

## **Chapter 5: Passenger Transportation Providers**

There are thirty-four organizations that provide passenger transportation services within Regional Planning Affiliation 15. This includes three providers of long-distance intercity transportation, two public transit agencies, two private taxicab companies, ten health and human service agencies, and seventeen 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, approximate annual miles, and the number and type of vehicles operated. Map 5.1 shows the location of the passenger transportation providers identified. A table containing information on the school districts can be found later in this section.

**Figure 5.1: Passenger Transportation Providers**

Provider	Service Type	Eligibility	Hours	Miles	Vehicles
AMTRAK	I, FR	A	AA	n	x
Greyhound	I, FR, T	A	AA	n	x
Burlington Trailways	FR, T	A	AA	3,700,000	35BL, 3B
Carlenrose Corp (Ottumwa Cab)	I, FR, DR	A, CT	AA	750,000	2VL, 2V, 6C
R & B Taxi	DR	A	WD, WE, D, E, N	55,000	2V
Ottumwa Transit	FR, DR, P	A, M	WD, D, E	265,000	10BL, 4VL
10-15 Transit	FR, DR, P	A, M	WD, WE, D, E	1,375,000	37BL, 10VL, 2C
Jefferson Co Health Center	DR	CL, M	WD, D	36,000	2VL
ADDS	DR	CL, F	WD, D	5,000	1V
Country Life Health Care	DR	CL	V	35,000	1V, 1C
Crisis Center	DR	CL	V	17,000	2V
Tenco	DR	CL	V	n	2VL, 15V, 3C
Ottumwa Job Corps	DR	CL	WD, WE, D, E, N	n	14 vehicles
Ottumwa Residential Facility	DR	CL	AA	5,000	1V, 2C
Penn Pl & Sylvan Woods	DR	CL	WD, D	n	1BL, 1v
First Resources	DR	CL, I	V	n	2VL
Love INC	DR	CL, I	WD, D	1,000	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*

*Other - x=not applicable, n=not provided/not known*

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, Illinois to Oakland, California 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 9:09am, 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 1,200 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 of these 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	3:25pm	10:30am
Ottumwa	4:05pm	10:00am

*Source: Burlington Trailways*  
*www.burlingtontrailways.com, Retrieved: 1/21/2019*

The Carlenrose Corporation/Ottumwa Cab provides passenger transportation services to the City of Ottumwa and surrounding counties. Trips can be provided to locations anywhere in Iowa or to neighboring states. and can provide transportation to locations anywhere in the State of Iowa or neighboring States. Carlenrose/Ottumwa Cab also provides non-emergency medical transportation. In addition, it contracts with several organizations for their transportation needs. Carlenrose/Ottumwa Cab operates a total of ten vehicles; two minivans with lifts, two minivans, and four cars. Transportation is available twenty-four hours a day, seven days a week, and the company averages 750,000 miles per year.

R & B Taxi provides taxicab services to the City of Ottumwa and the surrounding area, its taxis can provide transportation to locations anywhere within the state. R & B Taxi provides transportation to both passengers who call in and request a ride, and service that is contracted or scheduled ahead of time. R & B Taxi operates two minivans and averages about 55,000 miles per year. Service is available during the following hours; Monday through Thursday 7am until 12midnight, Friday and Saturday 7am until 2am, and Sunday 9am until 9pm.

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 Saturday between the hours of 6am and 6pm. Service outside of this time may be provided if a driver and vehicle are available. 10-15 RTA also works 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 two medium duty buses equipped with lifts, thirty-five light duty buses equipped with lifts, ten mini vans equipped with lifts, and two sedans. The medium duty buses can carry thirty passengers and the light duty buses can transport sixteen to twenty. 10-15's vehicles accumulate approximately 1,375,000 miles per year.



10-15 RTA is rebranding its image by having all of its vehicles, except for Oskaloosa Rides, in a burnt orange color scheme.

In addition to demand response service provided throughout the 10 county region, 10-15 RTA also provides fixed route service and paratransit in the City of Oskaloosa called "Oskaloosa Rides." This service 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. Also available is paratransit service for people who have a disability that may prevent them from accessing the fixed route. An application

must be completed and approved in advance before paratransit service can be used. Oskaloosa Rides operates on Monday, Wednesday, and Friday between the hours of 9am and 5:30pm. Map 5.2 shows the Oskaloosa Rides route.

Ottumwa Transit provides service in the city of Ottumwa and provides rides Monday through Friday between 6am and 6pm. This service includes five fixed routes and paratransit service. Each of the fixed routes cover a specific geographic area of Ottumwa with transfers between the routes possible at the downtown bus zone. Map 5.3 shows all of Ottumwa Transit's routes. Paratransit service is available to riders who have a disability and may not be able to access the bus stops. Paratransit service will take riders from their point of origin to their destination and back. Before paratransit can be used, an application must be completed and approved. Transit services are provided by nine medium duty buses with lifts, one light duty bus with a lift, and four minivans with ramps. The medium duty buses can transport thirty-two passengers and the light duty can carry 16 passengers. Ottumwa Transit averages 265,000 miles per year in providing transportation services.

Ten health and human service agencies within the region provide transportation to their clients. These ten agencies, shown in figure 5.1, are: Jefferson County Health Center, Alcohol and Drug Dependency Services, Country Life Health Care, the Ottumwa Crisis Center, Tenco, Ottumwa Job Corps, Ottumwa Residential Facility, Pennsylvania Place/Sylvan Woods, First Resources, 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



Ottumwa Transit has several different color designs for its buses and vans.



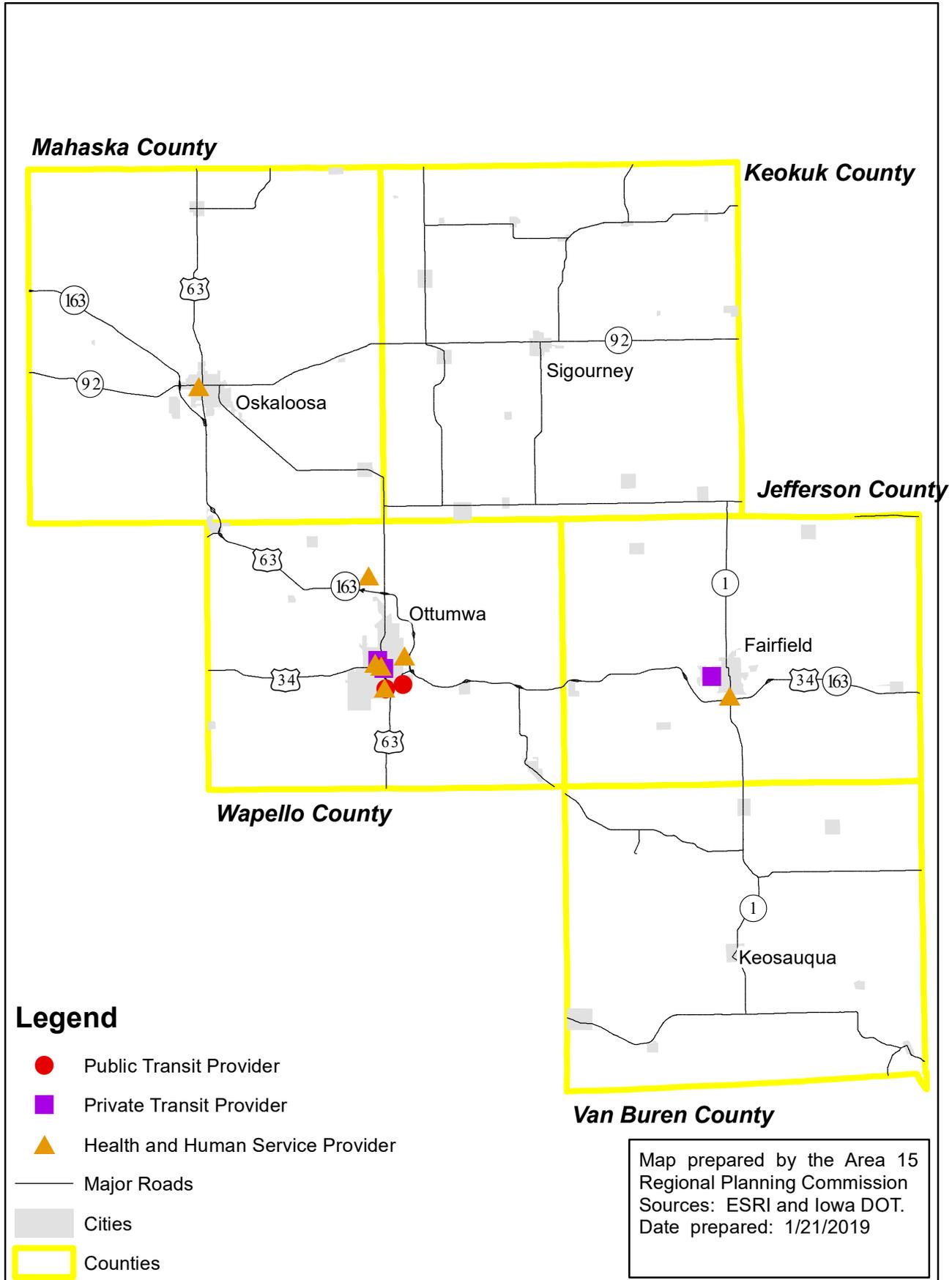
to provide rides to all of their clients who may need it. As a result, these agencies may also work with or direct their clients to public providers or private taxi companies for transportation to their facilities.

In addition to the organizations identified in figure 5.1, there are seventeen school districts in the region that provide transportation to their students. According to the Iowa Department of Education, these districts operate 310 buses and 103 smaller vehicles to transport students to and from school. Figure 5.3 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. All of the school districts were contacted and asked to identify the number of vehicles operated transporting students that were equipped with wheelchair lifts. This information is also shown in figure 5.3 for the districts that responded. School district vehicles are used only for the transportation of students and staff to school and school related activities.

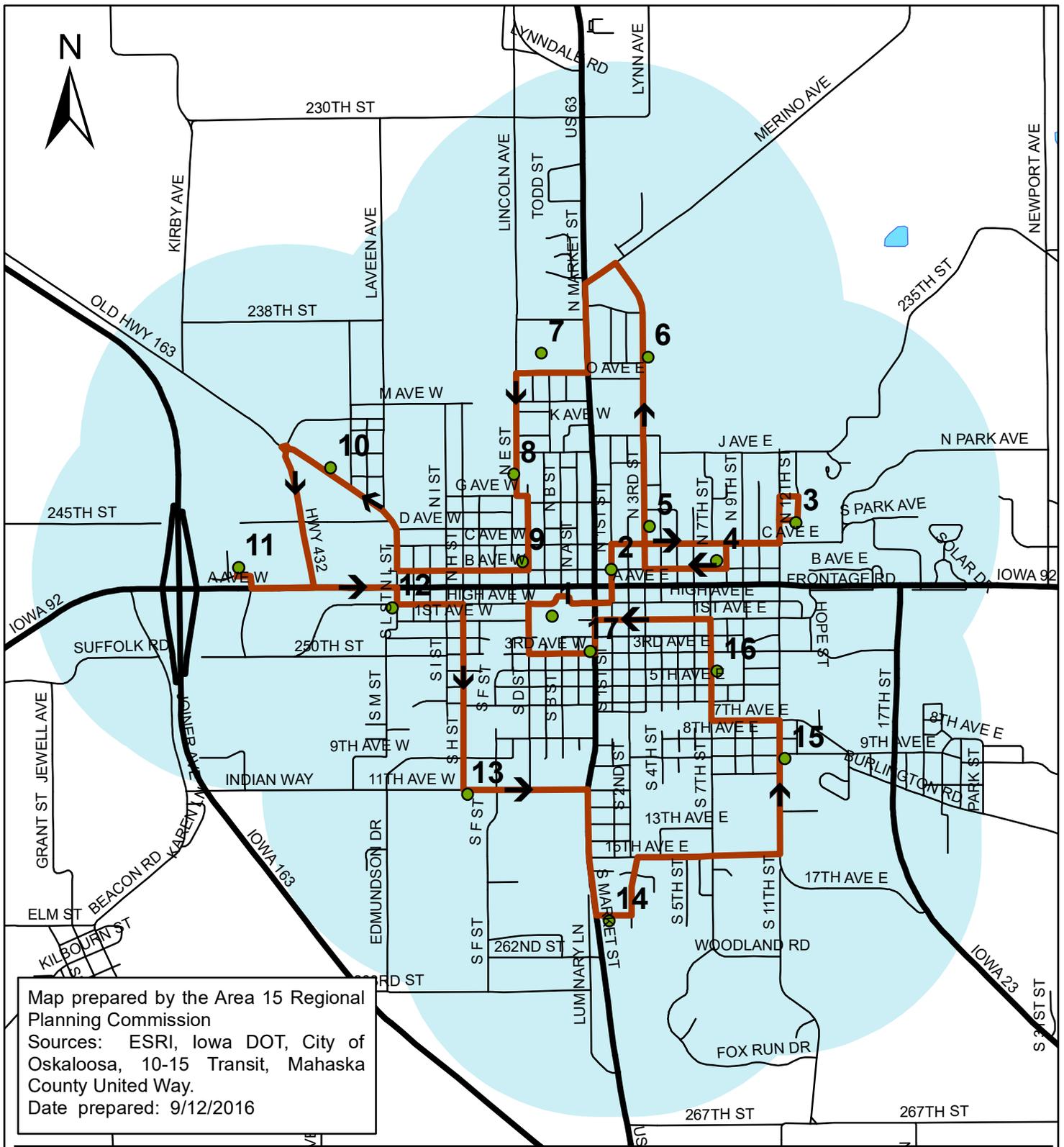
**Figure 5.3: School District Transportation**

School District	Buses	Smaller Vehicles	Vehicles w/ lifts
Pella	39	5	2
Twin Cedars	10	7	n
Oskaloosa	32	10	n
North Mahaska	10	5	1
Ottumwa	29	2	3
Tri-County	9	5	n
English Valleys	11	7	2
Sigourney	8	5	0
Keota	7	4	n
Eddyville-Blakesburg	22	11	2
Pekin	21	0	0
Cardinal	14	12	2
Fairfield	30	5	2
Washington	18	18	2
Van Buren	20	6	1
Harmony	7	4	n
Central Lee	14	3	1

# Map 5.1: Passenger Transportation Provider Locations



Map 5.2: Oskaloosa Rides - Provided by 10-15 Regional Transit



Map prepared by the Area 15 Regional Planning Commission  
 Sources: ESRI, Iowa DOT, City of Oskaloosa, 10-15 Transit, Mahaska County United Way.  
 Date prepared: 9/12/2016

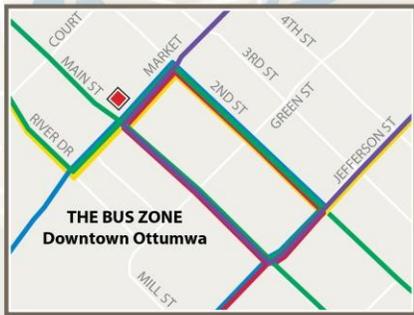
**Legend**

- |   |                                    |  |
|---|------------------------------------|--|
| ● 1 - Hy-Vee/Mall                                 | ● 7 - William Penn University      | ● 13 - Edmundson Park                          |
| ● 2 - Christian Opportunity Center                | ● 8 - Christian School             | ● 14 - Southern Hills/Highland Park Apartments |
| ● 3 - Hospital                                    | ● 9 - Inglenook/Norwich Apartments | ● 15 - Shady Lodge                             |
| ● 4 - Agency on Aging                             | ● 10 - Oak Creek Village           | ● 16 - Webster                                 |
| ● 5 - YMCA  | ● 11 - Walmart                     | ● 17 - Library                                 |
| ● 6 - Middle/High School /George Daily Auditorium | ● 12 - Reserves at Ironwood        | ■ 3/4 mi paratransit buffer                    |

# OTTUMWA Transit Bus Routes

- North #1
- East/West #2
- South Residential #3
- South Commercial #4
- Airport #7

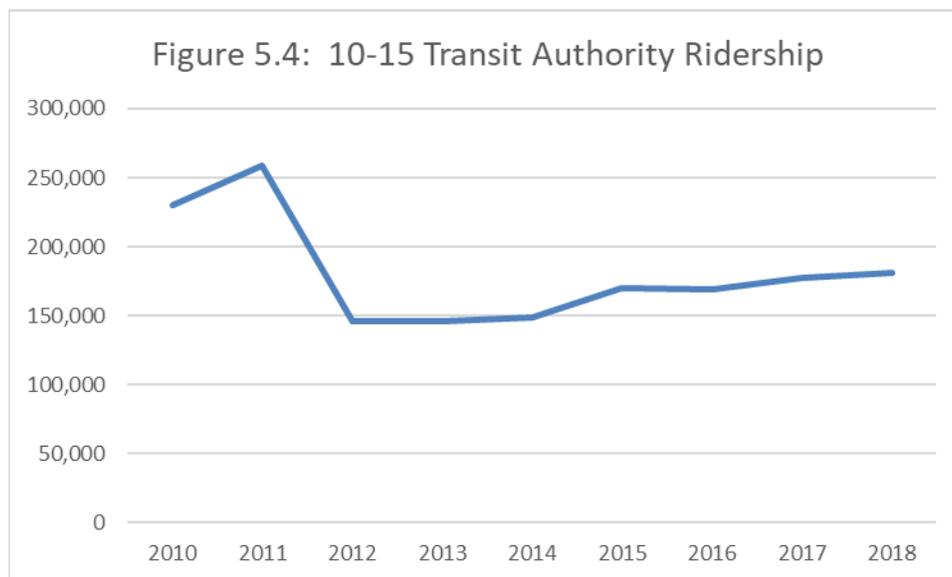
Ottumwa Transit  
641-683-0695 • www.ottumwatransit.com  
Revised March 2014  
Design by Liz Howard Graphics



## **Assessment of Needs and Coordination Issues**

### **Assessment of Service, Management, Fleet and Facility Needs**

10-15 RTA provides service to a ten-county region in southeastern Iowa. The transit agency experienced a large ridership decrease in 2012, this was due to Lee County leaving 10-15. Over the past five years 10-15 has averaged 169,223 rides and has seen an increase in ridership from 145,605 rides in 2012 to 180,759 rides in 2018. Figure 5.4 shows 10-15's overall ridership from 2010 through 2018. During the past four years, both 10-15's operating expenses and revenues have increased. Figure 5.5 shows 10-15 RTA's expenses and revenues for 2015-2018.



Source: Iowa DOT Office of Public Transit, Formula Allocation for 5310/5311 Program

**Figure 5.5: Exepenses and Revenues for 10-15 RTA**

	Expenses	Revenues
2015	\$1,650,401	\$1,674,157
2016	\$1,853,268	\$2,123,848
2017	\$3,085,197	\$3,062,597
2018	\$2,637,500	\$3,037,403

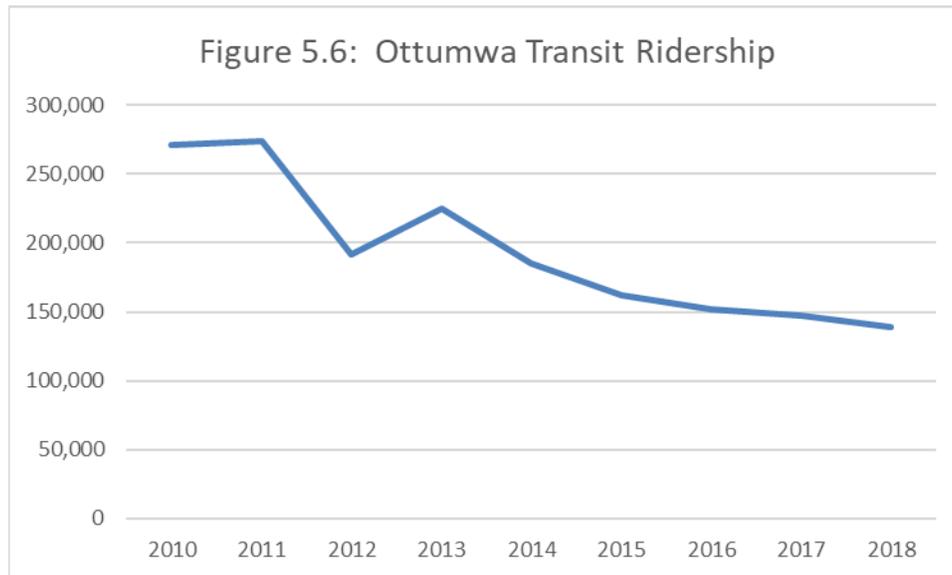
Source: 10-15 Transit

10-15 operates primarily as a demand response service and uses a combination of light duty buses and vans to provide point to point transportation to riders. It also provides a fixed route service called Oskaloosa Rides along with the paratransit service in the City of Oskaloosa utilizing a medium duty bus and a lift van. Ridership for Oskaloosa Rides was 3,025 in 2016 and decreased to 2,800 in 2017. The service experienced an increase in ridership overall in the last three years with an increase to 4,531 rides in 2018.

Like all public transit agencies replacing older and higher mileage vehicles is an issue 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 is also starting to purchase more minivans to use in areas where a light duty bus is not necessary in order to save on gas and maintenance costs.

In October of 2016 10-15 RTA moved into a facility that the organization purchased and renovated after years of sharing a facility with Ottumwa Transit. This facility provides administration and maintenance space for 10-15 for their current operations and expansion. The agency is planning to construct a second building on the property that will provide covered parking for the buses as all of the vehicles currently park in the open unless they are in one of the maintenance bays. This new building will also house a wash bay.

Ottumwa Transit provides fixed route service to the City of Ottumwa. While the agency has averaged 156,865 rides over the past five years, it has experienced several decreases in ridership over the past nine years. These decreases can be attributed to changes in routes and cuts in service. Prior to 2011, Ottumwa Transit had been providing service on weekend and had been operating a JARC service, both of these were stopped to reduce costs as grant funding was not available. The agency also tried to make changes routes in 2013 which were unpopular and resulted in another decrease in ridership. Ottumwa Transit has returned to the previous routes and ridership is stabilizing. Figure 5.6 shows Ottumwa Transit's ridership between 2010 and 2018. During the past five years, operating expenses for have remained constant, revenues however have experienced a decrease. Figure 5.7 shows Ottumwa Transit's operating expenses and revenues for 2014-2018.



Source: Iowa DOT Office of Public Transit, Formula Allocation for 5310/5311 Program

**Figure 5.7: Expenses and Revenues for Ottumwa Transit**

	Expenses	Revenues
2014	\$1,066,920	\$118,324
2015	\$944,429	\$108,244
2016	\$979,430	\$115,266
2017	\$1,122,039	\$96,311
2018	\$1,061,568	\$77,277

Source: Ottumwa Transit

Ottumwa Transit uses a fleet of medium duty buses to provide fixed route service and minivans to provide paratransit service. Replacing older and higher mileage vehicles is an issue for Ottumwa Transit. All of the agency’s medium duty buses were purchased at the same time with American Recovery and Reinvestment Act funds, meaning they are all of the same age and will need replacement at the same time. The cost of one medium duty bus is significant, and to replace ten of them will be a burden for Ottumwa Transit without grant assistance. Ottumwa Transit may apply for Surface Transportation Block Grant Program funds from RPA 15 to assist with vehicle replacement.

Since October of 2016, Ottumwa Transit no longer shares its facility with 10-15 RTA, but now has the entire space for its operations. This allows Ottumwa Transit more space for its administrative staff, for vehicle maintenance and parking.

### **Recent Developments Affecting Coordination Issues**

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 the Passenger Transportation Providers table on page 7. They may also have few additional dollars to help fund a new or expanded service. Many of these agencies already rely on either the public transit agencies or the private transportation providers for passenger transportation services.

Prior to October of 2016, 10-15 RTA and Ottumwa Transit coordinated by sharing an administrative and maintenance facility. In October of 2016 10-15 moved to its own facility and since that time there has been no coordination of operations between the two public transit agencies. Neither 10-15 nor Ottumwa Transit has explored coordination with the cab companies.

Since 2014, 10-15 has worked with the United Way of Mahaska County and the City of Oskaloosa to establish “Oskaloosa Rides” a fixed route service and paratransit service in the City of Oskaloosa. This service was funded with the assistance of an STA Special Projects grant for the first two years. After the end of the STA Special Projects funding, the City of Oskaloosa has been making the decision to fund the service each year. The City Council recently made the decision to fund “Oskaloosa Rides” for SFY 19. The decision was also made last year to offer “Oskaloosa Rides” as a free service to riders, and the service will continue to operate free to riders for SFY 19.

Since late 2017, First Resources, Tenco and other health and Human Service agencies have to pay the transportation costs for clients that require 24 care and live at home to go to work sites. Previously this cost had been paid by the managed care organization (MCO). If the person does not require 24 care, the MCO pays the cost of transportation. The health and human service agencies have been able to cover these increased costs through increased daily rates.

The HCBS Settings Rule will be implemented in Iowa by March 17<sup>th</sup>, 2019. This is a federal rule with the goal of allowing people on Medicaid waivers individual choice of employment, living quarters and community activity in a more integrated setting. Implementation of the rule will change the movement of passengers within the region, potentially requiring many more trips at different hours. This will require discussion and coordination between the health and human service agencies and both the public transit providers and the private transportation providers.

**Public Input Concerning Needs and/or Coordination Issues**

Figure 5.8 was obtained from the Passenger Transportation Needs Survey. It identifies by agency when transportation is needed. It also shows if it is regularly scheduled or would be demand responsive, if accessible vehicles would be needed, and identifies the destinations. And it lists whether or not the agency’s needs are currently being met with existing transportation.

**Figure 5.8: Passenger Transportation Needs**

Agency	When needed	Type	Accessible	Destinations	Needs met
Wapello Co Comm Svcs	WD, WE, E	Scheduled	Yes	W, G, WM, D	Yes
Keokuk Co Comm Svcs	WD, N, M	Demand responsive	Yes	W, G, WM, D	No
American Home Finding/MCAH/WIC	E, WE	Demand responsive	No	S, D, FP	No
Keokuk Co Health Center	WD	Demand responsive	Yes	H	No
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
United Way of Mahaska County	E, WE	Both	Yes	G, M WM, H	No
Van Buren VA/GA	WD	Demand responsive	Yes	IC Ottumwa, Van Buren County	No

*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*

The following input was obtained from Transit Advisory Group meeting participants and from the Passenger Transportation Needs Survey. This input includes changes to existing services and unmet passenger transportation needs.

- Existing bus routes in Ottumwa are too long, they need to be shorter than 50 minutes.
- There is a need for evening/night service to get people home from work or out to eat or a movie.
- Need for a service to get people home from hospital after a trip to the ER.
- Need for additional transportation from rural areas to larger city for medical and mental health appointments.
- American Home Finding/MCAH and WIC has clients that express frustration with not having transportation after 5pm and on weekends. Also the organization has

issues where there are clients who need transportation with handicap accessible vehicles periodically.

- Keokuk County Community Services said that transportation is needed at night and on weekends. The problem is this need is random and hard to justify the hours.
- Wapello County Community Services said that additional transportation is needed during second and third shift work hours, however there is not enough to sustain additional service.
- Van Buren County VA and GA said that more free transportation is needed to get residents to Iowa City.
- United Way of Mahaska County said that they hear people request increased flexibility in accessing 10-15's demand responsive service. Not necessarily a specific time, but to be able to request a ride without 24 hours notice.
- Vista Woods Care Center said that additional transportation is needed when there are urgent trips to doctors or hospitals without notice.

## **Priorities and Strategies**

The following priorities and strategies have been identified 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.
  - Plan stops at high density residential areas and at large stores or major shopping areas.
  - Consider using two light duty buses that are spaced out on the route by 15-30 minutes instead of one medium duty bus.
  
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.
  - Set one day during a week where transit service is available in the evening/at night to take people out to eat or to a movie.
  
4. Priority: Provide additional transportation to medical/mental health appointments.  
Strategies:
  - Coordinate trips with health and human service providers for multiple patients using the same vehicle.
  - 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.

## **Funding**

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.

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 \$1,250,000 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 is 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.

Surface Transportation Block Grant program (STBG): Funds allocated through Iowa's Regional Planning Affiliations and Metropolitan Planning Organizations that can be used for road or transit capital projects by cities, counties, and public transit agencies. Up to 80% reimbursement is provided, leaving a 20% local match for projects. Ottumwa Transit and 10-15 RTA have access to STBG funds through RPA 15. The RPA sets aside \$50,000 each year from its total allocation for 10-15, Ottumwa Transit projects will be funded out of the City of Ottumwa's allocation. 10-15 Transit also has access to funds through RPA 17.

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.

### **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. Both Ottumwa Transit and 10-15 Regional Transit Authority receive 5311 funds.

State Transit Assistance (STA) Special Projects: The Iowa Department of Transportation sets aside \$300,000 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.

Volkswagen Settlement Grant: Provides funds to replace school buses, shuttle bus, transit bus or other vehicles specified in the grant that are diesel powered. Public transit agencies, schools, private organizations, cities and counties are eligible to apply.

### **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. Ottumwa Transit and 10-15 Transit are both selling space on the exterior of their 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. The City of Ottumwa currently uses a municipal transit levy to help fund Ottumwa Transit.

**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.

**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.

### **Anticipated Funding**

It is anticipated that 10-15 RTA will receive \$455,108 in STA and \$670,413 in 5311 funds for operations for FY2019. These amounts are based on the total allocation to the state and the agency's 2017 ridership and revenue miles. state and federal operating assistance amounts may vary each year based on these factors. 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.

Ottumwa Transit is anticipated to receive \$196,176 in STA and \$350,122 in 5311 funds for operations for FY2019. The amount of state and federal operating assistance that Ottumwa Transit receives each year varies depending on the overall allocation to the state and the transit agency's ridership and revenue miles from two years prior. Ottumwa Transit receives local revenue through a transit levy of 0.81 per \$1,000. Last year this provided \$483,826 in revenue. This amount fluctuates based on assessed values and the property tax rate.

### **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 use PTIG funds to construct covered parking and a wash bay for buses. 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.

Ottumwa Transit will seek additional funding from the 5339 program and for bus replacement and will use STBG funds from RPA 15 for the purchase of a replacement bus.