

2013 PTP Update

Recent Developments

In April of 2012, a new administrator was hired for Ottumwa Transit and 10-15 Regional Transit Authority. This person replaced the interim administrator who had been appointed in 2011 as part of the response to the FTA/DOT investigation and State of Iowa re-audit. It was intended that this administrator would remain with the organization for several years, however they resigned at the beginning of January 2013. Ottumwa Transit and 10-15 Regional Transit hired a new administrator at the beginning of February 2013.

During the past year, Ottumwa Transit has worked with Job Corps to be able to offer a reduced fare to students. The Job Corps center is located north of Ottumwa at the regional airport and transportation is available between the Job Corps location and the city by fixed route service. Funding for this route has been transitioned from JARC money to normal operating revenue and its ridership is increasing. Ottumwa Transit has also purchased bike racks using a public health grant. These racks were installed on city buses to allow bicyclists to ride the bus and have their bikes transported with them.

10-15 Regional Transit Authority hired three miscellaneous drivers in 2012 to provide better service. These drivers are drivers who are not assigned to a set route; they fill in for other drivers and provide additional capacity for non-contracted rides. 10-15 started a program providing \$2 dollar rides to any location in the county where the trip originated. This program has been well received, but the cost will need to be adjusted due to a significant cost versus revenue deficit per trip.

On July 6th, 2012 a new federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21), was signed into law. This legislation went into effect on October 1st, and authorizes programs for two years, through September 30th, 2014. MAP-21 reduced the

number of transit programs to seven by consolidating the activities and redistributing the funds of other programs to the seven. This included the JARC and New Freedom programs, no longer are these separate grants that a transit agency can apply for, activities previously funded by these programs must now be funded through the formula programs. Another change is that funding for bus replacement has been weighted towards large cities and population centers, meaning that Iowa will receive significantly less funding for buses.

The Iowa DOT has attempted to address the deficiency of less funding for bus replacement by allocating \$3 million from the Congestion Management and Air Quality to bus replacement. This money will be administered by the Office of Public Transit and awarded to public transit agencies based on the scoring of buses in the PTMS system. In PTMS, buses accumulate points based on their age and mileage, and buses with higher scores being eligible for replacement before vehicles that do not have as many points.

Process of Update

Public input obtained in late 2011 and early 2012 identified seven needs, shown in figure 1. Two of the identified needs were recurring that had been identified in previous Passenger Transportation Plans and five were newly identified needs. These needs were identified through a total of six meetings held during last year's update process. This included two Transit Advisory Group meetings, and four stakeholders meetings (2 in Van Buren and 2 in Wapello counties).

Figure 1: Prior Public Input/Previously Identified Needs	
Additional transportation from smaller communities/rural to cities	Recurring need
Additional service hours in the evening	Recurring need
Additional service hours in the morning	Newly identified need
Sunday service	Newly identified need
Transportation for after school activities	Newly identified need
Transportation for group trips (up to 15 passengers)	Newly identified need
Transportation in Oskaloosa	Newly identified need

Following the completion of the 2012 update to the Passenger Transportation Plan and prior to the start of the 2013 update, efforts were made to reach out to each of the counties served by 10-15 transit. These efforts consisted of meetings held in each county with city/county officials, health and human service agencies, and local businesses. Discussion at these meetings focused on services available, issues accessing services, and service improvements that the locals desired. As part of this effort, several meetings were held in Jefferson and Mahaska counties, and Keokuk and Van Buren counties had one meeting each.

A Transit Advisory Group meeting was held on January 16th, 2013 and was attended by seven representatives. Comments were also submitted electronically by two representatives that were unable to attend the meeting. This meeting focused on the topic of needs, whether those identified the previous year were still valid, and if other needs had developed over the past year. A second TAG meeting was held on April 3rd, 2013 that reviewed the needs identified during the first meeting, discussed projects in development or underway, and made recommendations. The next TAG meeting will be held in the fall of 2013 to review the status projects and efforts to address passenger transportation needs.

Stakeholder meetings have also been held at the city or county level to discuss specific needs and develop service improvements. An example of this is in Oskaloosa, where meetings have been held to develop a fixed route service for the city. Stakeholder meetings will continue as necessary with local groups.

Identified Needs

Input received at the Transit Advisory Group meeting held in January identified six needs, shown in figure 2. Three of these needs are recurring needs; more transportation from smaller communities and rural areas to the cities, additional hours of service in the morning or evening, and additional transportation service in Oskaloosa. Three new needs were also identified at the meeting; the ability for Iowa Cares patients to see local doctors rather than having to visit those

in Des Moines or Iowa City, the availability of the lift van in Ottumwa; and the availability of information on the services provided by Ottumwa Transit and 10-15 transit.

Figure 2: New Public Input/Newly Identified Needs	
Additional transportation from smaller communities/rural to cities	Recurring need
Additional service hours in the morning and/or evening	Recurring need
Additional transportation service in Oskaloosa	Recurring need
Iowa Cares ability to use local clinics instead of just DM/IC	Newly identified need
Availability of the lift van in Ottumwa	Newly identified need
Availability of information on services available	Newly identified need

One of the new issues brought up at the meeting was that Iowa Cares patients should be allowed to visit local clinics for certain appointments rather than always having to go to Des Moines or Iowa City. The long trips required make scheduling difficult and are more costly because of the time involved. This is significant because health and human service providers within the region see more Iowa Cares patients than Medicaid patients. And while Medicaid currently provides funding for transportation, there is no assistance currently available for Iowa Cares patients. In the past, the University of Iowa provided a shuttle service and the Iowa DOT provided funding assistance to public transit providers for transportation. However all of the funding assistance provided through Iowa DOT has been spent and the university recently stopped its shuttle service. If certain visits could be taken care of locally, it would allow more flexibility in scheduling for the patient and less costly to the HHS agency since less time was involved. It would also be more efficient for the public transit agency as the transit driver/vehicle could be used for more than one trip during the day transportation was provided.

Another issue was that an agency reported some of its clients were having difficulty accessing the lift van in Ottumwa. Ottumwa Transit has recently purchased an additional van that is operating for five hours Monday through Friday, which should provide additional capacity. The third new need identified was for better dissemination of information regarding services available through the public transit agencies. There are some people who are not aware of all the services available or how to access the service.

Details on the additional transportation needed from the smaller communities and rural areas to the cities are shown in figure 3. Figure 4 shows the details on the transportation needed in the morning or evening. The trips listed in these two tables were identified last year and remain needs. The third item identified as a need again this year is for additional transportation service in Oskaloosa. Several health and human service agencies have stated that there is not enough availability through the current demand response service to meet all of the needs and are interested in a fixed route service. These agencies believe that a fixed route service would be easier for potential riders to use as opposed to additional demand response service. 10-15 RTA is currently working with the health and human service agencies to develop a fixed route service for Oskaloosa.

Figure 3: Trips identified between 8am and 5pm		
Agency	Type	Locations
Optimae	Medical and Shopping	Keosauqua, Eldon, Batavia, Richland to Fairfield
Tenco	Medical	Stockport to Oskaloosa and Fairfield to Iowa City
	Employment	Keosauqua to Fairfield
Keokuk Co CPC	Medical and Shopping	Sigourney to Oskaloosa, Ottumwa, or Iowa City
		Rural Keokuk Co to Sigourney
Christian Opportunity Center	Medical	Oskaloosa to Ottumwa, Des Moines or Iowa City
Love Inc	Medical and Shopping	inside Oskaloosa
	Medical	Oskaloosa to Des Moines or Iowa City
Van Buren Co CPC, Public Health	Medical	Van Buren Co cities to Fort Madison, Iowa City, or Ottumwa
	Medical and Shopping	Bentonsport to Fairfield or Burlington
	Employment	Bentonsport to Farmington
Van Buren Job Opportunities	Employment	Keosauqua to Fairfield and Bonaparte to Fairfield
Van Buren Parents as Teachers	Activity	Keosauqua to Donnellson
Southeast Iowa Case Management	Employment	Van Buren Co and Agency to Ottumwa
Wapello Co CPC	Medical	Wapello Co to Fairfield, Des Moines, Iowa City
	Employment	Other Wapello Co cities to Ottumwa
First Resources	Medical	Oskaloosa or Ottumwa to Des Moines or Iowa City
		Sigourney to Iowa City
	Employment	Agency to Ottumwa
		Sigourney to Ottumwa or Oskaloosa

Figure 4: Trips Identified outside of 8am to 5pm		
Agency	Type	Locations
Optimae	Shopping	Fairfield Wednesday-Friday
Tenco	Employment	early mornings and evening hours to Fairfield
Keokuk Co CPC	Medical and Shopping	Sigourney to Oskaloosa, Ottumwa, Iowa City on Saturdays Rural Keokuk Co to Sigourney on Saturdays
Christian Opportunity Center	Employment	Oskaloosa 6am seven days a week Oskaloosa between 5pm and 11pm seven days a week
Mahaska Comm Rec Foundation	Activity	afternoon/evening for youth groups in Oskaloosa
Van Buren Co CPC, Public Health	Medical	Van Buren Co cities to Fort Madison, Iowa City or Ottumwa
Van Buren Job Opportunities	Employment	Keosauqua to Fairfield and Bonaparte to Fairfield
Southeast Iowa Case Management	Employment	Friday PM to Ottumwa and evenings to Ottumwa
Wapello Co CPC	Medical	early mornings to Iowa City
	Employment	early mornings and evening hours to Ottumwa
First Resources	Medical	before 8am from Ottumwa/Oskaloosa to DM/IC
	Employment	before 8am and after 6pm to Ottumwa or Oskaloosa

Previously Implemented Projects

Ottumwa Transit has transitioned the airport fixed route that serves the Job Corps center to be funded with the agencies operating revenue. A JARC project had been programmed for 2013 to fund this route. Having the route funded through Ottumwa Transit's operating revenue will allow it to continue uninterrupted as JARC grants are no longer available under MAP-21. If this transition had not occurred the service may have experienced disruptions or been cancelled as a result of a lack of funding. This route is seeing an increase in ridership, which should continue due to the reduced fare available to students as a result of a partnership with Job Corps.

10-15 is selling vouchers to several health and human service agencies to give to their clients for transportation. These vouchers typically provide a user with a one way trip within the specified city or county. The vouchers give agencies that use them more accountability and control over their transportation costs by ensuring that the money is used for transportation services and not spent by their clients in other ways. They also promote 10-15 and its services to people who need transportation.

10-15 has also started a shopping shuttle within the City of Fairfield. This shuttle is funded by Hy-Vee and service is available at no cost to the rider. When a person calls and schedules a ride, the bus picks them up at the designated time and location, provides transportation to Hy-Vee and back. Similar services that run from Eldon and Agency to Ottumwa and from Blakesburg to Ottumwa that are funded by SENECA are already in place. This type of operation can be replicated in other parts of the region where there is need and support.

Recommendations

Figure 5 shows the estimated totals for the federal and state operating assistance to 10-15 Regional Transit Authority and Ottumwa Transit. This funding is provided to all public transit agencies in the state based on a formula allocation. The operating assistance is important as it helps both 10-15 RTA and Ottumwa Transit maintain their day to day operations. Figure 5 also shows the planning assistance to the Area 15 Regional Planning Commission. All Regional Planning Affiliations and Metropolitan Planning Organizations in the state receive an allocation each year to help with developing and maintaining the Passenger Transportation Plan and the programming of public transit projects.

Funding assistance for replacement vehicles is available through the Office of Public Transit and the Regional Planning Affiliations. The Office of Public Transit will have \$3,000,000 which will be available to replace vehicles that rank highest in the PTMS system. A vehicle's rank is determined by its age and mileage, as a result the oldest and highest mileage vehicles will be most likely funded for replacement. Each RPA receives Surface Transportation Program funding each year which may be used for public transit vehicle purchases; RPA 15 sets aside \$50,000 per year for use by 10-15. STP funding may either be used for replacement vehicles, or for expansion vehicles. Figure 5 shows the 10-15 and Ottumwa Transit vehicles recommended for replacement. The vehicles shown have the most years and miles of service, with the oldest and highest mileage listed for replacement first. This figure also shows two expansion vehicles for 10-15 RTA. These vehicles will be minivans that will be used to provide more economical service on trips where a light duty bus is not necessary.

Figure 5: Projects recommended for federal or state transit funding

Provider	Project	Funding Source	Project Type	Estimated Cost	FFY
10-15 RTA	General Ops, Miant, Admin, Capital	STA/5311	O	\$1,353,744	2014
10-15 RTA	Replace two light duty buses	5339	C	\$160,000	2014
10-15 RTA	Purchase two used minivans	STP	C	\$52,000	2014
10-15 RTA	General Ops, Miant, Admin, Capital	STA/5311	O	\$1,394,356	2015
10-15 RTA	Replace two light duty buses	5339	C	\$166,400	2015
10-15 RTA	Replace one light duty bus	STP	C	\$83,200	2015
10-15 RTA	General Ops, Miant, Admin, Capital	STA/5311	O	\$1,436,187	2016
10-15 RTA	General Ops, Miant, Admin, Capital	STA/5311	O	\$1,479,273	2017
Ottumwa	General Ops, Miant, Admin, Capital	STA/5311	O	\$1,051,214	2014
Ottumwa	Replace one minivan	5339	C	\$46,000	2014
Ottumwa	General Ops, Miant, Admin, Capital	STA/5311	O	\$1,082,750	2015
Ottumwa	General Ops, Miant, Admin, Capital	STA/5311	O	\$1,115,233	2016
Ottumwa	General Ops, Miant, Admin, Capital	STA/5311	O	\$1,148,690	2017
Area 15 RPC	Transportation Planning	5311	P	\$24,829	2014

Operations, Maintenance, Admin, and Capital costs are based on FY14 formula allocations and a 50% match for allocated amount. A 3% growth estimate is assumed each year.

Transportation Planning costs are based on FY14 allocation and a 20% match for allocated amount.

In addition to the projects identified for federal or state funding, the transit advisory group also discussed an option to provide transportation to Des Moines or Iowa City for medical appointments that could be used by Iowa Cares patients. Health and Human service providers would fund one to two trips per month and encourage as many riders as possible who need transportation to schedule their appointments for those days and schedule a ride on the bus. This would make the transportation more efficient by transportation a number of people, and control the costs so that local providers could fund these trips. Further discussion between 10-15 RTA and health and human service providers is necessary to develop this option.

The Transit Advisory Group approved these recommendations on April 3rd, 2013 so that funding for the projects identified in figure 5 may be applied for in the FY13-16 Transportation Improvement Program.

Appendix

Figure 6: January 16th, 2013 TAG meeting

Laura Park	SE IA Case Management
Tami Gilliland	Keokuk Co CPC
Robin Pfalzgraf	Love Inc
Stephanie Faulkes	Mahaska Health Partnership
Jon Sullivan	Oskaloosa Chamber
Dave Silverio	10-15/Ottumwa Transit
Chris Kukla	Area 15 RPC

Figure 7: April 3rd, 2013 TAG meeting

Jennifer Vitko	Wapello County CPC
Cindy Kurtz-Hopkins	First Resources
Tami Gilliland	Keokuk County CPC
Stephanie Faulkes	Mahaska Health Partnership
Robin Pfalzgraf	Love Inc
Jon Sullivan	Oskaloosa Chamber
Dave Silverio	10-15/Ottumwa Transit
Chris Kukla	Area 15 RPC