

## Chapter 5: Passenger Transportation

### Passenger transportation providers

There are twenty-eight organizations that provide passenger transportation services within Regional Planning Affiliation 15. This includes four providers of long-distance intercity transportation, one public transit agency, one private taxicab company, seven health and human service agencies, and sixteen school districts. Figure 5.1 summarizes the services provided by the public and private transit organizations and the health and human service agencies. The information on the table includes type of service provided, eligibility requirements for service, hours, and days available, and the number and type of vehicles operated. Figure 5.4 containing information on the school districts can be found later in this section.

Figure 5.1: Passenger Transportation Providers				
Provider	Service Type	Eligibility	Hours	Vehicles
AMTRAK	I, FR	A	AA	x
Greyhound	I, FR, T	A	AA	x
Burlington Trailways	FR, T	A	AA	35BL, 3B
Ottumwa Quick Rides	I, DR	A	AA	n
10-15 Transit	I, FR, DR, P	A, M	WD, D, E	35BL, 31VL, 38C
Jefferson Co Health Center	DR	CT, M	WD, D	2VL
ADDS	DR	CT, I	WD, D	1V
Crisis Center	DR	CT	V	n
Ottumwa Job Corps	DR	CT	WD, WE, D, E, N	14 vehicles
Ottumwa Residential Facility	DR	CT	AA	n
Penn Pl & Sylvan Woods	DR	CT	WD, D	1 BL, 1V
Love INC	DR	CT, I	WD, D	n
Key: Service Type- I=Intercity, DR=Demand Responsive, FR=Fixed Route, CT=Client Transportation, T=Charter/Tours, P=Paratransit				
Eligibility - A=Anyone, C=Client, I=Income requirement, M=Medical requirement				
Hours - AA=all hours, all days, WD=weekdays, WE=weekends, D=daytime, E=evening, N= night, V=varies				
Vehicles - B-bus, BL- Bus w/lift, C-Car, V-Van, VL-Van w/lift				

Intercity rail transportation is provided by AMTRAK, which has a station in Ottumwa. AMTRAK operates the California Zephyr through the region, which runs from Chicago IL to Oakland CA, and includes stops in Omaha, Denver, and Salt Lake City. The AMTRAK station in Ottumwa is served by two passenger trains each day, an eastbound train to Chicago which stops at 9:00am, and a westbound train to Oakland which stops at 6:53pm. Connections to other AMTRAK routes can be made in Chicago and Sacramento, allowing passengers to reach any destination AMTRAK serves.

Greyhound Lines provides intercity bus transportation to cities in the United States, Canada, and Mexico. Within the region, Greyhound provides service by partnering with Burlington Trailways. From the Burlington Trailways, two stops within the region, passengers can travel to approximately 3,800 cities in North America that Greyhound provides service to. Greyhound also provides charter services to groups and organizations. Greyhound Lines operates twenty-four hours a day, seven days a week. The bus service operates 1,700 buses and averages over 5 billion miles per year.

Burlington Trailways provides intercity bus transportation to cities in Iowa, Colorado, Illinois, Indiana, Missouri, and Nebraska. This is provided through regularly scheduled daily stops in both Fairfield and Ottumwa as shown in Figure 5.2. From both cities, passengers can travel to the six other states Burlington Trailways provides service to. In addition, passengers can travel to other cities across the United States by transferring to other Trailways or to Jefferson or Greyhound bus services. Burlington Trailways also provides charter services to groups and organizations as well as escorted tours for the public. Burlington Trailways operates thirty-eight buses on its routes, and thirty-five of the buses are equipped with lifts. The bus service operates twenty-four hours a day, seven days a week, and averages approximately 3.7 million miles per year.

**Figure 5.2: Burlington Trailways Daily Departure Times**

	Eastbound	Westbound
Fairfield	10:25am	3:25pm
Ottumwa	9:55am	4:05pm

Source: Burlington Trailways

[www.burlingtontrailways.com](http://www.burlingtontrailways.com), Retrieved: 1/13/2023

Ottumwa Quick Rides provides taxicab services to the City of Ottumwa, its taxis can also provide transportation to Des Moines or Iowa City from Ottumwa. Ottumwa Quick Rides provides transportation for both immediate trips, and those that are scheduled ahead of time. Service is available twenty-four hours a day, seven days a week.

10-15 Regional Transportation Authority provides service in ten counties in southeast Iowa, including the five counties that make up RPA 15. The counties served by 10-15 RTA include: Appanoose, Davis, Jefferson, Keokuk, Lucas, Mahaska, Monroe, Van Buren, Wapello, and Wayne. Service is demand responsive, with the transit vehicle taking the rider from their point of origin to their destination and back if needed. 10-15's services are available to riders Monday through Friday between the hours of 6am and

6pm and Saturday between 8am and 5pm. Service outside of this time may be provided if a driver and vehicle are available. 10-15 RTA also works for several health and human service agencies within the region to operate transportation services for clients of those organizations. The hours and amount of service provided to the health and human service agencies vary depending upon the needs of the organization and its clients. Service is provided by thirty-five buses equipped with lifts, thirty-one vans equipped with lifts, and 38 cars/SUVs.

**Figure 5.3: Agencies that Provide Transportation Assistance**

Agency	Type of funding assistance
American Homefinding Assoc	BP, GV, Cash
ADDS	BP
Crisis Center	BP
Ottumwa Housing Authority	BP
Wapello Co General Assist	GV, BT
Love INC	GV

Key: CT=Contract for service, BP=Bus Pass,

GV=Gas voucher, BT=Bus Ticket, C=Cash

In addition to demand response service provided throughout the 10-county region, 10-15 RTA also provides fixed route service and paratransit in both the City of Oskaloosa and Ottumwa. In Oskaloosa the service is called “Oskaloosa Rides” and consists of a single fixed route that makes a one-hour circuit through Oskaloosa and stops at shopping centers, health and human service agencies, and residential areas. Paratransit service is available for those who have a disability that may prevent them from accessing the fixed route. Oskaloosa Rides operates on Monday, Wednesday, and Friday between the hours of 9am and 5pm. A map of the route is shown in Figure 5.9, at the bottom of the chapter.

The Fixed route and paratransit service by 10-15 in Ottumwa is called “Ottumwa Rides” includes five routes that radiate out from the center Ottumwa similar to a hub and spoke. At the central stop where all the routes intersect, passengers can transfer between routes. The five routes are shown in Figure 5.10, at the bottom of the chapter, and serve the following areas North (residential, north side commercial, college, hospital), East-West (residential), South Residential (residential), South Commercial (south side commercial including Walmart, Quincy Place, and Church St), Airport (north side residential, airport, career campus, college). Ottumwa Rides operates Monday through Friday.

Seven health and human service agencies within the region provide transportation to their clients. These seven agencies, shown in Figure 5.1 are: Jefferson County Health Center, Alcohol and Drug Dependency Services, the Ottumwa Crisis Center, Ottumwa Job Corps, Ottumwa Residential Facility, Pennsylvania Place/Sylvan Woods, and Love Inc. Eligibility for transportation through these agencies is limited to people who are receiving services from the agency. Several of the HHS agencies also have income or medical requirements in order that must be met for their transportation services.

Transportation services available from these agencies may be limited, either by the hours of operation or the number and size of vehicles, and unable to provide rides to all of their clients who may need it. As a result, these agencies may also work with or direct their clients to public providers or private taxi companies for transportation to their facilities.

As an alternative to operating their own vehicles, or contracting with a passenger transportation provider for service, some agencies provide funding assistance through various forms to individuals in need of transportation assistance. This assistance can be in the form of cash, bus pass, gas voucher, or bus tickets. Figure 5.3 shows health and human service agencies that provide funding for people in need of transportation assistance and the method used.

In addition to the organizations identified in Figure 5.1, there are sixteen school districts in the region that provide transportation to their students. According to the Iowa Department of Education, these districts operate 261 buses and 141 smaller vehicles to transport students to and from school. Figure 5.4 shows the number of vehicles operated by each district that serves the five-county region. Some of the districts may have a low number of vehicles for their size, this is because they contract with another company to provide student transportation. School district vehicles are used only for the transportation of students and staff to school and school related activities.

**Figure 5.4: School District Transportation**

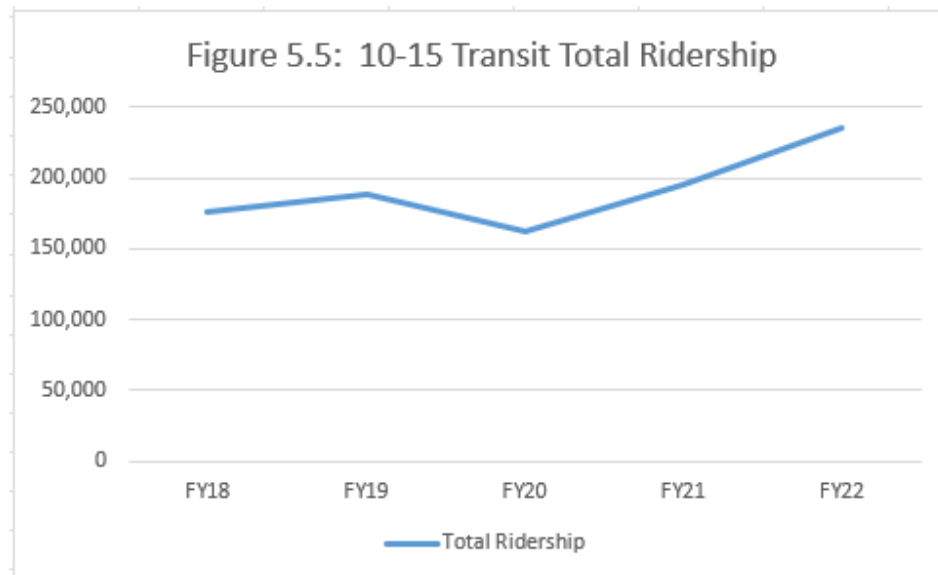
School District	Buses	Smaller Vehicles
Pella	37	19
Twin Cedars	8	11
Oskaloosa	28	10
North Mahaska	10	6
Ottumwa	0	8
Tri-County	7	5
English Valleys	9	4
Sigourney	8	5
Keota	9	4
Eddyville-Blakesburg	24	9
Pekin	22	7
Cardinal	18	14
Fairfield	20	8
Washington	17	13
Van Buren	23	8
Central Lee	21	10

Source: Iowa Dept of Education

## **Coordination issues between providers**

### **Assessment of needs**

10-15 RTA provides service to a ten-county region in southeastern Iowa. Over the past five years 10-15 has averaged 191,187 rides and Figure 5.5 shows that ridership has increased from 176,432 in 2012 to 235,893 in 2022. Ridership decreases in 2020 due to less users of transit at the start of COVID due to businesses and being closed or limiting guests. The result of this for 10-15 was less demand for service and less revenue, the transit agency laid off 30 employees of these impacts. COVID relief funds helped 10-15 and other transit through this period and ridership turned around going 2021 into as businesses and the public adapted. As ridership was improved from COVID mitigation, 10-15's ridership also increased in 2021-2 due to the agency taking over fixed route operations in Ottumwa from Ottumwa Transit.



A majority of 10-15's transportation is demand response or point to point, this includes Head Start, First Resources (helping people with disabilities), veterans transportation, Milestones (helping older people live independently), TMS and other medical, public transit. The two areas that see the most use or passengers is veteran transportation and Milestones. Veteran transportation started only two years ago in partnership with county veteran coordinators, last year 10-15 transported 1,084 veterans. Milestones transportation experienced a decrease in ridership between 2020-1 but recovered in 2022 as seen in Figure 5.6. In addition to the demand response service, 10-15 provides fixed route service in Oskaloosa and Ottumwa. The fixed route service in Ottumwa provided by 10-15 is a new service starting in 2021, following the termination of service

by Ottumwa Transit. Figure 5.6 shows ridership on the Ottumwa fixed route has decreased over the last five years, some of this can be attributed to COVID, as ridership dropped off in 2020 when the pandemic hit. The lower counts in 2021-2 may be attributed to operational changes under 10-15 in that the shopping shuttle and demand response service pull riders away from the fixed route. Adding these numbers back to Ottumwa Rides fixed route gives a total ridership of approximately 82,000 for 2022.

**Figure 5.6 Ridership by Area**

	Ottumwa Rides	Oskey Rides	Veteran	Milestones	Total Ridership
FY18	117,457	4,205	0	15,413	176,432
FY19	117,114	5,201	0	13,268	188,959
FY20	80,840	5,339	41	9,811	162,261
FY21	50,811	4,017	2,460	5,422	195,542
FY22	60,039	3,594	1,084	15,638	235,893

*Note: Ottumwa Rides are only for fixed route, do not include paratransit, shuttles, ODR. Ridership 2018-2020 is Ottumwa Transit.*

During the past five years revenues and expenses for 10-15 have increased, Figure 5.7 shows the total expenses and revenues for the agency for 2018-2022. The increase in expenses is due to the addition of veterans' transportation and Ottumwa fixed route, changes to Milestones service, and additional capital improvements for vehicle replacement and acquisition and facility improvements. Some of these changes, such as the addition of Ottumwa fixed route and revisions to Milestones have brought additional revenue. Other revenue increases have come from several rounds of COVID relief, these funds were used to: support operations, purchase COVID PPE, bring employees back to work, and provide additional pay during the pandemic.

**Figure 5.7: Expenses and Revenues for 10-15 RTA**

	Expenses	Revenues
2018	\$2,651,206	\$3,036,990
2019	\$4,623,351	\$4,571,918
2020	\$4,416,181	\$4,827,927
2021	\$7,735,453	\$7,675,667
2022	\$6,123,419	\$6,748,409

*Source: 10-15 Transit*

Like all public transit agencies replacing older and higher mileage vehicles is a priority for 10-15. The regional transit agency has been able to make use of Surface Transportation Program (now Surface Transportation Block Grant) funds from both RPA 15 and RPA 17 to purchase replacement vehicles. 10-15 has also used the AMOCO

Loan program for no interest loans as local match to assist with purchasing vehicles. Both of these programs have assisted 10-15 RTA in replacing vehicles. In addition, 10-15 has also been replacing medium duty buses with light duty and light duty with mini vans in areas where ridership allows us to reduce maintenance and save on fuel.

### **Recent developments affecting coordination**

There are few opportunities for coordination within the region. The health and human service agencies have few vehicles for passenger transportation and provide service during limited hours to only their clients, as shown by Figure 5.1. These agencies may also have a few additional dollars to help fund a new or expanded service. Many of these agencies already rely on either public transit agencies or the private transportation providers for passenger transportation services. In 2019 First Resources and Tenco merged and became one organization under the First Resources name, previously they had operated separately helping people with disabilities.

On July 1<sup>st</sup> of 2020 Ottumwa Transit ended operations of a fixed route service and paratransit in the City of Ottumwa. Vehicles were turned over to 10-15 and employees had the opportunity to apply for positions with 10-15. A new fixed route service with paratransit called “Ottumwa Rides” was started in the city by 10-15 serving the same areas.

In 2021 10-15 acquired two properties in addition to their main property located at 612 S Madison Street in Ottumwa. The Madison Street property had been home to the agency’s administration, maintenance, dispatch, and vehicles since 2016 but due to growth was becoming crowded. A property at 418 E Main Street was acquired and dispatch for dispatch, a second property across the street at 417 E Main was also acquired and is used as a driver break facility.

The addition of these two facilities has reduced overcrowding on Madison Street. Due to 10-15’s growth and the expansion of the vehicle fleet the agency is looking to consider an additional garage to shelter some vehicles when they are not in use.

During the summer of 2022 AMTRAK started improvements to the station in Ottumwa on the California Zephyr line. Exterior improvements include reconstructing the boarding platforms, raising their height for easier access to the train, restoring the platform canopy and light fixtures. New guardrails will also be installed for safety and a mobile lift to help boarding for the mobility impaired. Inside the station improvements



will cover upgrading the restrooms to ADA compliance, improved ticket counter, automatic power doors, and an ADA compliant path to parking.

## Public input concerning needs and coordination

The table below was obtained from a survey of health and human service agencies in the spring of 2020. The survey asked questions about needs that had been consistently identified whether it was still a need for the agency. Figure 5.8 lists the nine needs that have been identified regularly, it also shows the agencies that responded and whether it is still a need for that agency and its clients.

Figure 5.8: Passenger Transportation Needs

Agency	When needed	Type	Accessible	Destinations	Needs met	When is additional service needed?
Wapello Co Comm Svcs	WD, WE, E	Scheduled	Yes	W, G, WM, D	Yes	Work hours 2nd/3rd Shift
Keokuk Co Comm Svcs	WD, N, M	Demand responsive	Yes	W, G, WM, D	No	Night and weekends.
American Home Finding/MCAH/WIC	E, WE	Demand responsive	No	S, D, FP	No	Evenings and weekends. Additional trips to Doctor.
Keokuk Co Health Center	WD	Demand responsive	Yes	H	No	Weekdays 8am-5pm
Pennsylvania Place/Sylvan Woods	Tues/Thurs WD	Demand responsive	Yes	D/H, around Ottumwa	Yes	
Vista Woods Care Center	WD, WE, N	Demand responsive	Yes	D/H, Ottumwa, DM, IC, Fairfield, Pella	No	Urgent trips to doctors or hospital without notice.
United Way of Mahaska County	E, WE	Both	Yes	G, M WM, H	No	Ability to schedule a ride without 24 hours notice.
Van Buren VA/GA	WD	Demand responsive	Yes	IC Ottumwa, Van Buren County	No	Daytime during weekdays.

Key: When Needed: WD=weekday, WE=weekend, E=evening, N=night, M=morning

Destinations: W=work, G=grocery, C=church, WM=Walmart, D=doctor, S=stores, FP=food pantry, H=hospital, M=mall

In later Transit Advisory Group discussions some of these became less of a need, due to decreased demand because of COVID or because of improved service. A 2021 TAG discussion noted health and human service providers seeing a decrease in demand from clients for trips to medical especially out of area in Des Moines or Iowa City, and for trips to leisure or recreation. Demand has increased in 2022-3, as doctors and businesses have opened back up and people have been going out more, however some needs have not come back or increased as 10-15 has brought back drivers and implemented service improvements including changes to Milestones and adding veterans' transportation. In 2022 TAG group members discussed ridership for aging (Milestones) was increasing but most of the rides to medical and shopping were being provided and the new veterans transportation by 10-15 was well used and liked. The TAG also noted that there will always be some unmet needs during times when it is difficult to support service. Public transit is meeting a lot of the demand for passenger transportation, when 10-15 cannot provide transport, such as from a hospital late at night, agencies can use taxicab or Southern Iowa Crime Commission depending on location and patient.



## **Priorities and strategies for improving passenger transportation**

### **2018**

The following priorities and strategies were identified for improving passenger transportation services in the 2018 PTP process. A status report is given following each strategy to show whether it was implemented and the result.

1. Priority: Ensure that fixed routes are rider friendly.

Strategies:

- Shorten fixed routes so that they are no more than 50 minutes in length.
  - Status: Not evaluated. Look at whether routes can be shortened, or a second vehicle can be added.
- Plan stops at high density residential areas and at large stores or major shopping areas.
  - Status: Oskaloosa fixed route is set up with stops at apartment complexes, residential areas, hospital, Walmart, Hy-Vee. Ottumwa has multiple fixed routes servicing different areas of city but allows transfers between routes.
- Consider using two light duty buses that are spaced out on the route by 15-30 minutes instead of one medium duty bus.
  - Status: 10-15 is in the process of “rightsizing” using light duty in place of medium duty on fixed route, minivans in place of light duty, or cars/suvs in place of minivans on demand response where appropriate. 10-15 should consider running a second vehicle on the fixed route to reduce wait times.

2. Priority: Help people get home from the hospital after a trip to the Emergency Room.

Strategies:

- Ensure that registration staff at the hospital have the dispatch numbers for public transit and taxicab services.
  - Status: Complete. Check with hospitals annually to ensure they have dispatch contact information.

3. Priority: Help people get home from work or go out to eat or to a movie in the evening/at night.

Strategies:

- Re-establish a JARC like service with several businesses in Ottumwa.
  - Status: Not implemented.

- Set on day during a week where transit service is available in the evening/at night to take people out to eat or to a movie.
  - Status: Not Implemented. Evaluate if funding is available and if a trial period can be implemented.
- 4. Priority: Provide additional transportation to medical/mental health appointments.  
Strategies:
  - Coordinate trips with health and human service providers for multiple patients using same vehicle/
    - Status: 10-15 has tried, but this coordination is difficult to implement as appointments change or patients cancel trips.
  - Coordinate with health and human service providers taking a larger number of patients to Iowa City or Des Moines once a month using a medium duty bus.
    - Status: This has not been implemented, see the previous point about the difficulties coordinating trips with the same vehicle.

## 2023

The following priorities and strategies have been identified in 2023 for improving passenger transportation services in Regional Planning Affiliation 15. These priorities are based on a review of previous Passenger Transportation Plans, Transit Advisory Group meeting minutes, and input received from passenger transportation providers and health and human service agencies. The priorities identified have been reviewed by the Transit Advisory Group to ensure a consensus on the passenger transportation needs of the region and how to address the needs.

1. Priority: Ensure that fixed routes are rider friendly.  
Strategies:
  - Shorten fixed routes so that they are no more than 50 minutes in length.
  - Use two light duty buses that are spaced out on the route by 15-30 minutes instead of one medium duty bus to reduce the wait times at bus stops.
  - Install signs along bus routes at stops to improve visibility of service and let riders know the location of bus stops.

2. Priority: Help people get home from the hospital after a trip to the Emergency Room.

Strategies:

- Ensure that registration staff at the hospital have the dispatch numbers for public transit and taxicab services.

3. Priority: Help people get home from work or go out to eat or a movie in the evening/at night.

Strategies:

- Re-establish a JARC like service with several businesses in Ottumwa.
- Establish a Friday or Saturday evening/night service in Ottumwa/Oskaloosa so people can go to dinner or entertainment.

## **Funding sources and anticipated funding**

### **Funding Sources Available**

Funding is necessary to support current transit services and to provide expanded or new services to meet the passenger transportation needs in Regional Planning Affiliation 15. Funding for transit services comes from a variety of federal, state, and local sources outlined below.

#### **Federal Transit Funding**

Section 5311 funds (Formula Grants for other than Urbanized Areas): Provides funds to public transit agencies for transit activities in rural areas and urban areas with a population less than 50,000. These funds may be used for: operations, capital improvements, planning, and Job Access and Reverse Commute service. Funding is distributed to Iowa's public transit agencies based on ridership and revenue miles. 10-15 Regional Transit Authority receives 5311 funds and uses it to support operations. 10-15's allocation for FY23 was \$1,552,092. 5311 funds are anticipated to continue to be available to the public transit agencies for the next five years to assist them in supporting their current operations.

Section 5339 funds (Bus and Bus Facilities Formula Grants): Provides funds to public transit agencies for capital projects to replace, rehabilitate, and purchase buses and vans, and to construct bus related facilities. Approximately \$4,000,000 is received by

the state each year for use by small urban (under 50,000 population) and regional transit systems. Funds must be used on replacement vehicles and are not available for expansion vehicles. Funding is awarded to public transit systems for vehicle replacement based on their vehicle's Public Transit Management System score, which takes into account the vehicle's age and miles. 10-15 Transit is eligible for 5339 funds based on the ranking of their vehicles. The amount of 5339 funds available to a public transit agency fluctuates each year based on the total amount available and the ranking of that agency's vehicles compared to other public transit agency vehicles in the state.

Surface Transportation Block Grant program (STBG): Funds allocated through Iowa's Regional Planning Affiliations and Metropolitan Planning Organizations typically used by cities and counties for road projects can also be used by public transit agencies for vehicle replacement. Up to 80% reimbursement is provided, leaving a 20% local match for projects. 10-15 RTA has access to STBG funds through RPA 15 and 17. RPA 15 sets aside \$50,000 each year from its total allocation for 10-15. To be considered for funding, the transit agency must submit an application for each project. STBG funding for vehicle replacement or expansion by either public transit agency is expected to be available at a comparable level for the next five years.

Rural Transit Assistance Program (RTAP): Provides funds to assist in the design and implementation of training and technical assistance programs and other support services to meet the needs of transit operators in non-urbanized areas (under 50,000 population). The Iowa Department of Transportation is the recipient of these funds and mainly uses them to provide local transit agencies with training fellowships. These fellowships pay up to 100% for rural public transit systems and their planners to attend Iowa DOT sponsored seminars, and transit related courses or conferences sponsored by other groups. It may also be used to reimburse transit systems for in-house training.

### State Transit Funding

State Transit Assistance (STA): Provides funds to public transit agencies for operations, capital improvements, and planning. Funding is distributed to Iowa's public transit agencies based on ridership and revenue miles. 10-15 receives State Transit Assistance and uses it to support its annual operations. In FY23 10-15's allocation of STA funds was \$856,371. STA funds are anticipated to continue to be available to the public transit agencies for the next five years to assist them in supporting their current operations.

State Transit Assistance (STA) Special Projects: The Iowa Department of Transportation sets aside \$175,000 of STA funds for special projects to improve public transit in the state. Public transit agencies may apply for funds to start up a new service that is developed in cooperation with health and human service agencies. Funds may be awarded for up to two years, which is the time it would take for the service to start being reflected in the STA and 5311 formulas.

Public Transit Infrastructure Grants (PTIG): Provides funds for vertical infrastructure improvements by public transit systems in the state. Projects can be new construction, reconstruction, or remodeling, but must have a vertical component. Projects are evaluated on their anticipated benefits to transit and their ability to be completed quickly. Participation in a project by the PTIG program is limited to 80%, and in combination with other federal funding cannot exceed that number. No individual transit system can receive more than 40% of the PTIG funds available in a year.

Capital Match Revolving Loan Fund (AMOCO Loan): Provides no interest loans to public transit systems which the transit agency can use towards the local match for a federally funded capital project. The transit agency then pays back the loaned amount over the negotiated time period. 10-15 is using this program to provide a match for the replacement of several vehicles.

### Non-transit Funding

Older Americans Act: Provides funding for transportation services for anyone over the age of 60. Funds are provided to the Area Agencies on Aging, which may then contract with public transit agencies for service and reimburse them with money obtained through the Older Americans Act.

Headstart: Federal program that provides funds for transportation services to low-income children and their families. Health and human service agencies may contract with a public transit agency for this service, and the transit agency is then reimbursed with Headstart funds.

Medicaid: Federal program that can be used to fund transportation services for individuals with disabilities. Transportation services eligible under Medicaid include providing transportation for an eligible person to a sheltered workshop or medical appointments. After completing a trip, the transportation provider submits a reimbursement request to Medicaid.

### Local Funding

**Passenger Revenues:** Funds obtained from passengers of a transportation service. Can be paid at the time the service is used, or for a voucher, token, or pass that is purchased in advance of using the transportation service. Passenger revenues provide funds to both public and private transit agencies.

**Contract Revenue:** Cities, counties, health and human service agencies, and private businesses may pay a transit provider for a specific number of rides or access to rides during a block of time. Both public and private transit agencies receive contract revenue.

**Advertising Revenue:** Transit agencies may sell space on or inside their vehicles to businesses for advertisements to generate some additional revenue. 10-15 Transit sells space on the exterior of vehicles through an advertising agency.

**Municipal Transit Levy:** Cities in Iowa are able to levy up to \$0.95 per \$1,000 assessed value to raise funds that support public transit services. This includes a city directly supporting its urban transit system, or a smaller town using it to support services from their regional transit system. 10-15 does not collect levy revenues from any cities it provides service to.

**General Fund Levy:** Cities and Counties in Iowa are able to use general fund revenues to support transit services. Each of the ten counties served by 10-15 Transit provides funds to the agency to help support its operations.

**Health and Human Service Agencies:** Health and Human Service Agencies provide many forms of assistance to people, one of which is funding for transportation. This assistance can come in different forms, providing rides either directly or by contracting with another organization, providing bus passes, or gas vouchers. In the region, seven agencies contract for transportation services, four provide bus passes to their clients, and three provide gas vouchers. Information on these specific agencies can be found in Figure 5.5.

**Businesses:** Businesses may provide transportation assistance to their customers or employees. This may be in the form of company vehicle pools, contracting for a service, or subsidizing a service.

**Local Foundations:** Some local foundations may provide funding to improve passenger transportation services. The Ottumwa Regional Legacy Foundation is a charitable

organization that has offered grant opportunities for revitalizing Ottumwa and improving the city's infrastructure. In Keokuk County, the Community Services office coordinates the efforts of non-profit and charitable foundations in the county. Inquiries could be made to these organizations or others about the possibility of funding new transit services, including providing a match for federal or state funds.

### **Anticipated Funding for FY2024**

It is anticipated that 10-15 RTA will receive \$1,117,121 in STA and \$1,849,382 in 5311 funds for operations for FY2024. These amounts are based on the total allocation to the state and the agency's 2022 ridership and revenue miles. State and federal operating assistance amounts may vary each year based on these factors. For FY25-27 it is estimated that 10-15 will receive \$900,000 in STA and \$1,500,000 in 5311 funds for each of the three years. These amounts of STA and 5311 appear lower than 2021-2 due to supplemental COVID relief transit agencies received, however the funding is in line with 2023 and pre-COVID levels.

10-15 receives an annual allocation of \$50,000 STBG funds from RPA 15 and it also receives an annual allocation of funds from RPA 17 that it can use to replace vehicles. For local revenue 10-15 receives \$2,500 from each of the ten counties annually and can anticipate \$25,000 in local funds each year.

### **Funding that will be Sought for Implementation**

In addition to the anticipated funding sources mentioned previously, 10-15 RTA will seek funding from the 5339 program for bus replacement and the AMOCO loan program to assist with local match. The agency will apply for PTIG funds to construct a paint booth for vehicles, it is also considering constructing an additional vehicle storage garage. 10-15 will also work with the City of Oskaloosa and health and human service agencies in the city to promote Oskaloosa Rides and generate ridership so that the City Council will continue to support the provide financial support for the service.



# Oskaloosa Rides - Bus Route



Figure 5.10

