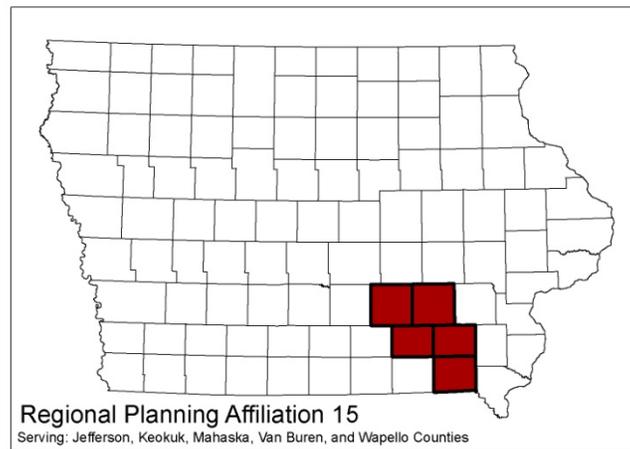


## RPA 15 Passenger Transportation Plan



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A RESOLUTION ADOPTING THE RPA 15 PASSENGER TRANSPORTATION PLAN AS THE  
OFFICIAL PASSENGER TRANSPORTATION PLAN FOR REGIONAL PLANNING  
AFFILIATION 15.

WHEREAS, the Area 15 Regional Planning Commission did prepare a Passenger Transportation Plan which identifies the existing passenger transportation services and the needs for REGIONAL PLANNING AFFILIATION 15; and

WHEARAS, it is a requirement of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005 that the transportation planning process and long-range planning be continued, and that passenger transportation be included in this process;

NOW, THEREFORE, BE IT RESOLVED that REGIONAL PLANNING AFFILIATION 15 adopts the RPA 15 Passenger Transportation Plan as part of the RPA 15 Long-Range Transportation Plan.

Passed this 29<sup>th</sup> day of April, 2010

---

Chairperson

Regional Planning Affiliation 15

# Acknowledgements

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## Introduction

The Passenger Transportation Plans are designed to promote a coordinated and joint planning among passenger transportation providers within each Regional Planning Affiliation or Metropolitan Planning Organization. This includes public transportation providers, private transportation providers, and health and human service agencies. The goal is to improve local and regional public transportation systems and address unmet transportation needs. This can be accomplished by:

- Developing communication between providers to encourage cooperation.
- Coordinating transportation services between providers to fill in gaps and avoid duplication.
- Providing reliable transportation services that are available when needed and on time.

The PTP is used by RPA 15 to incorporate federal requirements for coordinated planning, as well as identify needs and provide justification for passenger transportation projects. This document will provide information to decision makers and stakeholders on the passenger transportation services available within the five county region including Jefferson, Keokuk, Mahaska, Van Buren, and Wapello counties. It will identify gaps in service and unmet needs, and identify potential projects to address the identified issues. This document will cover a four year period from 2011 to 2014 and recommend public passenger transportation projects for inclusion in RPA 15's Transportation Improvement Program.

Passenger Transportation Plans were started as Passenger Transportation Development Plans in 2006. The process began with a series of Mobility Action Planning Workshops that were held across the state during the first half of the year. These workshops were facilitated by the Iowa DOT: Office of Public Transit and were centered on a public transit region or provider, in our case the Ottumwa Transit Authority and the 10-15 Regional Transit Authority. Other transportation providing agencies within the region were invited and encouraged to attend. These meetings helped highlight the strengths and weaknesses of passenger transportation services within the area. Follow up meetings were held by the RPAs and MPOs during the summer and fall of 2006 with attendees to further discuss needs. Each organization was responsible for drafting a PTDP discussing the passenger transportation needs within their region. The resulting 2007 PTDP for RPA 15 identified needs based on the information provided at the Mobility Action Planning Workshops and follow up meetings.

After 2006, each RPA or MPO was responsible for leading the PTDP process and updating their document. The purpose of this was to encourage and improve communication between passenger transportation providers, and to identify passenger transportation needs and recommend projects to address those needs. In order to gather data and gain input, RPA 15 sent out surveys to all identified passenger transportation providers and held transit advisory group meetings during the fall and winter of each year. With each subsequent year and document, RPA 15 was able to refine its process; which has led to improved participation from providers and a better planning document.

## **Process**

RPA 15's PTP is developed following guidance from the Iowa Department of Transportation, and through consultation with the public transit providers, private transportation providers, and health and human service providers. Prior to starting work on the document, previous efforts were reviewed by RPA 15 staff along with guidance for the new document. This was done in order to determine where to focus on making changes and improvements. A discussion was then held between the RPA and the public transit providers to discuss a strategy for gathering information and bringing in other agencies to the process. RPA 15 sent out surveys and contacted other transportation providers and health and human service agencies asking about existing transportation services, while OTA/10-15 informed organizations that attended the listening sessions about the process and encouraged them to participate. A transit advisory group meeting was also scheduled for November 25<sup>th</sup>, 2009.

The first listening session was held on October 24<sup>th</sup>, 2009, and attended by twenty individuals representing eleven organizations. A list of the attendees is shown in the Appendix in figure A-1. At this meeting participants were encouraged to start thinking about existing transportation services and what would make them more convenient. They were also notified of the advisory meeting scheduled for November 25<sup>th</sup>, and invited to submit comments through the OTA's website if unable to attend. A second listening session was held on November 11<sup>th</sup>, 2009, with seventeen individuals and ten organizations participating. These attendees are listed in figure A-2. Participants at this meeting were provided an agenda for the November 25<sup>th</sup> TAG meeting and encouraged to attend. The group was very supportive of the new Sunday transportation

services and the after 6pm services provided in Ottumwa and region 15 during the week and wanted these services to continue. They also suggested that some other types of events be considered for the after six service in addition to musical and fine arts.

Surveys were sent out at the end of October to the public and private transportation providers and HHS agencies asking questions regarding the transportation services they provide. The survey asked the type of service provided, if it was operated by the provider or a transit agency, the number and type of vehicles used in providing service, hours of service, annual miles, and annual costs. A postage paid return envelope was included and it was asked that surveys be returned by November 30<sup>th</sup>. An accompanying letter also invited survey recipients to attend the TAG meeting on November 25<sup>th</sup>. Attempts were made in December and January to contact agencies by e-mail or phone that did not return surveys and gather information. A list of providers and agencies contacted is shown in figure A-3.

On November 25<sup>th</sup>, 2009 a Transit Advisory Group meeting was held. Figure A-4 shows a list of the thirteen individuals and eleven organizations that participated. At the meeting after introductions and an explanation of the PTP process, each individual was asked about existing passenger transportation services and areas they thought were gaps or unmet needs.

Comments provided by the attendees were as follows:

- JARC has been a benefit for agencies seeking employment opportunities for their clients, efforts should be made to continue the service.
- TENCO's adult day program, Center of Hope, is having difficulty meeting its goal of community integration; explore opportunities for OTA or 10-15 to provide trips around Ottumwa.
- Service to entertainment after 6pm in both Ottumwa and the 10-15 region have helped to improve socialization and community involvement, efforts should be made to continue the service.
- The Ottumwa Community School's Alternative School will be relocating to the airport in August of 2010, explore ways of providing access to the school for students.
- The job corps in Ottumwa will begin in 2010 or 2011 explore ways of providing access to community events in town and classes on the Indian Hills campus.
- The Social Security office in Ottumwa will be relocating their office at the end of December 2009, city bus routes may need to be altered to provide transportation to and from the new location.

- Pediatric and family medical services provided by River Hills will be on the Ottumwa Regional Health Center campus, bus service to and from this location will be important.
- Burlington Trailways is interested in partnering to establish connectivity to its routes through either feeder service or referrals.
- The bus stops in downtown Ottumwa and at TENCO need to be cleaned up to make them more attractive and cameras should be added to increase security.
- Expanding the type of entertainment opportunities that Ottumwa After 6 provides transportation to, such as sports events.
- Providing additional transportation for non-emergency medical trips from communities to medical centers.
- Exploring the possibility of providing fixed route service in some of the county seat towns.

The draft PTP document was completed in mid January. Following completion of the document, it was sent electronically to TAG participants and interested parties, who were asked to review it before the January 27<sup>th</sup>, 2010 TAG meeting. Figure A-5 shows a list of the eleven individuals and eight organizations that participated in the meeting. Two organizations that were unable to attend the meeting, Wapello County Central Point Coordinator and Wapello County Public Health, provided comment electronically. Their comments were read at the meeting so that everyone in attendance could hear. The TAG members felt that the PTP reflected the needs of the region and that the projects described in the plan should be implemented to address the identified needs. The TAG supported submitting the draft PTP to the Iowa Department of Transportation with the following additions:

- Including expanded service hours to the River Hills Clinic in Centerville in the RPA 17 PTP.
- Including adjusted services to Ottumwa elementary schools as a newly identified service need.
- Adding information on the county's contributions for match to transportation funds and Medicaid funds to the funding section.

Comments from the Iowa DOT Office of System's Planning and Office of Public Transit were received at the end of February. These comments indicated that the PTP met all of the requirements outlined in the guidance and that the process and document was acceptable for

final approval. In their comments, the Iowa DOT recommended the following minor changes to further improve the document:

- Adding a history of the PTP process to the Introduction and Process Discussion.
- Incorporating information on the approximate seating capacity of buses to the discussion of provider's vehicle inventories.
- Including information on OTA's and 10-15 RTA's experience with each funding source.
- Adding projects identified in the needs to the Recommended Projects even if a funding source has not been identified.

# Inventory

There are twenty passenger transportation providers in RPA 15. Figure 1 shows the types of services these organizations provide, if there are any eligibility requirements of the service, times of operation for the service, annual miles of the service if known, number and type of vehicles used in providing the service, and the annual operating costs for the service if known. The figure also shows if the transportation service is operated by the provider or by one of the public transportation agencies. A key below the figure explains the abbreviations.

<b>Figure 1: Transportation Providers</b>							
Provider	Service Type	Eligibility	Hours	Miles	Vehicles	Operator	Expenses
AMTRAK	I	A	AA		x	P	n
Burlington Trailways	I	A	AA	2,723,000	7B, 20BL	P	n
10-15 Transit	DR	A	WD, WE, D, E	1,115,655	55BL, 2VL	P	\$1,652,783
Ottumwa Transit	FR, DR	A	WD, WE, D, E	410,466	10BL, 3VL	P	\$1,137,482
Ottumwa Cab	DR	A	AA	100,000	4C, 2V	P	n
Pennsylvania Place	CT	C	WD, WE, D	n	1V, 1BL	P	n
Jefferson Co Hospital	CT	C	WD, D	n	1VL	P	n
Country Life Health Care	CT	C	WD, D	n	1C, 1V	P	n
Sunnybrook Assisted Living	CT	C	D	n	1V	P, R	n
Wapello Co DHS	CT	I, M	V	n	4C	P	n
Crisis Center	CT	C	AA	3,000	1V	P, O	\$10,000
Vista Woods Care Center	CT	C	WD, WE, D, E	n	x	O	\$1,200
SIEDA Head Start	CT	I	WD, D	239,079	x	O	n
TENCO	CT	M	V	9,500	2 C, 7V, 2VL	P, O	\$3,500
Foster Grandparent Program	FR, DR	I	WD, WE, D, E	n	x	O	\$775
Seneca AAA	CT	C	V	92,192	x	R	\$134,350
Keokuk Co Comm Svcs	CT	I, M	V	21,876	x	R	\$5,000
Mahaska Co Comm Svcs	CT	I, M	V	n	x	R	\$10,000
Van Buren Co Comm Svcs	CT	I, M	WD	n	x	R	\$10,500
Wapello Co Human Svcs	CT	I, M	V	n	x	R	\$34,700
<i>Key: Service Type- I=Intercity, DR=Demand Responsive, FR=Fixed Route, CT=Client Transportation</i>							
<i>Eligibility - A=Anyone, C=Client, I=Income requirement, M=Medical requirement</i>							
<i>Hours - AA=all hours, all days, WD=weekdays, WE=weekends, D=daytime, E=evening, N= night, V=varies</i>							
<i>Vehicles - B=bus, BL- Bus w/lift, C-Car, V-Van, VL-Van w/lift</i>							
<i>Operator - P=Provider, O=OTA, R=10-15 RTA</i>							
<i>Other - x=not applicable, n=not provided/not known</i>							

The twenty providers shown in Figure 1 include one intercity rail, one intercity bus, a regional public bus, a city bus, a city cab, and fifteen health and human service agencies. The five

transportation services available to anyone can be used on a pay-as-you-go basis. The Ottumwa Transit Authority also allows riders to purchase monthly passes, which allow a rider to use the bus as often as they wish during that month.

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 9:39am, and a westbound train to Oakland which stops at 6:43pm. Connections to other AMTRAK routes can be made in Chicago and Sacramento, allowing passengers to reach any destination AMTRAK serves.

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. 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. Twenty-seven buses are available to provide service on Burlington Trailways routes. Each of these buses can seat an average of fifty-five passenger and most of the buses are equipped with lifts.

10-15 Regional Transportation Authority provides service in eleven 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, Lee, Lucas, Mahaska, Monroe, Van Buren, Wapello, and Wayne (figure B-1). Service is based upon the need of the rider, 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 on weekdays and weekends during daytime and evening hours, between the hours of 6am and 6pm. 10-15 RTA also works with five of the health and human service providers within the region to operate transportation services for clients of those organizations, which are identified in figure 1. The hours and amount of service provided vary depending upon the needs of the health and human service organization and its clients. Service is provided by fifty-five light duty buses equipped with lifts and two mini vans equipped with lifts. The Buses

seat sixteen and have two wheelchair positions while the vans seat three and have two wheelchair positions.

The Ottumwa Transit Authority provides service to the city of Ottumwa and provides service to riders on weekdays and weekends during daytime and evening hours, between 6am and 6pm during the week, and between 9:40am and 4pm during the weekend. This service includes five fixed routes that cover a specific geographic area of Ottumwa with transfers between the routes possible at the downtown bus zone (figure B-2). Also included in the service provided by OTA is OTA Lift and JARC. OTA Lift is available to elderly and disabled riders within Ottumwa and will take riders from their point of origin to their destination and back. JARC, or Job Access Reverse Commute, provides transportation from a rider's home to their place of employment or childcare provider. In addition to these services, Ottumwa Transit works with five health and human service providers in the city to operate transportation services for these organizations, which are shown in figure 1. These services are provided during OTA's operating hours. Ten medium duty buses equipped with lifts and three vans equipped with lifts. The buses have seating for about thirty and have three wheelchair positions and the vans seat three and have two wheelchair positions.



Ottumwa Cab provides services within the city of Ottumwa twenty-four hours a day seven days a week. Riders can call the dispatcher at any time to request service or to schedule service in advance with one way or round trip transportation available. Ottumwa Cab vehicles do not have lifts, so riders needing lift assistance to enter or exit a vehicle may not be able to use Ottumwa Cab's services. The cars used by Ottumwa Cab can seat three and the mini vans can seat five passengers.

Seven health and human service providers within the region operate their own vehicles for transportation purposes. These seven providers, shown in figure 1, are: Pennsylvania Place, Jefferson County Hospital, Country Life Health Care, Sunnybrook Assisted Living, Wapello County DHS, the Crisis Center, and TENCO. With the exception of one of these organizations, transportation services are generally only provided during the daytime on weekdays. In

addition, the health and human service agencies do not have enough capacity in their vehicles to transport large groups of riders due to the size of their vehicle fleets and the number of seating positions in their vehicles. On the high side Pennsylvania Places light duty bus can carry 16 passengers while on the low side cars used by Wapello County DHS can carry three passengers. Health and human service provider transportation services are focused on transporting one or small groups of riders to their facilities, for medical trips, or short outings. Several of these providers work with either OTA or 10-15 RTA when transportation is needed for large groups of riders.

In addition to the transportation providers identified above in figure 1, the region is served by seventeen school districts. According to the Iowa Department of Education, these districts operate 314 buses and 79 smaller vehicles to transport students to and from school. Figure 2 shows the number of vehicles operated by each district that serves the five county region. The Fairfield, Ottumwa, Pekin, Sigourney, and Van Buren School Districts also contract with 10-15 or OTA to meet some of their transportation needs.

**Figure 2: School District Transportation**

School District	Buses	Smaller Vehicles
Pella	29	6
Twin Cedars	11	5
North Mahaska	10	4
Oskaloosa	30	8
Fremont	3	2
Ottumwa	31	0
Tri-County	11	4
English Valleys	11	3
Sigourney	10	4
Keota	8	2
Eddyville-Blakesburg	20	7
Pekin	22	0
Cardinal	14	5
Fairfield	29	2
Washington	19	7
Van Buren	24	3
Harmony	13	5
Central Lee	20	13

*Source: Iowa Department of Education*

# Needs and Gap Analysis

## Regional Demographics

According to the 2000 Census, RPA 15 had a population of 93,776 individuals. Figure 3 shows the demographic information for the five counties that make up RPA 15 and the three cities with a population greater than 5,000. According to this information, 17% of RPA 15's population is over 65, 11% is below the poverty level, and 18% has disabled status. This is higher than the statewide average of 9% of the population being over 65, 9% of the state's population being below the poverty level, and 15% of the state's population having disabled status.

**Figure 3: Regional Demographics**

	Population	Over 65	Low Income	Disabled
Jefferson County	16,181	2,231	1,699	2,155
<i>minus Fairfield</i>	<i>6,672</i>	<i>935</i>	<i>391</i>	<i>898</i>
Keokuk County	11,400	2,301	1,127	1,903
Mahaska County	22,335	3,650	2,137	3,919
<i>minus Oskaloosa</i>	<i>11,397</i>	<i>1,626</i>	<i>701</i>	<i>1,722</i>
Van Buren County	7,809	1,491	975	1,501
Wapello County	36,051	6,415	4,627	7,809
<i>minus Ottumwa</i>	<i>11,053</i>	<i>1,666</i>	<i>984</i>	<i>2,095</i>
Fairfield	9,509	1,296	1,308	1,257
Oskaloosa	10,938	2,024	1,436	2,197
Ottumwa	24,998	4,749	3,643	5,714

*Source: US Census Bureau*

There are approximately 50 cities and towns within RPA 15, only three of these have a population greater than 5,000. These three cities are Fairfield (9,509), Oskaloosa (10,938), and Ottumwa (24,998). Most of the region's population lives within these three cities or nearby, figure B-3 shows that the census tracts with the highest populations are those surrounding Fairfield, Oskaloosa, and Ottumwa. Also shown in figure B-3, a majority of the employers, health and human service agencies, and shopping within the region are located in these three cities. Clusters of employers, service agencies, and shopping exist in the smaller cities within the region. This clustering makes cities activity centers for the surrounding population with Fairfield, Oskaloosa, and Ottumwa being the largest activity centers within the region.

## **Previously Identified Needs and Implementation**

Public input provided as part of input meetings for last year's PTP process identified the following needs:

- Expanded service hours in the counties.
- Additional medical trips in the counties.
- Evening trips to entertainment activities in the counties.
- Expanded service hours in Ottumwa.
- Sunday service in Ottumwa.
- Evening trips to entertainment activities in Ottumwa.
- Marketing of transportation services provided by both 10-15 RTA and OTA.
- Maintaining or replacing vehicles to avoid disruptions in service.

In order to address these needs, 10-15 RTA has worked with Seneca Area Agency on Aging to provide expanded service hours to senior centers and with RSVP to provide additional medical transports within the counties. The regional transit agency applied for and was awarded STA Coordination funds to provide this service and Seneca AAA and RSVP assist with scheduling the trips. 10-15 RTA also received New Freedom funding to provide transportation in the evening and on weekends to entertainment activities or for shopping. The transit agency works with health and human service providers to identify riders and schedule trips. OTA also received STA Coordination funds which the agency uses to provide the "Ottumwa after 6" service, which is transportation to entertainment activities in the evening and on weekends. The Ottumwa Transit Authority works with health and human service providers in the city to identify entertainment activities and schedule transportation to those activities. OTA received New Freedom money to provide transportation services on Sunday, during which services were previously not provided, and add additional lift van services.

Both 10-15 RTA and OTA have worked on the continuing need of marketing their services and maintaining or replacing their vehicle fleets during the last year. In order to promote their services, both transit agencies have increased their presence in local media and advertised on area billboards. Local funds have been used to purchase space in magazines, newspapers,

and on billboards. The two transit agencies have also actively pursued federal funds to purchase replacement vehicles and state funds to expand the vehicle maintenance facility.

### **Newly Identified Needs and Recent Developments**

At this year's public input meetings, agencies in attendance expressed support for the expanded services. Specifically JARC has been a benefit seeking employment opportunities for their clients, and transportation to entertainment activities has helped to improve socialization and community involvement. Health and human service agencies asked that efforts be made to continue these expanded and new services. Discussion at this year's meetings identified the following needs and developments:

- Providing transportation for group trips to TENCO's "Center of Hope" program.
- Ottumwa Community School's Alternative School will be relocating to the airport in August.
- Job Corps facility in Ottumwa will open in 2010 or 2011.
- Ottumwa Community School District will be making changes to the number of students attending each of their elementary schools.
- Social Security Office in Ottumwa is relocating.
- Pediatric Services provided by River Hills will be located at the Ottumwa Regional Health Center.
- Partnering with Burlington Trailways to establish connectivity to its routes through either feeder service or referrals.
- Cleaning up and improving security at the bus stops in downtown Ottumwa and at TENCO.
- Expanding the types of entertainment opportunities that are accessible by the "after 6" service.
- Providing additional transportation between communities and medical centers.
- Providing fixed route service in some of the county seat towns.

### **Service Needs**

One service need is providing transportation between a person's home and workplace. This is accomplished through Job Access Reverse Commute (JARC) service. In Ottumwa JARC has

been very successful with JARC riders making up 14% of all riders of OTA last year and has been praised by agencies that help individuals find employment. Last year JARC service was expanded to provide service on Sundays, and will continue to operate the same hours this year. There is also a need for similar transportation in the counties to some of the larger employers. Some employers may provide funding for a carpool or vanpool service, however there may be more need than service is available or funding may not be enough to meet the costs. Vermeer and 10-15 RTA are partnering to operate a vanpool with Vermeer providing most of the money for the vehicles and administration, and 10-15 providing JARC funds to assist with the operations costs.

Another need is providing transportation for group trips from health and human service providers to entertainment, restaurants, or shopping. During the past year, several efforts have been made to address this need with additional service hours being provided and trips to entertainment activities being scheduled, as described in the "Previously Identified Needs" subsection. The cost of a group trip is about \$31 an hour, and using the TENCO "Center of Hope" program as an example, a trip would average two hours for a cost of \$62 a trip. Both 10-15 RTA and OTA will be looking at their operations to see if additional group trips for human service providers can be accommodated within their current operations or if additions are necessary.

There are several developments in Ottumwa that will require a change in bus routes. One of these is the new Alternative School which will be opening at the airport in August. Based upon the estimate of \$31 an hour for service and about six trips per day to the campus, the daily cost would be a little over \$180, and the yearly cost would be around \$32,400. A new Job Corps center will also be opening at the airport either in late 2010 or in early 2011. Trips to the Job Corps center will be similar in number as those to the school and could cost between \$30,000 and \$40,000 a year. Route changes to provide transportation service to these two developments are important because both will have campuses that are closed to cars. Other developments that may require smaller route changes will be the relocating of the Social Security Office, the addition of Pediatric services provided by River Hills to ORHC, and changes to the number of students attending each of OCSD's elementary schools.

The discussion of establishing a fixed route service in some of the county seat towns has been brought up and discussed several times over the past years. This would be highly impractical

though unless the cities were willing to contribute significant financial support to cover the costs of the service and to advertise the service. County seat towns, with the exception of Ottumwa, are not used to fixed route services and the ridership necessary to generate enough revenue to support the service would not develop for awhile if ever.

### **Management Needs**

No critical management needs have been identified during the PTP process. All agencies providing passenger transportation services; public, private, and health and human service, should attempt to maintain staffing levels necessary to continue to provide those services at or above current operations levels. All providers should provide information on transportation they provide to users in the form of handouts or brochures. In addition, public and private passenger transportation providers should market their services through various forms of media so that potential users are aware of the services available.

### **Fleet Needs**

Figure C-1 shows the current vehicle fleet for 10-15 RTA. This table includes the vehicle's number, the year it was purchased new, the make and model, and its accumulated mileage as of 2009. All of the vehicles within 10-15's fleet that are used for passenger transportation services have lifts and are fully ADA accessible. In order to maintain operations, older and higher mileage vehicles should be identified each year and programmed for replacement with those in most need replaced first.



Figure C-3 shows that seven of these vehicles are scheduled for replacement in 2011. Four of these buses will be ten years old in 2011 and three will be eight years old. They all also have well over 100,000 miles accumulated with two over 200,000 miles. An additional six vehicles are scheduled for replacement in each of the three subsequent years.

OTA's current vehicle fleet is shown in figure C-2. This table shows each vehicle's number, the year it was purchased new, the make and model, and the accumulated mileage as of 2009. Like 10-15's fleet, all of OTA's vehicles are fully ADA accessible. Nine of these buses are

currently in the process of being replaced using ARRA stimulus funds. In addition, three of OTA's lift vans are also being replaced using ARRA stimulus funds. As a result of being able to replace a vast majority of its buses at one time, none of OTA's buses are scheduled for replacement in the next four years.

The age and mileage of vehicles used by private transportation providers and health and human service agencies was solicited from contacts with each organization. These contacts were unable to provide information on vehicle age or the planned purchase of expansion or replacement vehicles. It is assumed that providers will replace or add vehicles as needed and as they are able to. Health and human service agencies that provide passenger transportation as a service to their clients should continue allocate or pursue funds to replace their vehicles when needed and maintain that transportation service.

### **Facility Needs**

10-15 RTA and OTA expanded their administrative facilities in 2009. The two organizations also received STA Infrastructure money during the year to expand the maintenance facility and provide additional space for working on vehicles. The next step is for the two agencies to install a hoist in their shared facility which will improve the ability for mechanics to perform work on the vehicles. A suitable hoist and funding for the purchase and installation of the hoist should be identified to complete improvements to the maintenance facility.

There are two bus shelters within the City of Ottumwa, one is located downtown at the central bus zone where riders may transfer from one route to another, and the other is located at TENCO. Both of these shelters are in need of cleaning and repainting. This maintenance should be done during operating hours so that users can see the shelters being cleaned. In addition the shelters should be checked weekly to maintain their appearance. Cameras should also be added to the downtown bus shelter to increase security and to deter vandalism. The estimated cost for the camera equipment is \$5,000, and to operate the camera for a year would be \$2,000. OTA may be able to partner with the city or TENCO to share the duties of maintaining the two bus shelters.

## Summary of Needs and Gap Analysis

Figure 4 shows a summary of the passenger transportation needs within the region that have been identified through the PTP process. Some of the needs are needs of the transportation provider, others are needs of health and human service provider groups, and others are of individuals who live within the region. The table also shows the type of need, whether it is a service, management, fleet, or facility need. The type of need will factor into the next section, funding, as a funding source may have limitations as to the type of improvements it can be used for.

<b>Figure 4: Summary of Needs and Gap Analysis</b>	
<b>Need</b>	<b>Type of Need</b>
Providing carpools/vanpools in counties to workplaces	S
Additional trips in counties to medical centers	S
Increased capacity for group trips by HHS providers	S
Adjusting routes to serve alternative school and job corps	S
Cleaning up and improving security at bus stops	F
Additional entertainment options for "After 6"	S
Replacing older/high mileage vehicles	V
Purchasing and installing a vehicle hoist	F

*Key: Type of Need - S=Service Need, F=Facility Need, V=Vehicle Need*

# Funding

## Funding Sources

There are five major sources of funding for passenger transportation services, which are; local, passenger revenue, contract revenue, health and human service funding, and transportation funds. Local revenue is funding that a passenger transportation provider receives from the county for providing service, currently each county pays 10-15 RTA \$2,500 a year for services within their boundaries. Passenger revenue is the money that a passenger transportation provider receives directly from users, such as fares, as well as passes and tokens. Contract revenue is funding received for providing specific services, such as the regional transit agency receiving money from a health and human service agency for providing trips to their clients. Health and human service funding is money reimbursed to the transportation provider for providing service to an individual who meets the qualifications of the program. Transportation funding is available for providing transportation services or making capital improvements.

Health and human service funding is available to both health and human service agencies and public transportation providers for transportation services and includes the following:

- **Older Americans Act:** federal act that can provide funding for transportation services for anyone over the age of 60. In RPA 15 Seneca AAA contracts with 10-15 RTA to provide transportation services and reimburses 10-15 with money received through the Older Americans Act. Last year 10-15 RTA was reimbursed \$115,000 with funding from this act.
- **Headstart:** federal program that can be used to provide transportation services to low income children and their families. SIEDA and SCICAP contract with 10-15 RTA to provide transportation services and then reimburses the transit authority with funding received under Headstart.
- **Medicaid:** federal program that can be used to fund transportation services for individuals with disabilities. Transportation services provided to an eligible person provided with Medicaid funding include transportation to a sheltered workshop or medical appointments. After completing such a trip, the agency providing the transportation submits a reimbursement request. Counties provide the 33% match for Medicaid waivers and 100% funding for some individuals with a disability who do not

meet Medicaid's eligibility requirements. Both OTA and 10-15 RTA are reimbursed with Medicaid funds for transportation services each year.

Transportation funding is available is available to regional public transit services and local public transit services and include the following:

- **Regional Surface Transportation Program:** in Iowa, each RPA or MPO receives an annual allocation of federal transportation funds through the STP program. In RPA 15 these funds are distributed to the cities and counties in the region as well as the public transit provider through an annual grant process that is managed by the Area 15 Regional Planning Commission. Up to 80% of a project's cost is eligible for reimbursement and funding may be used for bicycle/pedestrian, highway, or transit capital improvements as well as transportation related enhancements and planning activities. 10-15 RTA receives STP funding from RPA 15 and RPA 17 to purchase two replacement buses each year.
- **State Transit Assistance – Formula:** available from the Iowa DOT to local and regional transit systems annually based on a performance-based distribution formula. Agencies may apply for and be awarded funding each year, the amount awarded will be determined by the transit agency's operating statistics from the previous year. These funds can be used for operating and maintenance costs. OTA and 10-15 RTA receive STA – Formula funding each year to assist with operating expenses.
- **Capital Grants Program (5309):** federal grant program to assist local and regional transit systems with capital improvements. Agencies may apply for competitive funding each year, applications will be scored and judged against each other. Only capital improvements including bus replacement, fleet expansion, and facility expansion are eligible. Additional capital funding is also dependent on congressional earmarks. 10-15 RTA received 5309 funds last year to purchase four replacement buses.
- **Elderly and Persons with Disabilities Program (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 Program (5311):** federal program to assist rural transit programs in areas with less than 50,000 in population. Both local and regional transit agencies may 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 improvements, or planning. Both OTA and 10-15 RTA receive 5311 funding to assist with operating expenses.

- **Job Access and Reverse Commute (5316):** federal program providing funding to local transit agencies to connect low-income persons to their places of employment. Transit agencies may provide for competitive funding each year, applications will be scored and judged against each other. Funding may be used for capital investments or operational costs, with a maximum of 50% for operations costs and 80% for capital costs. Money can be matched by other federal non-DOT funds. OTA was awarded JARC funds to provide expanded hours in Ottumwa last year.
- **New Freedom (5317):** federal program used to provide new or expand existing transit services to the disabled. Agencies may apply for competitive funding each year, applications will be judged against those from other agencies. Submitted projects may be a capital or service improvement to meet the needs of the disabled, or operational costs associated with services that exceed other ADA programs. Money can be matched by other federal non-DOT funds. Last year OTA received New Freedom funds to provide transportation on Sundays, and 10-15 RTA received money for service during the evening and on weekends to entertainment and shopping.
- **State Transit Assistance – Coordination:** state program to fund the start-up of new passenger transportation services. Need for service must be identified in cooperation with health and human service providers participating in the PTP process. Operating projects may be funded for up to two years, with a maximum of 80% of the first year's costs, and 50% of the second year's costs. Capital projects may be funded up to a maximum of 80%. Priority is given to projects that show contribution by health and human service providers. OTA received STA – Coordination funds last year for "Ottumwa after 6", and 10-15 RTA was awarded funds to provide additional service to senior centers and medical transports.
- **Federal Economic Stimulus:** federal stimulus funds were made available in 2009 for transportation projects including the purchase and replacement of passenger transportation vehicles. Stimulus funding provided through the Iowa DOT Office of Public Transit can be used like 5309 funds. Stimulus funding through the RPAs and MPOs can be used similar to STP funds. The difference with stimulus money is that it is 100% funding, no local match is required. Both OTA and 10-15 RTA received stimulus money last year and were able to replace 21 vehicles with the funds.

## Funding Levels

In 2009, 10-15 RTA received \$512,729 in federal transit assistance, \$344,895 in state transit assistance, \$163,051 from local taxes, \$924,884 from contract service, and \$48,868 from passenger fares. During the same year, OTA received \$436,808 in federal transit assistance, \$185,364 in state transit assistance, \$319,945 from local taxes, \$0 from contract service, and \$174,107 from passenger fares. In 2010, 10-15 RTA is expecting to receive \$529,229 in federal transit assistance and \$335,116 in state transit assistance. OTA is expecting to receive \$406,108 in federal transit assistance and \$207,646 in state transit assistance. Funding from local entities, contract service, and passenger fares for 2010 will not be known until the end of the year as these amounts are based upon services provided.

**Figure 5: 2009 Funding for 10-15 and OTA**

	10-15 RTA	OTA
FTA	\$512,729	\$436,808
STA	\$344,895	\$185,364
Local	\$163,051	\$319,945
Contract	\$924,884	\$0
Passenger	\$48,868	\$174,107
Total	\$1,994,427	\$1,116,224

*Source: 10-15 and OTA Annual Reports*

Transportation funding sources available to 10-15 RTA over the next four years are shown below in figure 6. The funding levels for 5311, 5317 and STA-Formula funds are based upon FTA projections provided by the Iowa DOT Office of Public Transit. Funding levels are expected to increase by 3% over each year for the four year period. A transit agency may also apply for additional 5317 funds due to the fact that other transit agencies may not use all of their allocation or additional funds may be available. 5309 funds are discretionary and the amount that the state or any transit agency receives is based upon the total amount authorized by congress. Figure 5 shows the amount requested by 10-15 RTA. STP funds are allocated to each RPA or MPO and the amount a transit agency receives depends on the RPA's allocation process. 10-15 RTA is allocated \$50,000 each year from RPA 15 and another \$50,000 from RPA 17.

**Figure 6: Financial Resources for 10-15 Transit (2011-2014)**

	2011	2012	2013	2014
RPA 15 STP	\$50,000	\$50,000	\$50,000	\$50,000
RPA 17 STP	\$50,000	\$50,000	\$50,000	\$50,000
5309(*)	\$195,880	\$195,880	\$195,880	\$195,880
5311	\$475,334	\$489,594	\$504,282	\$519,410
5317(-)	\$26,030	\$26,811	\$27,615	\$28,444
STA-Formula	\$321,943	\$331,601	\$341,549	\$351,796

*Source: FTA projections from IDOT Office of Public Transit*

Figure 7, below, shows the transportation funding sources available to Ottumwa Transit over the next four years. As shown in the figure, FTA projects that funding for 5311 and STA-Formula are expected to rise by 3% each year over the next four years. While the transit agency receives a mark for the amount of 5317 funding available to it each year, it may apply for additional funding through the New Freedom program in the event that other transit agencies do not use their full allocation. The funding amounts shown for 5309 and 5316 funds are what OTA is requesting next year, the actual amount the transit agency receives is based upon the total allocated by congress for the program and the amount of that allocation that Iowa receives.

**Figure 7: Financial Resources for Ottumwa Transit (2011-2014)**

	2011	2012	2013	2014
5316(*)	\$55,000	\$55,000	\$60,000	\$65,000
5309(*)	\$0	\$0	\$0	\$0
5311	\$408,225	\$420,472	\$433,086	\$446,078
5317(-)	\$7,908	\$8,145	\$8,390	\$8,641
STA-Formula	\$334,324	\$344,354	\$354,684	\$365,325

*Source: FTA projections from IDOT Office of Public Transit*

# Recommended Projects

## 1<sup>st</sup> Year Priorities

Based upon the gap analysis conducted earlier in this document, priorities for the 10-15 RTA over the next year should be to continue to provide expanded hours to senior centers and coordinate these efforts with Seneca AAA and RSVP, and to continue to provide transportation during evening hours to entertainment events. The regional transit authority should also work with Vermeer to assist with operating a vanpool for the company and its employees. Due the age and mileage of its vehicle fleet, 10-15 RTA should attempt to replace a number of its most in need buses.

To continue the expanded hours 10-15 RTA is providing in coordination with Seneca AAA and RSVP the transit authority should apply for STA Coordination funds for 2011. This provides additional service hours for trips to the senior centers and medical appointments. Funding for 2011 will allow 10-15 to continue the program a second year and have time to find a long term funding stream for this expanded service. 10-15 RTA should also continue to apply for New Freedom funding in 2011 in order to continue its evening service to entertainment activities which is helping to get people out and socializing. The vanpool that 10-15 RTA is working with Vermeer on is a new service, and 10-15 can apply for JARC funds to assist Vermeer with some of the operations costs of this service. This service includes four routes, two in Ottumwa, one in Centerville, and another in Oskaloosa and Eddyville. The partnership with Vermeer may prove to be an example of what is possible with other employers in future years. 10-15 RTA should attempt to replace three to seven buses this year in order to maintain its vehicle fleet and remove the oldest and highest mileage vehicles from service. The transit authority should apply for both 5309 funds through the Iowa DOT and STP funds from RPA 15 and 17 to increase its ability to replace several vehicles during the year. If a second round of stimulus money becomes available in 2010, 10-15 should request funding for the replacement of seven buses with stimulus funds. This will allow it to replace the maximum number of buses if 5309 funds are not available and either use STP for additional buses or another project in the future. In addition to expanding its



services and purchasing replacement vehicles, 10-15 RTA should request funding under the 5311 program to assist with the costs of operations, including administration and maintenance. Figure C-3 shows the total costs for 10-15's requests, the funding source if identified, and the desired year for the project.

As shown in the gap analysis, the Ottumwa Transit Authority should focus on continuing the "Ottumwa after 6" program, continue Sunday service, and continue to provide expanded JARC hours. OTA should also examine its fixed routes and identify changes necessary to provide service to the new alternative school and job corps center. Since the transit authority does not need to replace any buses, it should pursue other capital projects including purchasing a hoist for the maintenance facility and purchasing cameras for the downtown bus zone.

The Ottumwa Transit Authority should continue to request STA Coordination funds in 2011 to allow the agency to continue the "Ottumwa after 6" program. This funding will allow OTA to continue the program and promote it while finding a long term funding mechanism for this service. The "Ottumwa after 6" service has been beneficial in allowing people to get out and socialize and to increase involvement in the community. OTA should also to continue to apply for New Freedom funding in 2011 in order to continue to provide services on Sunday, which prior to last year had lacked service. A need for service on Sunday has been identified as a need for the last several years and it is important to maintain this service. JARC service in Ottumwa has been very successful and employment agencies have emphasized how it helps them get clients to work. To continue this service OTA should continue to apply for JARC funding in 2011. With the opening of the alternative school and the job corps center, OTA will need to change its routes to provide service to these facilities. It is estimated that it will cost an additional \$32,400 to provide service to the alternative school and \$30,000 to serve the job corps center, however these costs will be absorbed into the operating budget. Like 10-15 RTA, the Ottumwa Transit Authority should request funding from the 5311 program and STA to assist with operations, administration and maintenance costs. Figure C-3 shows the total costs and funding source for OTA's requests.

OTA is interested in purchasing a hoist to install in the maintenance facility they share with 10-15 RTA. This hoist would be used to service buses of both transit fleets improve the ability to perform maintenance and repairs. The hoist is expected to cost \$75,000. In order to address concerns regarding safety and vandalism at the shelter in the downtown bus zone, OTA should

purchase security cameras to monitor the area. This could deter criminal acts and help riders feel safer while they are waiting for a bus. The cost of installing the cameras is \$5,000, and another \$2,000 each year to operate the cameras.

### **Years 2-4 Priorities**

For years two through four, 10-15 RTA should focus on maintaining existing services and replacing the oldest and highest mileage buses. In order to maintain existing services, the transit authority should request additional New Freedom funds in 2012 and build on the evening service being provided by offering trips to a wider variety of entertainment activities. This will increase use of the program and allow more people to get out and enjoy their communities. 10-15 should also continue to request 5311 funds to assist with operations costs. This assistance will allow the transit authority to keep costs down for passengers. In order to replace the most in need buses and upgrade its fleet, 10-15 RTA should apply for six buses each year in 2012-2014, requesting four using 5309 funds, one using STP from RPA 15, and one using STP from RPA 17. This will allow 10-15 to replace between two and six buses each year.

In 2012 through 2014, OTA should focus on maintaining existing services including the new evening and Sunday services. In order to maintain services, Ottumwa Transit should request New Freedom funds in 2012 to continue its Sunday services. This will attract more users to OTA's services and increase passenger revenues. OTA should also continue to request JARC funding over the next three years to maintain JARC service. There is a high demand for this service by people needing transportation to work, continued funding of JARC will allow for people who might otherwise not be able to get to a job to be employed. In addition, OTA should request operating assistance in the form of 5311 funds and STA. This will allow the transit authority to keep costs down and ensure that services are available at a reasonable price for users.

## Appendix A:

**Figure A-1: October 24th, 2009 Listening Session**

Name	Agency
Pam Ward	OTA / 10-15 RTA
Leslie Greiner	Ottumwa Housing Authority
Kimberly Parks	Light of Faith Community Services
Angela Tisdell	Light of Faith Community Services
Brian Murray	Crest Services
Lynne Sandegren	Crest Services
Linda Stainer	Crest Services
Rhonda Johnson	Southeast Iowa Case Management
Miranda Shedenhelm	Southeast Iowa Case Management
Heather Bennett	Southeast Iowa Case Management
Laura Park	Southeast Iowa Case Management
Pam Williams	Tenco Industries
Deb Lang	Highland Place
Sue McDaniel	Highland Place
Bruce Huebner	Southeast Iowa Case Management
Kim Kelly	Southeast Iowa Mental Health Center
Vanessa Weller	Optimae
Lori Ledger	First Resources Corporation
Cindy Kurtz-Hopkins	First Resources Corporation
Carol Logan	Wapello County Central Point Coordinator

**Figure A-2: November 11th, 2009 Listening Session**

Name	Agency
Pam Ward	OTA / 10-15 RTA
Kimberly Parks	Light of Faith Community Services
Angela Tisdell	Light of Faith Community Services
Brian Murray	Crest Services
Lynne Sandegren	Crest Services
Linda Stainer	Crest Services
Heather Bennett	Southeast Iowa Case Management
Laura Park	Southeast Iowa Case Management
Pam Williams	Tenco Industries
Jennifer McCoy	Tenco Industries
Deb Lang	Highland Place
Sue McDaniel	Highland Place
Marlys Breon Drish	Southeast Iowa Mental Health Center
Vanessa Weller	Optimae
Lori Ledger	First Resources Corporation
Cindy Kurtz-Hopkins	First Resources Corporation
Carol Logan	Wapello County Central Point Coordinator

**Figure A-3: Provider Contact Information**

Provider Name	Address	City, State, Zip Code	Phone Number
10-15 Transit	2417 S Emma	Ottumwa, IA 52501	641-683-0695
Ottumwa Transit	2417 S Emma	Ottumwa, IA 52501	641-683-0695
Keokuk Co DHS	P.O. Box 308	Sigourney, IA 52591	641-622-2090
Sigourney Care Center/Windsor Place	900 S Stone	Sigourney, IA 52591	641-622-2971
Jefferson Co DHS	P.O. Box 987	Fairfield, IA 52556	641-472-5011
Mahaska Co Comm Svcs	Courthouse Box 3	Oskaloosa, IA 52577	641-672-2625
Van Buren Co Comm Svcs	Box 475	Keosauqua, IA 52565	319-293-3793
Ridgewood Nursing and Rehab Center	1977 Albia Rd	Ottumwa, IA 52501	641-683-3111
Vista Woods Care Center	3 Pennsylvania PL	Ottumwa, IA 52501	641-683-3372
Jefferson Co Health Center	2000 S Main St	Fairfield, IA 52556	641-472-4111
Foster Grandparent Program	201 S Market St	Ottumwa, IA 52501	641-682-8784
Maplewood Manor	204 N Keokuk Washington Rd	Keota, IA 52248	641-636-3400
South Central Iowa CIL	1907 17th Ave E	Oskaloosa, IA 52577	800-651-7911
Seneca Area Agency on Aging	117 North Cooper, Suite 2	Ottumwa, IA 52501	641-682-2270
Country Life Health Care	2554 Ford Ave	Oskaloosa, IA 52577	641-673-4447
North Elm Condominiums	1335 N Elm St	Ottumwa, IA 52501	641-682-8353
Oskaloosa Retirement Homes	1102 S 11th St	Oskaloosa, IA 52577	641-673-6323
Pennsylvania Place	1 Pennsylvania PL	Ottumwa, IA 52501	641-684-4000
Sunnybrook Assisted Living	3000 W Madison Ave	Fairfield, IA 52556	641-469-5778
Seneca Area Agency on Aging	209 S Court St	Fairfield, IA 52556	641-472-4403
Agency on Aging	401 B Ave W	Oskaloosa, IA 52577	641-673-3033
Area Agency on Aging	214 S Main St	Sigourney, IA 52591	641-622-3266
Keosauqua Senior Center	801 Front St	Keosauqua, IA 52565	319-293-3789
New Sharon Senior Center	320 N Main St	New Sharon, IA 50207	641-637-4550
Senior Resource Solutions	220 N Market St	Ottumwa, IA 52501	641-684-5344
Stockport Senior Center	216 S Main St	Stockport, IA 52651	319-796-4420
Mahaska Co Human Svcs	410 S 11th St	Oskaloosa, IA 52577	641-673-3496
Wapello Co Human Svcs	120 E Main St	Ottumwa, IA 52501	641-682-8793
Van Buren Co Human Svcs	406 Dodge St	Keosauqua, IA 52565	
Multicultural Ministry	216 N Court St	Ottumwa, IA 52501	641-684-1903
Wapello Co CPC	P.O. Box 217	Ottumwa, IA 52501	641-683-4576
United Way of Wapello Co	426 McCaroll Dr	Ottumwa, IA 52501	641-682-1264
Souther Iowa Econ Dev Assn	P.O. Box 658	Ottumwa, IA 52501	641-682-8741
Southern Iowa Mental Health Ctr	110 E Main St	Ottumwa, IA 52501	641-682-1924
Wapello Co Public Health	108 E Main St	Ottumwa, IA 52501	641-682-5434
Crisis Center and Womens Shelter	P.O. Box 446	Ottumwa, IA 52501	641-683-3122
Ottumwa Cab	P.O. Box 941	Ottumwa, IA 52501	641-684-4604
Burlington Trailways	906 Broadway	West Burlington, IA 52655	319-753-2864
Salvation Army	725 W 2nd St	Ottumwa, IA 52501	641-682-7597
TENCO Industries	710 Gateway Dr	Ottumwa, IA 52501	641-682-8114
Keokuk Co CPC	101 S Main St	Sigourney, IA 52591	641-622-2383
Van Buren Co CPC	404 Dodge St	Keosauqua, IA 52565	319-293-3793

**Figure A-4: November 25th, 2009 Transit Advisory Group Meeting**

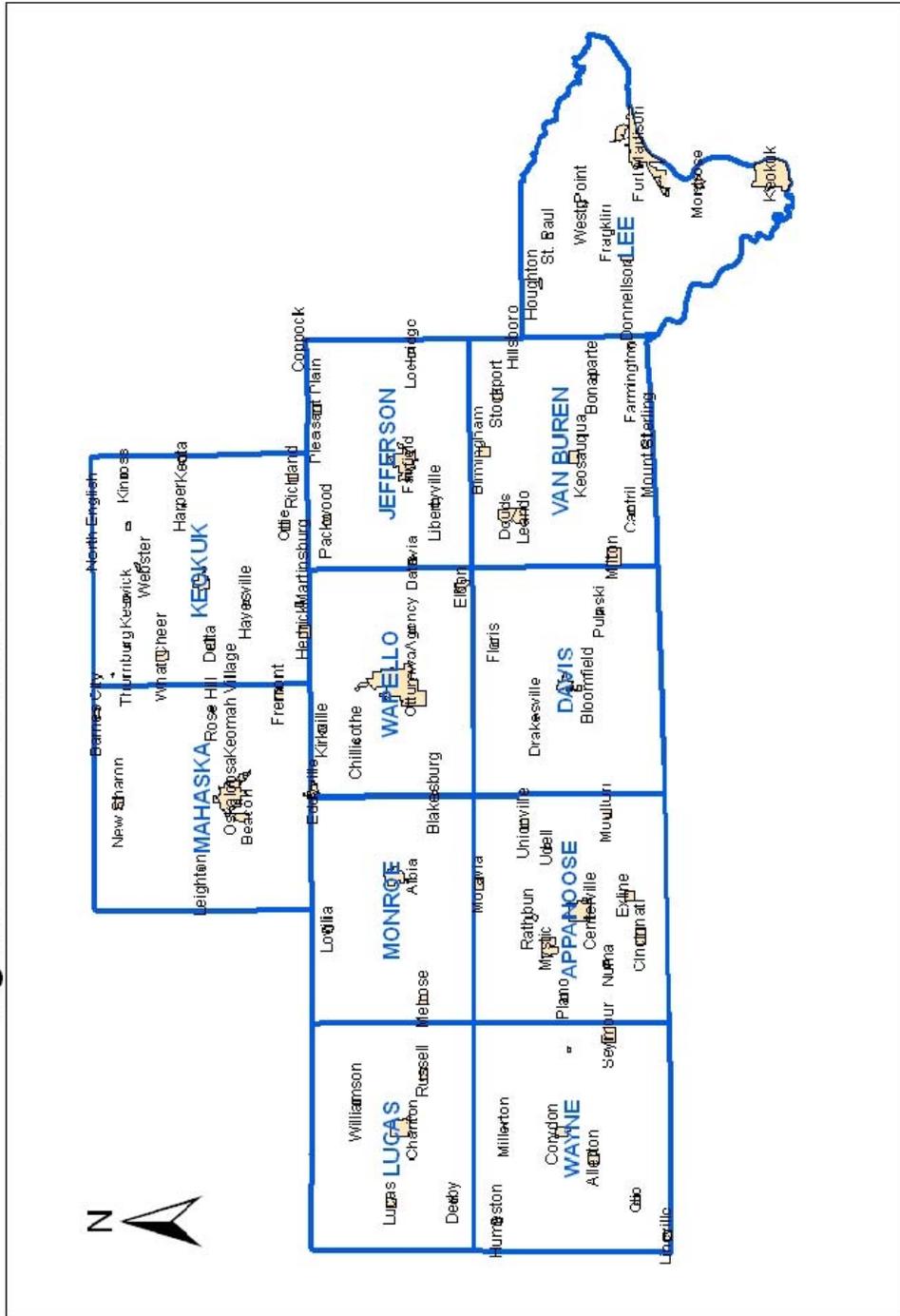
Name	Agency
Chris Kukla	RPA 15
Carol Williams	OTA Board
Pam Williams	Tenco Industries
Carol Logan	Wapello Co CPC Administrator
Dan Stroda	Ottumwa Housing Authority
Kim Hellige	Ottumwa Schools
Cindy Kurtz-Hopkins	First Resources Corporation
Pam Ward	OTA / 10-15 RTA
Bob Hoxie	Burlington Trailways
Jo Kyhl	OTA Board
Rick Johnson	River Hills Health Center
Lacey Gilworth	RPA 17
Peg Hume	SIEDA Headstart

**Figure A-5: January 27th, 2010 Transit Advisory Group Meeting**

Name	Agency
Chris Kukla	RPA 15
Pam Williams	Tenco Industries
Cindy Kurtz-Hopkins	First Resources
Dan Stroda	Ottumwa Housing Authority
Leslie Dockal	Ottumwa Housing Authority
Connie Holland	Seneca AAA
Lacey Gilworth	RPA 17
Jo Kyhl	OTA Board
Pam Ward	OTA / 10-15 RTA
Tom Jones	OTA / 10-15 RTA
Rick Johnson	River Hills Health Center

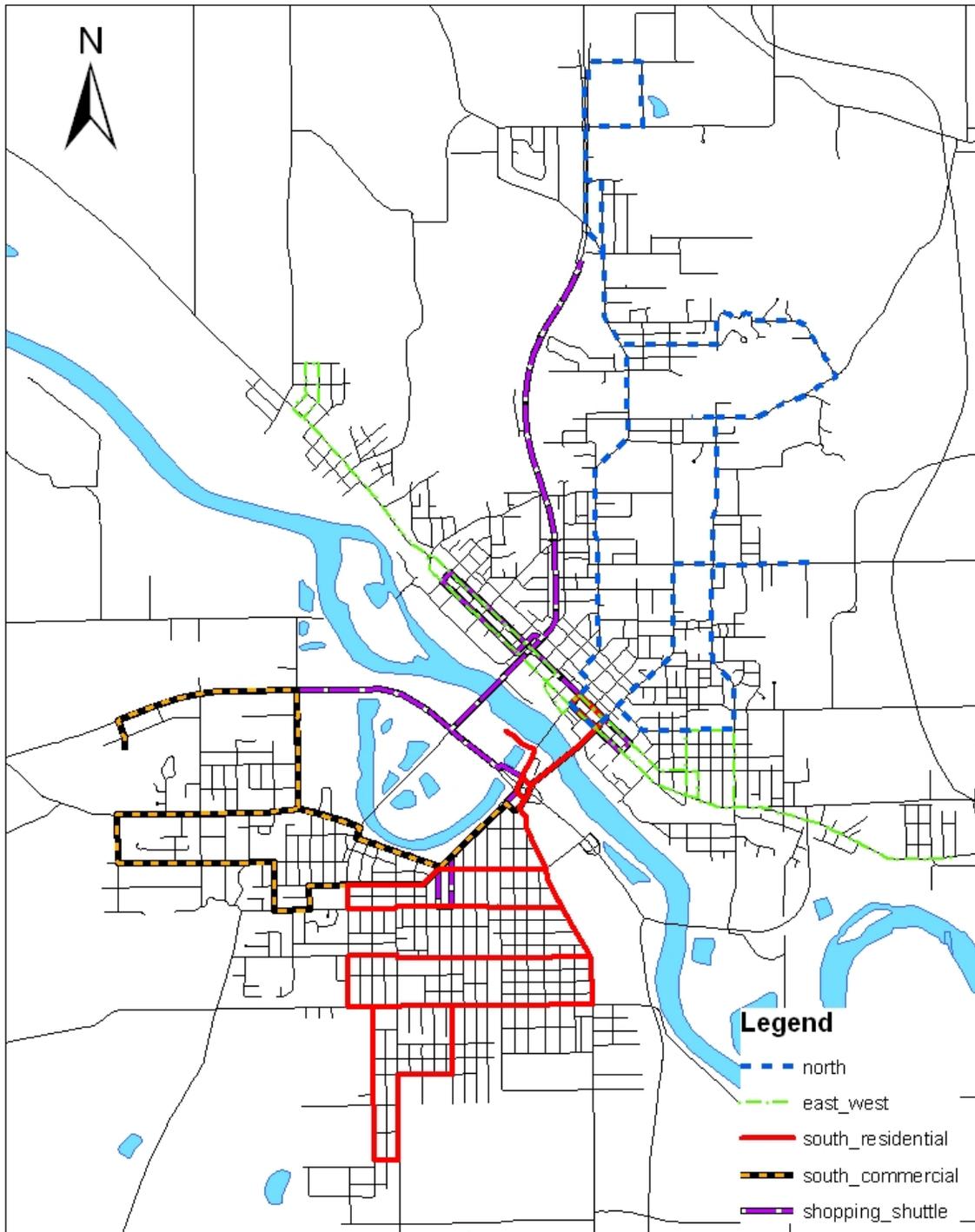
# Appendix B:

## Figure B-1: 10-15 Transit Service Area



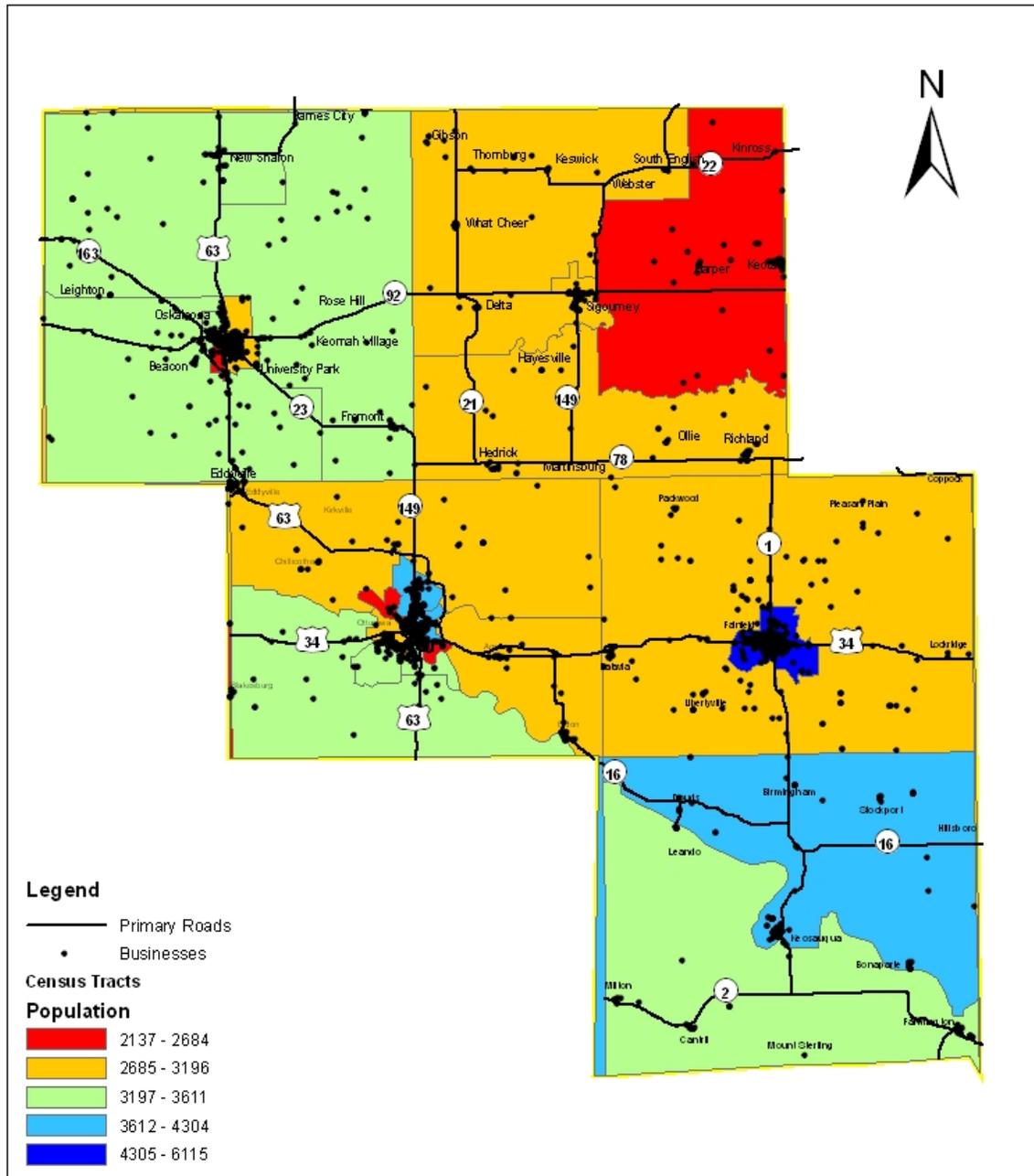
Area 15 Regional Planning Commission: January 2008

Figure B-2: Ottumwa Transit Routes



Area 15 Regional Planning Commission: January 2008

Figure B-3 Census Tracts and Employers



## Appendix C:

Figure C-1: 10-15 Transit Bus Inventory							
VEH COUNT		VEH ID	YEAR	CHASSIS	MODEL	ODO FY 09	
1		980	1999	FORD	ELDORADO	275,159	
2		981	1998	FORD	ELDORADO	236,691	
3		982	1998	FORD	ELDORADO	262,408	
4		983	1998	FORD	ELDORADO	303,107	
5		984	1998	FORD	ELDORADO	263,669	
6		985	1998	FORD	ELDORADO	281,476	
7		986	1998	FORD	ELDORADO	293,135	
8		987	1998	FORD	ELDORADO	285,463	
9		988	1998	FORD	ELDORADO	291,546	
10		989	1998	FORD	ELDORADO	219,752	
11		011	2001	FORD	SUPREME	207,758	
12	Wrecked	012	2001	FORD	SUPREME	197,420	
13		013	2001	FORD	SUPREME	185,907	
14		014	2001	FORD	SUPREME	222,125	
15		015	2001	FORD	SUPREME	216,459	
16		016	2001	FORD	SUPREME	231,664	
17		017	2001	FORD	SUPREME	240,479	
18		031	2003	FORD	ELDORADO	180,618	
19		032	2003	FORD	ELDORADO	205,353	
20		033	2003	FORD	ELDORADO	177,271	
21		034	2003	FORD	ELDORADO	136,055	
22		035	2003	FORD	ELDORADO	163,939	
23		041	2004	FORD	ELDORADO	177,409	
24		042	2004	FORD	ELDORADO	160,917	
25		043	2004	FORD	ELDORADO	143,585	
26		044	2004	FORD	ELDORADO	116,671	
27		045	2004	FORD	ELDORADO	184,426	
28		046	2004	FORD	ELDORADO	103,638	
29	Truck	051	2005	GMC	SIERRA TRUCK	57,204	
30		052	2006	FORD	SUPREME	94,653	
31		053	2006	FORD	SUPREME	117,548	
32		054	2006	FORD	SUPREME	115,760	
33		055	2006	FORD	SUPREME	117,757	
34		056	2006	FORD	SUPREME	139,798	
35		057	2006	FORD	SUPREME	112,770	
36		071	2007	FORD	ELDORADO	72,361	
37		072	2007	FORD	ELDORADO	57,719	
38		073	2007	FORD	ELDORADO	89,897	
39		074	2007	FORD	ELDORADO	79,148	
40		075	2007	FORD	ELDORADO	87,222	
41		076	2007	FORD	ELDORADO	79,707	
42	Deleted	972L	1997	Ford	Supreme	258,550	
43		981L	1998	International	El Dorado	279,458	
44		982L	1998	International	El Dorado	292,878	
45		032L	2003	Ford	El Dorado	179,143	
46		012L	2001	International	Supreme	146,697	
47		081	2008	CHEVY	UPLANDER	34,810	
48		082	2008	CHEVY	UPLANDER	39,534	
49		083	2008	FORD	SUPREME	34,130	
50		084	2008	FORD	SUPREME	27,197	
51		085	2008	FORD	SUPREME	17,778	
52		086	2008	FORD	SUPREME	25,229	
53		087	2008	FORD	SUPREME	18,953	
54		088	2008	FORD	SUPREME	14,811	
55		089	2008	FORD	SUPREME	21,381	
56		101	2010	FORD	ELDORADO	new	
57		102	2010	FORD	ELDORADO	new	
58		103	2010	FORD	ELDORADO	new	

**Figure C-2: OTA Bus Inventory**

VEH COUNT		VEH ID	YEAR	CHASSIS	MODEL	ODO FY 09
1		196	1996	THOMAS	ER	290,677
2		296	1996	THOMAS	ER	287,285
3		396	1996	THOMAS	ER	281,273
4		496	1996	THOMAS	ER	318,985
5		596	1996	THOMAS	ER	303,157
6		696	1996	THOMAS	ER	304,591
7		197	1997	THOMAS	ER	292,148
8		297	1997	THOMAS	ER	288,942
9		397	1997	THOMAS	ER	285,601
10	Truck	102	2002	CHEVY	TRUCK	138,720
11		105	2005	CHEVY	VENTURE	135,242
12		205	2005	CHEVY	VENTURE	164,453
13		305	2005	CHEVY	VENTURE	137,101
14		106	2006	FORD	SUPREME	135,088
15	Truck	109	2009	CHEVY	TRUCK	9

**Figure C-3: Recommended Projects**

Federal Fund		System	Description of Project		Type of Project	Type of Expend	2011	2012	Total Costs
Type	Name				Rep=Replace Exp=Expand Reh=Rehab	O=Operation P=Planning C=Capital			
(i.e. 5309, STP)									
<b>OTTUMWA</b>									
5311/STA	OTA		General/Operation/Maintenance/Administration			O	943,020	945,000	
STA/Infra	OTA		Operation/Maintenance/Administration Capital Equip			C	235,000	90,000	
JARC	OTA		Expand Bus Service Hours	Exp		O	125,000	125,000	
New Free	OTA		Expand Bus Service Hours	Exp		O	16,034	17,000	
STA Coor	OTA		Expand Bus Service Hours	Exp		O	51,300	51,300	
	OTA		Add cameras to downtown bus shelter	Exp		C	5,000		
	OTA		Add hoist to maintenance shop	Exp		C	75,000		
	OTA		Providing bus service to the Alternative School				32,400		
	OTA		Providing bus service to the Job Corps center				30,000		
<b>TOTALS:</b>							<b>1,512,754</b>	<b>1,228,300</b>	
<b>10-15 RTA</b>									
5311	10-15 RTA		General/Operation/Maintenance/Administration			O	1,525,120	1,550,000	
STA/Infra	10-15 RTA		Operation/Maintenance/Administration Capital Equip			C	72,500	90,000	
New Free	10-15 RTA		Expand Bus Service Hours	Exp		O	45,124	45,124	
STA Coor	10-15 RTA		Expand Bus Service Hours	Exp		O	51,300		
JARC	10-15 RTA		Expand Bus Service --- Vermeer	Exp		O	100,360		
5309 or STIM	10-15 RTA		Replace four 176" LD busses: 011, 012, 013, 032L	Rep		C	236,000		
STP or STIM	10-15 RTA		Replace one 176" LD bus: 034 (RPA 15)	Rep		C	59,000		
5309	10-15 RTA		Replace four 176" LD busses: 031, 032, 033, 012L	Rep		C		236,000	
STP	10-15 RTA		Replace one 176" LD bus: 046 (RPA 15)	Rep		C		59,000	
5309	10-15 RTA		Replace four 176" LD busses: 041, 042, 043, 044	Rep		C			
STP	10-15 RTA		Replace one 176" LD Bus: 053 (RPA 15)	Rep		C			
5309	10-15 RTA		Replace four 176" LD busses: 051, 052, 055, 056	Rep		C			
STP	10-15 RTA		Replace one 176" LD Bus: 071 (RPA 15)	Rep		C			
<b>TOTALS:</b>							<b>2,089,404</b>	<b>1,980,124</b>	
<b>AREA 15 RPA</b>									
5311	Area 15 RPA		RPA Transportation Planning			P	30,460		