

5

TRANSIT

INTRODUCTION

Public transit is an important component in the transportation network. Public transit providers within RPA 8 provide access to many opportunities for their citizens. The economic and social links provided by transit allows access to work, school, medical care, and leisure activities. It provides many individuals the mobility that allows them to continue their self-improvement, independence, and quality of life. Transit not only provides an alternative mode of transportation, but also provides the only available means of transportation to many youth, elderly, disabled, and economically disadvantaged citizens.

RPA 8 TRANSIT PROVIDERS

RPA 8 is served by three transit systems: Regional Transit Authority 8 (RTA 8), Clinton Metropolitan Transit Authority (MTA), and Riverbend Transit. Figure 5.1 maps each provider's service area.

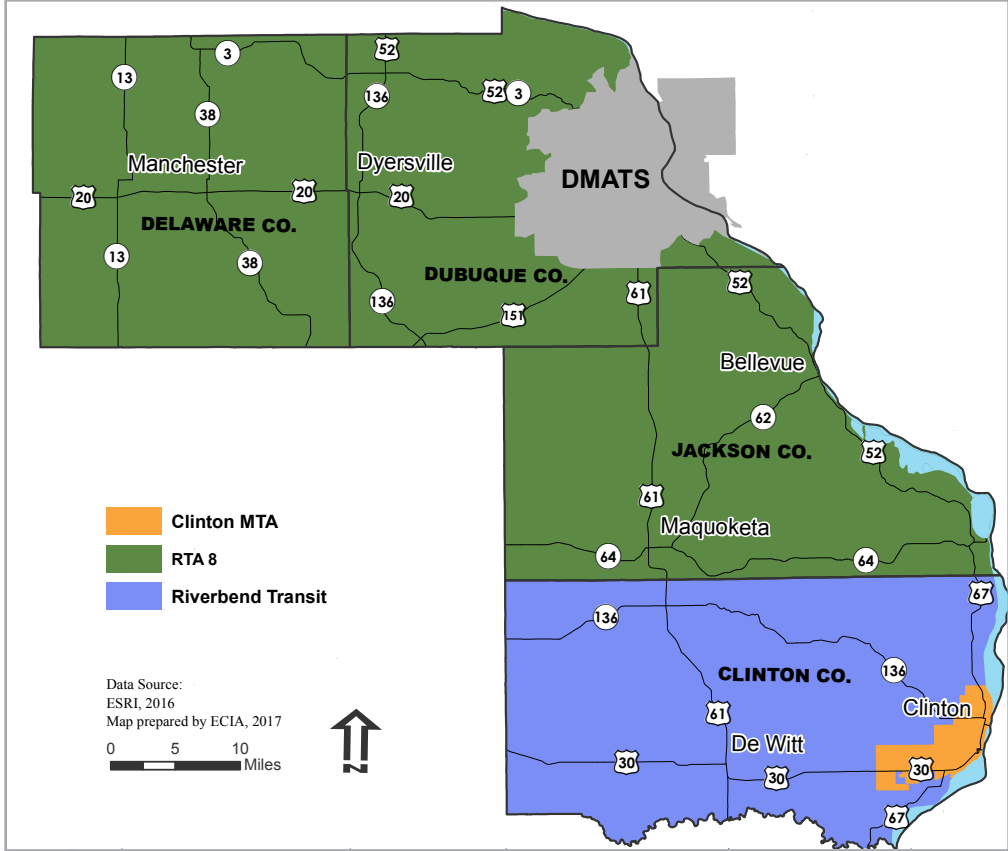


Figure 5.1 RPA 8 Transit Providers
Source: ESRI, 2016.

RTA 8

The RTA 8 provides accessible, safe, convenient, and efficient transportation for all residents in the cities, communities, and rural areas of Delaware, Dubuque, and Jackson Counties. RTA vehicles are ADA accessible and equipped to accommodate the general public, including children, the elderly, and people with disabilities.

The RTA 8 manages a fleet of twenty-five light duty buses and accessible mini-vans. RTA 8 provides more than 150,000 annual passenger trips serving over 2,500 individuals in the three-county region. To expedite customer service, the RTA maintains garages in Dubuque, Manchester, Dyersville, and Maquoketa. The RTA employs three full-time drivers, twenty-six part time drivers, and thirteen volunteer drivers. The RTA contracts with East Central Intergovernmental Association (ECIA) for management services and office space. Figure 5.2 provides additional information on RTA 8's vehicles and staff.

Figure 5.2 Vehicle Fleet and Staff

Source: RTA 8

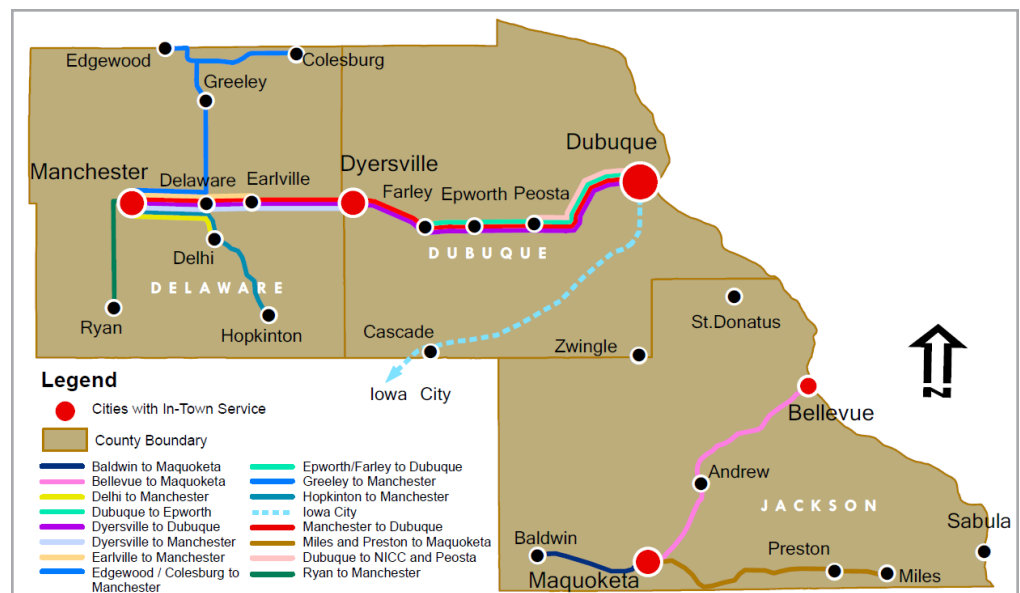
Number of Vehicles	25
Number of Vehicles with Lifts or Ramps	25
Number of Vehicles to ADA Standards	25
Number of Full-Time Drivers	3
Number of Part-Time Drivers	26
Number of Volunteer Drivers	13

The RTA provides transportation to a variety of destinations in Delaware, Dubuque, and Jackson counties. All services are based on the demand of clients and are open to the general public, including people with disabilities. Most RTA routes are door to door unless specified. Reservations for service are required 24 hours in advance, and dispatch hours are 5am-5pm. Figure 5.3 maps the RTA's services.

Figure 5.3 RTA 8 Service Map

Source: RTA 8

The map is intended to illustrate some of RTA 8's services. The RTA does not operate fixed routes. All services are based on the demand of clients.



RTA 8 has provided approximately 150,000 rides or more in each of the last six years. Figure 5.4 charts RTA 8's annual ridership.

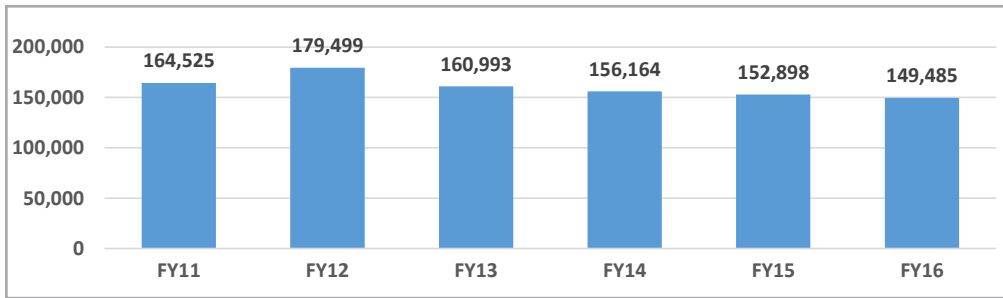


Figure 5.4 RTA 8 Annual Ridership
Source: RTA 8

RPA 8 staff worked with RTA 8 staff and advisory groups including the regional Transit Action Group (TAG) to develop a list of future projects and priorities. The TAG is a community group, coordinated by RTA 8, that meets quarterly to address regional transportation issues. TAG membership is comprised of human service providers, transit providers, and transportation professionals. TAG members represent all communities served by RTA 8 in Delaware, Dubuque, and Jackson Counties.

RTA 8 TOP PRIORITIES

- Explore coordination opportunities between the Jule and RTA.
- Encourage employers to utilize current public transit systems.
- Provide services on an on call basis.
- Collaboration with human service agencies, dialysis, and Medicaid brokers.
- Expand hours to include late afternoons, evenings, weekends and holidays for all three counties.
- Recruitment and retention of drivers.
- Expand Travel Training Program.
- Transportation from Dubuque to Peosta.
- Expand Mobility Management services.

CLINTON MTA

The Clinton Municipal Transit Administration (MTA) is responsible for providing safe, accessible, economical, and efficient public transportation service to the citizens of the City of Clinton. MTA provides its own para transit service. All routes are fully ADA accessible. Clinton MTA operates its fixed route service Monday – Friday from 6 a.m. to 6 p.m. and Saturday from 8 a.m. to 3:30 p.m. The City of Clinton Transportation Director is responsible for the transportation department. The Clinton City Council provides policy direction for the MTA. All services are open to the general public. The MTA offers fixed route for the general public and para transit door-to-door service for ADA eligible passengers. Figure 5.5 lists MTA's service fares. MTA has thirty full and part-time employees and a fleet of twenty-three vehicles.

Figure 5.6 provides additional information on MTA's vehicle fleet and staff. Clinton MTA operates six regular fixed routes. Figure 5.7 contains a map of Clinton MTA's Routes.

Figure 5.5 MTA Fares
 Source: Clinton MTA

Adult	\$1.00
Senior Citizens	\$0.75, Free with purchase of Senior ID
Disabled	\$0.75
Students	\$0.75, Free with current school ID
Shuttle	\$0.75
Para Transit, ADA Eligible	\$2.00 each way
Para Transit, General Public	\$10.00 each way

Figure 5.6 MTA Vehicle Fleet and Staff
 Source: Clinton MTA

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

Figure 5.7 Clinton MTA Routes
 Source Clinton MTA

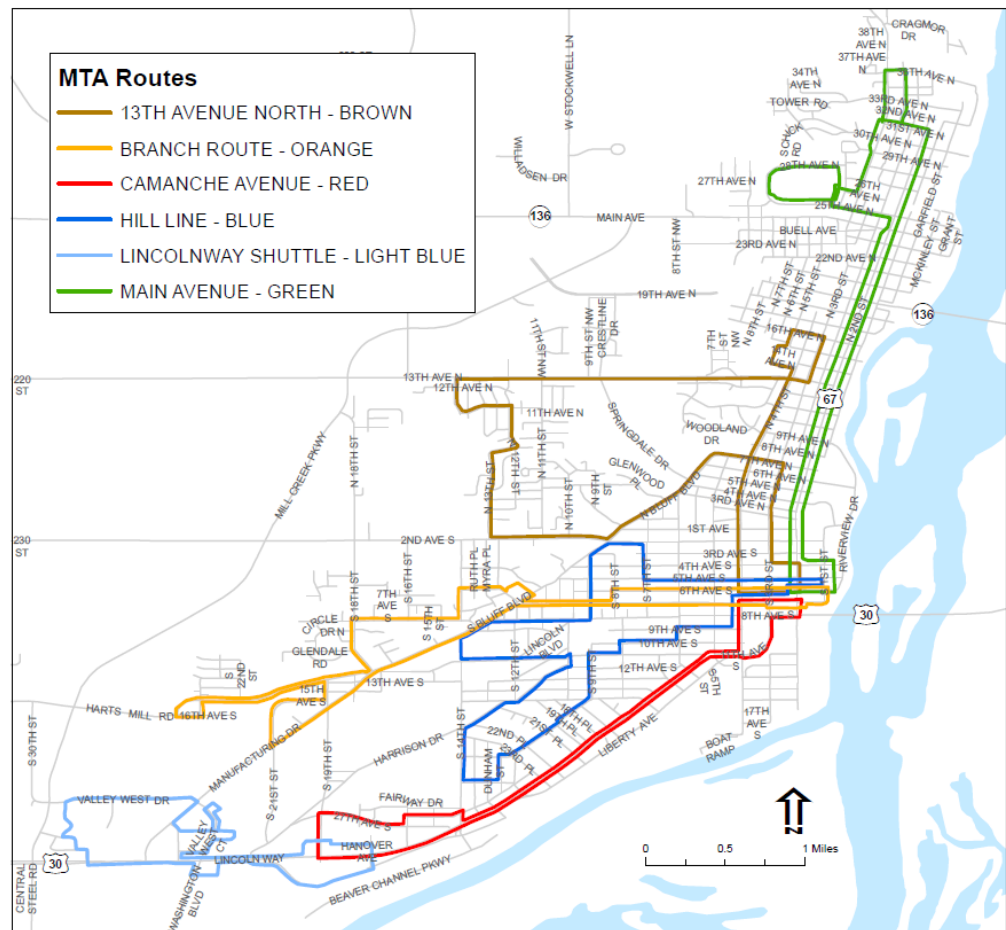


Figure 5.8 charts Clinton MTA's annual ridership from 2012 to 2016.

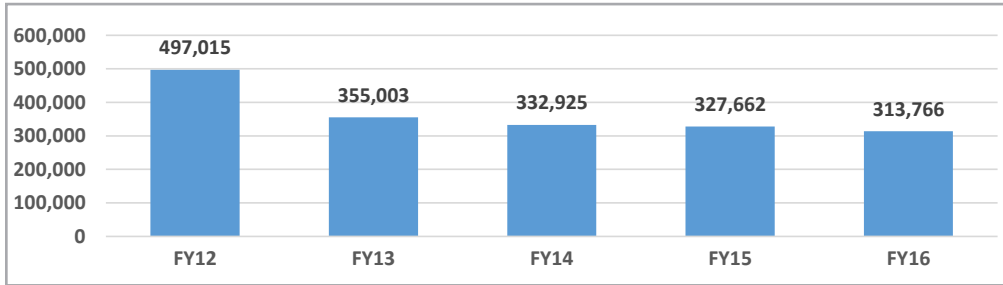


Figure 5.8 Clinton MTA Annual Ridership.
Source Clinton MTA

CLINTON MTA OBJECTIVES AND ACTION STEPS

Clinton MTA has developed objectives and action steps for the future. A summary of the objectives and action steps is listed below.

- A. Running later on weekdays and Saturday
- B. Sunday service
- C. Service to Royal Pines
- D. 2nd and 3rd shift service
- E. Service to Camanche and Fulton
- F. Service to riverfront and west side
- G. Service to marina and hotels

RIVER BEND TRANSIT

River Bend Transit (RBT) provides transit services to residents in Cedar, Clinton, Muscatine, and Scott counties. The majority of RBT's service area falls within RPA 9 Bi-State Regional Commission. Because of this, Bi-State Regional Commission conducts most RBT planning activities, including the LRTP. For additional information of RBT, see the RPA 9 Long Range Transportation Plan.

TRANSIT OPERATIONS AND MAINTENANCE COSTS

RPA 8 has developed a method to estimate the operation and maintenance costs of the region's transit systems over a 25-year period. The analysis looks at the past five year's operations and maintenance and capital expenditures for RTA and Clinton MTA. The analysis projects these costs into the future using a 3 percent growth rate. Figure 5.9 includes the historical expenditures, and Figure 5.10 includes the future projected costs.

Figure 5.9 Transit Historical Operations and Maintenance and Capital Costs

Operations and Maintenance				Capital			
Year	MTA	RTA	Total	Year	MTA	RTA	Total
2012	\$1,782,011	\$1,567,635	\$3,349,646	2012	\$525,000	\$85,000	\$610,000
2013	\$1,669,383	\$1,526,563	\$3,195,946	2013	\$525,000	\$85,000	\$610,000
2014	\$1,718,332	\$1,508,821	\$3,227,153	2014	\$525,000	\$85,000	\$610,000
2015	\$1,640,013	\$1,574,536	\$3,214,549	2015	\$525,000	\$85,000	\$610,000
2016	\$1,629,222	\$1,807,294	\$3,436,516	2016	\$525,000	\$85,000	\$610,000
% Annual Growth	1.01%	5.15%	3.02%	% Annual Growth	0.00%	0.00%	0.00%
Average Annual	\$1,687,792	\$1,596,970	\$3,284,762	Average Annual	\$525,000	\$85,000	\$610,000

Figure 5.10 Transit Future Operations and Maintenance and Capital Costs

Operations and Maintenance				Capital			
Year	MTA	RTA	Total	Year	MTA	RTA	Total
2017	\$1,739,000	\$1,645,000	\$3,384,000	2017	\$541,000	\$88,000	\$629,000
2018	\$1,790,000	\$1,693,000	\$3,483,000	2018	\$558,000	\$91,000	\$649,000
2019	\$1,841,000	\$1,741,000	\$3,582,000	2019	\$575,000	\$94,000	\$669,000
2020	\$1,892,000	\$1,789,000	\$3,681,000	2020	\$592,000	\$97,000	\$689,000
2021	\$1,943,000	\$1,837,000	\$3,780,000	2021	\$609,000	\$100,000	\$709,000
2022	\$1,994,000	\$1,885,000	\$3,879,000	2022	\$626,000	\$103,000	\$729,000
2023	\$2,045,000	\$1,933,000	\$3,978,000	2023	\$643,000	\$106,000	\$749,000
2024	\$2,096,000	\$1,981,000	\$4,077,000	2024	\$660,000	\$109,000	\$769,000
2025	\$2,147,000	\$2,029,000	\$4,176,000	2025	\$677,000	\$112,000	\$789,000
2026	\$2,198,000	\$2,077,000	\$4,275,000	2026	\$694,000	\$115,000	\$809,000
2027	\$2,249,000	\$2,125,000	\$4,374,000	2027	\$711,000	\$118,000	\$829,000
2028	\$2,300,000	\$2,173,000	\$4,473,000	2028	\$728,000	\$121,000	\$849,000
2029	\$2,351,000	\$2,221,000	\$4,572,000	2029	\$745,000	\$124,000	\$869,000
2030	\$2,402,000	\$2,269,000	\$4,671,000	2030	\$762,000	\$127,000	\$889,000
2031	\$2,453,000	\$2,317,000	\$4,770,000	2031	\$779,000	\$130,000	\$909,000
2032	\$2,504,000	\$2,365,000	\$4,869,000	2032	\$796,000	\$133,000	\$929,000
2033	\$2,555,000	\$2,413,000	\$4,968,000	2033	\$813,000	\$136,000	\$949,000
2034	\$2,606,000	\$2,461,000	\$5,067,000	2034	\$830,000	\$139,000	\$969,000
2035	\$2,657,000	\$2,509,000	\$5,166,000	2035	\$847,000	\$142,000	\$989,000
2036	\$2,708,000	\$2,557,000	\$5,265,000	2036	\$864,000	\$145,000	\$1,009,000
2037	\$2,759,000	\$2,605,000	\$5,364,000	2037	\$881,000	\$148,000	\$1,029,000
2038	\$2,810,000	\$2,653,000	\$5,463,000	2038	\$898,000	\$151,000	\$1,049,000
2039	\$2,861,000	\$2,701,000	\$5,562,000	2039	\$915,000	\$154,000	\$1,069,000
2040	\$2,912,000	\$2,749,000	\$5,661,000	2040	\$932,000	\$157,000	\$1,089,000
Total	\$55,812,000	\$52,728,000	\$108,540,000	Total	\$17,676,000	\$2,940,000	\$20,616,000

CONCLUSION

RTA 8 and Clinton MTA provide critical transportation services for people in the RPA 8 region. The operation and maintenance of these transit systems will be important for the future development of passenger transportation in the region. Operating and maintaining these systems through 2040 will require \$108 million in operations and maintenance expenditures and \$20 million in capital expenditures.