA) is covered by one railroad passenger transit route. This route the California Zephyr Route connects Chicago, Denver, and Emeryville, California. This line is used by the current long distance intercity Amtrak service. Amtrak is the only federally subsidized, for-profit passenger rail provider serving this region.

Figure 2: *Amtrak Routes in Iowa*

The only city in the Chariton Valley Region with an Amtrak stop is Osceola in Clarke County. However, there is a stop in Ottumwa in the county immediately to the east and in Creston in the county immediately to the west of the RPA 17 Region. The rail stops in Osceola are during the hours of 7am-10am or 7pm-9pm, seven days a week. The current long distance Amtrak rail service is limited in its ability to provide and effective alternative to auto and air travel in the state. See Figure 2: *Amtrak Routes in Iowa.*

3. Commercial Bus / Taxi Service

Currently RPA 17 is served by commercial bus service offering nationwide transportation is located in Osceola in Clarke County. Those bus stops are for commercial carriers such as Greyhound and Jefferson Lines. Jefferson Lines has added 1 stop in Lamoni. There is a taxi service for the area located in Osceola in Clarke County. It provides a local option for residents around the Osceola, Clarke County region. The company charges a flat rate per trip and doesn't have a restricted length of trips. The flat rate for transport to Creston is $40 and Des Moines is $85.00 for one way transport. Their current policy is that the return trip will be half the established price and it is $15.00 per hour to wait for the client during down time. They have multiple vehicles, including one van that is allows for wheelchair transport. They do offer Title 19 transportation and are registered with the current State brokerage system. This is a privately owned business and has been rather reluctant to share any other data.

There are 2 taxi options for Appanoose, Lucas, Monroe, Wayne, and Davis Counties that is dispatched from Ottumwa, Iowa area. Ottumwa Cab & R&B Taxi provide taxicab services in the RPA 17 area. Passengers only need to call Ottumwa Cab at 641-682-5461 and R&B Taxi at 641-682-1858 to schedule a pickup. Both services are available 7 days a week.

4. Central Iowa Rideshare

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

5. Airports

While air travel is not a major industry within RPA 17 region there are several rural/ municipal airports in use. Rural facilities are used for small private plans that do not carry a large number of passengers. Use of the local facilities is primarily by private individuals and no public transportation service is available in this region;

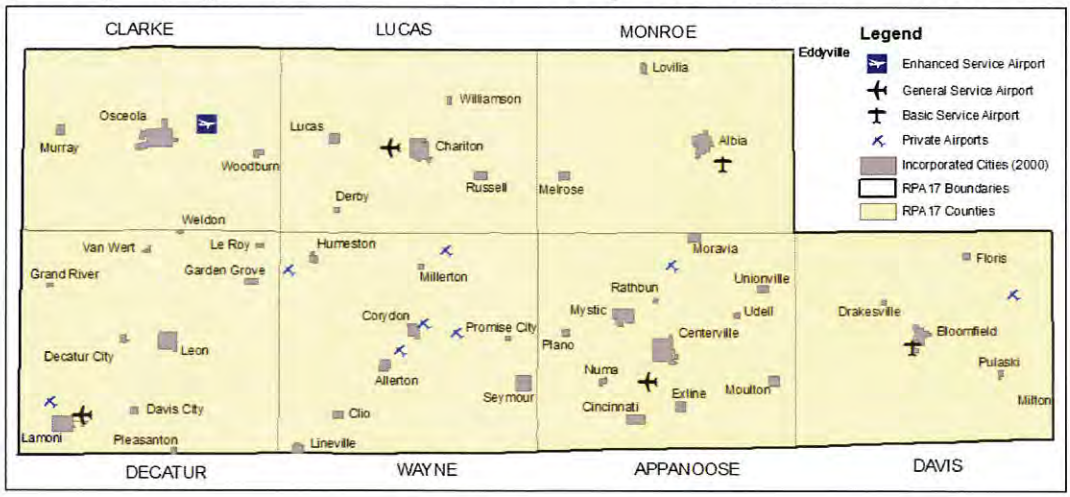


Figure 3: *RPA 17 Airports.*

Figure 3: RPA 17 Airports Source: Chariton Valley Transportation Planning Affiliation adapted from LRTP

6. Health & Human Service Providers

There are approximately 22 care centers and 6 human service agencies identified in the RPA 17 region. Many of the care centers are currently making changes to the transportation options provided due to recent guideline changes within the Health & Human Services transportation fees and coverage. Care Centers or family members are responsible for transportation to medical appointments within 30 miles of the facility. Currently facilities are utilizing local volunteers or providing private transport. This private transport limits service to other residents because generally one or two vehicles are owned by each center. Table 5: illustrates the transportation offered at each location. Beyond this radius many rely upon public transit for their transportation needs.

7. School Districts

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

Table 6*: School District Bus Fleet*

SCHOOOL DISTRICT	*Vehicles w/o Lifts*	*Vehicles W/o lift capacity*	*Vehicles with lift*	*Vehicles with lift capacity*
Albia	28	1137	1	37
Eddyville-Blakesburg	27	1370	1	18
Centerville	35	1361	1	54
Chariton	31	1580	2	69
Clarke	31	1446	1	14
Davis County	35	1769	0	0
Lamoni	4	27	0	0
Moravia	13	528	0	0
Mormon Trail	5	36	0	0
Moulton-Udell	8	288	0	0
Murray	12	469	0	0
Seymour	8	322	1	16
Wayne	16	610	0	0

Section Three - Coordination Issues

The Transit Advisory Group (TAG) meetings are attended by a selected group members but are also open to the public. The meetings have provided critical information to enhance the quality of transit service to the RPA 17 region. During each of the meetings, transit directors are able to provide members with an update on the services, any changes and current challenges that may be occurring in the area. It is also a terrific opportunity to have participants share experiences and struggles they may have had with transit services. It is the desire of the RPA and committee to problem solve together and provide the best service possible. Meeting details are provided in Appendix 1.

It has been recognized that 10-15 Transit struggles to maintain full time drivers in several counties in the RPA 17 region. This can have a direct impact on the availability of buses to transport residents. Throughout the past year, Appanoose County, Lucas County, and Monroe County have been operating with one less bus driver than budgeted for. There were participants at the TAG meetings who voiced their concerns and frustrations about the difficulty to arrange for transport in both these counties. The drivers

currently employed in these locations have committed times to the local preschool programs and senior centers. This restricts the availability of other transports beyond those programs. The transit agency can arrange for additional drivers for service if a 24 hour notice (as required by TMS) is provided. When the conversation continued to evolve it was recognized that some of the Human Service Agencies were expecting and wanting an "On Demand" service and that is not currently the capacity of 10-15 Transit's service in those counties. A couple of community representatives indicated that the religious community, hospital volunteers and private residents are recruited to help with residents that need transport with less than 24 hour notice or that cannot get their appointments within the narrow window of time drivers are available in their communities.

The current arrangement with the local Senior Centers and 10-15 Transit is that the Senior Center will arrange all their own transport of local residents to/from the center. It appears that the local Senior Center representative is not referring the general public nor local human service agencies to the transit dispatch office. This has created problems of misunderstanding, frustration and loss of ridership. TAG members and 10-15 Transit will work together to improve the system and have better communication.

Participants and the Transit Director have discussed several options of how to remedy the service problems and more planning needs to occur to discuss details and funding options.

Healthcare providers and the transit service agencies both indicate the need for greater capacity lifts on all vehicles. The motorized scooters/chairs add significant weight to patients beyond the 800lb lift.

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

Both transit directors are concerned about the foreboding changes that are going to be required from the broker firms, who facilitate Medicaid waiver programs. There is a lot of uncertainty as to what the new regulations will require service providers to do because the guidance has not been released, despite the fact it was to be active April 1, 2016. The directors understand that some of the requirements will involve increased budget expenses to have all drivers take drug testing, physicals, annual state and national background checks. The greater challenges that are coming appear to affect the daily operations of transporting individuals with disabilities. Indicators state that riders will have to provide a signature each transport, phone calls will need to be made renew transport schedules monthly, etc. and all of this can be difficult for individuals with disabilities. 10-15 Transit director, Jay, feels that the electronic tablet the drivers have could be very beneficial should these requirements be implemented.

The region continues to struggle with the transportation of residents in care facilities to medical appointments within 30 miles of their facility. Currently TMS states that it's the facilities responsibility to pay for such transport vs it being the expense of Medicaid. This has placed a large burden on care facilities throughout the region. Both transit directors have multiple examples of this scenarios and their coverage areas.

Southern Iowa Trolley and 10-15 Transit both recognize the need for relationship building with local industries for possible expansion of services for potential employees. This service could possibly offer the greatest benefit to workers who reside in the smaller communities in the rural regions of the county.

Committee members were provided with the priorities the RPA 17 region has approved for the Passenger Transportation Plan. Members were able to use the coordination challenges to create strategies to rectify the problems and progress toward meeting the region's priorities. Those details are listed in "Section IV: Priorities & Strategies" in this plan.

The previous Passenger Transit Plan was approved by DOT in 2011. RPA 17 has provided an annual update on the progress of recommended projects. Several of the projects are ongoing in nature and will require continuous effort and attention by the transit agencies. Such strategies include:

> ***RPA 17 transit providers will need to replace buses each year in order to maintain its vehicle fleet and remove the oldest and highest mileage vehicles from service.*
> *** Both transit agencies have a critical need for ongoing education and promotion of services they provide throughout the entire region in order to maintain and/or increase ridership.*
> ***Improvements for delivery of service were noted as "Transportation service should continue to be offered through extended hours to accommodate medical appointments, entertainment, and employment schedules."*

It was also recognized that transit agencies have an ongoing need to upgrade equipment required to operate an efficient and safe service.

> ***Southern Iowa Trolley has identified the need to have update radio equipment installed into all vehicles in the fleet. (2015- all are equipped)*
> ***10-15 Transit and Southern Iowa Trolley will continue to installed surveillance cameras on the vehicles in the fleets. (2015- all are equipped)*
> ***10-15 Transit and Ottumwa Transit Authority (are housed in the same building) are interested in purchasing a hoist to install in the maintenance shop to service buses from both fleets. (2011- new hoist installed)*
> ***10-15 Transit and Southern Iowa Trolley, have a seen an increase for the need of a lift system capable of serving riders who weigh in excess of 800 pounds. (2015 – both agencies offer multiple vehicles with 1000lb lift capacity).*

The plan indicates that Southern Iowa Trolley has identified the need to improve the Transit facility for their agency.

When reviewing the previously identified projects and the newly recommended priorities there are many that are carried over. The priorities of vehicle replacement, equipment upgrades/maintenance, promotion and education of services, and hours of service will continue to be critical when operating a successful transit agency.

Both transit providers are indicating the need for a new facility to house their operations. Southern Iowa Trolley has outgrown their current facility and are exploring options to re-locate. 10-15 Transit has indicated they are exploring other facility options that would allow them to be housed independently from Ottumwa Transit.

Section Four - Priorities & Strategies

Committee members were provided with the priorities the RPA 17 region has approved for the Passenger Transportation Plan. It was determined that the goals/priorities were still the same for this document and they could be implemented again. Members were able to use the identified coordination challenges to create strategies to rectify the problems and progress toward meeting the region's priorities.

1. Increase transit ridership.

Strategy 1.a – increase efforts of public outreach, more public promotions, etc. Increase television, radio advertisements and social media.

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

Responsible Person/Agency: Transit Agencies, CVTPA

Strategy 1.2 – Partner with local businesses, health care agencies and hospitals for potential sponsorship of a paid time for residents to "ride free" to and from their business.

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

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

Strategy 1.3 – Work with local industries to identify any transportation needs employees may have.

Action Step: Make contact with large employers for potential service & partnership

Responsible Person/Agency: Transit Agencies, TAG members

Strategy 1.4 – Make printed materials and website in a variety of languages including Spanish.

Action Step: Website & printed promotions available in multiple languages

Responsible Person/Agency: Transit Agencies

2. Improve quality of service and efficiency.

Strategy 2.1 – Retain drivers who are familiar with people and routes.

Action Step: Expand benefits to PT & FT staff

Responsible Person/Agency: Transit Agencies

Strategy 2.2 – Drivers have electronic tablets with GPS, communication to dispatch, and road conditions.

Action Step: Maintain quality & upgrade as needed to maintain functionality

Responsible Person/Agency: Transit Agencies & Drivers

Strategy 2.3 – Install lifts capable of lifting 1000lbs or greater.

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

Responsible Person/Agency: Transit Agencies

Strategy 2.4 – Facility expansion/new building would allow SIT and 10-15 Transit greater capacity for servicing and dispatching units.

Action Step: Explore funding options & possible locations

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

Strategy 2.5 – Combining medical and/or shopping routes for residents that will travel through another county who may be also going to the same location.

Action Step: coordination & outreach to neighboring districts/providers

Responsible Person/Agency: Transit Agencies

Strategy 2.6 - 10-15 and RPA administrators will host local meetings in each county to educate businesses and residents on services available and how to improve service, especially at senior centers.

Action Step: Schedule monthly meetings at each aging location in RPA throughout the year. Visiting each place at least once in a 12 month period.

Responsible Person/Agency: Transit Agencies, CVTPA

3. Reach underserved areas/communities.

Strategy 3.1 – Identify new potential partners (I.E. temporary employment agencies, unserved care centers, etc).

Action Step: Include at local outreach meetings

Responsible Person/Agency: Transit Agencies, CVTPA

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

Strategy 4.1 – Routine maintenance shall be provided to extend the longevity of each vehicle. Repair, replace or update equipment as feasible.

Action Step: Service Maintenance system for every vehicle

Responsible Person/Agency: Transit Agencies

Strategy 4.2 – program the replacement of aging vehicles to stagger over the programmed TIP years.

Action Step: RPA contributions in addition to state funding

Responsible Person/Agency: Transit Agencies, CVTPA

5. Keep transit services affordable.

Strategy 5.1 – Transit providers should use cost-saving measures when at all possible.

Action Step: Transit Boards & counties partner across the region

Responsible Person/Agency: Transit Agencies

Strategy 5.2 – Research potential community partners that could help offset fares. (I.E. United Way, American Cancer Society, CDBG grants, or other transportation funds.)

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

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

Section Five - Funding

The financial support for planning and delivery of public transit services come from multiple sources. The follow list states the federal and state programs that are currently supporting RPA 17. Further program descriptions are also detailed later in this section. The Fixing America's Surface Transportation Act (FAST Act) Authorization Bill was signed into law on December 4, 2015. Although the FAST Act does continue many of the programs and initiatives of MAP-21 there are some changes to the programs. As with past federal transportation authorization bills we will discuss these changes and implementation of FAST Act requirements with a group of representatives from the Iowa Department of Transportation (DOT), cities, counties, Regional Planning Affiliations (RPAs) and Metropolitan Planning Organizations (MPOs).

FEDERAL TRANSIT ASSISTANCE PROGRAMS:

- Statewide Transportation Planning Program (Section 5304)

- Capital Investment Program (Section 5309): federal grant program to assist local and regional transit systems in funding capital improvements. Agencies may apply for competitive grant funding annually with applications scored and judged against other applications. Capital improvement projects including vehicles and bus facility replacement/expansions are eligible. Funding is dependent on federal, special appropriation.

- Special Needs Formula Program (Section 5310): federal grant program to assist local and regional transit systems in providing transportation services to elderly and disabled persons. Projects must involve or support transportation of the elderly or disabled.

- Non-urbanized Area Formula Programs (Section 5311): federal program to assist rural, areas with less than 50,000 in population, transit programs. Both local and regional transit agencies are eligible to apply. Funding is distributed to all eligible transit agencies on a performance-based distribution formula. Funds may be used for operating support, preventative maintenance, capital investments, or planning.

- Rural Training Assistance Program (RTAP) (Section 5311 (b)(3)): is a federal program provides funding to assist in the design of implementation of training and technical programs. It can also support services that are tailored to meet specific needs of transit operators in non-urbanized areas (less than 50,000 in population). By law, the state is the direct recipient of the funding. In Iowa, the DOT's OPT serves as the recipient of these funds. These funds are primarily used to provide local transit agencies training opportunities at a reimbursable rate of up to 50 percent.

- Older Americans Act: this federal act provides funding for transportation services for people over the age of 60 years. In RPA 17, there are multiple contracts who receive money from the Older American's Act.

- Head start: This Federal program provides a comprehensive opportunity and education to low income children and their families. This program also provides transportation to these families. SEIDA and SCICAP contract with 10-15 Transit and Southern Iowa Trolley to reimburse the transit authority with funding received from Head start.

- Medicaid: is a Federal program offers transportation services to individuals with disabilities. The eligible person can request transportation to medical appointments or sheltered workshops. When these trips are complete the agency providing transit submits a reimbursement request. Counties provide a 33% match for Medicaid waivers and 100% funding for some individuals with a disability meeting Medicaid's eligibility requirements. Both 10-15 Transit and Southern Iowa Trolley are reimbursed with Medicaid funds each year.

STATE TRANSIT ASSISTANCE PROGRAMS

- STA Formula Program: Much of the state transit assistance funds are distributed each fiscal year to individual transit system by using a formula. The basis of the formula is on the performance statistics from the most recent year. Each month, the dollars received in the fund during the prior month are allocated to the transit agencies. These funds can be used by the public transit system for operating, capital or planning expenses that are related to the provision of "open-to –the-public" passenger transportation. The funds are first split between urban and regional systems on the basis of total revenue miles of service by each group. Those funds are then split among individual systems in each category. Fifty percent is on the basis of locally determined income (LDI), 25% on the basis of rides per dollar of expense, and 25% on FTA and STA formula funds from the system's operating expenses.

- STA Fellowship Program: All public transit systems are eligible for funding under the STA program. These funds have been derived from a dedicated portion (currently 1/20th) of the first four cents of the state "use tax" imposed on the sale of motor vehicles and accessory equipment. STA funds are used to support public transit services and may be used for either operating or capital projects.

- STA Coordination Special Projects: Available from IDOT to local and regional transit systems annually based on a performance-based distribution formula. Agencies may apply for and be awarded funds each year; amount awarded will be determined by transit agency's operating statistics from the previous year. These funds can be used for general operating and maintenance costs. STA special projects money can also be used for coordination activities.

FEDERAL FLEXIBLE FUNDS AVAILABLE TO TRANSIT

- Surface Transportation Program (STP): RPA 17 receives an annual allocation of federal transportation funds through the STP program. These funds are distributed to counties in the region as well as 10-15 and Southern Iowa Trolley through an annual application process that is managed by Chariton Valley Planning and Development Council of Governments. Up to 80% of the project's cost are eligible and may be used for vehicle replacement. RPA 17 intends to replace one 10-15 vehicle annually under the STP program and one vehicle every other year for Southern Iowa Trolley.

OTHER

- General Levy: The cost of supporting a transit service is an eligible use fund revenues for all Iowa governments. This is the primary source of funding to support transit for counties who doesn't have the option of a transit levy, as well as for cities which chose not to use the transit levy. Per Code of Iowa Chapter 384.12.

- Contract Revenues: These are subsides that are received from human service agencies, local communities, and private businesses that are willing to pay part or all of the cost for particular rides that are provided as part of the open to the public transit system. These funds can be counted as the required local match on federal projects.

- Passenger Revenue: Funds paid by passengers are the most common source of local support received by transit providers. This includes all money collected on-board the transit vehicles as well as prepaid fares from sale of passes or tickets and bills sent to a passenger. FTA requires that all passenger revenues be subtracted from the total cost of operating transit service to identify a net operating cost, before eligibility for federal financial support of operations can be calculated.

FUNDING LEVELS

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

Funding resources pursued and obtained by RPA public transit agencies include the following: State Transit Assistance, Capital Grants Program (5309), Non-Urbanized Area Formula Program (5311), and regional Surface Transportation Program (STP). The funding levels are projected to increase by 3% over each year. A transit agency may also apply for additional 5317 funds if other transit agencies did not use all of their allocation through the STP. Federal funds utilized by the transit agencies include Statewide Transportation Planning Program, special Needs Formula Program, and Non-urbanized Area Formula Programs. Other extensive financial supports come from contract revenue, passenger revenue, general levy fund, and senior living program.

Financial Resources:

Table 7*: Financial Resources for 10-15 Transit (2016-2021)*

	2016	2017	2018	2019	2020	2021
RPA 17 STP	$ 46,000	$ 46,000	$ 46,000	$ 46,000	$ 46,000	$ 46,000
RPA 15 STP	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000
5310/5311	$ 431,712	$ 515,834	$ 474,000	$ 474,000	$ 474,000	$ 474,000
STA-Formula	$ 348,918	$ 360,818	$ 355,000	$ 355,000	$ 355,000	$ 355,000
County Support	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000
Passenger Revenue	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000
Contract Revenue	$ 600,000	$ 600,000	$ 600,000	$ 600,000	$ 600,000	$ 600,000
Total	$ 1,601,630	$ 1,697,652	$ 1,650,000	$ 1,650,000	$ 1,650,000	$ 1,650,000

Table 8*: Financial Resources for Southern Iowa Trolley (2016-2021)*

	2016	2017	2018	2019	2020	2021
RPA 17 STP	$19,000	$19,000	$ 19,000	$ 19,000	$ 19,000	$ 19,000
RPA 14 STP	$23,889	$23,889	$24,845	$24,845	$25,839	$25,839
5310/5311	$321,147	$328,903	$342,059	$355,741	$369,971	$384,770
STA-Formula	$300,410	$320,036	$332,837	$346,151	$359,997	$374,397
County Support	$60,658	$59,911	$62,307	$64,800	$67,392	$70,087
Passenger Revenue	$110,785	$115,216	$119,825	$124,618	$129,602	$134,786
Contract Revenue	$374,701	$389,689	$405,277	$421,488	$438,347	$455,881
Senior Living	$55,728	$57,957	$60,275	$62,686	$65,194	$67,802
Federal OAA Title IIIB	$21,761	$22,631	$23,537	$24,478	$25,457	$26,476
Total	$1,288,079	$1,337,233	$1,389,962	$1,443,807	$1,500,799	$1,559,038

Appendix 1

TAG Meetings

Minutes

Agendas

Sign in sheets

Transportation problems???

Chariton Valley Transportation Planning Affiliation, 10-15 Transit and Southern Iowa Trolley would like to invite you or your designee to attend a meeting on

Wed., April 29th & Wed., May 13th at 10 am

Honey Creek Resort –Winslow Room
12633 Resort Drive, Moravia, Iowa

This is a listening session offered to the **public** as an opportunity to provide recommendations, address needs, and improvements for transportation in the region. Please feel free to join the conversations on ways to enchance services with Southern Iowa Trolley and 10-15 Transit.

This meeting is being held to update the Passenger Transportation Plan in the 7 county region and keep it current regarding the passenger transportation needs.

If you have any questions about this meeting or the Passenger Transporation Plan, please contact Nichole Moore or Julie Pribyl at 641-437-4359 or at nmoore@charitonvalleyplanning.com

Chariton Valley Transportation Planning Affiliation

RPA 17

308 North 12th Street
Centerville, IA 52544

Phone:641-437-4359
Fax: 641-437-1161

March 31, 2015

Dear Passenger Transportation Partner,

On behalf of the Chariton Valley Transportation Planning Affiliation (RPA 17), 10-15 Transit, and Southern Iowa Trolley we would like to invite you or your designee to attend a meetings on Wednesday, April 29, 2015 & May 13, 2015. This is your opportunity to share challenges you, your family, clients, or constituents may face with transportation. The meetings will take place at the following time and location:

April 29, 2015 & May 13, 2015 @ 10:00 am
Honey Creek Resort—Winslow Room
12633 Resort Drive
Moravia, IA 52571

This meeting is being held to update the Passenger Transportation Plan (PTP) in the 7 county region and keep it current regarding the passenger transportation needs. Discussion will cover accomplishments during the past year, needs that should be addressed, and new issues that have developed. Information gathered will be incorporated into the PTP in order to provide current data to decision makers and to qualify for potential funds to assist in meeting identified needs.

Updating the Passenger Transportation Plan for the region is a top priority as the purpose of this document is to coordinate planning efforts among passenger transportation providers and improve local and regional passenger transportation efforts. The PTP accomplishes this by; providing information on current transportation services, identifying gaps in service and unmet needs, and suggesting potential projects to address these needs. The document also provides a recommendation to public transportation projects for inclusion in the Transportation Improvement Program and federal or state funding.

If you have any questions about this meeting or the Passenger Transportation Plan please contact Nichole Moore or Julie Pribyl at 641-437-4359 or at nmoore@charitonvalleyplanning.com. We look forward to seeing you at the meeting.

Best Regards,

Nichole L. Moore & Julie Pribyl
Chariton Valley Planning & Development Council
308 North 12th Street
Centerville, Iowa 52544
641-437-4359 phone
641-437-1161 fax

Passenger Transportation Plan – TAG Meeting

DATE 5/13/15 **TIME** 10:00 **LOCATION** Honey Creek, IA

Name	Business Name	Address	Telephone #	Email	SIGNATURE
Leesa Lester	Southern Iowa Trolley	215 E Montgomery St Creston, IA	641-782-6571	Trandir@southernIowatrolley.org	Leesa Lester
Julie Pubyl	CVPD				Julie Pubyl
Nichol L Moore	CVPD				Nichol L Moore
Linda Baynes	LCHC Volunteer Service	1200 North 7th Chanter	641-774-3226	lbaynes@lchcia.com	Linda Baynes
Kristy Knutson	Care Initiatives Corydon Nrsg & Rehab	745 E. South St. Corydon IA 50060	641-872-1590	kknutson@careinitiatives.org	Kristy Knutson
John Sollers	Wayne BOS				John E Sollers
Lana Sohn	Homestead of Albia	6592 165th St	641-932-2102	lsohn@midwest-health.com	Lana S
Sarah Thomas	Assisted Living Oakwood	Albia IA 52531 200 16th Ave E Albia, Iowa	641-932-7105	Sthomas@careinitiatives.org	Sarah Thomas
Rachel Gooden	Oakwood Nile	200 16th Ave E Albia, IA	641-932-7105	rgooden@ccareinitiatives.org	Rachel Gooden

Passenger Transportation Plan – TAG Meeting

DATE 5/13/15 **TIME** 10:00 **LOCATION** Long Creek, **IA**

Name	Business Name	Address	Telephone #	Email	SIGNATURE
Janice McElvain	Reaching All People Together	109 P.O Box 1092 Centerville, IA.	641-895-4611	janicemcelvain@yahoo.com	Janice McElvain
Kim Higginbotham	Monroe Co. Hospital & Clinics	1580 165th St Albia, IA 52531	641-932-1757	khigginbotham@mchalbia.com	KHiggin botham
Jason Hubble	Iowa DOT	Fairfield, IA	641-777-8768	jason.hubble@dot.iowa.gov	[illegible]
Jay Allison	10-15 Transit	Po Box 879 Ottumwa	641-777-4236	jay@1015transit.com	[illegible]

Passenger Transit Planning

TAG Committee Meeting Notes

April 29, 2015 @ 10am

Honey Creek Resort, Moravia, IA

- 13 present for meeting, including a representative from the newspaper, Daily Iowegian.
- RPA provided a general overview of the planning responsibilities, elements, responsibilities & purpose.
    - A handout supplied a brief explanation of the territory and transportation providers in the region.

10-15 Transit News

1. Current list of drivers are as follows: Appanoose County 2 (1 vacant position), Davis County 3, Lucas County 2, Monroe County 1 (1 vacant position), Wayne County 3.
    a. Possible positions may be added in Davis and Lucas Counties.
    b. Operate 37 buses. They run primarily on 29 fixed routes in their service region but do offer some on demand through "misc drivers" or whatever can work in with the routes. All but the older 2-3 are equipped with security cameras.
2. All rides are open to the public and rides can be arranged by calling dispatch at 10-15 office. A 24 hours' notice is required to coordinate service.
3. Transit agency has a 28E agreement with each county that is in the region.
4. Terminology to clarify – "Charter ride= booking a trip that has multiple riders"; "TMS is now 'Access to Care"; "Aging" is considered 60 years and can get financial assistance from the state for transport.
    a. Care Centers can book "chartered trips" but it must be done through the dispatch office.
5. Local Area on Aging offices operate their own transportation service – to & from center, outings, etc. Buses & drivers are allowed so many hours per week for the agency to use at their discretion.
6. Agency is funded by state & federal funds. Operate about a $1.4M budget.
7. Rates for service remain the same: $2 within a city; $4 within the county; $25 each way for transport across county lines; $1.65/mile for trips outside the 10-15 region.
8. Number of rides have increased tremendously in Ottumwa. Believe it is due to the cutbacks on service provided by OTA on weekends. Once patrons get comfortable riding with 10-15 they have begun utilizing the service more.
9. Agency is in the process of re-branding the company. It will involve a new color scheme, logos, etc. The website & outreach materials will be changed soon. The first vans with new marketing will be here June.
10. Have built community relationships to benefit residents & community. Example – one day a week HyVee supplies free trips to patrons to get to the north location. Drivers tally the number of riders to report to the store. Store pays an hourly rate for the services for as long as it is needed. Jay states "developing a relationship within a community that benefits a business, residents, & community is great for everyone!"

Southern Iowa Trolley

1. Operates on an "On Demand Response". Patrons call into dispatch to book their rides. There is some consideration and interest in establishing routes between communities and employers.
2. Operate 37 vehicles. The newest conversion van was purchased through RPA 17 came last week.
    a. Newer vehicles all come with a 1,000lb lift installed.
    b. All vehicles have security cameras expect for 2-3 older models.
3. 27 Drivers – 14 FT & 13 PT in their service region.
4. Rates will be increasing in July 2015.
5. Regular trips are provided to Des Moines at what will soon be a rate of $25/round trip.
6. A new marketing campaign will begin this summer – after new rates take effect. There will be new promotional flyers, wrapping on vehicles that is reflective, & new brochures.

General Discussion Topics –

**A representative from "Homestead" (formerly Continental at St Joseph's) Care Center in Centerville had questions about the possibilities for residents to get transportation to medical appointments outside the community. They have a private bus to transport for local appointments but have situations of residents without family members in the area to get them to the larger hospitals or specialty clinics outside of the area. Clarification was provided on days, rates, etc by 10-15. Follow up conversation confirmed that employees may be able to utilize the transit to get to/from work also. The representative also encouraged 10-15 to send over information that could be included in their newsletters.

**Concerns were mentioned about the client wait time for medical appointments. 10-15 believes that there is limited wait time for appointments in the region but does acknowledge that there can be lengthy wait times for long distance/outside the region/multiple riders. Example of 3 people going to Des Moines for medical appointments staggering from 11am to 1:30pm. Simply waiting through the other appointments & the drive time will require and all day commitment.

**Wayne County continues to privately operate a van purchased through a USDA grant. It is intended to assist mentally handicapped individuals get to daily workshops in neighboring counties. The driver & maintenance is provided through the county budget. It currently only offers service to Corydon residents to Centerville.

**"I frequently see a large bus on the road that has one or two people in it – isn't there a better way to be more efficient?" Over the past 5-7 years transit agencies have been transitioning to smaller vehicles including mini vans and conversion vans for transportation. And agencies are making a better effort to coordinate trips to ensure more riders.

**The USDA representative was very interested on how to increase a funding relationship with the transit agencies. USDA grants can assist poverty stricken areas with safety equipment, ways to increase resident well-being, access to nutrition for communities without a store, etc. Counties could apply for EQUIPMENT addressing such needs. Funds can be up to 75% of cost to a maximum of $50,000. Transit providers & counties agreed to host follow-up conversations on developing this partnership. The RPA will need to double check with DOT on how those funds can be used to "match" with each other.

**All participants were invited to attend the "Passenger Transportation Summit" sponsored by IDOT in Marshalltown on May 14. Details were provided on how to register.

Chariton Valley Transportation Planning Affiliation
308 North 12th Street
Centerville, Iowa 52544
641-437-4359 – phone
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Chariton Valley Transportation Planning Affiliation
PTP/TAG Public Meeting
Date: Wednesday, November 18, 2015 starting @ 10:00 am
Location: Honey Creek State Resort, Moravia, Iowa

Agenda

(Subject to change)

1. Welcome & Introductions
2. Background of the CVTPA region & Why we are meeting today
3. What is a PTP – Passenger Transportation Plan?
4. Plan Outline & Requirements
    a. Inventory & Area Profile
    b. Coordination Issues
    c. Priorities & Strategies
    d. Funding
5. Development of TAG Committee
    a. Requirements & Meetings/Timeline
6. Question & Answers
7. Conclusion
    a. Thank you!

RPA 17 Passenger Transit Planning – TAG
November 18, 2015

Name	Agency	Address	Email	Telephone #
Jennifer Roberts	DOT	800 Lincoln Way	jennifer.roberts@dot.iowa.gov	515-239-1686
Jay Allison	10-15			641-777-3896
Julie Pribyl	CVPD		jpribyl@chariton valleyplanning.com	641-437-4359
Michael Gilbert	CVPD			
Lisa Foster	S.I.T.			641-782-6571
Larry Kelly	Clarke County Supervisor			641-342-3507
Irene Roots	City of Moravia		City of Moravia@Iowa Telecom.net	641 724 9811

Passenger Transit Planning

TAG Committee Meeting Notes
May 13, 2015 @ 10am
Honey Creek Resort, Moravia, IA

- 13 present for meeting representing Appanoose, Lucas, Monroe & Wayne Counties. Majority of participants worked in the medical or care center facilities.
- RPA provided a general overview of the planning responsibilities, elements, responsibilities & purpose.
    - A handout supplied a brief explanation of the territory and transportation providers in the region.

10-15 Transit News

1. Current list of drivers are as follows: Appanoose County 2 (1 vacant position), Davis County 3, Lucas County 2, Monroe County 1 (1 vacant position), and Wayne County 3.
    a. Possible positions may be added in Davis and Lucas Counties.
    b. Operate 37 buses. They run primarily on 29 fixed routes throughout their service area but do offer some on demand through "misc drivers" or whatever can work in with the routes. All but the older 2-3 are equipped with security cameras.
2. All rides are open to the public and rides can be arranged by calling dispatch at 10-15 office. A 24 hours' notice is required to coordinate service.
    a. In the process of developing a system that will allow dispatchers to immediately tell patrons if a ride is available on the day/time requested.
    b. A provider who has multiple clients needing service can call Jay directly to arrange.
3. Transit agency has a 28E agreement with each county that is in the region.
4. Terminology to clarify – "Charter ride= booking a trip that has multiple riders"; "TMS is now 'Access to Care"; "Aging" is considered 60 years and can get financial assistance from the state for transport.
    a. Care Centers can book "chartered trips" but it must be done through the dispatch office.
5. Local Area on Aging offices operate their own transportation service – to & from center, outings, etc. Buses & drivers are allowed so many hours per week for the agency to use at their discretion.
6. Agency is funded by state & federal funds. Operate about a $1.4M budget.
7. Rates for service remain the same: $2 within a city; $4 within the county; $25 each way for transport across county lines; $1.65/mile for trips outside the 10-15 region.
8. Number of rides have increased tremendously in Ottumwa. Believe it is due to the cutbacks on service provided by OTA on weekends. Once patrons get comfortable riding with 10-15 they have begun utilizing the service more.
9. Agency is in the process of re-branding the company. It will involve a new color scheme, logos, etc. The website & outreach materials will be changed soon. The first vans with new marketing will be here June.
10. Each driver has a tablet that operates transportation program showing each pick-up/drop off, quickest routes, etc.

as their schedule allows. Any transport that can't be provided needs to be arranged by calling 10-15 Transit dispatch. The denied rides has caused much confusion & frustration in the county. Jay shared that 10-15 is unaware of the denied rides and will be making contact with this Aging Center (and all others that operate in this fashion) to change the referral process and consider altering the current arrangement.

- Lucas County does NOT currently have a "miscellaneous driver" that would have a free schedule to pick up "on demand" riders. The current driver there runs fixed routes and has a limited schedule to have additional transports.
    - The hospital is indicating the need for additional service in the community. The estimated hours would be 8am – 4pm. The hospital willing to help arrange the transportation schedule if possible. Questions were asked if there needs to be additional funds from the county to offer expanded service. Can the county/city get its own van to provide service? Jay will put together the estimated cost to have an additional driver & service available to the county.
        - RPA made referral to USDA Rural Development was made for possible assistance in equipment or vehicles for the city.
    - Another location in Chariton that it is critically needing service is the Senior Living Apartments. Participants will provide the transit provider with manager's contact information.

**Representatives from Monroe County discussed current frustrations with the transit services. The hours available for service are very small due to the committed times for the Aging Center & preschool transports. Jay explained that currently, Albia has limited service due to a vacant position in that county. 10-15 Transit is currently accepted applications to fill that driver position and once it is filled it should alleviate some of the scheduling problems.

- Challenges for the medical field in Albia are that if a person in a facility needs to attend an appointment (including dialysis) outside the city, it must be more than 30 miles for Medicaid to pay the expense. It is 26 miles from Albia to Ottumwa, where dialysis & other specialist appointments are.
    - Albia Care Centers have discussed the possible need for the County to have its own van to provide such service to residents that Medicaid will not cover & those who can't afford to pay for the ride.
        - Referral was again made by the RPA to USDA Rural Development if interested in purchasing equipment or vehicles. Similar to the capacity that Wayne County/Corydon did last year to assist with medical transportation of residents. The liability & insurance does lie with the county though.

**Possible collaboration was discussed for the neighboring counties of Lucas and Monroe to provide additional services. This partnership would share a driver between the two counties and alternate the days of week. The hospitals could possibly assist with local scheduling to verify need and lower expenses. Jay estimated that the cost of service is approximately $180 for an 8 hour day or $22.50/hour. He will work with the representative present to possible meet the needs for these communities.

**General frustrations of booking a ride through TMS continue to exist. The required 24 hours' notice is not practical when booking medical appointments. Many participants told of individuals who do not utilize public transit due to dealing with brokers that are not local and unfamiliar with local area.

**Participants were informed of the "Transportation Summit" offered by Iowa DOT on May 14, 2015 and encouraged to attend. RPA representatives will continue discussions of the challenges brought up in the TAG meetings.

Projects

The first year priorities for RPA 17 previously identified in the PTP process were as given below. The update on the status of each priority was given by each transit agency and is also stated below the identified need.

*****Transportation service should continue to be offered through extended hours to accommodate medical appointments, entertainment, and employment schedules.***

10-15 Transit – has not seen the need in the region to increase services hours and, in fact, have temporarily reduced hours due to limited ride requests. There were less hours of service documented over the last year due to a decrease of ridership from Head Start and SENECA, who have both experienced budget cuts. The fees for transportation have not changed over Fiscal Year 2012.

Southern Iowa Trolley – has not determined a need for expanded service in hours or additional routes in Clarke and Decatur Counties during the past year. The rates for transportation have remained the same over the past year also.

*****Southern Iowa Trolley will continue to monitor the need for expanded service or additional hours throughout their service region, including the two counties of Decatur and Clarke.***

Southern Iowa Trolley – has not determined a need for expanded service in hours or additional routes in Clarke and Decatur Counties during the past year. The rates for transportation have remained the same over the past year also.

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

10-15 Transit – During the fiscal year 2012, 10-15 Transit replaced 5 buses.

Southern Iowa Trolley –

*****Southern Iowa Trolley has identified the need to have update radio equipment installed into all vehicles in the fleet.***

This continues to be an ongoing goal for Southern Iowa Trolley. Four buses had new radio equipment installed over the previous year. There are fourteen (14) remaining in the fleet that has yet to be update with radio equipment.

*****10-15 Transit and Southern Iowa Trolley will continue to installed surveillance cameras on the vehicles in the fleets.***

C. Newly Identified Needs and Recent Developments

There have been three listening sessions offered to the residents of RPA 17 to gather crucial information. They were held in various locations as to accommodate to residents throughout the region. Citizens could have participated in Ottumwa, Creston and/or Chariton. Surveys were also mailed out to agencies that offer service or support to the transit riders. The following information is compiled data that was collected during these sessions. The bold comments were also reiterated in survey replies. The TAG group was interested that there was a theme identified in all information regardless of the manner it was collected.

- TMS increasing passenger usage, bringing new passengers to providers and increasing the need for transportation services.
- **TMS needs to better handle calls for service, some customers experiencing long wait times to schedule service, being directed to transportation providers that do not serve their area, or asked to find closer provider.**
- IME brokerage not covering rides within 30 miles of medical provider. Payment is required from person or nursing home. Cost of this may lead some nursing homes to purchase vehicle or share vehicle with other organizations.
- Extended service hours in Ottumwa and the counties are very helpful, assist in transporting people to medical appointments that may be late in the afternoon, also in taking people to shopping or entertainment in the evening.
- Sunday service not seeing as great of a use as anticipated, people may not know about availability of service.
- OTA and 10-15 RTA advertising more to promote services.
- **Customers requested more information on website about services available in the counties.**
- **Buses have difficulties with larger wheelchairs and electric chairs, larger lifts may be needed on some vehicles.**
- Some electric scooters are difficult to secure, create hazards on the bus.
- Drivers will make easy route deviations for people, which is very helpful.
- Larger OTA buses have difficulties dropping off and picking up at Social Security Office due to the parking lot, OTA lift vans would be better able to get in and out.
- Some people may not feel secure on buses. Efforts have been made to address security, disruptive riders have been removed, there is more supervision at downtown bus shelter in Ottumwa, and both OTA and 10-15RTA are moving towards camera surveillance in each vehicle.
- **There has been a need recognized for a cost effective bus route to be offered from Leon to Lamoni during the day.**
- Currently RPA 14 senior citizens have restricted use of the trolley because of transportation of school kids before and after school.
- Coordinate transportation arrangements of RPA 14 recipients that may need to include after hours/weekend service at a reasonable cost.
- Our transportation needs are being met but not marketed for public to use (RPA 14).

Southern Iowa Trolley

Serves Adair, Adams, Ringgold, Taylor and Union Counties (in RPA 14 region) and Clarke & Decatur Counties in RPA 17 region. The following information was identified in RPA 14's 2015-2020 PTP plan.

Priorities established:

1. Increase transit ridership.
2. Achieve and improve profitability.
3. Improve efficiency, effectiveness and quality of service.
4. Increase driver compensation.
5. Investigate funding from other transportation programs.
6. Investigate potential new markets.
7. Improve potential partnerships & relationships.
8. Reach underserved areas/communities.
9. Replace buses to keep fleet new and needing less maintenance.
10. Establish guidelines and performance monitoring techniques to guide future services.

Strategies:

*Vehicles – purchase new vehicles to reach replacement goals, improve cost effectiveness of operations & increase safety.

*Equipment – monitor options for cost-savings/replacement items. Specifically a vehicle lift for the mechanic to perform more efficient work. Also determine if GPS & vehicle monitoring systems would enhance operations & provide more efficient service.

*New/Different facility – SIT should participate in long term planning to determine the most feasible place for the operation to be housed in the future. The current facility is too small & rented.

*Mobility Manager – continue to search for funding options that would allow the agency to create & maintain a mobility manager position.

*Fares – Efforts need to be made to keep fares affordable through cost-saving measures and coordination of services whenever possible.

*Service Expansion – Continue to monitor service gaps and needs for expanded evening and/or weekend services within the region.

10-15 Transit

Provides service to Appanoose, Davis, Lucas, Monroe, & Wayne Counties in RPA 17 and Jefferson, Keokuk, Mahaska Van Buren and Wapello Counties in RPA 15 territory.

Coordination Issues Identified:

1. Maintain all current passenger transit services. Elimination of any would create a gap.
2. Maintaining and replacing vehicles.
3. Keeping transportation service affordable.
4. Additional transportation for the rural communities to the larger cities.
5. Transportation to medical appointments to Des Moines, Iowa City, etc.
6. Additional service hours in morning or evenings.
7. Additional passenger transportation services in Oskaloosa. (Does not apply to RPA 17).
8. Better distribution of information to people about public transit services.
9. Discussion about transportation and access to service when HHS agencies are developing services.
10. Transportation to the Job Corps Center at the Ottumwa Airport (Does not apply to RPA 17).
11. Coordination to and from large employers.

Priorities & Strategies:

1. Increasing ridership of all ages & getting people to use to riding the bus.
    a. HHS offer vouchers

2. Providing transportation to medical appointments in Des Moines, Iowa City, etc.
    a. HHS & human service agencies should work together to coordinate & fund 1-2 bus trips per month.

3. Provide transportation for shopping trips.
    a. Transit agency work with businesses where the businesses pay for a block of time each week to transport people to their store & back.
        i. For example, Hy-Vee pays for rides on Tuesdays from 2-4pm with pick up at a residents home, to Hy-Vee & return back home. Currently works in Ottumwa & Fairfield.

4. Provide additional transportation in the counties for medical & shopping trips.
    a. 10-15 should allocated one or two additional vehicles to a pair of counties once a week to provide additional capacity. Counties receiving the service would rotate each week.

5. Transportation to the Job Corp Center and residential facility near the Ottumwa Airport. (Does not apply to RPA 17)

6. Establish a fixed route in Oskaloosa. (Does not apply to RPA 17)

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Chariton Valley Transportation Planning Affiliation
PTP – TAG Meeting
Date: Wednesday March 30, 2016 starting @ 10:00 am
Location: Chariton Valley Planning & Development office
308 North 12th Street, Centerville, Iowa 52544

Agenda

(Subject to change)

1. Welcome & Sign in
2. Review the current PTP draft document
3. Review list of agencies that provide transportation in region.
4. Review list of activity centers in each county
    a. List what transit options are available during hours
5. Review previous meeting notes
    a. Develop priorities and strategies & how & who will accomplish them
6. Questions & New Discussion Items
7. Adjourn
    a. Thank you!

Chariton Valley Transportation Planning Affiliation

PTP – TAG Meeting

March 30, 2016

NOTE: The meeting was held with low attendance from TAG members. RPA 17 staff reached out to absent members after the meeting for input, information, and local guidance. Staff sent out information that was discussed by those attending to review and provide additional feedback. Additional meeting is set for April 28th with Mercy Medical Center.

Moore reviewed the Draft PTP document and discussed the recommendations from DOT. A list of transportation providers was supplied and reviewed by those present. Jay, from 10-15, was able to provide additional locations that he assists with transportation. Those include: Golden Age Care Center, Centerville Nursing & Rehab, Mercy Specialty Clinic, Chariton Specialty Clinic, and Bloomfield Care Center. These facilities all offer some private transportation service but also utilize the public transit for patients. Pribyl also indicated that Wayne County has purchased their own public van for local transportation purposes and should be included on the list.

Participants reviewed a map that identified the major activity centers in each county. Jay confirmed that "public transportation is available during prime business hours if previously arranged and that evening/night hours are limited to availability of drivers". SIT also offers similar service but does have an "on demand" service in the community of Osceola, but rides in the rural area must be scheduled ahead.

Discussion was held regarding the Priorities and Strategies identified in the plan. It was recognized that the Priorities have only been slightly modified from the previously approved plan. Many of the strategies are consistent as well. There were a few new additions RPA 17 recommended that resulted from previous meetings in the past couple years. During this TAG meeting, participants were able to identify specific action steps to create progress toward achieving the goals. Responsible people or agencies were also identified to accomplish the tasks. Follow-up with other TAG members provided ideas for combining a couple of strategies and working with local United Way chapters to purchase transit coupons to offer free transportation in city limits.

Section 4 - Priorities & Strategies

1. Increase transit ridership.

Strategy 1.a – increase efforts of public outreach, more public promotions, etc. Increase television, radio advertisements and social media.

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

Responsible Person/Agency: Transit Agencies, CVTPA

Strategy 1.2 – Partner with local businesses, health care agencies and hospitals for potential sponsorship of a paid time for residents to "ride free" to and from their business.

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

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

Strategy 1.3 – Work with local industries to identify any transportation needs employees may have.

Action Step: Make contact with large employers for potential service & partnership

Responsible Person/Agency: Transit Agencies, TAG members

Strategy 1.4 – Make printed materials and website in a variety of languages including Spanish.

Action Step: Website & printed promotions available in multiple languages

Responsible Person/Agency: Transit Agencies

2. Improve quality of service and efficiency.

Strategy 2.1 – Retain drivers who are familiar with people and routes.

Action Step: Expand benefits to PT & FT staff

Responsible Person/Agency: Transit Agencies

Strategy 2.2 – Drivers have electronic tablets with GPS, communication to dispatch, and road conditions.

Action Step: Maintain quality & upgrade as needed to maintain functionality

Responsible Person/Agency: Transit Agencies & Drivers

Strategy 2.3 – Install lifts capable of lifting 1000lbs or greater.

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

Responsible Person/Agency: Transit Agencies

Strategy 2.4 – Facility expansion/new building would allow SIT and 10-15 Transit greater capacity for servicing and dispatching units.

Action Step: Explore funding options & possible locations

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

Strategy 2.5 – Combining medical and/or shopping routes for residents that will travel through another county who may be also going to the same location.

Action Step: coordination & outreach to neighboring districts/providers

Responsible Person/Agency: Transit Agencies

Strategy 2.6 - 10-15 and RPA administrators will host local meetings in each county to educate businesses and residents on services available and how to improve service, especially at senior centers.

Action Step: Schedule monthly meetings at each aging location in RPA throughout the year. Visiting each place at least once in a 12 month period.

Responsible Person/Agency: Transit Agencies, CVTPA

3. Reach underserved areas/communities.

Strategy 3.1 – Identify new potential partners (I.E. temporary employment agencies, unserved care centers, etc).

Action Step: Include at local outreach meetings

Responsible Person/Agency: Transit Agencies, CVTPA

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

Strategy 4.1 – Routine maintenance shall be provided to extend the longevity of each vehicle. Repair, replace or update equipment as feasible.

Action Step: Service Maintenance system for every vehicle

Responsible Person/Agency: Transit Agencies

Strategy 4.2 – program the replacement of aging vehicles to stagger over the programmed TIP years.

Action Step: RPA contributions in addition to state funding

Responsible Person/Agency: Transit Agencies, CVTPA

5. Keep transit services affordable.

Strategy 5.1 – Transit providers should use cost-saving measures when at all possible.

Action Step: Transit Boards & counties partner across the region

Responsible Person/Agency: Transit Agencies

Strategy 5.2 – Research potential community partners that could help offset fares. (I.E. United Way, American Cancer Society, CDBG grants, or other transportation funds.)

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

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

Passenger Transportation Plan – TAG meeting
CVTPA Region- RPA17

Date: 3/30/16 **Time:** 10:00am **Location:** CVPD, Centerville

Name	Business Name	Address	Phone	Email	Signature
Jay Allison	10-15 Transit				[illegible]
[illegible]	BoS				[illegible]
[illegible]	CVPD				[illegible]
[illegible]	CVPD				[illegible]

RPA 17 – Transit Advisory Group (TAG) Meeting Follow-Up

April 29, 2016

Centerville, IA

Attending: Diane Buss, Appanoose County Mental Health; Ann Young, Mercy Medical Center- Centerville; Julie Pribyl & Nichole Moore, CVPD.

This follow up meeting was held for two new participants that would like to join the Transit Advisory Committee. The RPA was notified that the local hospital would like to switch representatives in this group and there had been a recommendation by a Policy Board member to include Diane on the TAG committee to represent individuals with mental health disabilities. It was determined that a "follow up meeting" to catch them up on the purpose of the group would be beneficial.

Moore discussed the role of the RPA in the region, the transit services available and the purpose of the Transit Advisory Committee. It was an informative presentation that reinforced public transit services are available to anyone, despite a common misunderstanding it is only for the elderly. Both ladies indicated that was mistakenly their impression. A copy of the draft PTP was given to each person and reviewed.

Ann shared that Mercy Medical Center recently completed a "Community Health Needs Assessment" which identified 8 local priorities. Transportation was among the priorities identified. They are just in the process of developing strategies for this plan. They are excited to develop a partnership with the local RPA and transit provider to address these needs. Specific concerns that were identified in their process included:

A) After hours transport home from Emergency Room visits that were brought by ambulance but have no transportation home after release.

B) A need for coordinated transportation for patients that have specialty appointments in the metropolitan areas.

Diane discussed her challenges as a mental health service provider in Appanoose and Davis Counties. She serves people that are over 18 years and are at 150% of poverty rates. Generally these individuals have a mental health diagnosis, are homeless and/or are very poor. This population has no means to pay for transportation and often miss appointments, court hearings, job interviews, etc. She would like to find a way to provide transit services her clientele for official appointments but also for errands around the community.

RPA staff reviewed previous needs identified in the region and recognized that these challenges were consistent. Discussion was held about the region's intentions to hold county-wide outreach meetings with the transit providers and community representatives. Diane & Ann were able to provide an extensive list of contacts that could/should be involved (see below). It was also discussed about services currently provided in the community, connecting potential resources and transit programs (i.e. Mercy & Reaching All People Together; United Way & Mental Health) and how new partnerships could better serve this area. Other potential outreach and presentations could occur at the following meetings: Iowa Works, Appanoose County Homeless Coalition, Appanoose Community Resource Council, Appanoose Community Cares Services, Regional Mental Health Stakeholders Coalition Quarterly Meetings, etc. Discussion Topics/Needs for the Appanoose County Transit work session were identified as:

1. After hours ER Transport
2. Coordinated Transport to Specialty Clinics in metropolitan areas
3. Transport of patients living in poverty & have no means to pay for rides
4. Educate residents & providers that 10-15 Transit is open to all people
5. Create Partnerships to provide better transportation service

Individuals to invite include representatives from: Iowa Works, Appanoose County Homeless Coalition, Appanoose Community Resource Council, Appanoose Community Cares Services, Regional Mental Health Stakeholders Coalition Quarterly Meetings, Reaching All People Together, Indian Hills Community College, United Way, Mercy Medical Center (Ann & Social Worker), etc.

Diane & Ann will continue to think of more possible participants and also provide names to counterparts in neighboring counties for other RPA outreach sessions.

Passenger Transportation Plan – TAG meeting
CVTPA Region- RPA17

Date: 4/20/16 **Time:** 1:30pm **Location:** CVPD Office-Centerville

Name	Business Name	Address	Phone	Email	Signature
Diane Buss	App. Co. MH CDS	209 E. Jackson	641-856-2085	appcoasc@windstream.net	Diane Buss
Ann Young	Mercy	One St. Joseph Dr.	641-437-4111	ayoung@mercydesmoines.org	Ann Young
Julie Prybyl	CVPD				Julie Prybyl
Nikol Moore	CVPD				Nikol Moore

Appendix 2

Census Data Information

U.S. Department of Commerce (//www.commerce.gov/) | Blogs (//www.census.gov/about/contact-us/social_media.html) | Index A-Z (//www.census.gov/main/www/a2z) | Glossary (//www.census.gov/glossary/) | FAQs (//ask.census.gov/)

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United States Census Bureau

U.S. Census Quick Facts

QuickFacts

Appanoose County, Iowa

QuickFacts provides statistics for all states and counties, and for cities and towns with a population of 5,000 or more

ALL TOPICS	APPANOOSE COUNTY, IOWA	UNITED STATES
People		
Population		
Population estimates, July 1, 2015, (V2015)	NA	321,418,820
Population estimates, July 1, 2014, (V2014)	12,661	318,857,056
Population estimates base, April 1, 2010, (V2015)	NA	308,758,105
Population estimates base, April 1, 2010, (V2014)	12,887	308,758,105
Population, percent change - April 1, 2010 (estimates base) to July 1, 2015, (V2015)	NA	4.1%
Population, percent change - April 1, 2010 (estimates base) to July 1, 2014, (V2014)	-1.8%	3.3%
Population, Census, April 1, 2010	12,887	308,745,538
Age and Sex		
Persons under 5 years, percent, July 1, 2014, (V2014)	6.0%	6.2%
Persons under 5 years, percent, April 1, 2010	6.3%	6.5%
Persons under 18 years, percent, July 1, 2014, (V2014)	22.4%	23.1%
Persons under 18 years, percent, April 1, 2010	22.5%	24.0%
Persons 65 years and over, percent, July 1, 2014, (V2014)	21.4%	14.5%
Persons 65 years and over, percent, April 1, 2010	20.1%	13.0%
Female persons, percent, July 1, 2014, (V2014)	50.6%	50.8%
Female persons, percent, April 1, 2010	51.3%	50.8%
Race and Hispanic Origin		
White alone, percent, July 1, 2014, (V2014) (a)	97.4%	77.4%
White alone, percent, April 1, 2010 (a)	97.7%	72.4%
Black or African American alone, percent, July 1, 2014, (V2014) (a)	0.7%	13.2%
Black or African American alone, percent, April 1, 2010 (a)	0.5%	12.6%
American Indian and Alaska Native alone, percent, July 1, 2014, (V2014) (a)	0.3%	1.2%
American Indian and Alaska Native alone, percent, April 1, 2010 (a)	0.2%	0.9%
Asian alone, percent, July 1, 2014, (V2014) (a)	0.4%	5.4%
Asian alone, percent, April 1, 2010 (a)	0.3%	4.8%
Native Hawaiian and Other Pacific Islander alone, percent, July 1, 2014, (V2014) (a)	0.1%	0.2%
Native Hawaiian and Other Pacific Islander alone, percent, April 1, 2010 (a)	Z	0.2%
Two or More Races, percent, July 1, 2014, (V2014)	1.2%	2.5%
Two or More Races, percent, April 1, 2010	1.0%	2.9%
Hispanic or Latino, percent, July 1, 2014, (V2014) (b)	1.5%	17.4%
Hispanic or Latino, percent, April 1, 2010 (b)	1.4%	16.3%
White alone, not Hispanic or Latino, percent, July 1, 2014, (V2014)	96.2%	62.1%
White alone, not Hispanic or Latino, percent, April 1, 2010	96.8%	63.7%
Population Characteristics		
Veterans, 2010-2014	1,005	20,700,711
Foreign born persons, percent, 2010-2014	1.0%	13.1%
Housing		
Housing units, July 1, 2014, (V2014)	6,578	133,957,180
Housing units, April 1, 2010	6,633	131,704,730
Owner-occupied housing unit rate, 2010-2014	72.5%	64.4%
Median value of owner-occupied housing units, 2010-2014	$77,600	$175,700
Median selected monthly owner costs -with a mortgage, 2010-2014	$931	$1,522
Median selected monthly owner costs -without a mortgage, 2010-2014	$387	$457
Median gross rent, 2010-2014	$554	$920
Building permits, 2014	6	1,046,363
Families and Living Arrangements		
Households, 2010-2014	5,447	116,211,092
Persons per household, 2010-2014	2.31	2.63

Living in same house 1 year ago, percent of persons age 1 year+, 2010-2014	87.2%	85.0%
Language other than English spoken at home, percent of persons age 5 years+, 2010-2014	2.5%	20.9%
Education		
High school graduate or higher, percent of persons age 25 years+, 2010-2014	87.6%	86.3%
Bachelor's degree or higher, percent of persons age 25 years+, 2010-2014	18.4%	29.3%
Health		
With a disability, under age 65 years, percent, 2010-2014	9.4%	8.5%
Persons without health insurance, under age 65 years, percent	⚠ 11.8%	⚠ 12.0%
Economy		
In civilian labor force, total, percent of population age 16 years+, 2010-2014	60.7%	63.5%
In civilian labor force, female, percent of population age 16 years+, 2010-2014	54.4%	58.7%
Total accommodation and food services sales, 2007 ($1,000) (c)	7,996	613,795,732
Total health care and social assistance receipts/revenue, 2007 ($1,000) (c)	42,343	1,668,276,808
Total manufacturers shipments, 2007 ($1,000) (c)	151,576	5,319,456,312
Total merchant wholesaler sales, 2007 ($1,000) (c)	23,061	4,174,286,516
Total retail sales, 2007 ($1,000) (c)	133,534	3,917,663,456
Total retail sales per capita, 2007 (c)	$10,331	$12,990
Transportation		
Mean travel time to work (minutes), workers age 16 years+, 2010-2014	19.7	25.7
Income and Poverty		
Median household income (in 2014 dollars), 2010-2014	$41,525	$53,482
Per capita income in past 12 months (in 2014 dollars), 2010-2014	$22,744	$28,555
Persons in poverty, percent	⚠ 17.5%	⚠ 14.8%
Businesses		
Total employer establishments, 2013	312	7,488,353
Total employment, 2013	3,437	118,266,253
Total annual payroll, 2013	97,116	5,621,697,325
Total employment, percent change, 2012-2013	4.3%	2.0%
Total nonemployer establishments, 2013	919	23,005,620
All firms, 2007	1,428	27,092,908
Men-owned firms, 2007	661	13,900,554
Women-owned firms, 2007	S	7,792,115
Minority-owned firms, 2007	F	5,759,209
Nonminority-owned firms, 2007	1,347	20,100,926
Veteran-owned firms, 2007	S	2,447,608
Nonveteran-owned firms, 2007	1,062	22,627,611
Geography		
Population per square mile, 2010	25.9	87.4
Land area in square miles, 2010	497.29	3,531,905.43
Metropolitan or Micropolitan Statistical Area	None	
FIPS Code	19007	00

⚠ This geographic level of poverty and health estimates are not comparable to other geographic levels of these estimates

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(a) Includes persons reporting only one race
(b) Hispanics may be of any race, so also are included in applicable race categories
(c) Economic Census - Puerto Rico data are not comparable to U.S. Economic Census data

D Suppressed to avoid disclosure of confidential information
F Fewer than 25 firms
FN Footnote on this item in place of data
NA Not available
S Suppressed; does not meet publication standards
X Not applicable
Z Value greater than zero but less than half unit of measure shown

QuickFacts data are derived from: Population Estimates, American Community Survey, Census of Population and Housing, Current Population Survey, Small Area Health Insurance Estimates, Small Area Income and Poverty Estimates, State and County Housing Unit Estimates, County Business Patterns, Nonemployer Statistics, Economic Census, Survey of Business Owners, Building Permits.

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QuickFacts

Clarke County, Iowa

QuickFacts provides statistics for all states and counties, and for cities and towns with a population of 5,000 or more.

ALL TOPICS	CLARKE COUNTY, IOWA	UNITED STATES
People		
Population		
Population estimates, July 1, 2015, (V2015)	NA	321,418,820
Population estimates, July 1, 2014, (V2014)	9,217	318,857,056
Population estimates base, April 1, 2010, (V2015)	NA	308,758,105
Population estimates base, April 1, 2010, (V2014)	9,286	308,758,105
Population, percent change - April 1, 2010 (estimates base) to July 1, 2015, (V2015)	NA	4.1%
Population, percent change - April 1, 2010 (estimates base) to July 1, 2014, (V2014)	-0.7%	3.3%
Population, Census, April 1, 2010	9,286	308,745,538
Age and Sex		
Persons under 5 years, percent, July 1, 2014, (V2014)	6.5%	6.2%
Persons under 5 years, percent, April 1, 2010	7.4%	6.5%
Persons under 18 years, percent, July 1, 2014, (V2014)	24.3%	23.1%
Persons under 18 years, percent, April 1, 2010	25.3%	24.0%
Persons 65 years and over, percent, July 1, 2014, (V2014)	17.6%	14.5%
Persons 65 years and over, percent, April 1, 2010	16.7%	13.0%
Female persons, percent, July 1, 2014, (V2014)	49.8%	50.8%
Female persons, percent, April 1, 2010	50.2%	50.8%
Race and Hispanic Origin		
White alone, percent, July 1, 2014, (V2014) (a)	96.4%	77.4%
White alone, percent, April 1, 2010 (a)	94.3%	72.4%
Black or African American alone, percent, July 1, 2014, (V2014) (a)	0.9%	13.2%
Black or African American alone, percent, April 1, 2010 (a)	0.4%	12.6%
American Indian and Alaska Native alone, percent, July 1, 2014, (V2014) (a)	0.7%	1.2%
American Indian and Alaska Native alone, percent, April 1, 2010 (a)	0.3%	0.9%
Asian alone, percent, July 1, 2014, (V2014) (a)	0.7%	5.4%
Asian alone, percent, April 1, 2010 (a)	0.4%	4.8%
Native Hawaiian and Other Pacific Islander alone, percent, July 1, 2014, (V2014) (a)	0.1%	0.2%
Native Hawaiian and Other Pacific Islander alone, percent, April 1, 2010 (a)	Z	0.2%
Two or More Races, percent, July 1, 2014, (V2014)	1.3%	2.5%
Two or More Races, percent, April 1, 2010	1.0%	2.9%
Hispanic or Latino, percent, July 1, 2014, (V2014) (b)	12.1%	17.4%
Hispanic or Latino, percent, April 1, 2010 (b)	10.0%	16.3%
White alone, not Hispanic or Latino, percent, July 1, 2014, (V2014)	85.2%	62.1%
White alone, not Hispanic or Latino, percent, April 1, 2010	88.4%	63.7%
Population Characteristics		
Veterans, 2010-2014	720	20,700,711
Foreign born persons, percent, 2010-2014	4.3%	13.1%
Housing		
Housing units, July 1, 2014, (V2014)	4,132	133,957,180
Housing units, April 1, 2010	4,086	131,704,730
Owner-occupied housing unit rate, 2010-2014	69.5%	64.4%
Median value of owner-occupied housing units, 2010-2014	$86,500	$175,700
Median selected monthly owner costs -with a mortgage, 2010-2014	$1,086	$1,522
Median selected monthly owner costs -without a mortgage, 2010-2014	$442	$457
Median gross rent, 2010-2014	$657	$920
Building permits, 2014	1	1,046,363
Families and Living Arrangements		
Households, 2010-2014	3,686	116,211,092
Persons per household, 2010-2014	2.47	2.63

Living in same house 1 year ago, percent of persons age 1 year+, 2010-2014	88.6%	85.0%
Language other than English spoken at home, percent of persons age 5 years+, 2010-2014	9.2%	20.9%
Education		
High school graduate or higher, percent of persons age 25 years+, 2010-2014	87.7%	86.3%
Bachelor's degree or higher, percent of persons age 25 years+, 2010-2014	15.7%	29.3%
Health		
With a disability, under age 65 years, percent, 2010-2014	11.8%	8.5%
Persons without health insurance, under age 65 years, percent	⚠ 11.8%	⚠ 12.0%
Economy		
In civilian labor force, total, percent of population age 16 years+, 2010-2014	64.1%	63.5%
In civilian labor force, female, percent of population age 16 years+, 2010-2014	60.0%	58.7%
Total accommodation and food services sales, 2007 ($1,000) (c)	84,923	613,795,732
Total health care and social assistance receipts/revenue, 2007 ($1,000) (c)	37,619	1,668,276,808
Total manufacturers shipments, 2007 ($1,000) (c)	416,569	5,319,456,312
Total merchant wholesaler sales, 2007 ($1,000) (c)	6,297	4,174,286,516
Total retail sales, 2007 ($1,000) (c)	95,388	3,917,663,456
Total retail sales per capita, 2007 (c)	$10,579	$12,990
Transportation		
Mean travel time to work (minutes), workers age 16 years+, 2010-2014	23.4	25.7
Income and Poverty		
Median household income (in 2014 dollars), 2010-2014	$42,430	$53,482
Per capita income in past 12 months (in 2014 dollars), 2010-2014	$23,743	$28,555
Persons in poverty, percent	⚠ 14.4%	⚠ 14.8%
Businesses		
Total employer establishments, 2013	189	7,488,353
Total employment, 2013	3,154	118,266,253
Total annual payroll, 2013	90,271	5,621,697,325
Total employment, percent change, 2012-2013	-3.1%	2.0%
Total nonemployer establishments, 2013	598	23,005,620
All firms, 2007	752	27,092,908
Men-owned firms, 2007	294	13,900,554
Women-owned firms, 2007	169	7,792,115
Minority-owned firms, 2007	F	5,759,209
Nonminority-owned firms, 2007	711	20,100,926
Veteran-owned firms, 2007	S	2,447,608
Nonveteran-owned firms, 2007	576	22,627,611
Geography		
Population per square mile, 2010	21.5	87.4
Land area in square miles, 2010	431.17	3,531,905.43
Metropolitan or Micropolitan Statistical Area	None	
FIPS Code	19039	00

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Different vintage years of estimates are not comparable.

(a) Includes persons reporting only one race
(b) Hispanics may be of any race, so also are included in applicable race categories
(c) Economic Census - Puerto Rico data are not comparable to U.S. Economic Census data

D Suppressed to avoid disclosure of confidential information
F Fewer than 25 firms
FN Footnote on this item in place of data
NA Not available
S Suppressed; does not meet publication standards
X Not applicable
Z Value greater than zero but less than half unit of measure shown

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Davis County, Iowa

QuickFacts provides statistics for all states and counties, and for cities and towns with a population of 5,000 or more.

ALL TOPICS	DAVIS COUNTY, IOWA	UNITED STATES
People		
Population		
Population estimates, July 1, 2015, (V2015)	NA	321,418,820
Population estimates, July 1, 2014, (V2014)	8,781	318,857,056
Population estimates base, April 1, 2010, (V2015)	NA	308,758,105
Population estimates base, April 1, 2010, (V2014)	8,753	308,758,105
Population, percent change - April 1, 2010 (estimates base) to July 1, 2015, (V2015)	NA	4.1%
Population, percent change - April 1, 2010 (estimates base) to July 1, 2014, (V2014)	0.3%	3.3%
Population, Census, April 1, 2010	8,753	308,745,538
Age and Sex		
Persons under 5 years, percent, July 1, 2014, (V2014)	8.0%	6.2%
Persons under 5 years, percent, April 1, 2010	8.5%	6.5%
Persons under 18 years, percent, July 1, 2014, (V2014)	28.9%	23.1%
Persons under 18 years, percent, April 1, 2010	29.1%	24.0%
Persons 65 years and over, percent, July 1, 2014, (V2014)	17.5%	14.5%
Persons 65 years and over, percent, April 1, 2010	17.1%	13.0%
Female persons, percent, July 1, 2014, (V2014)	50.6%	50.8%
Female persons, percent, April 1, 2010	50.4%	50.8%
Race and Hispanic Origin		
White alone, percent, July 1, 2014, (V2014) (a)	98.3%	77.4%
White alone, percent, April 1, 2010 (a)	98.4%	72.4%
Black or African American alone, percent, July 1, 2014, (V2014) (a)	0.2%	13.2%
Black or African American alone, percent, April 1, 2010 (a)	0.1%	12.6%
American Indian and Alaska Native alone, percent, July 1, 2014, (V2014) (a)	0.2%	1.2%
American Indian and Alaska Native alone, percent, April 1, 2010 (a)	0.2%	0.9%
Asian alone, percent, July 1, 2014, (V2014) (a)	0.3%	5.4%
Asian alone, percent, April 1, 2010 (a)	0.3%	4.8%
Native Hawaiian and Other Pacific Islander alone, percent, July 1, 2014, (V2014) (a)	0.0%	0.2%
Native Hawaiian and Other Pacific Islander alone, percent, April 1, 2010 (a)	0.0%	0.2%
Two or More Races, percent, July 1, 2014, (V2014)	0.9%	2.5%
Two or More Races, percent, April 1, 2010	0.8%	2.9%
Hispanic or Latino, percent, July 1, 2014, (V2014) (b)	1.2%	17.4%
Hispanic or Latino, percent, April 1, 2010 (b)	1.0%	16.3%
White alone, not Hispanic or Latino, percent, July 1, 2014, (V2014)	97.2%	62.1%
White alone, not Hispanic or Latino, percent, April 1, 2010	97.7%	63.7%
Population Characteristics		
Veterans, 2010-2014	605	20,700,711
Foreign born persons, percent, 2010-2014	0.7%	13.1%
Housing		
Housing units, July 1, 2014, (V2014)	3,578	133,957,180
Housing units, April 1, 2010	3,600	131,704,730
Owner-occupied housing unit rate, 2010-2014	78.0%	64.4%
Median value of owner-occupied housing units, 2010-2014	$98,700	$175,700
Median selected monthly owner costs -with a mortgage, 2010-2014	$1,080	$1,522
Median selected monthly owner costs -without a mortgage, 2010-2014	$420	$457
Median gross rent, 2010-2014	$582	$920
Building permits, 2014	4	1,046,363
Families and Living Arrangements		
Households, 2010-2014	3,085	116,211,092
Persons per household, 2010-2014	2.80	2.63

Living in same house 1 year ago, percent of persons age 1 year+, 2010-2014	89.0%	85.0%
Language other than English spoken at home, percent of persons age 5 years+, 2010-2014	15.3%	20.9%
Education		
High school graduate or higher, percent of persons age 25 years+, 2010-2014	86.3%	86.3%
Bachelor's degree or higher, percent of persons age 25 years+, 2010-2014	16.8%	29.3%
Health		
With a disability, under age 65 years, percent, 2010-2014	7.5%	8.5%
Persons without health insurance, under age 65 years, percent	⚠ 17.2%	⚠ 12.0%
Economy		
In civilian labor force, total, percent of population age 16 years+, 2010-2014	61.8%	63.5%
In civilian labor force, female, percent of population age 16 years+, 2010-2014	54.2%	58.7%
Total accommodation and food services sales, 2007 ($1,000) (c)	3,054	613,795,732
Total health care and social assistance receipts/revenue, 2007 ($1,000) (c)	25,918	1,668,276,808
Total manufacturers shipments, 2007 ($1,000) (c)	FN[1]	5,319,456,312
Total merchant wholesaler sales, 2007 ($1,000) (c)	17,902	4,174,286,516
Total retail sales, 2007 ($1,000) (c)	71,612	3,917,663,456
Total retail sales per capita, 2007 (c)	$8,351	$12,990
Transportation		
Mean travel time to work (minutes), workers age 16 years+, 2010-2014	22.5	25.7
Income and Poverty		
Median household income (in 2014 dollars), 2010-2014	$46,048	$53,482
Per capita income in past 12 months (in 2014 dollars), 2010-2014	$23,046	$28,555
Persons in poverty, percent	⚠ 15.4%	⚠ 14.8%
Businesses		
Total employer establishments, 2013	170	7,488,353
Total employment, 2013	1,451	118,266,253
Total annual payroll, 2013	44,047	5,621,697,325
Total employment, percent change, 2012-2013	2.4%	2.0%
Total nonemployer establishments, 2013	748	23,005,620
All firms, 2007	848	27,092,908
Men-owned firms, 2007	341	13,900,554
Women-owned firms, 2007	S	7,792,115
Minority-owned firms, 2007	F	5,759,209
Nonminority-owned firms, 2007	792	20,100,926
Veteran-owned firms, 2007	F	2,447,608
Nonveteran-owned firms, 2007	718	22,627,611
Geography		
Population per square mile, 2010	17.4	87.4
Land area in square miles, 2010	502.19	3,531,905.43
Metropolitan or Micropolitan Statistical Area	Ottumwa, IA Micro Area	
FIPS Code	19051	00

1. Data may be subject to publication minimums that vary by industry and geography.

⚠ This geographic level of poverty and health estimates are not comparable to other geographic levels of these estimates

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Different vintage years of estimates are not comparable.

(a) Includes persons reporting only one race
(b) Hispanics may be of any race, so also are included in applicable race categories
(c) Economic Census - Puerto Rico data are not comparable to U.S. Economic Census data

D Suppressed to avoid disclosure of confidential information
F Fewer than 25 firms
FN Footnote on this item in place of data
NA Not available
S Suppressed; does not meet publication standards
X Not applicable
Z Value greater than zero but less than half unit of measure shown

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Decatur County, Iowa

QuickFacts provides statistics for all states and counties, and for cities and towns with a population of 5,000 or more

ALL TOPICS	DECATUR COUNTY, IOWA	UNITED STATES
People		
Population		
Population estimates, July 1, 2015, (V2015)	NA	321,418,820
Population estimates, July 1, 2014, (V2014)	8,263	318,857,056
Population estimates base, April 1, 2010, (V2015)	NA	308,758,105
Population estimates base, April 1, 2010, (V2014)	8,457	308,758,105
Population, percent change - April 1, 2010 (estimates base) to July 1, 2015, (V2015)	NA	4.1%
Population, percent change - April 1, 2010 (estimates base) to July 1, 2014, (V2014)	-2.3%	3.3%
Population, Census, April 1, 2010	8,457	308,745,538
Age and Sex		
Persons under 5 years, percent, July 1, 2014, (V2014)	5.1%	6.2%
Persons under 5 years, percent, April 1, 2010	6.3%	6.5%
Persons under 18 years, percent, July 1, 2014, (V2014)	21.8%	23.1%
Persons under 18 years, percent, April 1, 2010	22.7%	24.0%
Persons 65 years and over, percent, July 1, 2014, (V2014)	18.3%	14.5%
Persons 65 years and over, percent, April 1, 2010	18.1%	13.0%
Female persons, percent, July 1, 2014, (V2014)	49.8%	50.8%
Female persons, percent, April 1, 2010	49.9%	50.8%
Race and Hispanic Origin		
White alone, percent, July 1, 2014, (V2014) (a)	95.3%	77.4%
White alone, percent, April 1, 2010 (a)	95.4%	72.4%
Black or African American alone, percent, July 1, 2014, (V2014) (a)	2.0%	13.2%
Black or African American alone, percent, April 1, 2010 (a)	1.8%	12.6%
American Indian and Alaska Native alone, percent, July 1, 2014, (V2014) (a)	0.5%	1.2%
American Indian and Alaska Native alone, percent, April 1, 2010 (a)	0.4%	0.9%
Asian alone, percent, July 1, 2014, (V2014) (a)	0.9%	5.4%
Asian alone, percent, April 1, 2010 (a)	0.7%	4.8%
Native Hawaiian and Other Pacific Islander alone, percent, July 1, 2014, (V2014) (a)	0.2%	0.2%
Native Hawaiian and Other Pacific Islander alone, percent, April 1, 2010 (a)	0.2%	0.2%
Two or More Races, percent, July 1, 2014, (V2014)	1.2%	2.5%
Two or More Races, percent, April 1, 2010	1.0%	2.9%
Hispanic or Latino, percent, July 1, 2014, (V2014) (b)	2.6%	17.4%
Hispanic or Latino, percent, April 1, 2010 (b)	2.1%	16.3%
White alone, not Hispanic or Latino, percent, July 1, 2014, (V2014)	93.0%	62.1%
White alone, not Hispanic or Latino, percent, April 1, 2010	94.0%	63.7%
Population Characteristics		
Veterans, 2010-2014	573	20,700,711
Foreign born persons, percent, 2010-2014	1.7%	13.1%
Housing		
Housing units, July 1, 2014, (V2014)	3,847	133,957,180
Housing units, April 1, 2010	3,834	131,704,730
Owner-occupied housing unit rate, 2010-2014	67.0%	64.4%
Median value of owner-occupied housing units, 2010-2014	$81,700	$175,700
Median selected monthly owner costs -with a mortgage, 2010-2014	$966	$1,522
Median selected monthly owner costs -without a mortgage, 2010-2014	$437	$457
Median gross rent, 2010-2014	$482	$920
Building permits, 2014	2	1,046,363
Families and Living Arrangements		
Households, 2010-2014	3,085	116,211,092
Persons per household, 2010-2014	2.44	2.63

Living in same house 1 year ago, percent of persons age 1 year+, 2010-2014	80.2%	85.0%
Language other than English spoken at home, percent of persons age 5 years+, 2010-2014	5.6%	20.9%
Education		
High school graduate or higher, percent of persons age 25 years+, 2010-2014	86.3%	86.3%
Bachelor's degree or higher, percent of persons age 25 years+, 2010-2014	19.2%	29.3%
Health		
With a disability, under age 65 years, percent, 2010-2014	12.1%	8.5%
Persons without health insurance, under age 65 years, percent	⚠ 13.4%	⚠ 12.0%
Economy		
In civilian labor force, total, percent of population age 16 years+, 2010-2014	58.6%	63.5%
In civilian labor force, female, percent of population age 16 years+, 2010-2014	56.5%	58.7%
Total accommodation and food services sales, 2007 ($1,000) (c)	4,323	613,795,732
Total health care and social assistance receipts/revenue, 2007 ($1,000) (c)	21,870	1,668,276,808
Total manufacturers shipments, 2007 ($1,000) (c)	FN[1]	5,319,456,312
Total merchant wholesaler sales, 2007 ($1,000) (c)	76,650	4,174,286,516
Total retail sales, 2007 ($1,000) (c)	39,590	3,917,663,456
Total retail sales per capita, 2007 (c)	$4,746	$12,990
Transportation		
Mean travel time to work (minutes), workers age 16 years+, 2010-2014	20.8	25.7
Income and Poverty		
Median household income (in 2014 dollars), 2010-2014	$38,275	$53,482
Per capita income in past 12 months (in 2014 dollars), 2010-2014	$19,321	$28,555
Persons in poverty, percent	⚠ 21.3%	⚠ 14.8%
Businesses		
Total employer establishments, 2013	130	7,488,353
Total employment, 2013	1,697	118,266,253
Total annual payroll, 2013	33,378	5,621,697,325
Total employment, percent change, 2012-2013	-3.2%	2.0%
Total nonemployer establishments, 2013	655	23,005,620
All firms, 2007	869	27,092,908
Men-owned firms, 2007	354	13,900,554
Women-owned firms, 2007	S	7,792,115
Minority-owned firms, 2007	S	5,759,209
Nonminority-owned firms, 2007	806	20,100,926
Veteran-owned firms, 2007	214	2,447,608
Nonveteran-owned firms, 2007	611	22,627,611
Geography		
Population per square mile, 2010	15.9	87.4
Land area in square miles, 2010	531.88	3,531,905.43
Metropolitan or Micropolitan Statistical Area	None	
FIPS Code	19053	00

1. Data may be subject to publication minimums that vary by industry and geography.

⚠ This geographic level of poverty and health estimates are not comparable to other geographic levels of these estimates

Some estimates presented here come from sample data, and thus have sampling errors that may render some apparent differences between geographies statistically indistinguishable. Click the Quick Info icon to the left of each row in TABLE view to learn about sampling error.

The vintage year (e.g., V2015) refers to the final year of the series (2010 thru 2015).
Different vintage years of estimates are not comparable.

(a) Includes persons reporting only one race
(b) Hispanics may be of any race, so also are included in applicable race categories
(c) Economic Census - Puerto Rico data are not comparable to U.S. Economic Census data

D Suppressed to avoid disclosure of confidential information
F Fewer than 25 firms
FN Footnote on this item in place of data
NA Not available
S Suppressed; does not meet publication standards
X Not applicable
Z Value greater than zero but less than half unit of measure shown

QuickFacts data are derived from: Population Estimates, American Community Survey, Census of Population and Housing, Current Population Survey, Small Area Health Insurance Estimates, Small Area Income and Poverty Estimates, State and County Housing Unit Estimates, County Business Patterns, Nonemployer Statistics, Economic Census, Survey of Business Owners, Building Permits.

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QuickFacts

Lucas County, Iowa

QuickFacts provides statistics for all states and counties, and for cities and towns with a population of 5,000 or more.

ALL TOPICS	LUCAS COUNTY, IOWA	UNITED STATES
People		
Population		
Population estimates, July 1, 2015, (V2015)	NA	321,418,820
Population estimates, July 1, 2014, (V2014)	8,701	318,857,056
Population estimates base, April 1, 2010, (V2015)	NA	308,758,105
Population estimates base, April 1, 2010, (V2014)	8,898	308,758,105
Population, percent change - April 1, 2010 (estimates base) to July 1, 2015, (V2015)	NA	4.1%
Population, percent change - April 1, 2010 (estimates base) to July 1, 2014, (V2014)	-2.2%	3.3%
Population, Census, April 1, 2010	8,898	308,745,538
Age and Sex		
Persons under 5 years, percent, July 1, 2014, (V2014)	5.6%	6.2%
Persons under 5 years, percent, April 1, 2010	6.2%	6.5%
Persons under 18 years, percent, July 1, 2014, (V2014)	23.3%	23.1%
Persons under 18 years, percent, April 1, 2010	24.4%	24.0%
Persons 65 years and over, percent, July 1, 2014, (V2014)	21.0%	14.5%
Persons 65 years and over, percent, April 1, 2010	20.2%	13.0%
Female persons, percent, July 1, 2014, (V2014)	49.6%	50.8%
Female persons, percent, April 1, 2010	50.2%	50.8%
Race and Hispanic Origin		
White alone, percent, July 1, 2014, (V2014) (a)	98.5%	77.4%
White alone, percent, April 1, 2010 (a)	98.6%	72.4%
Black or African American alone, percent, July 1, 2014, (V2014) (a)	0.3%	13.2%
Black or African American alone, percent, April 1, 2010 (a)	0.2%	12.6%
American Indian and Alaska Native alone, percent, July 1, 2014, (V2014) (a)	0.2%	1.2%
American Indian and Alaska Native alone, percent, April 1, 2010 (a)	0.2%	0.9%
Asian alone, percent, July 1, 2014, (V2014) (a)	0.3%	5.4%
Asian alone, percent, April 1, 2010 (a)	0.2%	4.8%
Native Hawaiian and Other Pacific Islander alone, percent, July 1, 2014, (V2014) (a)	0.0%	0.2%
Native Hawaiian and Other Pacific Islander alone, percent, April 1, 2010 (a)	Z	0.2%
Two or More Races, percent, July 1, 2014, (V2014)	0.7%	2.5%
Two or More Races, percent, April 1, 2010	0.6%	2.9%
Hispanic or Latino, percent, July 1, 2014, (V2014) (b)	1.3%	17.4%
Hispanic or Latino, percent, April 1, 2010 (b)	1.0%	16.3%
White alone, not Hispanic or Latino, percent, July 1, 2014, (V2014)	97.3%	62.1%
White alone, not Hispanic or Latino, percent, April 1, 2010	98.0%	63.7%
Population Characteristics		
Veterans, 2010-2014	656	20,700,711
Foreign born persons, percent, 2010-2014	5.8%	13.1%
Housing		
Housing units, July 1, 2014, (V2014)	4,204	133,957,180
Housing units, April 1, 2010	4,238	131,704,730
Owner-occupied housing unit rate, 2010-2014	78.5%	64.4%
Median value of owner-occupied housing units, 2010-2014	$80,700	$175,700
Median selected monthly owner costs -with a mortgage, 2010-2014	$973	$1,522
Median selected monthly owner costs -without a mortgage, 2010-2014	$377	$457
Median gross rent, 2010-2014	$481	$920
Building permits, 2014	3	1,046,363
Families and Living Arrangements		
Households, 2010-2014	3,745	116,211,092
Persons per household, 2010-2014	2.30	2.63

Living in same house 1 year ago, percent of persons age 1 year+, 2010-2014	85.8%	85.0%
Language other than English spoken at home, percent of persons age 5 years+, 2010-2014	9.8%	20.9%
Education		
High school graduate or higher, percent of persons age 25 years+, 2010-2014	90.6%	86.3%
Bachelor's degree or higher, percent of persons age 25 years+, 2010-2014	12.7%	29.3%
Health		
With a disability, under age 65 years, percent, 2010-2014	9.2%	8.5%
Persons without health insurance, under age 65 years, percent	⚠ 12.5%	⚠ 12.0%
Economy		
In civilian labor force, total, percent of population age 16 years+, 2010-2014	61.2%	63.5%
In civilian labor force, female, percent of population age 16 years+, 2010-2014	56.1%	58.7%
Total accommodation and food services sales, 2007 ($1,000) (c)	D	613,795,732
Total health care and social assistance receipts/revenue, 2007 ($1,000) (c)	31,037	1,668,276,808
Total manufacturers shipments, 2007 ($1,000) (c)	FN[1]	5,319,456,312
Total merchant wholesaler sales, 2007 ($1,000) (c)	1,472	4,174,286,516
Total retail sales, 2007 ($1,000) (c)	84,344	3,917,663,456
Total retail sales per capita, 2007 (c)	$8,919	$12,990
Transportation		
Mean travel time to work (minutes), workers age 16 years+, 2010-2014	22.9	25.7
Income and Poverty		
Median household income (in 2014 dollars), 2010-2014	$43,280	$53,482
Per capita income in past 12 months (in 2014 dollars), 2010-2014	$22,060	$28,555
Persons in poverty, percent	⚠ 16.0%	⚠ 14.8%
Businesses		
Total employer establishments, 2013	179	7,488,353
Total employment, 2013	2,772	118,266,253
Total annual payroll, 2013	98,760	5,621,697,325
Total employment, percent change, 2012-2013	0.5%	2.0%
Total nonemployer establishments, 2013	622	23,005,620
All firms, 2007	788	27,092,908
Men-owned firms, 2007	330	13,900,554
Women-owned firms, 2007	S	7,792,115
Minority-owned firms, 2007	F	5,759,209
Nonminority-owned firms, 2007	764	20,100,926
Veteran-owned firms, 2007	F	2,447,608
Nonveteran-owned firms, 2007	679	22,627,611
Geography		
Population per square mile, 2010	20.7	87.4
Land area in square miles, 2010	430.59	3,531,905.43
Metropolitan or Micropolitan Statistical Area	None	
FIPS Code	19117	00

1. Data may be subject to publication minimums that vary by industry and geography

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Different vintage years of estimates are not comparable.

(a) Includes persons reporting only one race
(b) Hispanics may be of any race, so also are included in applicable race categories
(c) Economic Census - Puerto Rico data are not comparable to U.S. Economic Census data

D Suppressed to avoid disclosure of confidential information
F Fewer than 25 firms
FN Footnote on this item in place of data
NA Not available
S Suppressed; does not meet publication standards
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Z Value greater than zero but less than half unit of measure shown

QuickFacts data are derived from: Population Estimates, American Community Survey, Census of Population and Housing, Current Population Survey, Small Area Health Insurance Estimates, Small Area Income and Poverty Estimates, State and County Housing Unit Estimates, County Business Patterns, Nonemployer Statistics, Economic Census, Survey of Business Owners, Building Permits.

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QuickFacts

Monroe County, Iowa

QuickFacts provides statistics for all states and counties, and for cities and towns with a population of 5,000 or more.

ALL TOPICS	MONROE COUNTY, IOWA	UNITED STATES
People		
Population		
Population estimates, July 1, 2015, (V2015)	NA	321,418,820
Population estimates, July 1, 2014, (V2014)	8,001	318,857,056
Population estimates base, April 1, 2010, (V2015)	NA	308,758,105
Population estimates base, April 1, 2010, (V2014)	7,970	308,758,105
Population, percent change - April 1, 2010 (estimates base) to July 1, 2015, (V2015)	NA	4.1%
Population, percent change - April 1, 2010 (estimates base) to July 1, 2014, (V2014)	0.4%	3.3%
Population, Census, April 1, 2010	7,970	308,745,538
Age and Sex		
Persons under 5 years, percent, July 1, 2014, (V2014)	5.5%	6.2%
Persons under 5 years, percent, April 1, 2010	6.5%	6.5%
Persons under 18 years, percent, July 1, 2014, (V2014)	23.6%	23.1%
Persons under 18 years, percent, April 1, 2010	24.2%	24.0%
Persons 65 years and over, percent, July 1, 2014, (V2014)	19.0%	14.5%
Persons 65 years and over, percent, April 1, 2010	18.6%	13.0%
Female persons, percent, July 1, 2014, (V2014)	49.8%	50.8%
Female persons, percent, April 1, 2010	50.1%	50.8%
Race and Hispanic Origin		
White alone, percent, July 1, 2014, (V2014) (a)	97.3%	77.4%
White alone, percent, April 1, 2010 (a)	97.4%	72.4%
Black or African American alone, percent, July 1, 2014, (V2014) (a)	0.6%	13.2%
Black or African American alone, percent, April 1, 2010 (a)	0.3%	12.6%
American Indian and Alaska Native alone, percent, July 1, 2014, (V2014) (a)	0.1%	1.2%
American Indian and Alaska Native alone, percent, April 1, 2010 (a)	0.1%	0.9%
Asian alone, percent, July 1, 2014, (V2014) (a)	0.8%	5.4%
Asian alone, percent, April 1, 2010 (a)	0.4%	4.8%
Native Hawaiian and Other Pacific Islander alone, percent, July 1, 2014, (V2014) (a)	0.0%	0.2%
Native Hawaiian and Other Pacific Islander alone, percent, April 1, 2010 (a)	0.0%	0.2%
Two or More Races, percent, July 1, 2014, (V2014)	1.2%	2.5%
Two or More Races, percent, April 1, 2010	1.3%	2.9%
Hispanic or Latino, percent, July 1, 2014, (V2014) (b)	2.4%	17.4%
Hispanic or Latino, percent, April 1, 2010 (b)	2.1%	16.3%
White alone, not Hispanic or Latino, percent, July 1, 2014, (V2014)	95.2%	62.1%
White alone, not Hispanic or Latino, percent, April 1, 2010	96.3%	63.7%
Population Characteristics		
Veterans, 2010-2014	647	20,700,711
Foreign born persons, percent, 2010-2014	2.5%	13.1%
Housing		
Housing units, July 1, 2014, (V2014)	3,892	133,957,180
Housing units, April 1, 2010	3,884	131,704,730
Owner-occupied housing unit rate, 2010-2014	76.1%	64.4%
Median value of owner-occupied housing units, 2010-2014	$96,800	$175,700
Median selected monthly owner costs -with a mortgage, 2010-2014	$1,142	$1,522
Median selected monthly owner costs -without a mortgage, 2010-2014	$408	$457
Median gross rent, 2010-2014	$542	$920
Building permits, 2014	82	1,046,363
Families and Living Arrangements		
Households, 2010-2014	3,280	116,211,092
Persons per household, 2010-2014	2.40	2.63

Living in same house 1 year ago, percent of persons age 1 year+, 2010-2014	85.3%	85.0%
Language other than English spoken at home, percent of persons age 5 years+, 2010-2014	3.7%	20.9%
Education		
High school graduate or higher, percent of persons age 25 years+, 2010-2014	88.2%	86.3%
Bachelor's degree or higher, percent of persons age 25 years+, 2010-2014	17.3%	29.3%
Health		
With a disability, under age 65 years, percent, 2010-2014	9.9%	8.5%
Persons without health insurance, under age 65 years, percent	⚠ 13.7%	⚠ 12.0%
Economy		
In civilian labor force, total, percent of population age 16 years+, 2010-2014	61.7%	63.5%
In civilian labor force, female, percent of population age 16 years+, 2010-2014	56.7%	58.7%
Total accommodation and food services sales, 2007 ($1,000) (c)	D	613,795,732
Total health care and social assistance receipts/revenue, 2007 ($1,000) (c)	24,816	1,668,276,808
Total manufacturers shipments, 2007 ($1,000) (c)	FN[1]	5,319,456,312
Total merchant wholesaler sales, 2007 ($1,000) (c)	46,184	4,174,286,516
Total retail sales, 2007 ($1,000) (c)	62,488	3,917,663,456
Total retail sales per capita, 2007 (c)	$8,256	$12,990
Transportation		
Mean travel time to work (minutes), workers age 16 years+, 2010-2014	25.2	25.7
Income and Poverty		
Median household income (in 2014 dollars), 2010-2014	$47,297	$53,482
Per capita income in past 12 months (in 2014 dollars), 2010-2014	$23,983	$28,555
Persons in poverty, percent	⚠ 11.7%	⚠ 14.8%
Businesses		
Total employer establishments, 2013	173	7,488,353
Total employment, 2013	1,895	118,266,253
Total annual payroll, 2013	52,640	5,621,697,325
Total employment, percent change, 2012-2013	1.8%	2.0%
Total nonemployer establishments, 2013	553	23,005,620
All firms, 2007	521	27,092,908
Men-owned firms, 2007	190	13,900,554
Women-owned firms, 2007	110	7,792,115
Minority-owned firms, 2007	F	5,759,209
Nonminority-owned firms, 2007	491	20,100,926
Veteran-owned firms, 2007	S	2,447,608
Nonveteran-owned firms, 2007	462	22,627,611
Geography		
Population per square mile, 2010	18.4	87.4
Land area in square miles, 2010	433.72	3,531,905.43
Metropolitan or Micropolitan Statistical Area	None	
FIPS Code	19135	00

1. Data may be subject to publication minimums that vary by industry and geography.

⚠ This geographic level of poverty and health estimates are not comparable to other geographic levels of these estimates

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(a) Includes persons reporting only one race
(b) Hispanics may be of any race, so also are included in applicable race categories
(c) Economic Census - Puerto Rico data are not comparable to U.S. Economic Census data

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Wayne County, Iowa

QuickFacts provides statistics for all states and counties, and for cities and towns with a population of 5,000 or more.

ALL TOPICS	WAYNE COUNTY, IOWA	UNITED STATES
People		
Population		
Population estimates, July 1, 2015, (V2015)	NA	321,418,820
Population estimates, July 1, 2014, (V2014)	6,395	318,857,056
Population estimates base, April 1, 2010, (V2015)	NA	308,758,105
Population estimates base, April 1, 2010, (V2014)	6,403	308,758,105
Population, percent change - April 1, 2010 (estimates base) to July 1, 2015, (V2015)	NA	4.1%
Population, percent change - April 1, 2010 (estimates base) to July 1, 2014, (V2014)	-0.1%	3.3%
Population, Census, April 1, 2010	6,403	308,745,538
Age and Sex		
Persons under 5 years, percent, July 1, 2014, (V2014)	7.0%	6.2%
Persons under 5 years, percent, April 1, 2010	6.2%	6.5%
Persons under 18 years, percent, July 1, 2014, (V2014)	24.2%	23.1%
Persons under 18 years, percent, April 1, 2010	23.4%	24.0%
Persons 65 years and over, percent, July 1, 2014, (V2014)	22.3%	14.5%
Persons 65 years and over, percent, April 1, 2010	22.1%	13.0%
Female persons, percent, July 1, 2014, (V2014)	51.6%	50.8%
Female persons, percent, April 1, 2010	51.3%	50.8%
Race and Hispanic Origin		
White alone, percent, July 1, 2014, (V2014) (a)	97.6%	77.4%
White alone, percent, April 1, 2010 (a)	98.0%	72.4%
Black or African American alone, percent, July 1, 2014, (V2014) (a)	0.7%	13.2%
Black or African American alone, percent, April 1, 2010 (a)	0.3%	12.6%
American Indian and Alaska Native alone, percent, July 1, 2014, (V2014) (a)	0.3%	1.2%
American Indian and Alaska Native alone, percent, April 1, 2010 (a)	0.2%	0.9%
Asian alone, percent, July 1, 2014, (V2014) (a)	0.4%	5.4%
Asian alone, percent, April 1, 2010 (a)	0.3%	4.8%
Native Hawaiian and Other Pacific Islander alone, percent, July 1, 2014, (V2014) (a)	0.0%	0.2%
Native Hawaiian and Other Pacific Islander alone, percent, April 1, 2010 (a)	Z	0.2%
Two or More Races, percent, July 1, 2014, (V2014)	1.0%	2.5%
Two or More Races, percent, April 1, 2010	0.7%	2.9%
Hispanic or Latino, percent, July 1, 2014, (V2014) (b)	1.7%	17.4%
Hispanic or Latino, percent, April 1, 2010 (b)	1.1%	16.3%
White alone, not Hispanic or Latino, percent, July 1, 2014, (V2014)	96.2%	62.1%
White alone, not Hispanic or Latino, percent, April 1, 2010	97.5%	63.7%
Population Characteristics		
Veterans, 2010-2014	539	20,700,711
Foreign born persons, percent, 2010-2014	0.9%	13.1%
Housing		
Housing units, July 1, 2014, (V2014)	3,181	133,957,180
Housing units, April 1, 2010	3,212	131,704,730
Owner-occupied housing unit rate, 2010-2014	80.8%	64.4%
Median value of owner-occupied housing units, 2010-2014	$66,400	$175,700
Median selected monthly owner costs -with a mortgage, 2010-2014	$917	$1,522
Median selected monthly owner costs -without a mortgage, 2010-2014	$405	$457
Median gross rent, 2010-2014	$481	$920
Building permits, 2014	0	1,046,363
Families and Living Arrangements		
Households, 2010-2014	2,548	116,211,092
Persons per household, 2010-2014	2.46	2.63

Living in same house 1 year ago, percent of persons age 1 year+, 2010-2014	87.2%	85.0%
Language other than English spoken at home, percent of persons age 5 years+, 2010-2014	4.7%	20.9%
Education		
High school graduate or higher, percent of persons age 25 years+, 2010-2014	89.4%	86.3%
Bachelor's degree or higher, percent of persons age 25 years+, 2010-2014	13.8%	29.3%
Health		
With a disability, under age 65 years, percent, 2010-2014	8.8%	8.5%
Persons without health insurance, under age 65 years, percent	⚠ 14.0%	⚠ 12.0%
Economy		
In civilian labor force, total, percent of population age 16 years+, 2010-2014	59.1%	63.5%
In civilian labor force, female, percent of population age 16 years+, 2010-2014	52.9%	58.7%
Total accommodation and food services sales, 2007 ($1,000) (c)	D	613,795,732
Total health care and social assistance receipts/revenue, 2007 ($1,000) (c)	18,455	1,668,276,808
Total manufacturers shipments, 2007 ($1,000) (c)	FN[1]	5,319,456,312
Total merchant wholesaler sales, 2007 ($1,000) (c)	27,010	4,174,286,516
Total retail sales, 2007 ($1,000) (c)	49,159	3,917,653,456
Total retail sales per capita, 2007 (c)	$7,824	$12,990
Transportation		
Mean travel time to work (minutes), workers age 16 years+, 2010-2014	24.1	25.7
Income and Poverty		
Median household income (in 2014 dollars), 2010-2014	$42,083	$53,482
Per capita income in past 12 months (in 2014 dollars), 2010-2014	$22,433	$28,555
Persons in poverty, percent	⚠ 16.7%	⚠ 14.8%
Businesses		
Total employer establishments, 2013	146	7,488,353
Total employment, 2013	1,381	118,266,253
Total annual payroll, 2013	44,749	5,621,697,325
Total employment, percent change, 2012-2013	-0.1%	2.0%
Total nonemployer establishments, 2013	523	23,005,620
All firms, 2007	483	27,092,908
Men-owned firms, 2007	S	13,900,554
Women-owned firms, 2007	S	7,792,115
Minority-owned firms, 2007	F	5,759,209
Nonminority-owned firms, 2007	S	20,100,926
Veteran-owned firms, 2007	F	2,447,608
Nonveteran-owned firms, 2007	S	22,627,611
Geography		
Population per square mile, 2010	12.2	87.4
Land area in square miles, 2010	525.44	3,531,905.43
Metropolitan or Micropolitan Statistical Area	None	
FIPS Code	19185	00

1. Data may be subject to publication minimums that vary by industry and geography.

⚠ This geographic level of poverty and health estimates are not comparable to other geographic levels of these estimates

Some estimates presented here come from sample data, and thus have sampling errors that may render some apparent differences between geographies statistically indistinguishable. Click the Quick Info icon to the left of each row in TABLE view to learn about sampling error.

The vintage year (e.g., V2015) refers to the final year of the series (2010 thru 2015).
Different vintage years of estimates are not comparable.

(a) Includes persons reporting only one race
(b) Hispanics may be of any race, so also are included in applicable race categories
(c) Economic Census - Puerto Rico data are not comparable to U.S. Economic Census data

D Suppressed to avoid disclosure of confidential information
F Fewer than 25 firms
FN Footnote on this item in place of data
NA Not available
S Suppressed; does not meet publication standards
X Not applicable
Z Value greater than zero but less than half unit of measure shown

QuickFacts data are derived from: Population Estimates, American Community Survey, Census of Population and Housing, Current Population Survey, Small Area Health Insurance Estimates, Small Area Income and Poverty Estimates, State and County Housing Unit Estimates, County Business Patterns, Nonemployer Statistics, Economic Census, Survey of Business Owners, Building Permits.

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Appendix 3

SIT – Ridership

SOUTHERN IOWA TROLLEY RIDERSHIP - AS OF October 2015

		FY14	FY 15	FY16 YTD
ADAIR	Elderly Waiver	132	292	137
	Elderly	1,781	1,978	472
	Sheltered Workshop	5,545	6,165	1,845
	Education/Summer Fun Bus	1,740	1,635	376
	General Public	1,065	1,029	120
	COUNTY TOTAL	**10,263**	**11,099**	**2,950**
ADAMS	Elderly Waiver	102	29	0
	Elderly	1,091	865	340
	Sheltered Workshop	0	2	19
	Education/Summer Fun Bus	7,719	7,032	493
	General Public	1,090	1,109	437
	COUNTY TOTAL	**10,002**	**9,037**	**1,289**
CLARKE	Elderly Waiver	102	76	62
	Elderly	5,983	5,061	1,440
	Sheltered Workshop	9,437	7,625	2,034
	Education/Summer Fun Bus	15,790	20,882	3,630
	General Public	2,031	2,832	767
	COUNTY TOTAL	**33,343**	**36,476**	**7,933**
DECATUR	Elderly Waiver	454	699	114
	Elderly	1,584	1,974	711
	Sheltered Workshop	3,379	3,699	1,026
	Education/Summer Fun Bus	313	226	26
	General Public	426	399	82
	COUNTY TOTAL	**6,156**	**6,997**	**1,959**
RINGGOLD	Elderly Waiver	352	222	32
	Elderly	1,252	1,177	463
	Sheltered Workshop	5,733	4,995	1,574
	Education/Summer Fun Bus	1,166	2,104	147
	General Public	726	509	76
	COUNTY TOTAL	**9,229**	**9,007**	**2,292**
TAYLOR	Elderly Waiver	0	0	0
	Elderly	287	388	241
	Sheltered Workshop	0	30	0
	Education/Summer Fun Bus	334	1,194	448
	General Public	212	459	193
	COUNTY TOTAL	**833**	**2,071**	**882**
UNION	Elderly Waiver	1,092	1,214	242
	Elderly	11,320	9,022	2,713
	Sheltered Workshop	7,683	9,846	2,803
	Education/Summer Fun Bus	35,969	38,366	5,971
	General Public	7,864	8,932	2,869
	COUNTY TOTAL	**63,928**	**67,380**	**14,598**
TMS	Elderly	**575**	**378**	**144**
	General Public	**1,167**	**854**	**314**
	TOTAL TMS	1,742	1,232	458
	TOTAL RIDES	**135,496**	**143,299**	**32,361**
AGENCYWIDE TOTALS	Senior Rides incl.EW, TMS	26,107	23,375	7,111
	Sheltered Workshop	31,777	32,362	9,301
	Education/summer Fun Bus	63,031	71,439	11,091
	General Public incl. TMS	14,581	16,123	4,858
	Total Vehicle Miles	450496	450496	114819
	Total Days of Service	253	253	64

Appendix 4

10-15 Ridership

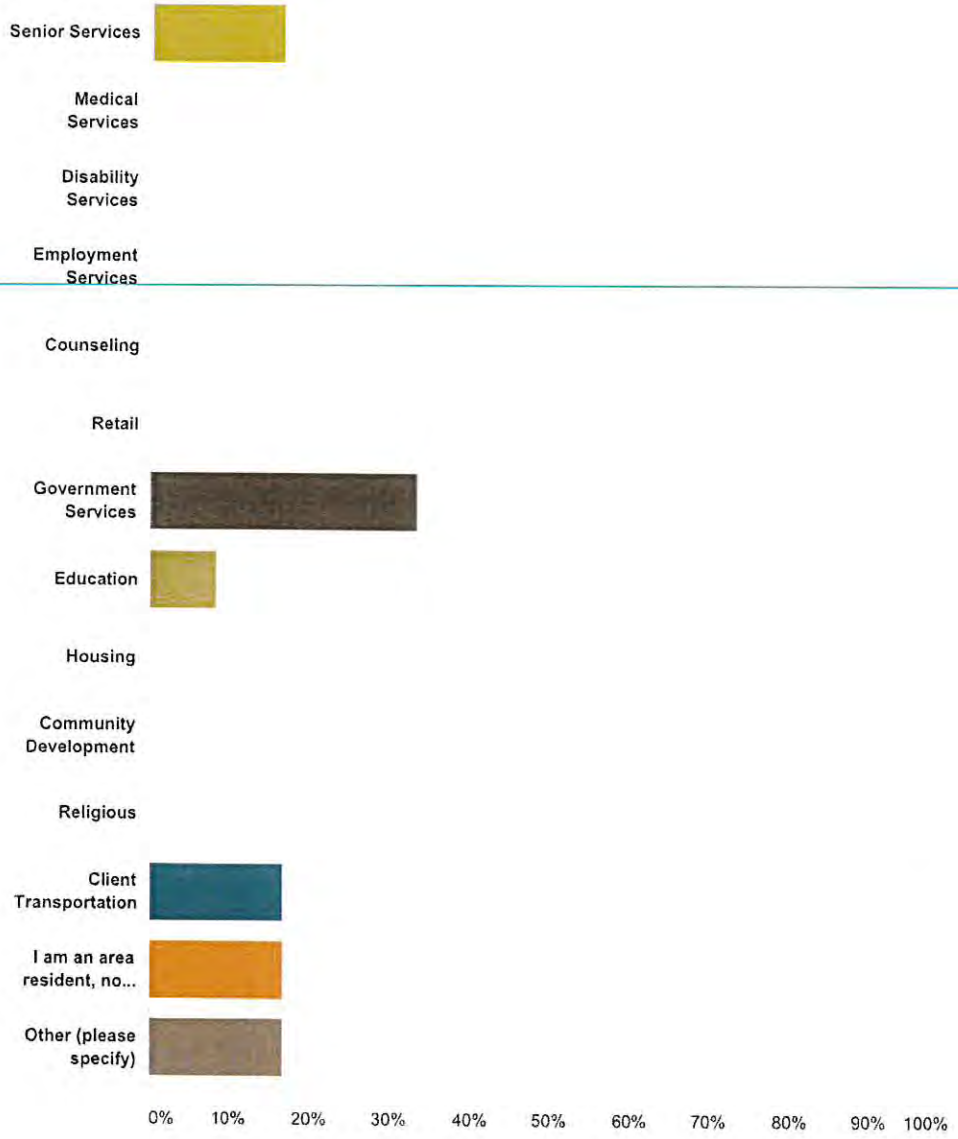
10-15 TRANSIT RIDERSHIP REPORT - DECEMBER 2015 - FY 2016			
	Nov-15	Dec-15	Dec-14
	TOTAL PASS.	TOTAL PASS.	TOTAL PASS.
APPANOOSE	1685	1652	1337
MILESTONES	115	153	196
NEW FOCUS	1217	1201	1037
TMS MED, OTHER MED, PUBLIC TRANSIT, ALLOWABLE CHARTER	353	298	104
DAVIS	1583	1644	1297
MILESTONES	93	90	108
DAVIS SCHOOL	93	93	502
1ST RESOURCE	632	557	576
TMS MED, OTHER MED, PUBLIC TRANSIT, ALLOWABLE CHARTER	765	904	111
JEFFERSON	1353	1306	1518
MILESTONES	119	176	145
TENCO	558	559	737
FAIRFIELD SCHOOL	0	0	0
TAXI	288	282	412
HY-VEE SHOPPING	134	120	162
TMS MED, OTHER MED, PUBLIC TRANSIT, ALLOWABLE CHARTER	254	169	62
KEOKUK	1158	1251	1203
MILESTONES	143	107	64
SIEDA HS	205	238	202
SIGOURNEY/PEKIN	0	0	0
1ST RESOURCE	784	847	871
TMS MED, OTHER MED, PUBLIC TRANSIT, ALLOWABLE CHARTER	26	59	66
LUCAS	1309	1329	1497
MILESTONES	181	179	215
SCICAP HS	337	321	438
MOSAIC	753	763	793
TMS MED, OTHER MED, PUBLIC TRANSIT, ALLOWABLE CHARTER	38	66	51
MAHASKA	1665	1607	1919
MILESTONES	217	196	114
COC	962	933	1144
FIXED ROUTE	198	158	337
PARATRANSIT	0	0	0
TMS MED, OTHER MED, PUBLIC TRANSIT, ALLOWABLE CHARTER	288	320	324
MONROE	745	698	917
MILESTONES	108	101	154
SCICAP HS	332	334	386
KING'S KIDS/MONROE SCHOOL	0	0	69
RAGTIME	233	243	284
TMS MED, OTHER MED, PUBLIC TRANSIT, ALLOWABLE CHARTER	72	20	24
VAN BUREN	413	463	477
MILESTONES	63	86	139
SIEDA HS	150	158	168
VB SCHOOL	0	0	126
TMS MED, OTHER MED, PUBLIC TRANSIT, ALLOWABLE CHARTER	200	219	44
WAPELLO	3549	3519	3926
MILESTONES	187	152	312
HY-VEE SHUTTLE - NORTH	78	31	167
ODR	569	596	805
SIEDA HS - CARDINAL	816	742	671
TENCO	1534	1580	1761
TMS MED, OTHER MED, PUBLIC TRANSIT, ALLOWABLE CHARTER	365	418	210
WAYNE	307	391	388
MILESTONES	61	69	3
NEW FOCUS	186	286	292
HEALTHY CONNECTIONS	0	0	60
TMS MED, OTHER MED, PUBLIC TRANSIT, ALLOWABLE CHARTER	60	36	33
TOTAL	13767	13860	14479

Appendix 5

Survey Monkey Results

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

Answered: 12 Skipped: 0



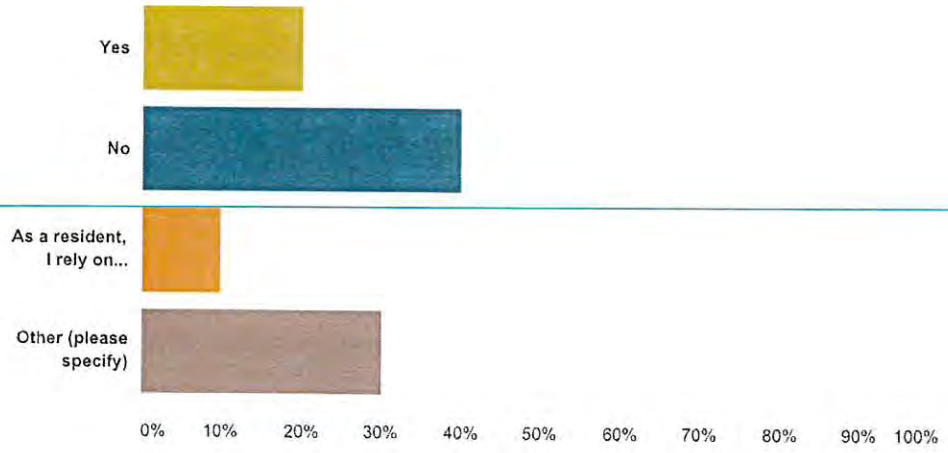
Answer Choices	Responses	
Senior Services	16.67%	2
Medical Services	0.00%	0
Disability Services	0.00%	0
Employment Services	0.00%	0
Counseling	0.00%	0

Retail	**0.00%**	0
Government Services	**33.33%**	4
Education	**8.33%**	1
Housing	**0.00%**	0
Community Development	**0.00%**	0
Religious	**0.00%**	0
Client Transportation	**16.67%**	2
I am an area resident, not an agency	**16.67%**	2
Other (please specify)	**16.67%**	2

Total Respondents: 12

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

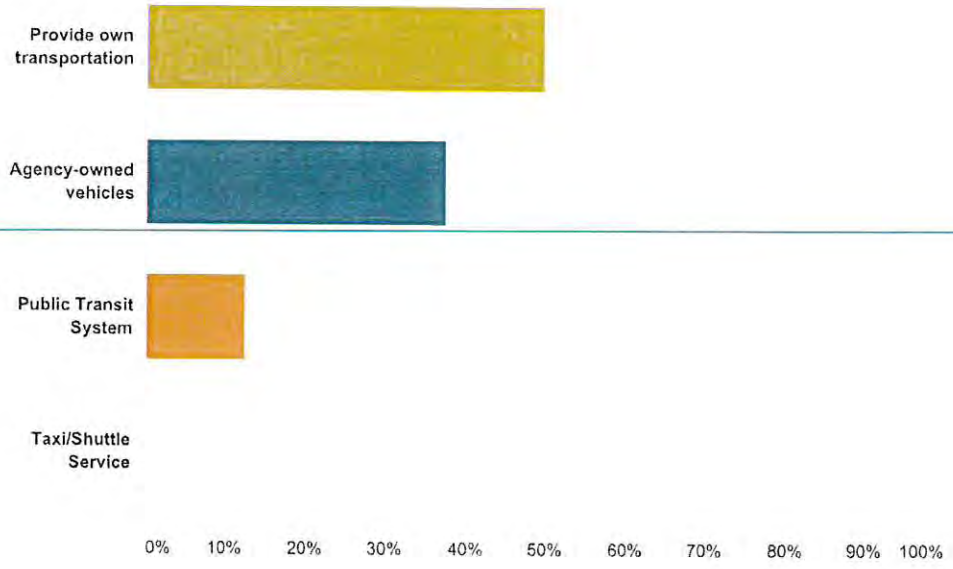
Answered: 10 Skipped: 2



Answer Choices	Responses	
Yes	20.00%	2
No	40.00%	4
As a resident, I rely on family and friends to transport me in their personal vehicles to meet my needs.	10.00%	1
Other (please specify)	30.00%	3
Total		**10**

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

Answered: 8 Skipped: 4



Answer Choices	Responses	
Provide own transportation	50.00%	4
Agency-owned vehicles	37.50%	3
Public Transit System	12.50%	1
Taxi/Shuttle Service	0.00%	0
Total		**8**

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

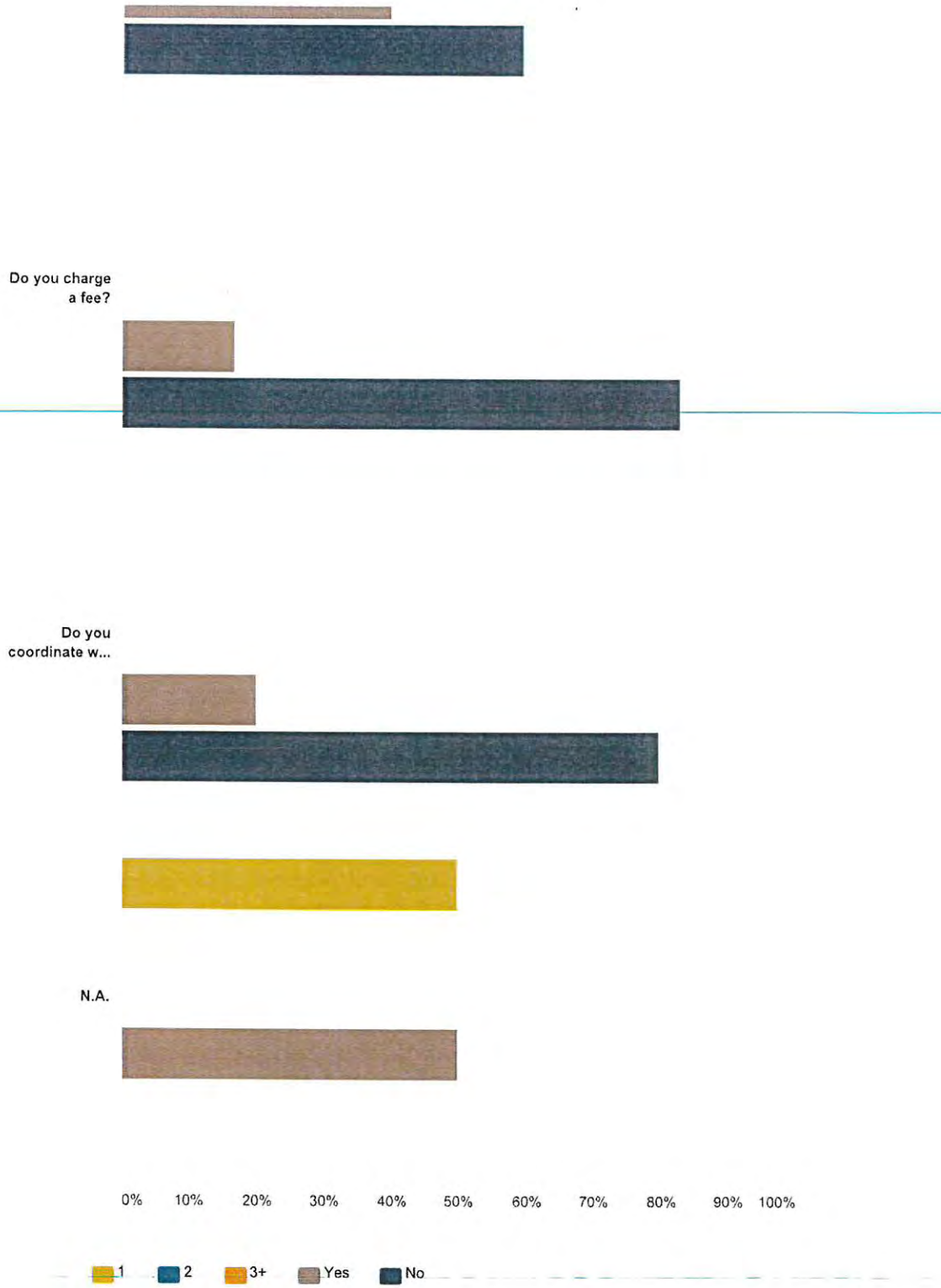
Answered: 7 Skipped: 5

How many vehicles do ...

# of ADA compliant...

Is the public allowed to b...

Do you receive government...

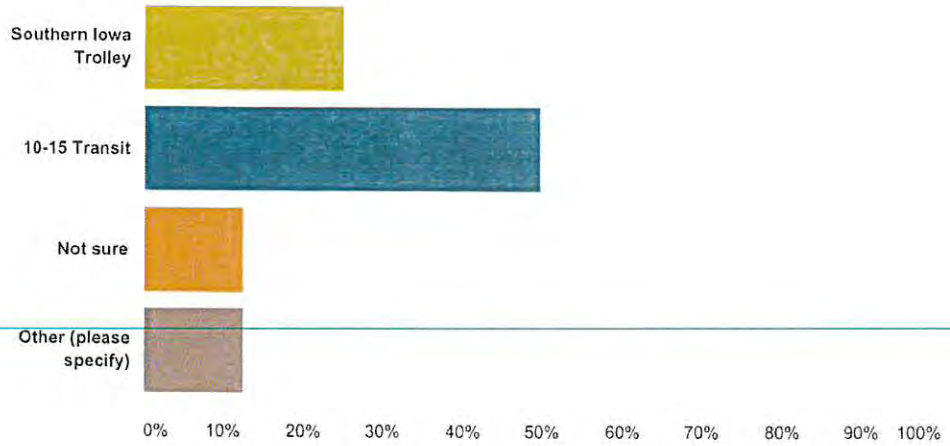


	1	2	3+	Yes	No	Total
How many vehicles do you own?	0.00%	0.00%	66.67%	0.00%	33.33%	
	0	0	4	0	2	6

# of ADA compliant vehicles	**16.67%**	**0.00%**	**16.67%**	**0.00%**	**66.67%**	
	1	0	1	0	4	6
Is the public allowed to be transported?	**0.00%**	**0.00%**	**0.00%**	**50.00%**	**50.00%**	
	0	0	0	2	2	4
Do you receive government funds for your transportation service?	**0.00%**	**0.00%**	**0.00%**	**40.00%**	**60.00%**	
	0	0	0	2	3	5
Do you charge a fee?	**0.00%**	**0.00%**	**0.00%**	**16.67%**	**83.33%**	
	0	0	0	1	5	6
Do you coordinate with any other agency for transportation?	**0.00%**	**0.00%**	**0.00%**	**20.00%**	**80.00%**	
	0	0	0	1	4	5
N.A.	**50.00%**	**0.00%**	**0.00%**	**50.00%**	**0.00%**	
	1	0	0	1	0	2

Q5 Who is your public transit provider?

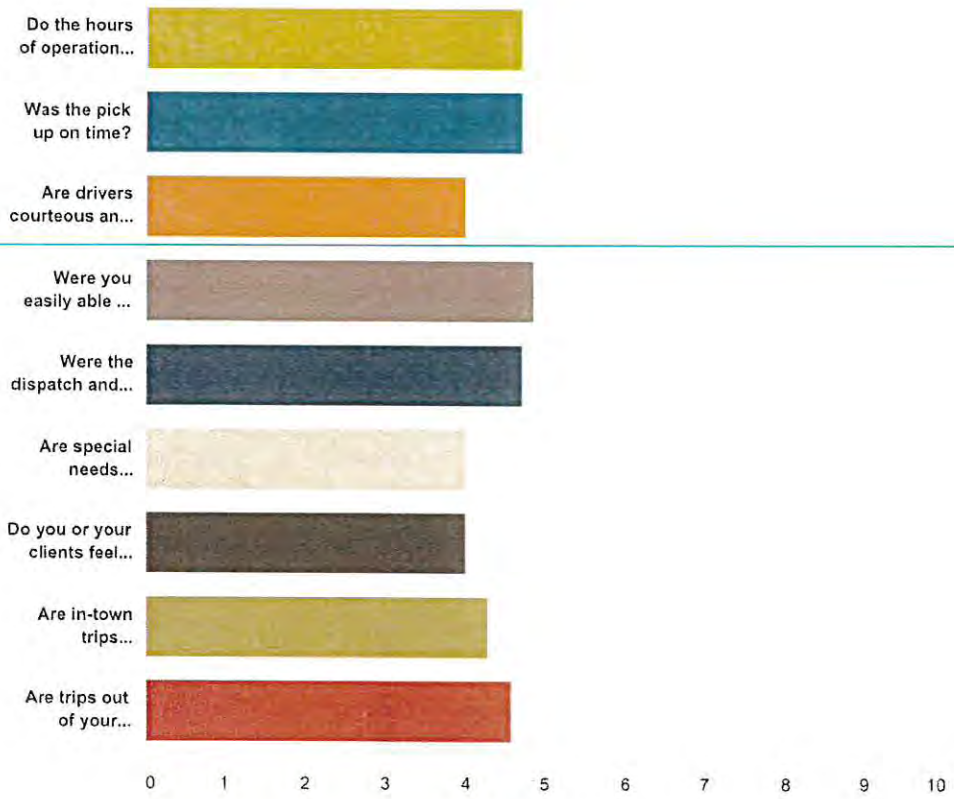
Answered: 8 Skipped: 4



Answer Choices	Responses	
Southern Iowa Trolley	**25.00%**	2
10-15 Transit	**50.00%**	4
Not sure	**12.50%**	1
Other (please specify)	**12.50%**	1
Total		**8**

Q6 Please provide information regarding your experiences with your public transit provider.

Answered 7 Skipped 5

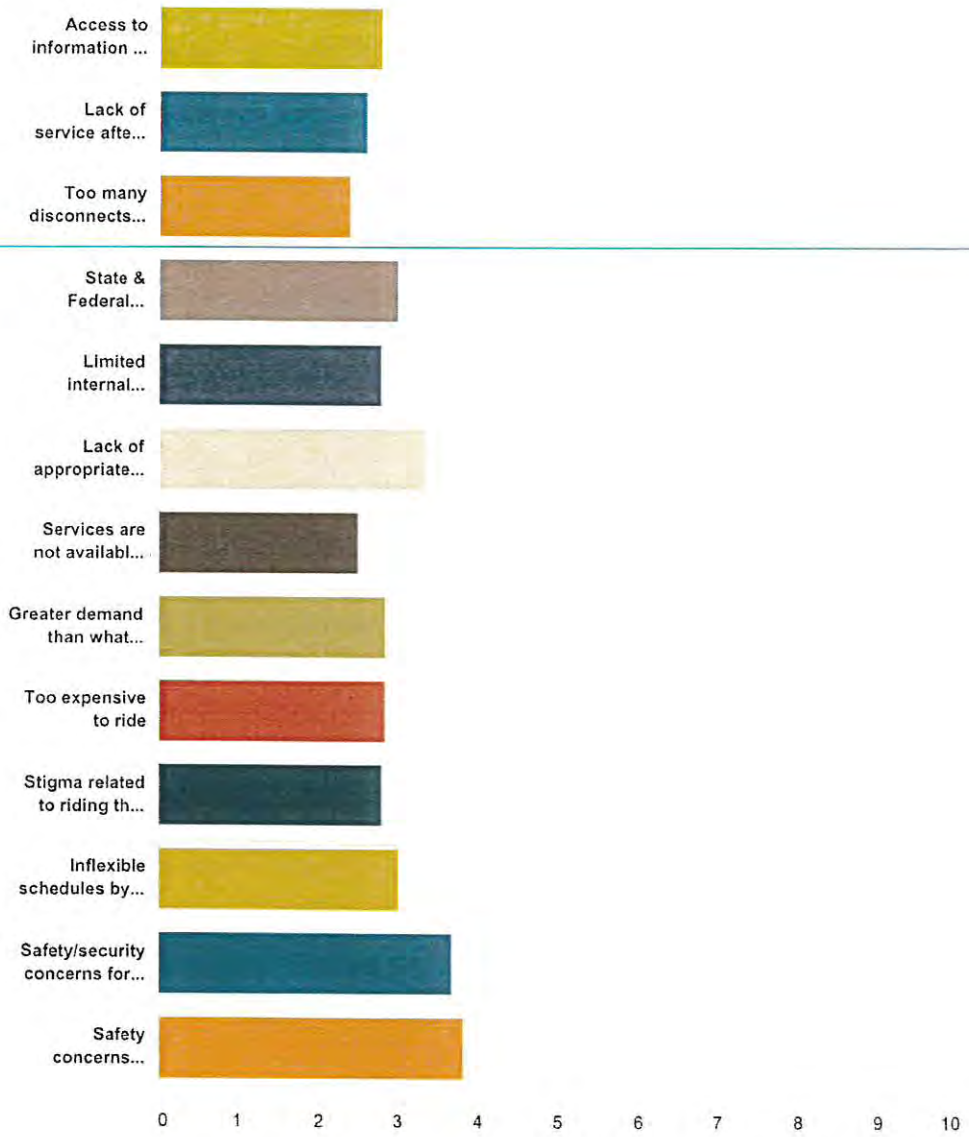


	Always	Usually	Sometimes	Rarely	Never	Not Applicable	Total	Weighted Average
Do the hours of operation meet your needs?	14.29% 1	14.29% 1	0.00% 0	0.00% 0	0.00% 0	71.43% 5	7	4.71
Was the pick up on time?	14.29% 1	14.29% 1	0.00% 0	0.00% 0	0.00% 0	71.43% 5	7	4.71
Are drivers courteous and polite?	28.57% 2	14.29% 1	0.00% 0	0.00% 0	0.00% 0	57.14% 4	7	4.00
Were you easily able to schedule a ride?	14.29% 1	0.00% 0	14.29% 1	0.00% 0	0.00% 0	71.43% 5	7	4.86
Were the dispatch and office staff helpful and able to meet your needs?	14.29% 1	14.29% 1	0.00% 0	0.00% 0	0.00% 0	71.43% 5	7	4.71
Are special needs passengers (handicapped, youth, etc.) properly cared for?	28.57% 2	14.29% 1	0.00% 0	0.00% 0	0.00% 0	57.14% 4	7	4.00
Do you or your clients feel safe on their ride?	28.57% 2	14.29% 1	0.00% 0	0.00% 0	0.00% 0	57.14% 4	7	4.00
Are in-town trips affordable?	14.29% 1	14.29% 1	14.29% 1	0.00% 0	0.00% 0	57.14% 4	7	4.29

Are trips out of your community/county affordable?	14.29%	0.00%	14.29%	14.29%	0.00%	57.14%		
	1	0	1	1	0	4	7	4.57

Q7 Please rate the following barriers to meeting transportation needs according to your experiences.

Answered 6 Skipped 6

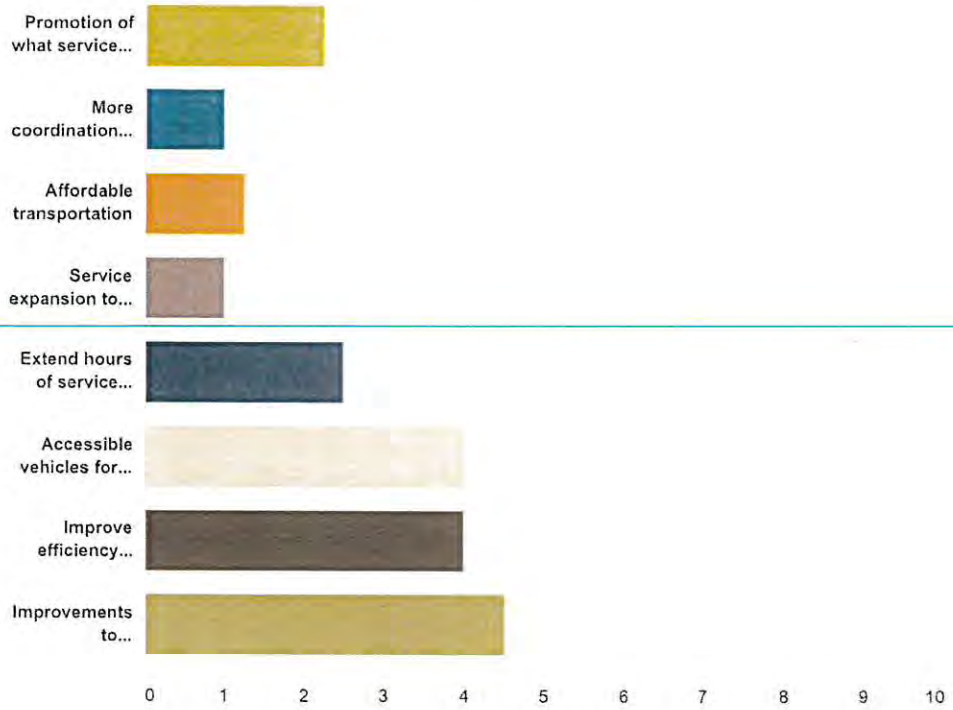


	Strongly Agree	Agree	Indifferent	Disagree	Strongly Disagree	Total	Weighted Average
Access to information on how to schedule a ride, rates, etc	20.00% 1	0.00% 0	60.00% 3	20.00% 1	0.00% 0	5	2.80
Lack of service after hours/weekends	0.00% 0	40.00% 2	60.00% 3	0.00% 0	0.00% 0	5	2.60
Too many disconnects between agencies & provider	20.00% 1	20.00% 1	60.00% 3	0.00% 0	0.00% 0	5	2.40

State & Federal regulations of our agency	**0.00%**	**0.00%**	**100.00%**	**0.00%**	**0.00%**		
	0	0	5	0	0	5	3.00
Limited internal funding of our agency to allow for this service	**20.00%**	**0.00%**	**60.00%**	**20.00%**	**0.00%**		
	1	0	3	1	0	5	2.80
Lack of appropriate accommodations (wheelchair)	**0.00%**	**16.67%**	**50.00%**	**16.67%**	**16.67%**		
	0	1	3	1	1	6	3.33
Services are not available in some locations	**16.67%**	**16.67%**	**66.67%**	**0.00%**	**0.00%**		
	1	1	4	0	0	6	2.50
Greater demand than what services are provided	**0.00%**	**33.33%**	**50.00%**	**16.67%**	**0.00%**		
	0	2	3	1	0	6	2.83
Too expensive to ride	**0.00%**	**33.33%**	**50.00%**	**16.67%**	**0.00%**		
	0	2	3	1	0	6	2.83
Stigma related to riding the bus	**0.00%**	**20.00%**	**80.00%**	**0.00%**	**0.00%**		
	0	1	4	0	0	5	2.80
Inflexible schedules by providers and/or riders	**0.00%**	**16.67%**	**66.67%**	**16.67%**	**0.00%**		
	0	1	4	1	0	6	3.00
Safety/security concerns for riders or driver	**0.00%**	**0.00%**	**50.00%**	**33.33%**	**16.67%**		
	0	0	3	2	1	6	3.67
Safety concerns regarding vehicle maintenance	**0.00%**	**0.00%**	**50.00%**	**16.67%**	**33.33%**		
	0	0	3	1	2	6	3.83

Q8 Needs that you have identified.

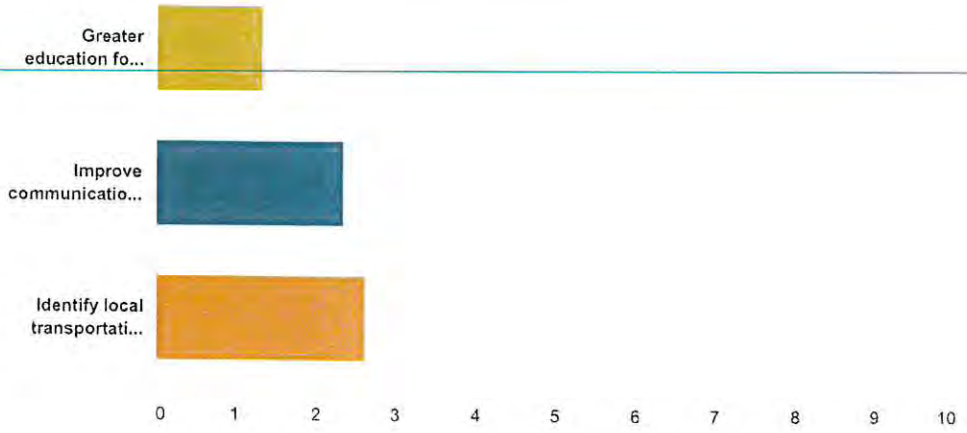
Answered 7 Skipped 5



	Great Need	Need	Indifferent	Not a Need	(no label)	Total	Weighted Average
Promotion of what services are available	25.00% 1	25.00% 1	50.00% 2	0.00% 0	0.00% 0	4	2.25
More coordination between agencies to ensure service	100.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	1	1.00
Affordable transportation	75.00% 3	25.00% 1	0.00% 0	0.00% 0	0.00% 0	4	1.25
Service expansion to other areas	100.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	1	1.00
Extend hours of service and/or availability	0.00% 0	50.00% 1	50.00% 1	0.00% 0	0.00% 0	2	2.50
Accessible vehicles for people with physical limitations or disabilities	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1	4.00
Improve efficiency standards of replacement vehicles	0.00% 0	33.33% 1	0.00% 0	0.00% 0	66.67% 2	3	4.00
Improvements to safety/security procedures	0.00% 0	0.00% 0	0.00% 0	50.00% 1	50.00% 1	2	4.50

Q9 RPA 17 has local representatives voluntarily participating on a "Transit Advisory Group" to communicate local transit needs, ensure gaps in services are addressed and assist in regional DOT planning. Please identify your choice for a primary goal for this committee.

Answered: 7 Skipped: 5



	Significant	Requires Attention	Not too Important	Don't know	(no label)	Total	Weighted Average
Greater education for the public regarding available transit services in the region	66.67% 4	33.33% 2	0.00% 0	0.00% 0	0.00% 0	6	1.33
Improve communication and coordination of local agencies and transit providers	0.00% 0	66.67% 2	33.33% 1	0.00% 0	0.00% 0	3	2.33
Identify local transportation challenges, present to RPA 17 & assist in resolving issues	20.00% 1	40.00% 2	0.00% 0	40.00% 2	0.00% 0	5	2.60

Q10 Address

Answered 6 Skipped 6

Answer Choices	Responses	
Name	100.00%	6
Company	100.00%	6
Address	83.33%	5
Address 2	33.33%	2
City/Town	83.33%	5
State/Province	83.33%	5
ZIP/Postal Code	83.33%	5
County	0.00%	0
Email Address	83.33%	5
Phone Number	83.33%	5

Appendix 6

SIT – Inventory

Southern Iowa Trolley
Vehicle Information as of June 30, 2015

#	Year	Make	Model	SEATS	SEATS WITH w/c	w/c posi	Lift/ Ramp	LIFT CAPACITY	Equip Type	Size Class
79	2003	Champion	Challenger	16	12	2	LIFT	800	LD	158
80	2003	Champion	Challenger	16	12	2	LIFT	800	LD	158
81	2003	Champion	Challenger	16	12	2	LIFT	800	LD	158
82	2004	Champion	Crusader	11	7	2	LIFT	800	LD	138
83	2004	Champion	Challenger	10	4	2	LIFT	800	LD	138
84	2004	Ford	Pacer 11	10	4	2	LIFT	800	LD	138
85	2004	Ford	Pacer 11	10	4	2	LIFT	800	LD	138
86	2004	Ford	G Coach 11	16	10	2	LIFT	800	LD	158
87	2005	Champion	Dodge MV	5	5	1	Ramp		MV	
88	2005	Champion	Dodge MV	5	5	1	Ramp		MV	
89	2005	FORD	Supreme	16	4	4	LIFT	800	LD	158
90	2005	FORD	Supreme	16	4	4	LIFT	800	LD	158
91	2008	FORD	ELDORADO	16	10	2	LIFT	800	LD	158
92	2008	FORD	ELDORADO	16	10	2	LIFT	800	LD	158
93B	2008	CHEVY	Uplander Ls	4	2	2	RAMP		MV	
94	2009	FORD	ELDORADO	18	14	2	LIFT	800	LD	176
S-10	2009	DODGE	Grand caravan SE	6	3	2	Ramp		MV	
S-11	2009	DODGE	Grand caravan SE	6	3	2	Ramp		MV	
S-12	2009	DODGE	Grand caravan SE	6	3	2	Ramp		MV	
S-13	2009	DODGE	Grand caravan SE	6	3	2	Ramp		MV	
S-14	2009	FORD	ELDORADO	18	14	2	LIFT	800	LD	176
S-15	2009	FORD	ELDORADO	18	14	2	LIFT	800	LD	176
S-16	2009	FORD	ELDORADO	18	14	2	LIFT	800	LD	176
S-17	2009	FORD	ELDORADO	18	14	2	LIFT	800	LD	176
S-18	2009	FORD	ELDORADO	18	14	2	LIFT	800	LD	176
S-19	2009	FORD	ELDORADO	18	14	2	LIFT	800	LD	176
S-20	2009	FORD	ELDORADO	18	14	2	LIFT	800	LD	176
21	2011	FORD	ELDORADO	18	14	2	LIFT	800	LD	176
22	2011	FORD	ELDORADO	18	14	2	LIFT	800	LD	176
23	2011	FORD	ELDORADO	18	14	2	LIFT	800	LD	176
24-S	2011	DODGE	Grand caravan SE	4	2	2	RAMP		MV	
S-25	2012	FORD	ELDORADO	18	14	2	LIFT	800	LD	176
S-26	2013	FORD	ELDORADO	18	14	2	LIFT	800	LD	176
S-27	2013	FORD	ELDORADO	18	14	2	LIFT	800	LD	176
28-S	2015	DODGE	Grand Caravan S	4	2	2	Ramp		MV	
29S	2014	DODGE	Ram 2500 Promaster	7	1	2	LIFT	1000	CV	159
101	2015	Chevy	4500 Glaval	20	14	2	LIFT	1000	LD	190

Southern Iowa Trolley - Vehicle Inventory List as of 06/30/2015

29-S	Dodge	Ram	2663	7	1	2	Lift

Southern Iowa Trolley Equipment

# of	Equip
6	Portable Hand Held Radios
3	Micro Repeater Duplex x A C Power Surge
1	LDF Heliax Antenna Cable
1	SFE6 10.7 db Antenna and side arm
1	Receiver Control BAS Bazar
2	LDF Heliax Antenna Cable
1	Antenna and side arm
45	Motorola Mobile Radios

Appendix 7

10-15 Inventory

10-15 Transit Inventory

Serial Number	Property ID	Equip. type	Year	Description	Class Size	ADA Compliant	Odometer Read Date	Odometer Reading
1FDXE45S93HA20010	034	LDB	2002	Eldorado Aerotech 240	176	Y	7/1/2015	207400
1FDXE45S53HA26015	035	LDB	2002	Eldorado Aerotech 240	176	Y	7/1/2015	257627
1FDXE45S63HB23322	041	LDB	2004	Ford Eldorado	176	Y	7/1/2015	266961
1FDXE45S03HB87985	043	LDB	2004	Ford Eldorado	176	Y	7/1/2015	243475
1FDXE45S54HA08115	045	LDB	2004	Ford Eldorado	176	Y	7/1/2015	259989
1FDXE45S34HA08114	046	LDB	2004	Ford Eldorado	176	Y	7/1/2015	207346
1GTEK19Z25Z190264	051	MPT	2005	GMC Sierra (Work Truck)	NA	N	7/1/2015	89244
1FDXE45S96HA51424	052	LDB	2006	Ford Supreme	176	Y	7/1/2015	238653
1FDXE45S56HA51422	054	LDB	2006	Ford Supreme	176	Y	7/1/2015	271458
1FDXE45S36HA51421D	055D	LDB	2006	2006 Ford LD Bus	176	Y	7/7/2014	198968
1FDXE45S06HA51425	056	LDB	2006	Ford Supreme	176	Y	7/1/2015	243571
1FDXE45S26HA51426	057	LDB	2006	Ford Supreme	176	Y	7/1/2015	247224
1FDXE45S46DB15652	071	LDB	2007	Eldorado	176	Y	7/1/2015	220262
1FDXE45S66DB15653	072	LDB	2007	Eldorado	176	Y	7/1/2015	215468
1FDXE45S06DB15650	073	LDB	2007	Eldorado	176	Y	7/1/2015	243196
1FDXE45S26DB15651	074	LDB	2007	Eldorado	176	Y	7/1/2015	231834
1FDXE45S27DA13039	075	LDB	2007	Ford Eldorado	176	Y	7/1/2015	250439
1FDXE45S97DA13040	076	LDB	2007	Ford Eldorado	176	Y	7/1/2015	226577
1GBDV13W48D147164	081	MV	2008	Chevy Uplander	NA	Y	7/1/2015	235042
1FD4E45S58DA85079	083	LDB	2008	FORD SUPREME	176	Y	7/1/2015	167861
1FD4E45S38DA85078	084	LDB	2008	Ford Supreme	176	Y	7/1/2015	164913
1FD4E45SX8DB46359	085	LDB	2008	FORD SUPREME	176	Y	7/1/2015	141507
1FD4E45S68DB46360	086	LDB	2008	FORD SUPREME	176	Y	7/1/2015	184392
1FD4E45S88DB46361	087	LDB	2008	FORD SUPREME	176	Y	7/1/2015	157688
1FD4E45SX8DB46362	088	LDB	2008	FORD SUPREME LD BUS	176	Y	7/1/2015	121732
1FD4E45S18DB46363	089	LDB	2008	FORD SUPREME	176	Y	7/1/2015	188428
1FDFE45S99DA90019	101	LDB	2010	Light Duty Bus	176	Y	7/1/2015	105407
1FDFE45S19DA90015	102	LDB	2010	Light Duty Bus	176	Y	7/1/2015	75303

10-15 Transit Inventory

1FDFE45S39DA90016	103	LDB	2010	Light Duty Bus	176	Y	7/1/2015	91033
1FDFE45S59DA90017	105	LDB	2010	Light Duty Bus	176	Y	7/1/2015	176524
1FDFE45S79DA90018	106	LDB	2010	Light Duty Bus	176	Y	7/1/2015	189084
1FDFE4FS1ADA55476	108	LDB	2010	ElDorado Aerotech 240	176	Y	7/1/2015	153050
1FDFE4FS2BDA63152	111	LDB	2011	EL DORADO	176	Y	7/1/2015	128973
1FDFE4FS4BDA63153	112	LDB	2011	EL DORADO	176	Y	7/1/2015	81318
1FDFE4FS6BDA63154	113	LDB	2011	EL DORADO	176	Y	7/1/2015	43760
1FDFE4FS8BDA63155	114	LDB	2011	EL DORADO	176	Y	7/1/2015	133688
1FDFE4FSXBDA63156	115	LDB	2011	EL DORADO	176	Y	7/1/2015	109391
1FDFE4FS1BDA63157	116	LDB	2011	EL DORADO	176	Y	7/1/2015	134592
1GNDX03E9YD347360	141	MV	2000	Chevy 1UM16	NA	Y	7/1/2015	101603
1FVBEABM8WH522668	981L	MDB	1998	International	M36	Y	7/1/2015	308880
1HVBEABM6WH522667	982L	MDB	1998	International	M36	Y	7/1/2015	235417
1HVBEABM6WH522667	151	LDB	2015	Advantage 240	176	Y		
1HVBEABM6WH522667	152	LDB	2015	Advantage 240	176	Y		
1HVBEABM6WH522667	153	MV	2000	Ameriavan PT	NA	Y		
1HVBEABM6WH522667	154	MV	2000	Ameriavan PT	NA	Y		
1HVBEABM6WH522667	155	MV	2000	Ameriavan PT	NA	Y		
1HVBEABM6WH522667	156	LDB	2015	Advantage 240	176	Y		
1HVBEABM6WH522667	157	MV	2000	Ameriavan PT	NA	Y		

Chariton Valley Transportation Planning Affiliation

RESOLUTION ADOPTING THE 2017-2021 PASSENGER TRANSPORTATION PLAN (PTP)

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

WHEREAS, the Chariton Valley Transportation Planning Affiliation was organized by the seven-county (7) region to fulfill the requirements of all Federal and State Transportation Funding. The most recent Fixing America's Surface Transportation Act (FAST Act) Authorization Bill (Pub. L. No. 114-94) was signed into law on December 4, 2015. The FAST Act authorizes $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains our focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

WHEREAS, general public participation in the planning and programming of transportation projects is required. The funding structure establishes the Surface Transportation Block Grant (STBG), a more flexible funding program that allowed individual states to administer federal funds and establish their own planning and programming process. STBG funds can be used to help pay for road and bridge projects, bicycle and pedestrian facilities, transit capital improvements, and transportation planning activities; and

WHEREAS, the Chariton Valley Transportation Planning Affiliation has developed an updated PTP for fiscal years 2017-2021; and

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

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

1. To adopt the 2017-2021 Passenger Transportation Plan (PTP).

2. To authorize the Chairperson to file all necessary work program documents required by U.S. DOT and Iowa DOT.

It was moved by Andersen and seconded by Wolf the Resolution be adopted by the Technical Advisory Committee. The motion Passed/Failed on a vote of _____ affirmative and 0 negative.

Considered on this 21st day of April, 2016 in Appanoose County, Iowa.

Todd W. Foltz

Technical Advisory Chairperson

It was moved by Vogel and seconded by Bride the Resolution be adopted by the Policy Board. The motion Passed/Failed on a vote of _____ affirmative and 0 negative.

Considered on this 21st day of April, 2016 in Appanoose County, Iowa.

Dennis Smith
Policy Board Chairperson

NOTARIAL SEAL IOWA
NICHOLE L. MOORE
COMMISSION NUMBER 755673
MY COMMISSION EXPIRES
November 6, 2017

Acknowledgment: Nichole L. Moore
Nichole L. Moore, Notary Public

Updated: April 2016

Chariton Valley Transportation Planning Affiliation – RPA 17
FY 2017-2021 Passenger Transportation Plan

Submitted to:
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

By:
Chariton Valley Planning & Development Council
Nichole L. Moore, Executive Director
308 North 12th Street
Centerville, Iowa 52544
641-437-4359
nmoore@charitonvalleyplanning.com

The RPA 17 FY 2017-2021 PTP was prepared on behalf of the member counties, cities and transit agencies with assistance on the Technical Advisory Committee and Policy Board as well as, The Federal Highway Administration, Federal Transit Administration, and the Iowa Department of Transportation.