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DEPARTMENT OF
TRANSPORTATION

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REGION II
TRANSIT DEVELOPMENT
PROGRAM UPDATE
1978

The preparation of this document was financed, in part, through state transportation planning funds from the Iowa Department of Transportation and a Technical Studies Grant from the United States Department of Transportation, Urban Mass Transportation Administration (IA-09-8003).

DISCLAIMER

The opinions, findings, and conclusions expressed in this report are those of the authors, who are responsible for the facts and accuracy of the material presented herein. The contents do not necessarily reflect the official views, policies or conclusions of the Iowa Department of Transportation or the Urban Mass Transportation Administration.

RESOLUTION

WHEREAS, the North Iowa Area Council of Governments was authorized to study transportation problems in Region II and to plan for their alleviation; and,

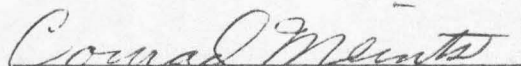
WHEREAS, the Iowa Department of Transportation has contracted with the North Iowa Area Council of Governments for the preparation of a Regional Transit Development Program Update for Region II; and,


WHEREAS, the staff of the North Iowa Area Council of Governments has prepared a Region II Transit Development Program Update in accordance with guidelines developed by the Iowa Department of Transportation,

THEREFORE, BE IT RESOLVED that the North Iowa Area Council of Government's Board hereby adopt the Region II Transit Development Program Update as its official guide for transit planning, development and implementation, and

BE IT FURTHER RESOLVED that the North Iowa Area Council of Governments endorses the recommendations of the Region II Transit Development Program Update as a method of developing a coordinated public transit system which is both efficient and economically feasible.

This resolution was read and adopted at the sixty-eighth meeting of the North Iowa Area Council of Governments Board of Directors' meeting held on November 13, 1978.


Conrad Meints, Chairman
North Iowa Area Council
of Governments

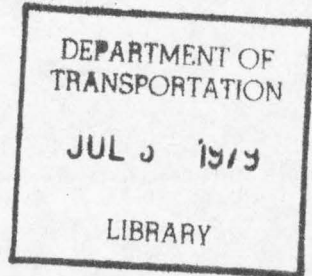

Tom Simmering, Executive Director
North Iowa Area Council of
Governments

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1978 REGION II

TRANSIT DEVELOPMENT PROGRAM UPDATE



Prepared By
North Iowa Area Council of Governments
13 1/2 South Federal
Mason City, Iowa 50401

NORTH IOWA AREA COUNCIL OF GOVERNMENTS

Member Cities and Counties

Cerro Gordo County

Clear Lake
Dougherty
Mason City
Meservey
Plymouth
Rock Falls
Rockwell
Swaledale
Thornton
Ventura

Floyd County

Charles City
Colwell
Floyd
Marble Rock
Nora Springs
Rockford
Rudd

Franklin County

Alexander
Coulter
Geneva
Hampton
Hansell
Latimer
Popejoy
Sheffield

Hancock County

Britt
Corwith
Crystal Lake
Garner
Goodell
Kanawha
Klemme
Woden

Kossuth County

Algona
Bancroft
Burt
Fenton
Lakota
Ledyard
Lone Rock
LuVerne
Swea City
Titonka
Wesley
Whittemore

Mitchell County

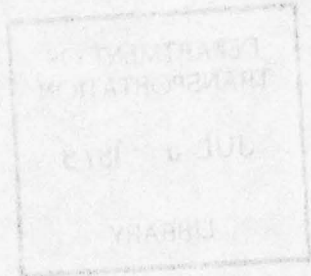
Carpenter
McIntire
Mitchell
Orchard
Osage
Riceville
St. Ansgar
Stacyville

Winnebago County

Buffalo Center
Forest City
Lake Mills
Leland
Rake
Scarville
Thompson

Worth County

Fertile
Grafton
Hanlontown
Joice
Kensett
Manly
Northwood



NIACOG Policy Council

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Walter Marsh
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Supervisor
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Supervisor
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Winnebago County

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Ervin Bargman

Supervisor
Council, Buffalo Center

Worth County

Hubert Bang
Einer Lunde

Supervisor
Council, Northwood

REGION II TRANSIT ADVISORY COMMITTEE

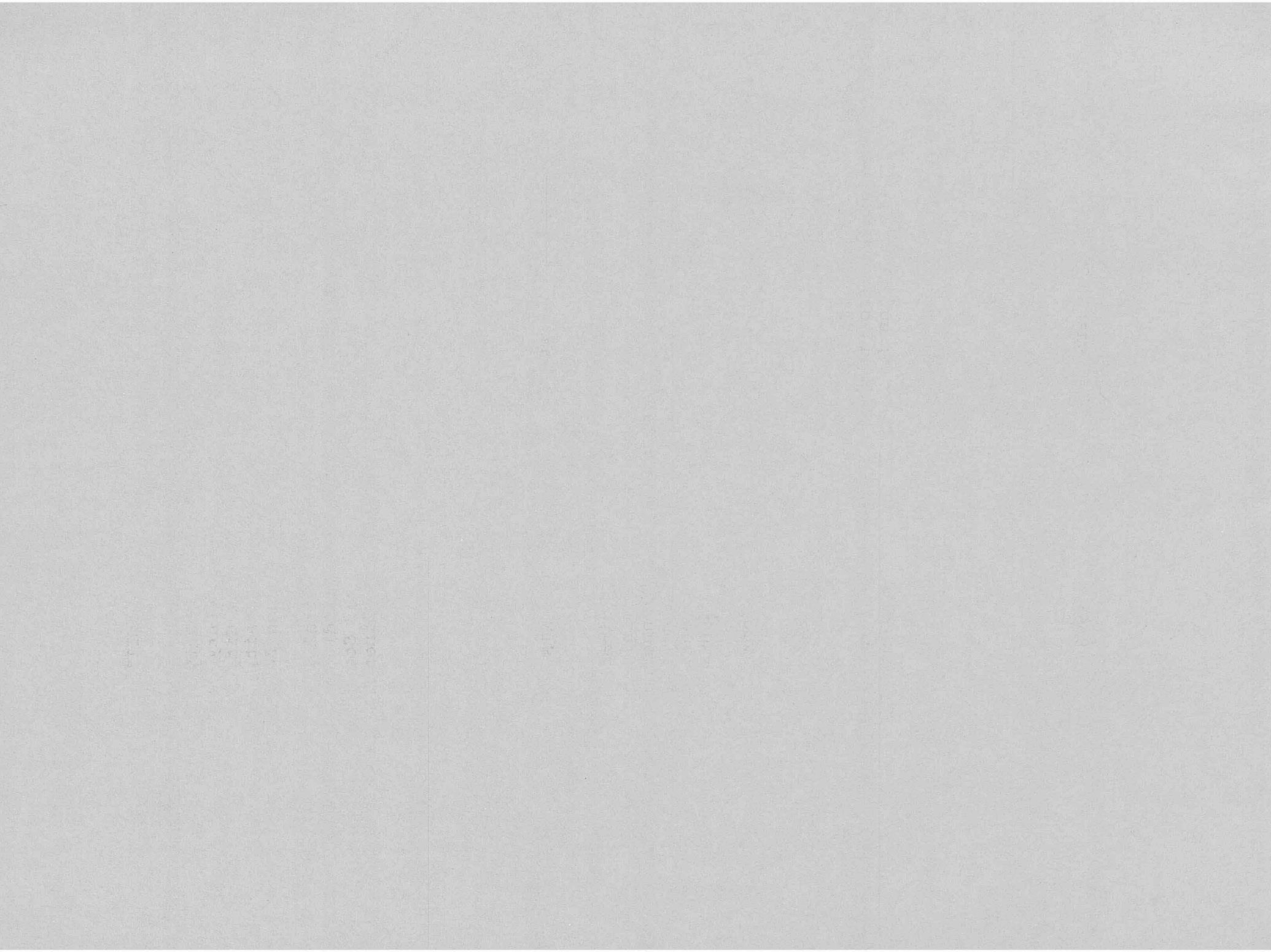
Conrad Meints	Franklin County Supervisor
Stan Muckey	Kossuth County Supervisor
Art Peterson	Clear Lake City Council
Don Christensen	Public Transit, Inc., Mason City
Ken Hedrick	Planning and Zoning Commission, Mason City
Merlyn Parks	North Central Iowa Area Agency on Aging (now retired)
Ron Mittan	Easter Seal Society
LaVonne Willford	Jefferson Lines Agent, Mason City

NORTH IOWA AREA COUNCIL OF GOVERNMENTS STAFF

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Timothy Kane*	Transit Administrator
Michael Clayton*	Transit Planner
David Hulse	Planning Director
Jeffrey Strane	Housing Director
Kathy Holck	Regional Planner
Linda Hoy	Secretary
Ruth Landherr	Secretary/Bookkeeper

Special thanks also to Stephen J. Polito, former NIACOG Transit Planner now with the Iowa DOT, for his assistance in the preparation of this report.

*Principal researchers and authors of this 1978 RTDP Update.



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INTRODUCTION

INTRODUCTION

Purpose of the Regional Transit Development Program Update

The North Iowa Area Council of Governments (NIACOG) was established on April 12, 1973, in accordance with Chapters 28E and 473A of the Code of Iowa. The NIACOG organization is a voluntary association of local governments established for the purpose of promoting intergovernmental cooperation and strengthening local governments. NIACOG represents a population of 153,680, the total population of eight (8) Iowa counties of Cerro Gordo, Floyd, Franklin, Hancock, Kossuth, Mitchell, Winnebago and Worth. The sixty-seven (67) incorporated city governments along with the eight (8) county governments within the region have all adopted the articles of agreement of NIACOG membership.

The North Iowa Area Council of Governments was the first non-metropolitan regional council of governments established in the State of Iowa. NIACOG is recognized by the Department of Housing and Urban Development as the Areawide Planning Organization for the eight counties comprising Region II (refer to Exhibit 1). In addition, the Office of Management and Budget has designated the NIACOG organization as the A-95 Regional Clearinghouse.

As a regional planning agency, NIACOG is involved with various functional planning activities (recreation, transportation, land use, etc.), as well as program planning. These planning efforts may be municipal, county-wide, or regional in scope. This is one reason why the North Iowa Area Council of Governments contracted with the Iowa Department of Transportation in December, 1976, to formulate a Regional Transit Development Program for North Central Iowa.

Exhibit 1
REGION II - NORTH IOWA AREA COUNCIL OF GOVERNMENTS



The initial 1977 Region II Transit Development Program (RTDP) outlined the institution of a regional transit system to provide public transportation services and programs to both the transportation disadvantaged and the general public of Region II. During the first year of the Regional Transit Development Program, steps have been taken to centralize administrative and marketing activities, and to consolidate funding sources to provide rider-subsidy programs and operating assistance for the system. In order to ensure scheduled implementation of the five-year RTDP, a continuing planning effort is warranted. The planning process is designed to evaluate the progress of program implementation.

The necessity for developing this 1978 RTDP Update is based on a continuing effort to address three primary regional transportation concerns. First of all, the Public Transit Division of the Iowa Department of Transportation has described and endorsed the regional transit system concept in the statewide transportation plans, TRANSPLAN '76 and TRANSPLAN '77. This concept relates to the Department's stated policy goal of providing an equitable distribution of public transportation service throughout the State.

Secondly, the Regional Transit Development Program and its subsequent Updates are prepared to satisfy planning requirements of the Urban Mass Transportation Administration and the Urban Mass Transportation Act of 1964 as amended. Various sections of this Act pertain to capital and operating financial assistance available to the public transit and private, non-profit paratransit operations. For public and private, non-profit entities to qualify for governmental aid, their needs must be identified in a commonly adopted planning docu-

ment, which, in this case, is the RTDP and its Updates.

The third reason for these planning efforts is to keep local, State, and Federal officials aware of transit development in Region II. Without the existence of an up-to-date transit development program, governmental units have had to make funding request decisions without substantial need identification. Such an approach will not lead to economic efficiency.

It is the intent of this Update to examine the 1977 RTDP and make amendments where necessary. These changes may be necessitated to facilitate operations or programs within the system, or to bring all transit operations into compliance with the State Transit Plan, or both.

Local Goals and Objectives

The goals and objectives of the Regional Transit Development Program were based on an effort to provide an equitable distribution of transportation opportunities to all residents of the eight-county NIACOG area. Public transit is one element of the regional comprehensive transportation system and, as such, should be considered as a method of solving transportation problems. A list of the goals and objectives stated in the 1977 RTDP, as well as any modifications to those goals and objectives, are included on the following pages.

The Mason City Public Transit System goals and objectives are similar to those of the region, however, they can be defined somewhat more explicitly. The type and frequency of service within the corporate limits of Mason City necessitates examination of this small urban system separate from the regional system.

NORTH IOWA AREA REGIONAL TRANSIT SYSTEM
GOALS AND OBJECTIVES

1977 Goals and Objectives

Modifications

Newly Adopted

Goal # 1: Determine the transit needs of the region relative to a multi-modal comprehensive transportation system.

None

Same

Objective: Develop methods for determining the transit needs of Region II, focusing particular attention on those individuals who can no longer drive or cannot afford a private auto.

None

Same

Objective: Identify and inventory existing transit services, their characteristics, etc., to determine the current transit supply in North Iowa.

None

Same

Goal # 2: Coordinate current transit operations to fulfill unmet needs, avoid duplication of services, and offer more efficient and economical operating procedures.

None

Same

Objective: Study the possibility of consolidating various administra-

Delete "Study the possibility of." Add "to achieve greater economies of scale."

Consolidate various administrative, accounting maintenance, and marketing

NORTH IOWA AREA REGIONAL TRANSIT SYSTEM
GOALS AND OBJECTIVES

1977 Goals and Objectives

Modifications

Newly Adopted

tive, accounting, maintenance, and marketing functions/activities.

functions/activities to achieve greater economies of scale.

Goal # 3: Determine the level of importance of public transit to the overall transportation program.

None

Same

Objective: Investigate the advantage of public transit relative to other modes of transportation.

None

Same

Objective: Investigate the advantage of public transit in general.

Delete "in general." Add "relative to energy consumption, air pollution, and other transportation-related problems."

Investigate the advantages of public transit relative to energy consumption, air pollution, and other transportation-related problems.

Goal # 4: Provide adequate public transit, at a reasonable cost, to those in need of such service.

None

Same

Objective: Through the use of existing transit operations, develop a Regional Transit System in compliance with the needs, service standards, and coordination determined in the plan.

None

Same

NORTH IOWA AREA REGIONAL TRANSIT SYSTEM
GOALS AND OBJECTIVES

1977 Goals and Objectives

Objective: Provide capital grants and operating subsidies as necessary to transit operations of the Regional Transit System.

Modifications

None

Newly Adopted

Same

New Objective

Develop programs to assist transportation disadvantaged individuals to obtain transit services to meet their common needs.

MASON CITY TRANSIT SYSTEM
GOALS AND OBJECTIVES

1977 Goals and Objectives

Modifications

Newly Adopted

Goal # 1: Determine the transit needs of Mason City relative to a multi-modal comprehensive transportation system.

None

Same

Objective: Develop methods for determining the transit needs of the city, focusing particular attention on those individuals who can no longer drive or afford a private auto.

None

Same

Goal # 2: Analyze the present transit operations to determine the unmet needs, avoid duplication of services and offer more economical and efficient operating procedures.

None

Same

Objective: Determine whether or not the present type of service and its reliability, scheduling, and routing correspond to the desires of a majority of the riders.

None

Same

Objective: Study the possibility of combining various functions of the Mason City transit system with those of the regional transit system.

None

Same

MASON CITY TRANSIT SYSTEM
GOALS AND OBJECTIVES

1977 Goals and Objectives

Modifications

Newly Adopted

Goal # 3: Determine the level of importance of public transit to the overall transportation program in Mason City.

None

Same

Objective: Investigate the advantages of public transit relative to safety, traffic congestion, automobile parking demand, pollution control, etc. within the city.

None

Same

New Objective

Relate the availability of public transit service to the Central Business District revitalization.

Goal # 4: Provide adequate public transit, at a reasonable cost, to the City of Mason City.

None

Same

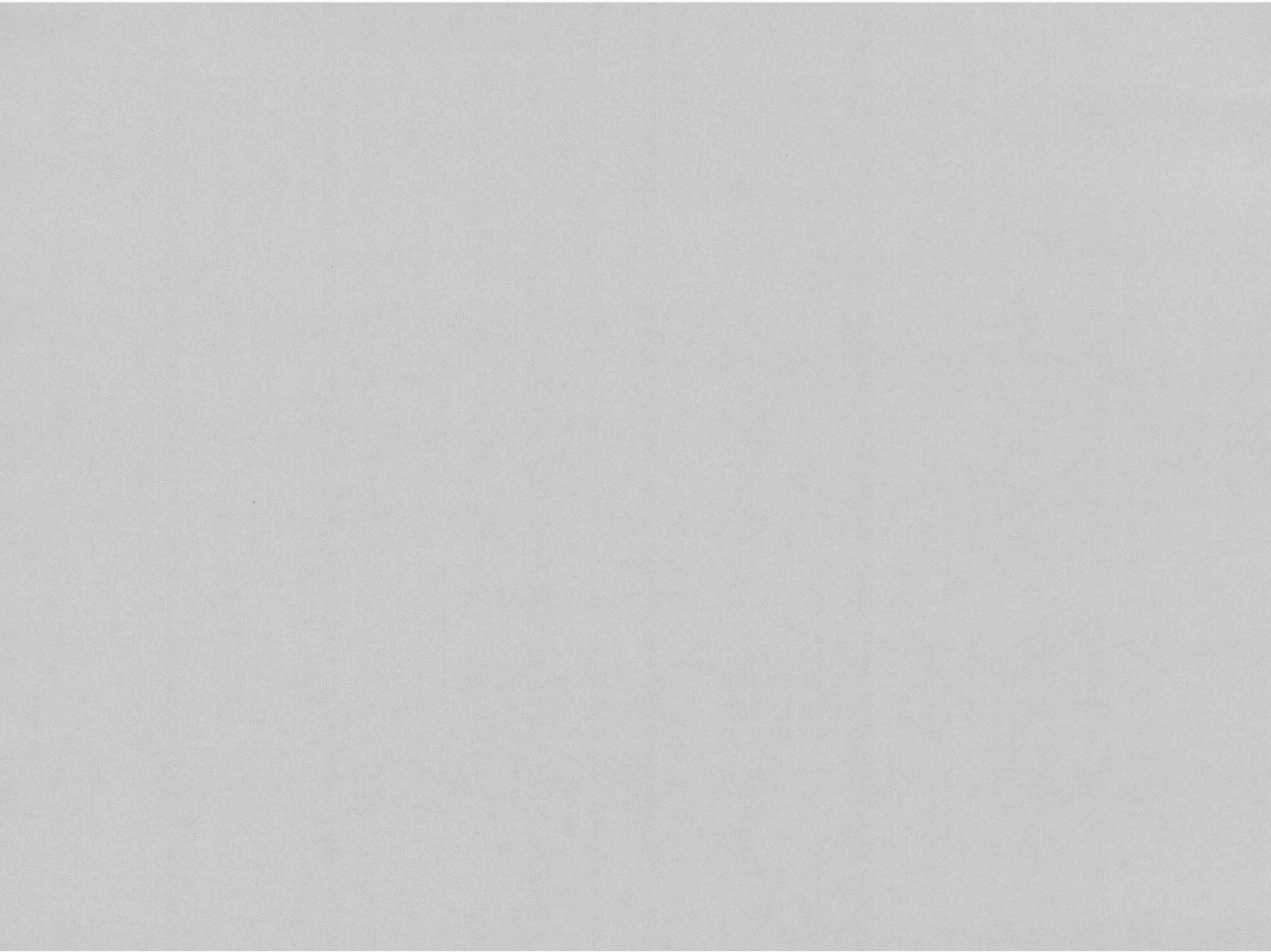
Objective: Monitor the operation of the city's public transit system, and provide the necessary financial assistance to keep it operating properly.

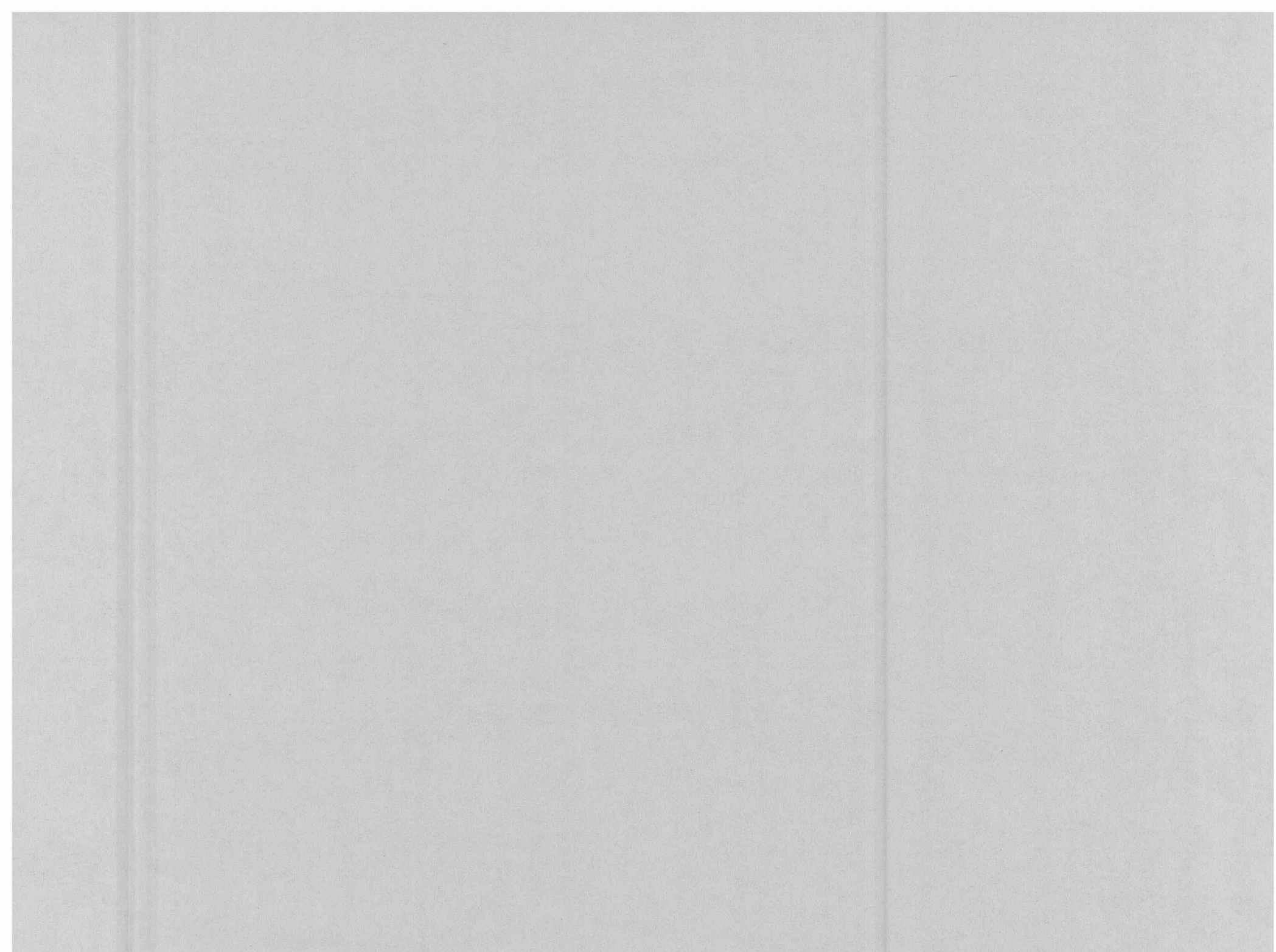
None

Same

New Objective

Attract new ridership by establishing transit service to newly developed commercial and industrial areas.





SECTION I

SECTION I

Existing Conditions

In order to determine the transit needs of the region, it is necessary to identify certain characteristics of the area's population. Demographic and socio-economic data was presented in the 1977 RTDP. A summary of this information is included in Exhibits 2 and 3 on the following pages.

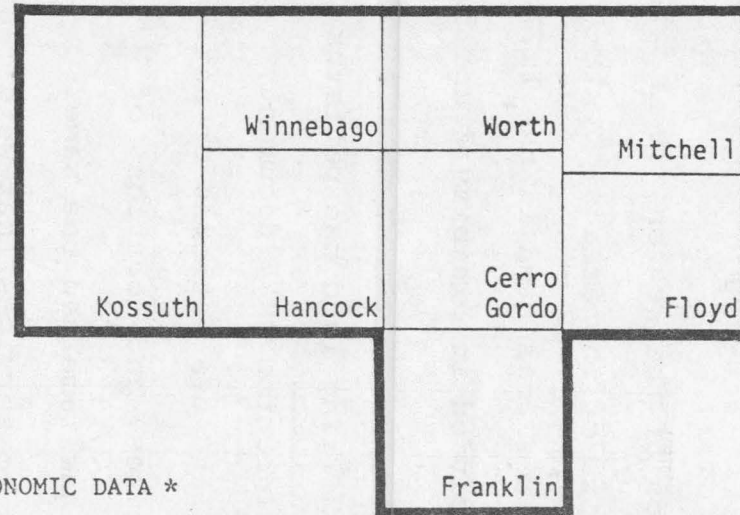
It is also necessary to examine the existing land use patterns and activity centers within the region. Since the 1977 document, there have been no appreciable changes in land use patterns or activity centers in Region II. The numbers, types, and locations of facilities within the various communities has remained the same. The changes indicated on Exhibit 4 are due to services that were missed accidentally in the 1977 RTDP. The only measurable change has been the addition of two (2) elderly nutrition sites in Mason City, bringing the total number of nutrition centers in that community to three (3).

Existing Transit Services

The identification of existing transit services and their characteristics is a key element in the Regional Transit Development Program Update. A description of each transit operation has been prepared through a survey of transit/paratransit providers.

Table I details operational characteristics of all public, private, and private non-profit transit operations, as well as agencies providing transportation services or programs for their clients.

REGION II



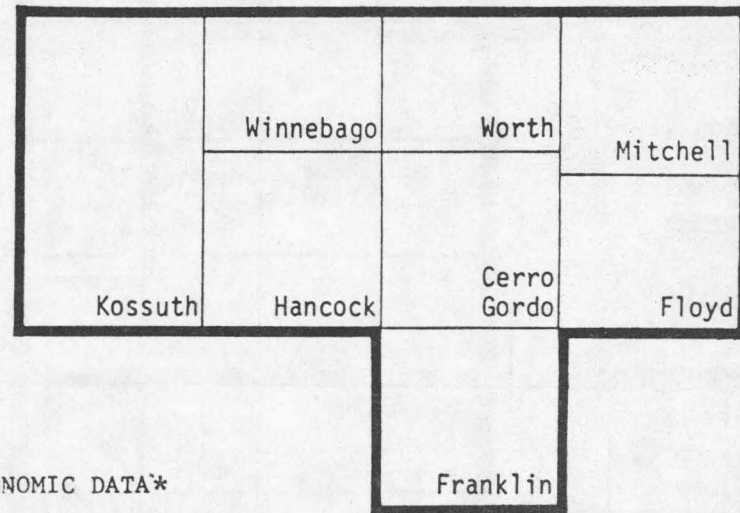
URBAN SOCIO-ECONOMIC DATA *

Counties	Total 1970 Population	Urban 1970 Population	%	Urban Area (Sq. mi.)	Urban Density (Pop./Sq. mi.)	Urban Income Less Than Poverty Level				Urban Age Characteristics			
						Fam	%	Ind	%	Over 65	%	Below 18	%
Cerro Gordo	49,335	36,921	74.8	28	1,318.6	568	4.5	3,737	10.1	4,890	13.2	12,059	32.7
Floyd	19,860	9,268	46.7	4	2,317.0	211	6.5	919	9.9	1,480	16.0	3,012	32.5
Franklin	13,255	4,376	33.0	4	1,094.0	84	5.1	425	9.7	945	21.6	1,282	29.3
Hancock	13,227	0	0	0	--	0	0	0	0	0	0	0	0
Kossuth	22,937	6,032	26.3	3	2,010.7	134	8.9	1,599	26.5	1,018	16.9	2,099	34.8
Mitchell	13,108	3,815	29.1	4	953.8	54	4.0	387	10.1	872	22.9	1,213	31.8
Winnebago	12,990	3,841	29.6	3	1,280.3	65	5.4	296	7.7	563	14.7	1,060	27.6
Worth	8,968	0	0	0	--	0	0	0	0	0	0	0	0
Total Region II	153,680	64,253		46	1,396.8	1,116	5.1	7,363	11.5	9,768	15.2	20,725	32.3

* Urbanized characteristics as defined by the 1970 U.S. Census of Population

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REGION II



RURAL SOCIO-ECONOMIC DATA*

Counties	Total 1970 Population	Rural 1970 Population	%	Rural Area (Sq. mi.)	Rural Density (Pop./Sq. mi.)	Rural Income Less Than Poverty Level				Rural Age Characteristics			
						Fam	%	Ind	%	Over 65	%	Below 18	%
Cerro Gordo	49,335	12,414	25.2	547	22.7	413	11.8	1,576	12.7	1,444	11.6	4,396	35.4
Floyd	19,860	10,592	53.3	499	21.2	298	9.5	1,443	13.6	1,240	11.7	3,829	36.1
Franklin	13,255	8,879	67.0	582	15.3	274	9.4	1,285	14.5	1,145	12.9	2,983	33.6
Hancock	13,227	13,227	100.0	570	23.2	315	7.2	1,525	11.5	1,927	14.6	4,567	34.5
Kossuth	22,937	16,905	73.7	976	17.3	547	10.1	1,563	9.2	1,948	11.5	6,662	39.4
Mitchell	13,108	9,293	70.9	463	20.1	267	9.9	1,422	15.3	1,238	13.3	3,647	39.2
Winnebago	12,990	9,149	70.4	398	23.0	130	3.7	710	7.8	1,395	15.2	3,042	33.2
Worth	8,968	8,968	100.0	400	22.4	214	7.0	1,006	11.2	1,465	16.3	2,890	32.2
Total Region II	153,680	89,427	58.2	4,435	20.2	2,458	8.6	10,530	11.8	11,802	13.2	32,016	35.8

* Non-urbanized characteristics as defined by the 1970 U.S. Census of Population

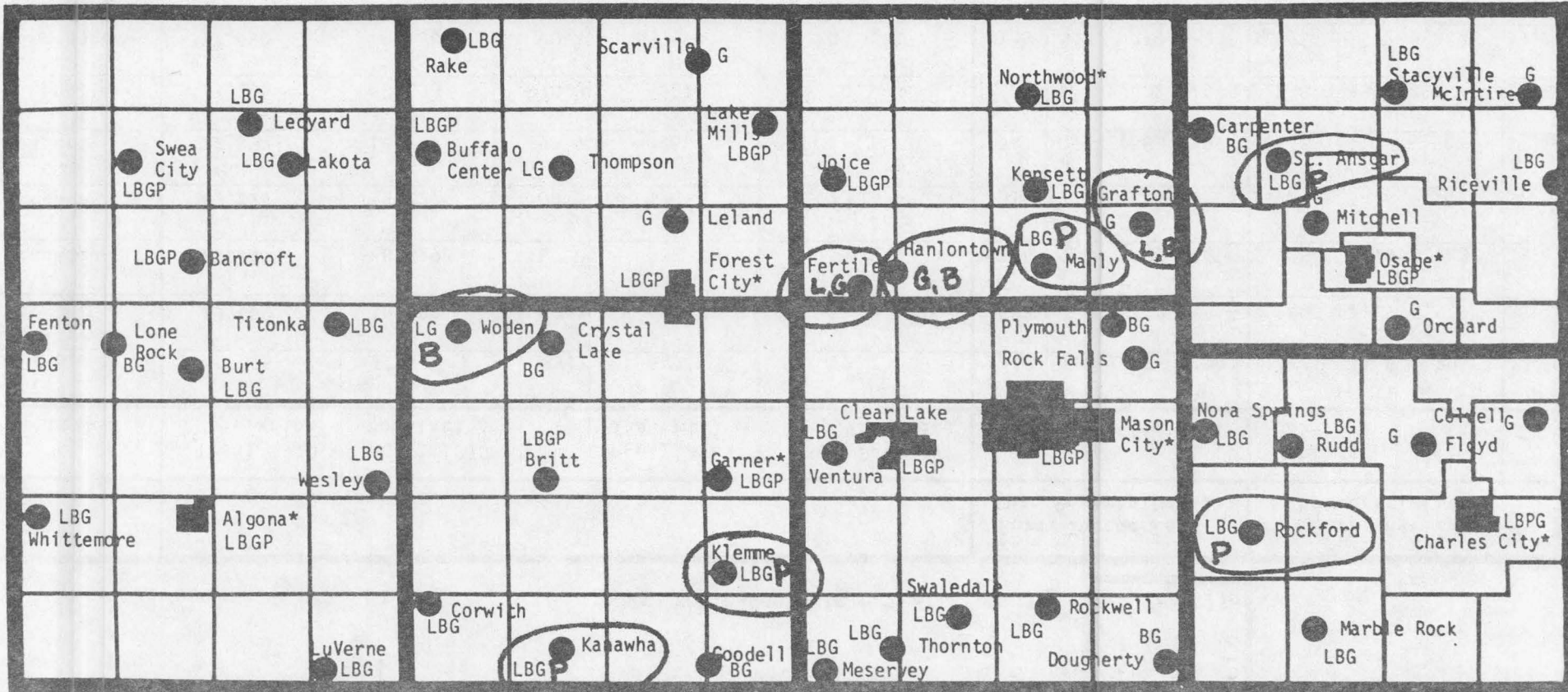
Exhibit 4
REGIONAL SERVICE CENTERS

KOSSUTH

WINNEBAGO

WORTH

MITCHELL



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HANCOCK

CERRO GORDO

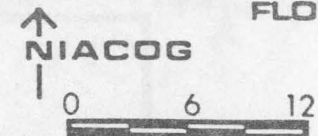
FLOYD

Source: Local Telephone Directories

- L - Library
- B - Banks
- G - Grocery Stores
- P - Pharmacies

○ - New Additions

**REGIONAL TRANSIT
DEVELOPMENT
PLAN**



Miles

* County Seat

FRANKLIN

Table II contains an organizational chart depicting the administrative structure of each operation. Tables III and IV contain break-out data from Table II. Any extenuating circumstances in the transit operations that are listed in Table II are documented here. There are no additional transit programs (TDP,TIP,TSM) being conducted in the region, as is shown in Table V.

Table I

TRANSIT OPERATIONS - CAPITAL AND OPERATIONAL CHARACTERISTICS

Target Groups: (E) Elderly, (H) Handicapped, (G) General (HS) Head Start, (C) Client

Type of Service: (F) Fixed Route, (M-F) Modified-Fixed Route, (D) Demand Response, (R) Reservation

Name of Service	Service Area	Target Group	Type of Service	A # of Buses	B # of Vans	C # of Station Wagons	D # of Cars	E # of Other Types of Vehicles	Total # of Vehicles A+B+C+D+E	# of Vehicles Accessible to Handicapped	Type of Special Equipment	G # of Standard Seating Capacity	H # of Wheel Chair Positions	Total Seating Capacity on all Vehicles G+H	Radio Dispatch Ctr	Total Annual Revenue (000)	Days of Operation	Hours of Operation	Average Daily Passengers	Annual Passengers (000)	# of Paid Staff	# of Volunteer Staff	Fare Structure
1. Algona Transit Service	Algona & immediate vicinity	G	D	0	0	0	1	0	1	0	N/A	5	0	5	No	9	3	9am-4pm	21	3	3	0	\$1.00/ride
2. Exceptional Opportunities*	Kossuth County	H C	F	0	3	0	0	0	3	3	Ramps	30	6	36	Yes	N/A	7	7am-5pm	65	24	7	0	N/A
3. C & D Taxi Service	Charles City & immed. vicinity	G	D	0	1	0	2	0	3	0	Radio	22	0	22	Yes	62	6	5am-9pm	55	17	8	0	\$1.50/ride (city)
4. Comprehensive Systems, Inc*	Chickasaw, Floyd, Howard & Mitchell Counties	H C	F	2	5	0	0	0	7	1	Lift	101	12	113	No	N/A	5	6am-9pm	54	14	10	3	N/A
5. Lake Cab Co.	Clear Lake & immed. vicinity	G	D	0	1	0	2	0	3	1	Ramp Radio	25	0	25	Yes	60	7	7am-1am	120	44	2	0	\$.85-1.25 ride
6. Forest City Taxi Service	Forest City & immed. vicinity	G	D	0	0	0	1	0	1	0	Radio	5	0	5	Yes	50	6	5am-6pm	20	6	1	0	\$1.00/ride
7. Winnebago Handicapped Services, Inc*	Hancock & Winnebago Counties	C H	F	0	0	1	0	0	1	0	N/A	9	0	9	No	N/A	5	7am-9am 3pm-5pm	10	3	2	0	N/A
8. Franklin County Transit Service	Franklin County	E G	R D	0	1	0	1	0	2	0	N/A	17	0	17	No	26	5	8am-4pm	10	3	2	12	Contri/Eld \$1.00/Adt \$.75/Ch1 \$.50/in Hampton
9. Migrant Action Program, Inc*	State	C	D	0	4	0	0	0	4	0	N/A	48	0	48	No	N/A	5	8am-5pm	65	17	7	0	N/A

Table I

TRANSIT OPERATIONS - CAPITAL AND OPERATIONAL CHARACTERISTICS
(cont.)

Target Groups: (E) Elderly, (H) Handicapped, (G) General (HS) Head Start, (C) Client

Type of Service: (F) Fixed Route, (M-F) Modified-Fixed Route, (D) Demand Response, (R) Reservation

Name of Service	Service Area	Target Group	Type of Service	A # of Buses	B # of Vans	C # of Station Wagons	D # of Cars	E # of Other Types of Vehicles	Total # of Vehicles A+B+C +D+E	# of Vehicles Accessible to Handicapped	Type of Special Equipment	G # of Standard Seating Capacity	H # of Wheel Chair Positions	Total Seating Capacity on all Vehicles G+H	Radio Dispatch Ctr	Total Annual Revenue Miles (000)	Days of Operation	Hours of Operation	Average Daily Passengers	Annual Passengers (000)	# of Paid Staff	# of Volunteer Staff	Fare Structure
10. Public Transit Inc.	Mason City	G	F	3	1	0	0	0	4	0	N/A	76	0	76	No	104	5	6am-6pm	350	91	7	0	\$.50/Adt \$.25/Chl
11. Yellow Cab Co.	Mason City + 10 Miles	G	D	0	0	0	14	0	14	0	Radio	107	0	107	Yes	218	7	24 HRS	300	110	19	0	\$.85+.10/ 1/6 mi.
12. Easter Seal Society*	Cerro Gordo County	H	D	0	2	0	0	0	2	2	Radio Lift	20	2	22	Yes	65	5	6am-6pm	35	9	2	0	Ability to pay
13. Mitchell Co. Transit Service	Mitchell County	E G	D R	0	1	0	0	0	1	1	Ramp	15	0	15	No	26	5	8am-5pm	10	3	1	12	Contri/Eld \$.80-1.50/ Adt; \$.40- .75/Chl
14. Fish Volunteers*	Northwood & immed. vicinity	E C	D	0	0	0	23	0	23	0	N/A	115	0	115	No	N/A	6	8am-5pm	5	1	0	24	Contributions
15. Franklin Co. Work-Activity Center*	Franklin County	H	D	0	2	0	0	0	2	1	Lift	23	2	25	Yes	N/A	5	8am-4:30pm	20	5	7	6	N/A
REGION TOTALS		—	—	5	21	1	44	0	71	9	—	618	22	640	—	620	—	—	1140	350	78	57	—

* Denotes non-profit organization

Note: Cerro Gordo County Senior Transportation and Algona Cab Company discontinued service in November 1977. The City of Algona currently operates the Algona Transit Service, which consists of one car.

Table II

ADMINISTRATIVE ORGANIZATIONAL CHART

Regional Coordination

Urban Coordination

Operations Operating Independently	Receiving Public Money	Plans to consolidate or sub- contract w/out prior approval	Regional Coordination				Urban Coordination					
			<u>Under</u> Single Administrative Agency <u>North Iowa Area Council of Governments</u> (Agency Name)	Consolidated	Sub-Contract w/out Prior DOT approval	Sub-Contract with prior DOT approval	Receiving public money	<u>Under</u> Small Urban Area (Designate Recipient) Transit Board of Comm. <u>City of Mason City</u> (Agency Name)	Consolidated	Sub-Contract w/out prior DOT approval	Sub-Contract with prior DOT approval	Receiving public money
1. Algona Public Transit Service	Yes		1. Public Transit, Inc.*			X	X	1. Public Transit, Inc.			X	X
2. Exceptional Opportunities, Burt	Yes		2. Yellow Cab, Mason City*		X		X	2. Yellow Cab, Mason City	X			X
3. Comprehensive Systems, Inc.	Yes		3. Franklin County Transit Service *		X		X	3. Easter Seal Society	X			
4. Lake Cab Co., Clear Lake			4. C&D Taxi Service, Charles City *		X							
5. Winnebago Handicapped Services, Inc.	Yes		5. Forest City Taxi Service*		X		X					
6. Migrant Action Program Inc.	Yes		6. Easter Seal Society*		X		X					
7. Mitchell County Transit Service	Yes											
8. Fish Volunteers, Northwood												
9. Franklin County Work-Activity Center	Yes											

*NIACOG has purchase of service agreements with these providers, either directly, or indirectly through their city governments.

Table III
 ADMINISTRATIVE ORGANIZATIONAL CHART

<p>List any transit operation which crosses between rural and urban areas on a regular basis.</p>	<p>In this space explain the nature of the relationship that exists between the various administrative agencies involved. If there is no relationship, designate as N/A.</p>
<ol style="list-style-type: none"> 1. Jefferson Lines, Inc. 2. Scenic Hawkeye Stages, Inc. 3. Easter Seal Society 	<ol style="list-style-type: none"> 1. N/A 2. N/A 3. Initial coordinating efforts underway

Table IV
ADMINISTRATIVE ORGANIZATIONAL CHART

<p>List any transit operation which crosses regional boundaries and/or state boundaries on a regular basis.</p>	<p>In this space explain the nature of the relationship that exists between the various administrative agencies involved. If there is <u>no</u> relationship, designate as N/A.</p>
<p>1. Jefferson Lines, Inc.</p>	<p>1. N/A</p>
<p>2. Scenic Hawkeye Stages, Inc.</p>	<p>2. N/A</p>
<p>3. Ft. Dodge Transportation Company</p>	<p>3. N/A</p>
<p>4. Comprehensive Systems, Inc.</p>	<p>4. Initial coordinating efforts underway</p>
<p>5. Migrant Action Program, Inc.</p>	<p>5. N/A</p>

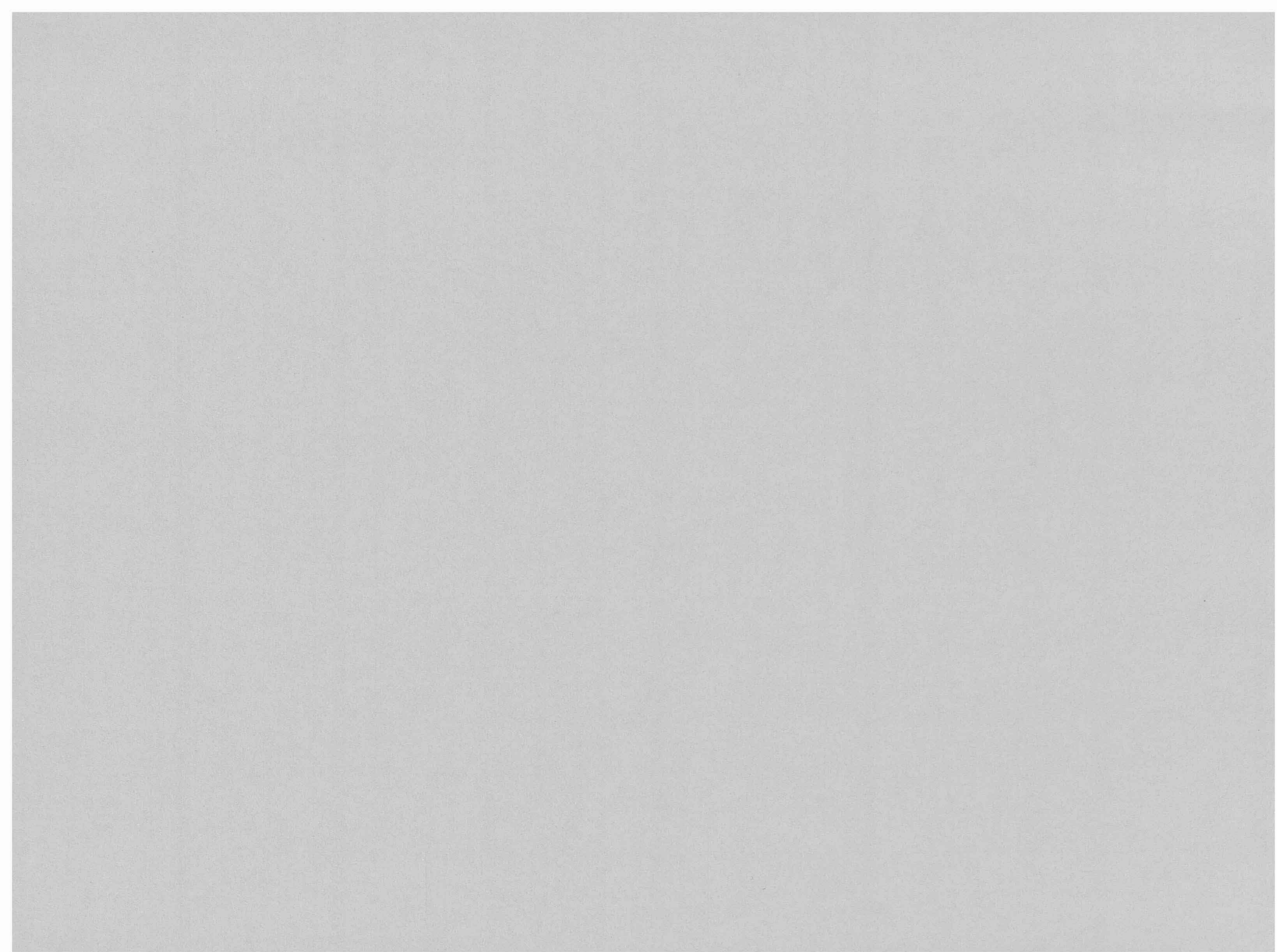
Table V
ADDITIONAL TRANSIT PROGRAMS
BEING CONDUCTED IN THE REGION

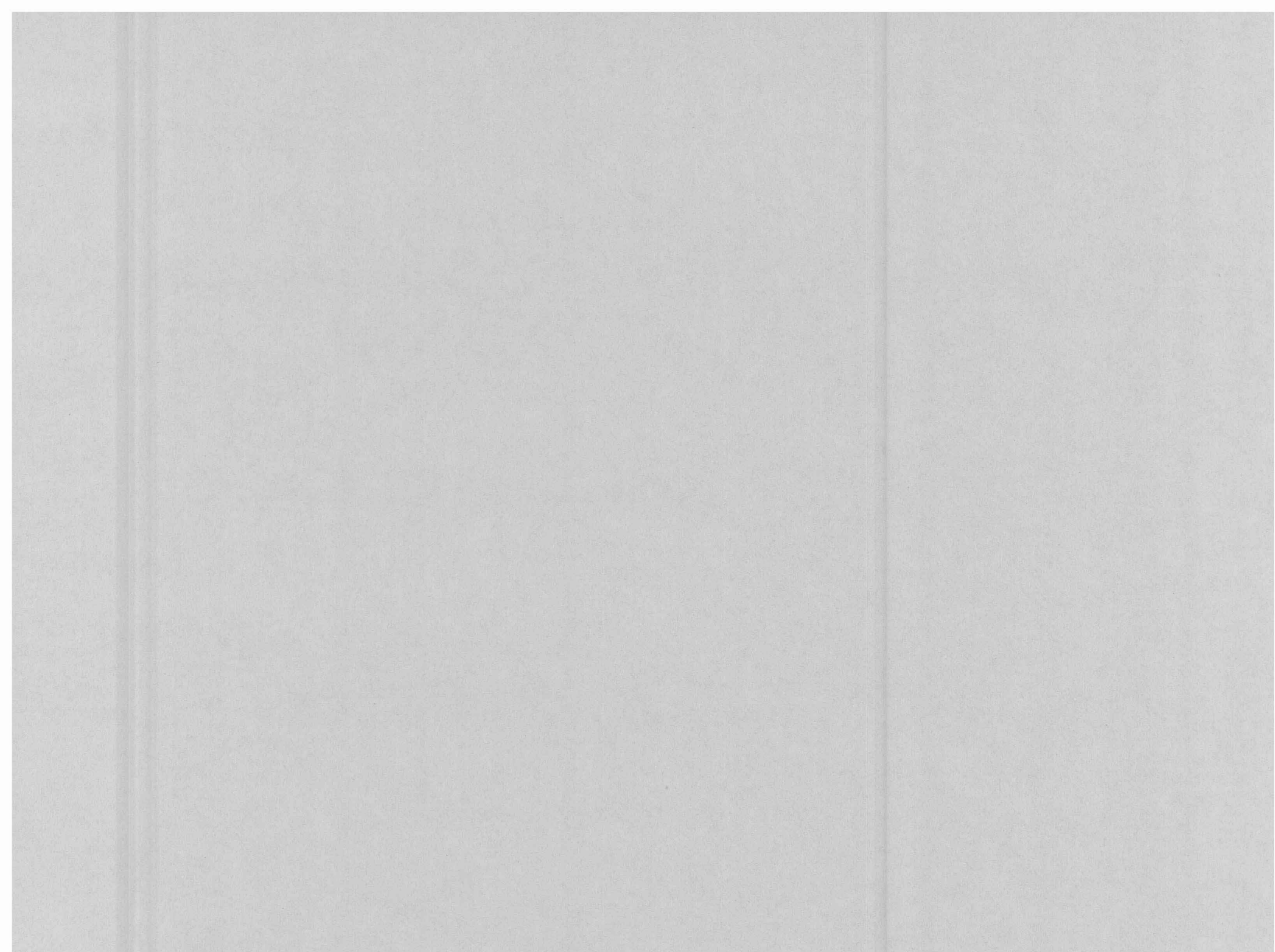
Name Of Transit Program	Area Involved	Brief Narrative Describing The Nature And Purpose Of Program
1. None		

Financial Data

This 1978 Regional Transit Development Program Update marks a transitional year for the reporting of transit operation financial data. The Iowa Department of Transportation is developing a single uniform data monitoring package to be used by all the state's planning regions. Until this package is completed, it will not be possible to include detailed FY 78 cost and revenue data for existing transit services in the Region II RTDP Update.

A limited amount of financial information using actual current operating expenses is provided in Tables VIII - XI of this Update (see Section IV). A more detailed breakdown of financial data will be reported when a final audit using the new monitoring package is completed.





SECTION II

SECTION II

Ridership Characteristics - Rider Survey

The general characteristics of individuals who ride transit services indicate what transportation needs are being met by the existing system. During the week of October 3-7, 1977, a rider survey was conducted on each cooperating transit service within Region II to determine passengers' socio-economic characteristics, their trip purposes, and their general satisfaction with the existing service. Exhibit 5 illustrates the rider survey that was used. Participating transit/paratransit operators included the following:

Cerro Gordo County - Cerro Gordo County Transit Service* (Public Transit, Inc.)

Clear Lake - Lake Cab Co.

Charles City/Floyd County - C&D Taxi; Comprehensive Systems, Inc.

Forest City - Forest City Taxi Service

Franklin County - Franklin County Transit Service (Public Transit, Inc.); Franklin County Work-Activity Center

Kossuth County - Exceptional Opportunitites

Mason City - Easter Seal Society; Public Transit, Inc.; Yellow Cab Co.

Mitchell County - Mitchell County Transit Service (Osage Senior Citizens, Inc.)

Northwood - Fish Volunteers

The North Iowa Area Council of Governments was responsible for administering the survey in Region II. NIACOG provided personnel and materials to assist transit patrons in completing the survey.

*This service is no longer in operation.

Exhibit 5

RIDER SURVEY

This survey is being conducted by your regional planning agency in cooperation with the Iowa Department of Transportation to determine the transportation needs of rural and small urban residents in Iowa. Please take a few minutes to fill in the form. All answers will be regarded as confidential. If you have already completed this survey, please do not fill it in a second time. Please return the questionnaire before you get off. If you do not have time to finish it, please complete it at home and mail it to the Iowa Department of Transportation.

1. At what location did you get on this vehicle (nearest intersection or crossroads)? _____

2. How far do you plan to travel on this vehicle?
_____ blocks or _____ miles
3. What is the primary purpose of this trip?
() recreation/social; () congregate meal; () work;
() shopping; () medical; () school; () other
4. How did you get to the location where you were picked up?
() walked; () auto; () urban bus; () taxi;
() got on at origin; () other
5. Was the vehicle on time? () early; () 0-5 minutes late; () 6-10 minutes late; () 11-20 minutes late; () more than 20 minutes late; () not applicable
6. How often do you ride this service?
() 3 or more days a week; () 1-2 days a week;
() 2-5 days a month; () once a month;
() less than once a month
7. If this service was not available would you have been able to make this trip? () Yes; () No
8. Why did you use this service to make this trip? Check one or more.
() Do not have a driver's license
() Do not like to drive
() This service is more convenient
() Unable to operate a car due to physical disabilities
() No auto available for trip
() This service is cheaper
() Other
9. How often do you rely on other individuals for transportation?
_____ times a week

RIDE CHARACTERISTICS:

Please rate this service according to the following. Place an X in the box which best describe your feelings about the service.

	IN MY OPINION THIS SERVICE IS:				
	VERY GOOD	GOOD	FAIR	POOR	VERY POOR
Total time spent waiting	()	()	()	()	()
Comfort in vehicle	()	()	()	()	()
Dependability of on-time arrival	()	()	()	()	()
Pleasantness or ride	()	()	()	()	()
Safety	()	()	()	()	()
Vehicle Cleanliness	()	()	()	()	()
Total time of trip	()	()	()	()	()
Cost of trip	()	()	()	()	()
Courtesy of personnel	()	()	()	()	()
Schedule information	()	()	()	()	()
Transfer convenience	()	()	()	()	()
Area served	()	()	()	()	()

USER PROFILE

1. Do you have a valid driver's license? () Yes; () No
2. If not, did you ever have one: () Yes; () No
3. How many cars (including pickups and campers) are in your household?
() 0; () 1; () 2; () more than 2
4. Was there a car available for this trip? () Yes; () No
5. Sex: () Male; () Female
6. How old are you? () under 18; () 18-24; () 25-39;
() 40-59; () 60-64; () 65 or over
7. What is your marital status? () single; () married;
() widowed; () other
8. Do you have a physical disability which makes travel difficult? () Yes; () No

Other service information: Please respond if relevant to your service.

1. Do you plan to travel to another county on this vehicle?
() Yes; () No
2. If this service sponsors special group excursions, how often have you gone on such trips?
() more than once a month; () once a month;
() a few times a year; () never

THANK YOU FOR YOUR COOPERATION

In order to insure consistency and reliability of comparisons, standard survey forms were prepared by the Iowa Department of Transportation for statewide use. The results of this survey were then analyzed by the NIACOG staff relative to current transit system service standards and alternatives to determine if changes should be made. These criterium ultimately lead to the determination of programable improvements, such as operational adjustments, capital acquisitions, marketing strategies, etc.

A summary of the survey results are presented here. Responses which appear frequently have been detailed to facilitate the review.

Transit service: Cerro Gordo County Transit Service

Service area: Cerro Gordo County

Target group: Elderly

Survey distributed: 50

Surveys returned: 7

% returned: 14.0

Notable responses:

Question # 3: What is the primary purpose of this trip? - 5 of 7 (71.4%) respondents said shopping was the primary purpose of their trip.

Question # 7: If this service was not available, would you have been able to make this trip? - 7 of 7 (100%) respondents answering this question said that they could not have made the trip.

Transit service: Lake Cab Co.

Service area: Clear Lake

Target group: General Public

Surveys distributed: 225

Surveys returned: 13

% of returned: 5.8

Notable responses:

Question # 6: How often do you ride this service? - 7 of 13 (53.8%) respondents used this service 1-2 days per week.

Question # 7: If this service was not available, would you have been able to make this trip? - 11 of 13 (84.6%) answering this question said they could not have made the trip.

Question # UP 8: Do you have a physical disability which makes travel difficult? - 9 of 12 (75%) answering this question did not have physical impairments to travel.

Transit service: C&D Taxi Service

Service area: Charles City

Target group: General Public

Surveys distributed: 134

Surveys returned: 35

% returned: 26.1

Notable responses:

Questions # 7: If this service was not available, would you have been able to make this trip? - 25 of 33 (75.8%) respondents indicated that they could not have made the trip.

Question # UP 1: Do you have a valid driver's license? - 25 of 30 (83.3%) answering this question did not possess a valid driver's license.

Question # UP 4: Was there a car available for this trip? - 25 of 30 (83.3%) surveyed indicated that they did not have a car available for their trip.

Transit service: Mason City Transit

Service area: Mason City

Target group: General Public

Surveys distributed: 317

Surveys returned: 181

% returned: 57.1

Notable responses:

Question # 3: What was the primary purpose of this trip? - 60 of 181 (33.1%) answering this question indicated that they were going to work.

Question # 3: What was the primary purpose of this trip? - 73 of 181 (40.3%) respondents indicated that they were going shopping.

Question # 6: How often do you ride this service? - 88 of 176 (50.0%) answering this question said that they used this service 3 or more days per week.

Question # 7: If this service was not available, would you have been able to make this trip? - 124 of 170 (72.9%) respondents answering this question said they would not have been able to make the trip.

Question # UP 4: Was there a car available for this trip? - 138 of 163 (84.7%) answering this question said they did not have a car available for the trip.

Transit service: Comprehensive Systems, Inc.

Service area: Chickasaw, Floyd, Howard, and Mitchell Counties

Target group: Handicapped/client

Surveys distributed: 177

Surveys returned: 53

% returned: 29.9

Notable responses:

Question # 6: How often do you ride this service? - 40 of 53 (75.5%) answering this question used this service 3 or more times per week.

Question # 7: If this service was not available, would you have been able to make this trip? - 51 of 53 (96.2%) respondents indicated that they could not have otherwise made the trip.

Transit service: Forest City Taxi Service

Service area: Forest City and vicinity

Target group: General Public

Surveys distributed: 30

Surveys returned: 8

% returned: 26.7

Notable responses:

Question # 7: If this service was not available, would you have been able to make this trip? - 7 of 7 (100%) answering this question said they could not otherwise have made the trip.

Question # UP 1: Do you have a valid driver's license? - 6 of 7 (85.7%) respondents indicated that they did not have a valid driver's license.

Question # UP 4: Was there a car available for this trip? - 5 of 7 (71.4%) respondents indicated that they did not have a car available for the trip.

Transit service: Franklin County Transit Service

Service area: Franklin County

Target group: General public

Surveys distributed: 75

Surveys returned: 34

% returned: 45.3

Notable responses:

Question # 7: If this service was not available, would you have been able to make this trip? - 23 of 30 (76.7%) respondents said they would not have otherwise been able to make the trip.

Question # UP 4: was there a car available for this trip? - 25 of 32 (78.1%) answering this question indicated that they did not have a car available for the trip.

Question # UP 6: How old are you? - 20 of 34 (58.9%) answering this question said they were 65 or older.

Transit service: Franklin County Work-Activity Center

Service area: Franklin County

Target group: Handicapped

Surveys distributed: 50

Surveys returned: 20

% returned: 40.0

Notable responses:

Question # 6: How often do you ride this service? - 20 of 20 (100%) persons answering this question said they used this service 3 or more times per week.

Question # 7: If this service was not available, would you have been able to make this trip? - 16 of 17 (94.1%) respondents indicated they could not have made the trip.

Question # UP 6: How old are you? - 14 of 20 (70.0%) answering this question were 25 to 39 years old.

Transit service: Exceptional Opportunities

Service area: Kossuth County

Target group: Handicapped/client

Surveys distributed: 100

Surveys returned: 10

% returned: 10.0

Notable responses:

Question # 3: What is the primary purpose of this trip? - 7 of 10 (70%) answering this question indicated that they were using the service to go to school.

Question # 6: How often do you ride this service? - 10 of 10 (100%) persons answering this question indicated that they used this service 3 or more times per week.

Question # 7: If this service was not available, would you have been able to make this trip? - 9 of 10 (90.0%) respondents said they could not have otherwise made the trip.

Question # UP 4: Was there a car available for this trip? 8 of 9 (88.9%) answering this question indicated that there was no car available.

Transit service: Mitchell County Transit Service

Service area: Mitchell County

Target group: General Public

Surveys distributed: 75

Surveys returned: 13

% returned: 17.3

Notable responses:

Question # 3: What is the primary purpose of this trip? 8 of 13 (61.5%) respondents answering this question indicated that they were going shopping.

Question # 7: If this service were not available, would you have been able to make this trip? - 11 of 13 (84.6%) answering this question said they could not have otherwise made this trip.

Question # UP 6: How old are you? - 12 of 13 (92.3%) respondents said they were 65 or older.

Transit service: Easter Seal Society

Service area: Cerro Gordo County

Target group: Handicapped

Surveys distributed: 100

Surveys returned: 35

% returned: 35.0

Notable responses:

Question # 7: If this service was not available, would you have been able to make this trip? - 29 of 31 (93.5%) respondents indicated that they could not have otherwise made the trip.

Question # UP 4: Was there a car available for this trip? 22 of 26 (84.6%) respondents indicated that there was no car available.

Question # UP 8: Do you have a physical disability which makes travel difficult? - 25 of 27 (92.6%) of those answering the question said they have some physical disability which makes travel difficult.

Handicapped Self-Identification Survey

Through cooperation between local newspapers and the Iowa Department of Transportation, a self-identification survey for handicapped persons was conducted in Region II. The self-identification survey was developed by the Iowa Department of Transportation and mailed to the respective newspapers. Exhibit 6 illustrates the survey used. The newspapers were to have ran the self-identification survey on two dates: September 1, 1977 and January 23, 1978. People responding to the survey were to fill it out and return it by mail to their regional planning agency (NIACOG). As of July 1978, no responses to the survey had been received by NIACOG.

In order to determine why there had been no responses, the local newspapers were contacted. It was found that the self-identification survey was never ran. This indicates that the self-identification survey for the handicapped was ineffectual for planning purposes in Region II. Exhibit 7 indicates the general characteristics of the local newspapers that were involved in the handicapped self-identification survey.

Household Survey

During the months of October through December 1977, the Iowa Department of Transportation, with assistance from NIACOG, conducted a household survey to determine public opinion on transportation needs in Region II. The Iowa DOT mailed surveys (see Exhibit 8) to

Exhibit 6
HANDICAPPED SELF-IDENTIFICATION SURVEY

Do you have trouble getting where you need or want to go?

Could improved public transportation help?

The Iowa Department of Transportation and [your regional planning agency] want to hear from you.

Please fill in the following coupon for yourself, a friend, or another member of your household, then clip it out and return it to the address shown on the coupon.

AGENCY NAME _____

ADDRESS _____

Please indicate the nature of the specific travel problems being incountered.

Are these problems related to a physical disability or health problem which make it difficult to move freely?

Yes _____ No _____

If yes, please specify type of health problem. _____

What suggestions do you have for improving public transportation in your area?

NAME--(optional) _____

ADDRESS _____

THANK YOU

Exhibit 7
 NEWSPAPERS INVOLVED IN
 HANDICAPPED SELF-IDENTIFICATION SURVEY
 IN REGION II

Newspaper's Name	City	Frequency of Circulation	Size of Circulation	Number of Times the Ad Was Printed
1. Albert Lea Tribune	Albert Lea, Mn.	7 days	12,000	0
2. Kossuth County Advance	Algona	Mon	7,255	0
3. The Upper Des Moines	Algona	Thurs.	7,330	0
4. Austin Daily Herald	Austin, Mn.	7 days	11,790	0
5. Bancroft Register	Bancroft	Wen	1,540	0
6. Britt New Tribune	Britt	Thurs.	2,450	0
7. Charles City Press	Charles City	7 days	4,460	0
8. Corwith Herald	Corwith	Thurs.	690	0
9. Fairmount Daily Sentinel	Fairmount, Mn.	7 days	13,150	0
10. Garner Leader	Garner	Wed.	2,330	0
11. Hampton Chronicle	Hampton	Thur	4,110	0
12. Hampton Times	Hampton	Rues.	4,110	0
13. Kanawha Reporter	Kanawha	Thur.	1,080	0
14. Lake Mills Graphic	Lake Mills	Wed.	3,100	0
15. Manly Signal	Manly	Thur.	1,370	0
16. Nora Springs Advertiser	Nora Springs	Thur.	930	0
17. Northwood Anchor	Northwood	Thur.	2,850	0
18. Mitchell County Press News	Osage	Wed.	3,950	0
19. Rake Register	Rake	Thur.	620	0
20. Riceville Recorder	Riceville	Thur.	1,290	0
21. Rockford Register	Rockford	Wed.	970	0
22. St. Ansgar Enterprise	St. Ansgar	Thur.	1,240	0
23. Sheffield Press	Sheffield	Thur.	1,160	0
24. Stacyville Monitor	Stacyville	Thur.	1,350	0
25. Swea City Herald	Swea City	Thur.	750	0
26. Thompson Courier	Thompson	Thur.	1,070	0
27. Titonka Topic	Titonka	Thur.	930	0
28. Whittemore Champion	Whittemore	Thur.	630	0

Exhibit 8
HOUSEHOLD SURVEY OF TRANSPORTATION NEEDS

This questionnaire is part of a study being conducted by your regional planning agency in cooperation with the Iowa Department of Transportation. The study will attempt to determine the transportation needs of the residents of the rural and small urban areas of Iowa and to learn how best to satisfy those needs. Your cooperation in answering the following questions is appreciated. All information will be considered strictly confidential. Please fold and tape the form so that the Department of Transportation label is visible.

1. a) Do you have a valid driver's license? () Yes; () No
- b) If not, did you ever have one? () Yes; () No
- c) How many members of your household have a driver's license? _____
- d) Circle the number of vehicles (campers, cars, trucks, cycles) in your household.
 0 1 2 3 or more
- e) If your answer to 1a) is "yes" please indicate in what ways, if any, you are limited in how and to what extent you use your automobile:
 _____ no limitations in use of vehicle
 _____ do not like to drive on highways or busy streets
 _____ unwilling to drive at night
 _____ unwilling to drive in bad weather
 _____ unwilling to drive long distances
 _____ car is in poor condition
 _____ can no longer drive well
 _____ other (please specify) _____

2. a) How many trips do you make by motor vehicle (car, bus, pickup, etc.) in an average week? _____ total trips per week.
- b) How many of these trips were taken for each of the following purposes during the average week? (Please indicate number of trips in blank space).

<u>TRIPS PER WEEK</u>	<u>PURPOSE</u>	<u>TRIPS PER WEEK</u>	<u>PURPOSE</u>
_____	Medical	_____	Congregate Meals
_____	Business	_____	Church
_____	Recreation/ Social	_____	Other
_____	Shopping		

- c) For which of these trips is public transportation available (bus, van or taxi)?
- | | |
|------------------|-------------------------|
| _____ medical | _____ congregate meals |
| _____ business | _____ church |
| _____ recreation | _____ all of the above |
| _____ shopping | _____ none of the above |

2. d) At what times of day do you most need to travel? (Check one or more).

	WEEK-DAYS (M-F)	WEEK-ENDS (SAT.& SUN.)
None needed	_____	_____
6:00 to 8:29 A.M.	_____	_____
8:30 to 11:59 A.M.	_____	_____
12:00 Noon to 1:29 P.M.	_____	_____
1:30 to 4:29 P.M.	_____	_____
4:30 to 6:59 P.M.	_____	_____
7:00 to 9:29 P.M.	_____	_____
9:30 P.M. to 6:00 A.M.	_____	_____
Will travel anytime	_____	_____

e) On the average, how many trips per week would you say that you have to rely on other people for transportation? _____ per week.

3. Do you feel that a lack of adequate transportation keeps you from reaching any of the following activities or services as often as you wish?

- | | | |
|-------------------|---------|--------|
| Medical | () yes | () no |
| Business/work | () yes | () no |
| Recreation/social | () yes | () no |
| Shopping | () yes | () no |
| Congregate meals | () yes | () no |
| Church | () yes | () no |
| Other | () yes | () no |

4. a) How many trips do you usually make in an average week using some type of public transportation (i.e., not by private car, walking, or bicycle) _____ per week?

b) If you use public transportation (bus, van or taxi), approximately how far do you travel in making an average trip? _____

c) On the average, about how much time does each of the trips in 4.b) take?

d) Are transfers necessary to complete these trips? () Yes; () No

5. a) What changes or new services offered by public transportation would be of the greatest benefit to you and/or members of your household?

b) If these improvements were made, for what purposes would you use public transportation?

Purpose

- | | |
|-------------------|-------|
| Medical | _____ |
| Business | _____ |
| Recreation/Social | _____ |
| Shopping | _____ |
| Congregate Meals | _____ |
| Church | _____ |
| Others | _____ |

6. a) Counting yourself, how many members of your household have any of the following conditions?

	0	1	2	3	4	5 or more
Heart or respiratory problems	___	___	___	___	___	___
Vision difficulties	___	___	___	___	___	___
Hardness of hearing	___	___	___	___	___	___
Difficulty in speaking	___	___	___	___	___	___
Difficulty in grasping with hands	___	___	___	___	___	___
Problems with tremor	___	___	___	___	___	___
Difficulty in walking	___	___	___	___	___	___
Difficulty in understanding bus schedules	___	___	___	___	___	___

b) How many members of your household use wheelchairs? _____

c) For how many members of your household do the above physical disabilities limit the ability to move freely in

	no difficulty	some difficulty	great difficulty
Walking	___	___	___
Driving	___	___	___
Riding a car or taxi	___	___	___
Taking a bus or van	___	___	___

7. a) How many persons live in your household? _____

b) Including yourself how many persons in your household are in the following age groups? () 0-10 years; () 11-17 years; () 18-59 years; () 60-64 years; () 65 or over

8. a) What is the approximate combined gross income of all members of your household? () Under \$5,000; () \$5,000-\$9,999; () \$10,000-\$14,999; () \$15,000-\$19,999; () \$20,000-\$49,999; () \$50,000 or more

b) How many members of your household contribute to the household income? _____ members

c) What are the principal sources of your total household income? (Please check one or more).

() wages or salaries; () investment income; () self-employment; () social security, public programs; () other

9. a) Are you: () Male; () Female

b) Are you: () Single; () Married; () Widowed; () Other

c) What is your age? () under 18; () 18-24; () 25-39; () 40-59; () 60-64; () 65 or over

10. What is your address?

Township _____
 City _____ County _____
 Zip Code _____

This completes the questionnaire. Thank you for your cooperation.

Please return this questionnaire to the Office of Transportation Research, Iowa Department of Transportation. Ames, Iowa, 50010. No stamp is needed.

1,059 of Region II's 39,538 non-urban households. Of these, 400 surveys (38%) were returned to the Office of Transportation Research at the Iowa Department of Transportation.

The results of this survey and the preliminary analysis of transportation needs has been formulated by the Office of Transportation Research. These results are attached as Appendix A.

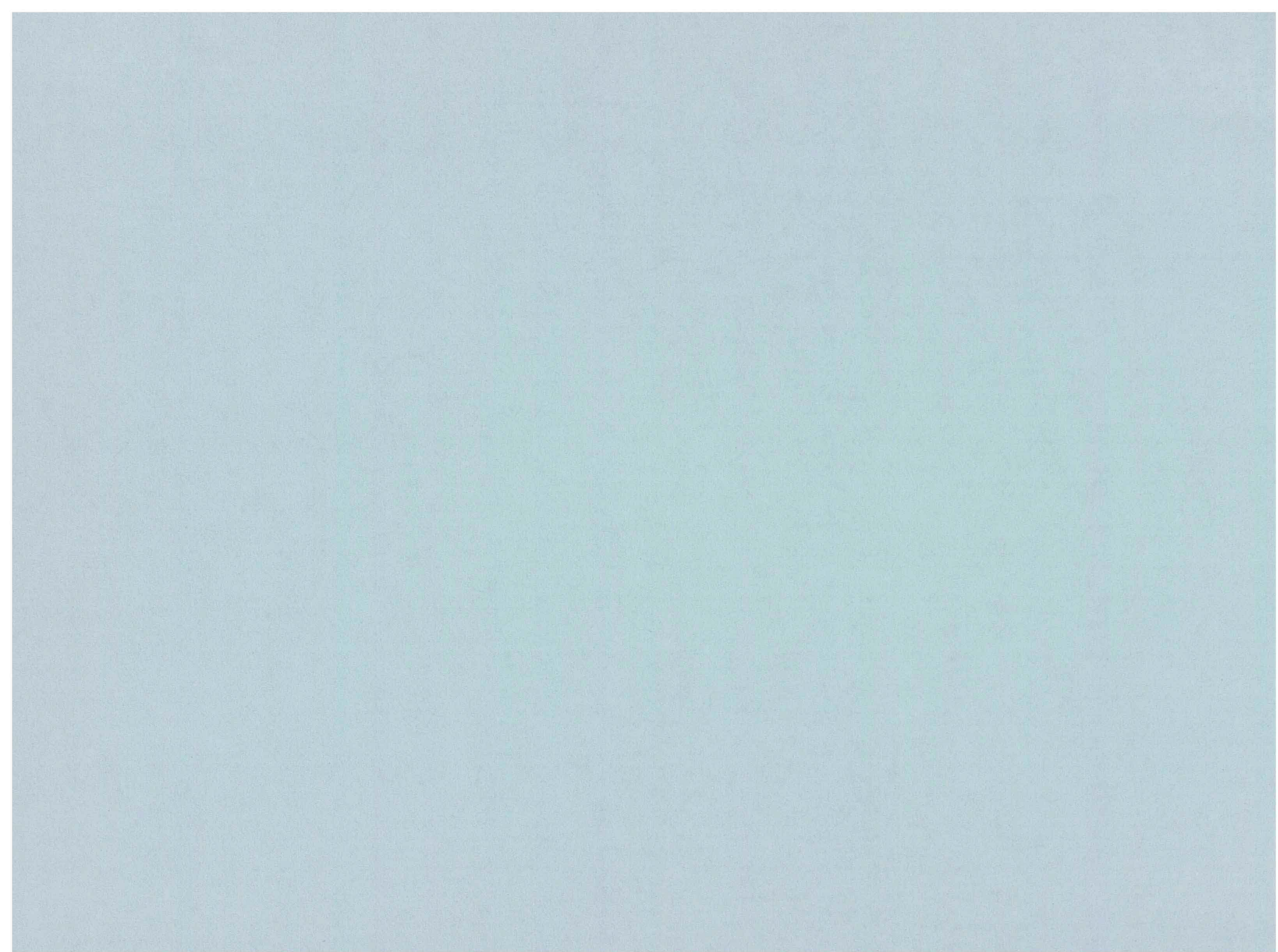
The results of the household survey indicate that the existing transit system does not adequately serve all areas of the region, and in areas that are served, there is a general lack of knowledge about existing transit services. Only 9% of the respondents indicated that public transportation is available for all purposes, while 71.2% felt that no public transportation is available. This indicates that service expansion, better coordination and marketing are needed. During FY 1979, the NIACOG staff will work to improve the coordination of existing transit services in order to provide a higher level of service to existing areas, and expand service to unserved areas. A new marketing system will commence during the upcoming year. It is hoped that by utilizing the various media, that the general public will become better informed as to what transit services are available to them. The survey also gave a better indication of the approximate number of the region's handicapped persons and other potential riders.

Evaluation of Existing Transit Services in Relationship to the Results of the Three Transportation Surveys

The transit system being used currently in Region II was evaluated for effectiveness in meeting the service standards that were developed for the region. This evaluation is contained on pages 61-85 of the 1977 Regional Transit Development Program. An evaluation

of existing transit services in relationship to the results of the three transportation surveys is provided in this 1978 Region Transit Development Program Update.

The surveys indicate that those who are aware of existing transit services and use them are generally satisfied with these services. This group contains a relatively high porportion of elderly and handicapped persons. However, the surveys also indicated that there are extensive gaps in public transit services throughout the region, and that in areas that are served, there is a lack of knowledge of what transportation services are available. During FY 1979, the NIACOG staff will determine whether there is sufficient demand for public transit in areas currently not being served, and alleviate these deficiencies where such action is warranted. Also, an extensive marketing program using various media will be implemented in FY 1979 in order to better inform the public of existing services.





SECTION III

Section III

Refinement of the Selected Alternative

The refinements to the alternatives that were selected in the 1977 RTDP are discussed here through brief narrative answers to a series of questions suggested as criteria.

1. Are revisions in funding possible?

Transit services and programs in Region II rely heavily on public funding at the local, state, and federal levels. Most of these transit services and programs operate on purchase of service basis between NIACOG and local governments or service providers. Under this arrangement elderly (and in some cases handicapped) riders may purchase ride coupons on a contribution or donation basis. The difference between the actual fare and contribution received is paid for with the following funding sources: Title III & VII monies from the Area Agency on Aging, Iowa DOT transit assistance, local taxes, community development funds, and United Way monies.

Other funding sources that are not currently utilized to support the North Iowa Area Transportation System (NIARTS) include federal Title XIX, Title XX, and Child Development funds. It is possible that some of these sources may be tapped in the future.

2a. Are revisions in service standards possible?

A number of changes have been made to the service standards and selected alternative contained in the original 1977 RTDP. Refer to pages 56-63 for a discussion of these refinements and modifications.

b. Can increased ridership needs be met?

Elderly and handicapped rider demand is being met in the areas of the region that are served by transit services. However, much of the rural area of the region is not served by transit except for special clientele services. As public transportation services are expanded to include unserved areas of the region and promotional strategies are implemented, a greater percentage of the total regional public transportation needs will be met.

c. Can improvements be made in serving the important origin and destination points?

By coordinating and consolidating existing public transportation services, the transportation needs of the region can be fulfilled. Expansion of services into unserved areas will also improve service to important origin and destination points by making them accessible to a greater percentage of the region's population.

3. Are revisions in the local goals and objectives being met?

The goals and objectives that were outlined in the 1977 RTDP have been reviewed and slightly modified to better define the type of services that are needed and local officials are willing to support.

4. Are the results of the surveys being used in improving services in the region? How are the results being used?

The respondents to the surveys indicated that among transit users, there was general satisfaction with the available public transportation services. However, they also indicated that there is a lack of service to certain areas and groups. With the exception of Franklin and Mitchell Counties, rural areas of the region are not served except for special client-type transportation services. The surveys also indicated that the general public is not aware of available transportation services. A promotional campaign will be implemented in Fiscal Year 1979 to help remedy the latter situation.

5. Can increased capital improvements be met and funded?

The capital improvements that are outlined in the RTDP Update are for new and replacement vehicles. The programmed capital improvements will depend heavily upon the availability of federal funds through UMTA's Section 3 program. These monies are budgeted to pay for 80% of the capital costs. Matching funds will be obtained from the Iowa DOT (10%) and local revenues (10%).

6. Can any modifications be made that would increase cost efficiency?

Consolidation of the administrative functions of the region's publicly-supported operations will create a more cost efficient transit service. NIACOG will centralize administrative and book-keeping functions during Fiscal Year 1979. Efforts will also be made to coordinate and consolidate existing transit and paratransit services within the next two years.

7. Are transit operators being brought into compliance with the State Transit Plan?

Public transit operators within the region are being encouraged to consolidate their administrative activities with the centralized administrative agency (NIACOG), which will bring the region into compliance with the State Transit Plan. There are presently six transportation services within the region that have consolidated all or part of their administrative activities in the centralized administrative agency. They are operating under purchase of service agreements or a rider subsidy program (for elderly). These include: Public Transit, Inc. of Mason City, Yellow Cab Co. of Mason City, Easter Seal Society of Mason City, C and D Taxi Service of Charles City, and Franklin County Transit Service. Three other transit services have tentative plans to consolidate their administrative activities within the centralized administrative agency. These are Algona Transit Service of Algona, Lake Cab Co. of Clear Lake, and Mitchell County Transit Service. There are five transit services which have not begun to consolidate their administrative activities into the central agency. However, all are being encouraged to do so.

8. Are private transit providers being brought into the planning process, and are they being given a fair opportunity to supply the service?

Private transit operators were surveyed in order to obtain information for the transit plans and were encouraged to offer suggestions for improving services and programs. These operators were also invited to review and comment on all regional and state

transit planning documents. Purchase of service agreements have been concluded with a number of private operators (primarily taxi operators and Public Transit, Inc.) to provide reduced fare service to elderly persons in Mason City, Charles City, Forest City, and Franklin County.

9. Are elderly and handicapped individuals being supplied the needed services?

Transit service is available to the elderly in Mason City (Public Transit, Inc. and Yellow Cab Co.), Charles City (C and D Taxi Service), Forest City (Forest City Taxi Service), Northwood (Fish Volunteers), Franklin County (Franklin County Transit Service), Algona (Algona Transit Service), Clear Lake (Lake Cab Co.), and Mitchell County (Mitchell County Transit Service). At the present time, only the Mason City, Charles City, Forest City, and Franklin County providers are operating under the North Iowa Area Transportation System (NIARTS).

Handicapped persons of all ages are served in Cerro Gordo County by the Easter Seal Society. Its two vehicles are equipped with wheelchair lifts. Mitchell County Transit Service provides transportation for handicapped persons throughout Mitchell County. Its vehicle is equipped with a wheelchair ramp. This service is expected to join NIARTS during Fiscal Year 1979.

Clients of handicapped work and activity programs are served in Kossuth County (Exceptional Opportunities), Floyd and Mitchell Counties (Comprehensive Systems, Inc.), Winnebago County and the northern half of Hancock County (Winnebago Handicapped Services,

Inc.), and in Northwood (FISH Volunteers). However, none of these transit programs are receiving state transit funds through NIACOG and are not members of NIARTS.

The preceding paragraphs indicate that there are areas that have no transit service for the elderly and handicapped. Transit service for the elderly is presently not available in Kossuth County outside of Algona, Winnebago County outside of Forest City, Hancock County, Floyd County outside of Charles City, and Cerro Gordo County outside of Mason City and Clear Lake. Transit service for the handicapped is not available in the southern one-half of Hancock County and in Worth County. In addition, with the exception of Cerro Gordo, Mitchell and Franklin Counties where transit is available to the general handicapped population, service is limited to clients of special programs or work-activity centers. New wheelchair lift vehicles will be purchased if UMTA Section 3 funds are approved to provide service accessibility to the severely handicapped.

10 a. Are services operating in the entire region?

Refer to the answer to question # 9.

b. Are services open to the general public, and does the public know about them?

Transit services of Region II will be available for usage by the general public when the system is fully implemented. However, current emphasis is being placed on providing service to the elderly and handicapped through rider subsidies or purchase of service agreements. These groups make up the largest proportion of the trans-

portation disadvantaged.

At the present, the general public is served in Mitchell and Franklin Counties and the Cities of Mason City, Algona, Charles City, Clear Lake and Forest City. The surveys in Section II of this report indicated that the public is generally unaware of the transportation services available. A multi-media publicity campaign is scheduled for Fiscal Year 1979 to better inform the public of existing services.

c. Are specialized services operating?

Existing transit services are providing transportation for handicapped clients of work-activity centers to and from these centers. These transit services are being encouraged to consolidate and to join NIARTS, Region II's centralized transit system. These services include: Winnebago Handicapped Services, Inc. (Forest City), Comprehensive System, Inc. (Charles City), Franklin County Work-Activity Center (Hampton), Exceptional Opportunities (Burt), and Easter Seal Society (Mason City). Easter Seal Society is the only one of the above services that has joined NIARTS.

11. Can better use be made of available equipment?

Vehicles operated by service providers within the system are usually in use the entire day. However, many of the special service providers who are presently operating independently use their vehicles primarily to transport their handicapped clients to and from their program sites. Thus their vehicles are often left unused during the bulk of the day. Increased coordination and consolidation of existing transit and paratransit would reduce this vehicle idle time.

12. Can better use be made of available manpower?

Service coordination and consolidation would also improve the use of available transportation manpower in Region II.

Refinements and modifications to the service standards and selected alternative as set forth in the 1977 RTDP have been made for the 1978 RTDP Update. These changes are depicted in Tables VIa and VIb. Table VIa contains the refinements for the transit services in Region II, except those of Mason City Public Transit which are provided in Table VIb. When examining the service standards and selected alternative, it should be realized that these figures represent the projected NIACOG/NIARTS Transit System when it becomes fully implemented and operational.

Several changes were made in the 1977 regional transit system service standards in determining refinements for 1978. The total ridership service standard was revised upward to more closely reflect the projected ridership under the selected alternative. Modifications were also made in the relative proportion of rides provided to the elderly, non-elderly handicapped and other groups. Since elderly persons are currently the greatest users of existing North Iowa Area Regional Transit System (NIARTS) services and also constitute the largest single group of transportation disadvantaged persons in the region, they should make up the highest percentage of the transit riders. Revisions were made in the 1977 service standards to this effect.

Once fully implemented, Region II's transit system is slated to serve the entire eight-county region. Thus, the original 1977 RTDP area served standard of 75% was changed to 100%. At least one vehicle will be available to provide transit service in each county on a 24 hour advanced call-in or reservation basis. In addition, purchase of service agreements will be maintained

Table VIa

SERVICE STANDARD AND ALTERNATIVE REFINEMENTS FOR REGION II*

	1977 Service Standards	1977 Selected Alternative	1978 Modifications or Refinements in Service Standards	1978 Refined Selected Alternative
<u>Total Rides:</u>	186,000	210,000	200,000	210,000
<u>Rides by Type:</u>				
Elderly	48,000	39,000	100,000	105,500
Non-Elderly Handicapped	70,800	72,000	55,000	58,825
Other	62,200	99,000	45,000	45,675
<u>Area Served:</u>	75% of Region II	90% of Region II	100% of Re- gion II	100 % of Re- gion II
<u>Revenue:</u>				
Farebox Revenue	\$173,100	\$249,420	\$ 67,650	\$ 72,050
Contract Revenue**	78,000	82,800	106,000	105,000
Total Revenue	\$251,100	\$332,220	\$173,650	\$177,050
<u>Operations:</u>				
Vehicles in Service	50	55	50	48
Vehicle Miles	1,560,000	1,464,000	550,000	541,550
<u>Operating Costs:</u>				
Running Costs	\$ 96,000	\$ 94,500	\$260,000	\$257,270
Administrative Costs	216,000	189,900	50,000	47,050
Total Operating Costs	\$312,000	\$284,400	\$310,000	\$304,320
<u>Annualized Capital Costs:</u>				
Vehicles (including radios)	\$42,600	\$44,100	\$75,000	\$62,500
Structures	25,200	22,800	--	--
Total	\$67,800	\$66,900	\$75,000	\$62,500
<u>Total Operating and Annualized Capital Costs:</u>	\$379,800	\$351,300	\$385,000	\$366,820
<u>Deficit:</u>				
Deficit Per Ride	\$128,700 \$0.69	\$19,080 \$0.09	\$211,350 \$1.06	\$189,770 \$0.90

* Does not include Mason City Public Transit.

** Includes projected contract revenue from the Area Agency on Aging (Title III & Title VII), Department of Social Service (Title XIX & Title XX) and Federal Office of Child Development.

with the local taxi operators to provide reduced fare service to elderly persons in their respective communities.

The farebox revenue service standard was reduced considerably (from \$173,100 to \$67,650) to more accurately reflect the amount of revenue that can be realistically expected from this source. This adjustment was based on the fare and contribution revenue that is currently being received by area transit providers and projections based on this experience for an expanded system. However, the contract revenue service standard was revised upward to \$106,000. This amount is based on the estimated contract revenue that could be obtained from the following sources: North Central Iowa Area Agency on Aging (Title III and Title VII), Iowa Department of Social Services (Title XIX and Title XX), and Federal Office of Child Development (Headstart funds). As a result of these changes, the total revenue service standard now becomes \$173,650.

Although the standard for the number of vehicles in service remains unchanged, the service standard for vehicle miles was reduced substantially from 1,560,000 to 550,000 miles. The original standard was far too high for the amount of service that is currently being contemplated under the proposed regional transit system. The revised vehicle miles standard is based on the following system: 1) the operation of one vehicle in each county to provide demand-response service on an advanced reservation basis, 2) contracted taxi service to provide reduced fare rides to the elderly in various communities, and 3) the support of special client oriented transportation services. An important factor in this mileage decrease stems from changing the previously planned county-wide route deviation service to a demand-response service.

The service standard for total operating costs remains virtually unchanged, however considerable modifications were made to the running and administrative cost standards. Running costs (which include purchase of service costs) were increased to \$260,000 to reflect the actual cost of operating the proposed system. The 1977 administrative cost standard was unusually high (\$216,000) and was lowered to \$50,000. This modified standard is based on the estimated cost to NIACOG of administering the regional transit system.

The vehicle costs service standard was revised upward to \$75,000. This expenditure reflects the annualized cost of the vehicles (radio equipped), which are needed to fully implement the proposed region-wide transit system. The structure cost standard was eliminated, since no structure expenses are programmed for the regional system at this time.

Under the 1978 refinements, the total deficit service standard was increased to \$211,350. This higher deficit figure can be attributed primarily to the reduction in the projected fare/contribution revenue standard. This lowered revenue standard appears more realistic than the 1977 service standard considering the system's current experience. In keeping with the increased deficit was a corresponding increase in the deficit per ride to \$1.06.

Changes made in the 1977 selected alternative for 1978 reflect many of the previous modifications made in the 1977 service standards. Under the 1978 selected alternative approximately 210,000 rides are to be provided with 48 vehicles. An estimated \$177,050 is expected to be generated in farebox and contract revenue to support the region transit system. This system will cost approximately

\$304,320 annually to operate and administer. The projected deficit per ride for this alternative is \$.90. Monies obtained from the Iowa DOT and local governments will be used to offset the system deficit.

Table VIb illustrates the service standard and alternative refinements for Mason City Public Transit. Mason City Public Transit provides fixed route service on six routes within the City. As in the service standard and alternative refinements for the region (Table VIa), there are significant differences between the 1977 and 1978 service standards.

The total ridership service standard was raised by 11,000. This change was made to better reflect projected ridership based on the current ridership experience and estimated attainable increases.

The area served standard in Mason City was increased by 15% to 90%. This figure represents the percentage of the developed portion of the City which is presently being served and will be served in the future.

Based on the current amount of fare and donation revenue received per public transit rider in Masin City, the farebox revenue service standard was changed to \$35,625. In addition, the contract revenue standard was reduced to \$11,875, again based on extrapolations from present experience.

The number of vehicles in service was reduced from five to four. This change will permit one transit vehicle to be available for every two transit routes with one vehicle in reserve as a back-up. The figure for annual vehicle miles was also modified. This

Table VIb

SERVICE STANDARD AND ALTERNATIVE REFINEMENTS
FOR MASON CITY PUBLIC TRANSIT

	1977 Service Standards	1977 Selected Alternative	1978 Modifications or Refinements in Service Standards	1978 Refined Selected Alternative
<u>Total Rides:</u>	84,000	120,000	95,000	100,000
<u>Rides by Type:</u>				
Elderly	54,000	78,000	47,500	50,000
Non-Elderly Handicapped	1,200	6,000	4,750	5,000
Other	28,800	36,000	42,750	45,000
<u>Area Served:</u>	75 % of the city	100% of the city	90% of the city	90% of the city
<u>Revenue:</u>				
Farebox Revenue*	\$29,400	\$60,000	\$35,625	\$37,500
Contract Revenue**	18,000	20,400	11,875	12,500
Total Revenue	\$47,400	\$80,400	\$47,500	\$50,000
<u>Operations:</u>				
Vehicles in Service	5	5	4	4
Vehicle Miles	1,560,000	1,200,000	120,000	112,500
<u>Operating Costs:</u>				
Running Costs	\$18,000	\$12,600	\$ 90,000	\$ 93,000
Administrative Costs	66,000	80,700	30,000	28,000
Total Operating Costs	\$84,000	\$93,300	\$120,000	\$121,000
<u>Annualized Capital Costs:</u>				
Vehicles (including radios)	\$ 5,400	\$ 3,600	\$ 20,000	\$ 20,000
Structures	4,800	4,800	---	---
Total	\$10,200	\$ 8,400	\$ 20,000	\$ 20,000
<u>Total Operating and Annualized Capital Costs:</u>	\$94,200	\$101,700	\$140,000	\$141,000
<u>Deficit:</u>				
Deficit Per Ride	\$0.58	\$ 0.18	\$ 0.97	\$ 0.91

* Includes elderly ticket donation revenue and regular passenger fares.

** Includes projected contract revenue from the Area Agency on Aging (Title III and Title VII).

service standard was lowered from 1,560,000 miles to 120,000 miles. The new vehicle miles standard is a more realistic figure, considering the fact that even fewer vehicle miles of service are now being provided. Also, a city the size of Mason City would be unable to support the original vehicle miles standard.

The total operating cost standard was increased to \$120,000 annually. Running costs were raised to \$90,000 to cover projected costs for drivers' wages, an operation manager's salary, fuel, maintenance, insurance and other associated costs. In FY 78, the cost of operating Mason City's public transit system was over four times the original 1977 service standard. The administrative cost standard was reduced to \$30,000. This figure represents the cost of salaries for an administrator and secretary/bookkeeper, office space rental, supplies, and other administrative costs.

Annualized capital costs were raised from \$10,200 to \$20,000. The \$20,000 figure represents the annualized cost of four new vehicles. Structure costs were eliminated.

The total operating and annualized capital cost standard was set at \$140,000. It is felt that this figure more accurately represents the actual operating and annualized capital costs which will be incurred by an upgraded Mason City public transit system.

These changes in revenue and cost standards approximately double the annual deficit. However, this is a more realistic figure, based on past experience and future projections. The associated deficit per ride standard is \$.97.

Under the 1978 selected alternative, an estimated 100,000

passengers will be transported at an annual cost of \$121,000. These riders will generate approximately \$50,000 in farebox and contract revenue. If the annualized cost of a new fleet of vehicles is included, the projected system deficit will total \$91,000 or \$.91 per ride. Financial assistance from the Iowa DOT and the City of Mason City will be used to cover this deficit.

Implementation of the Five-Year Program

Steps taken by NIACOG toward implementation of the five-year program outlined in the 1977 RTDP are shown in Table VII. As is indicated by the table, progress has been made by NIACOG in fulfilling the elements of Regions II'S Transit Development Program.

Table VII

IMPLEMENTATION OF THE FIVE YEAR PROGRAM

(Accomplishments made between July 1, 1977 and June 30, 1978)

Steps initiated on the part of the Planning Agency toward implementation	Tangible results made on implementation
<p>1. The North Iowa Area Council of Governments assumed the role of the single administrative agency for the provision of public transportation services in Region II. Transit providers operating within the region were encouraged to consolidate their administrative activities in the single administrative agency. NIACOG administered and implemented an elderly rider subsidy program.</p>	<p>1. NIACOG has entered into contractual agreements with the following transit providers and jurisdictions to subsidize elderly riders.</p> <ul style="list-style-type: none"> A. <u>Public Transit, Inc.</u> has contracted to provide reduced fare service to persons 60 and older in Mason City who are within walking distance of a bus route. B. <u>Yellow Cab Company</u> has contracted to provide reduced fare service to elderly persons in Mason City who do not live within walking distance of a bus route or who are physically unable to utilize Public Transit. C. <u>The Easter Seals Society</u> has contracted to provide transit service in Mason City and Cerro Gordo County to physically handicapped persons aged 60 and older who require a specialized vehicle (lift or ramp equipped). D. <u>Franklin County</u> receives financial assistance from NIACOG to support the provision of transit services to the elderly and general public within Franklin County and the delivery of meals for the Meals-on-Wheels Program. Franklin County subcontracts with Public Transit, Inc. to provide the services.

Table VII
(continued)

IMPLEMENTATION OF THE FIVE YEAR PROGRAM

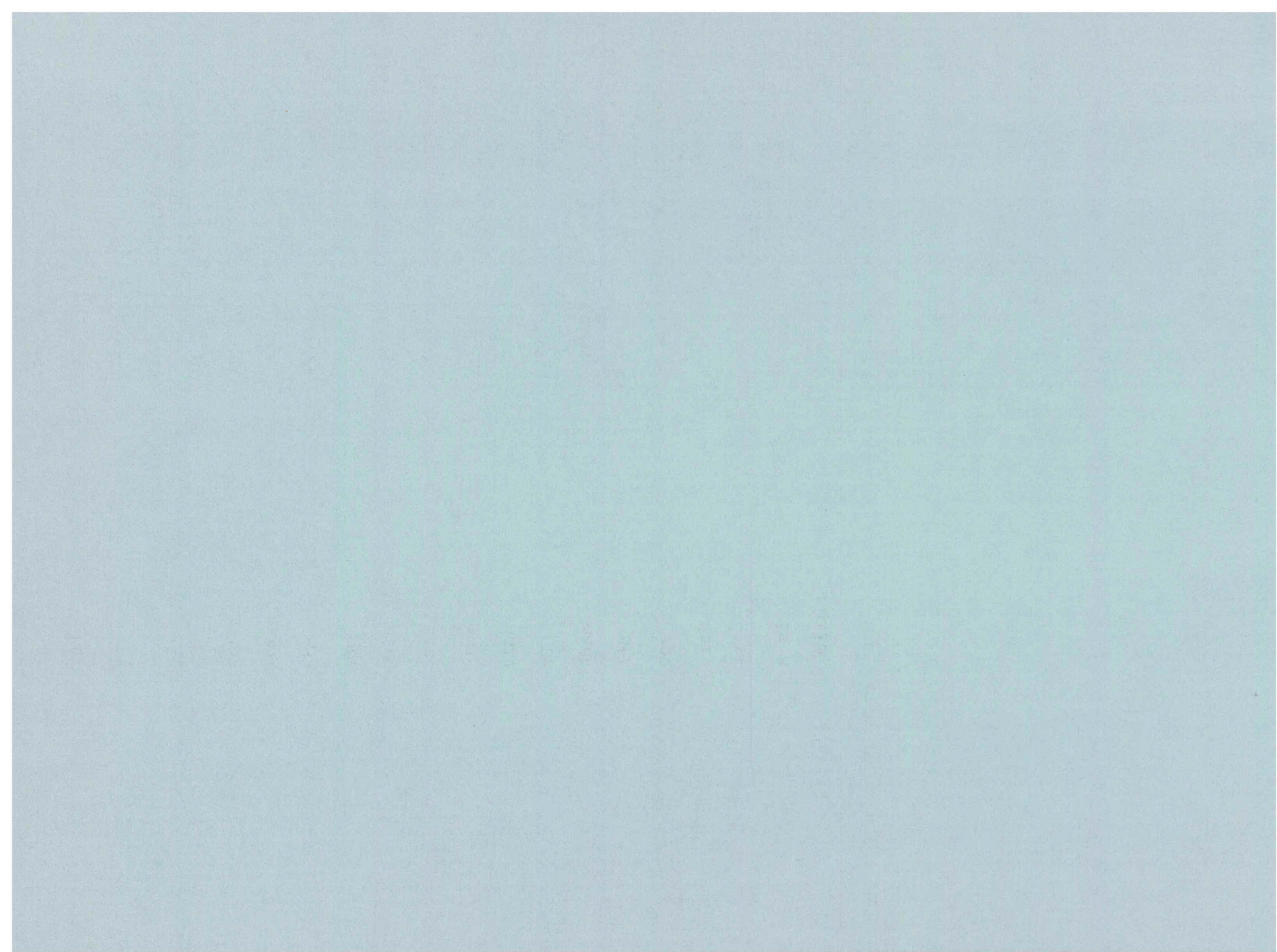
(Accomplishments made between July 1, 1977 and June 30, 1978)

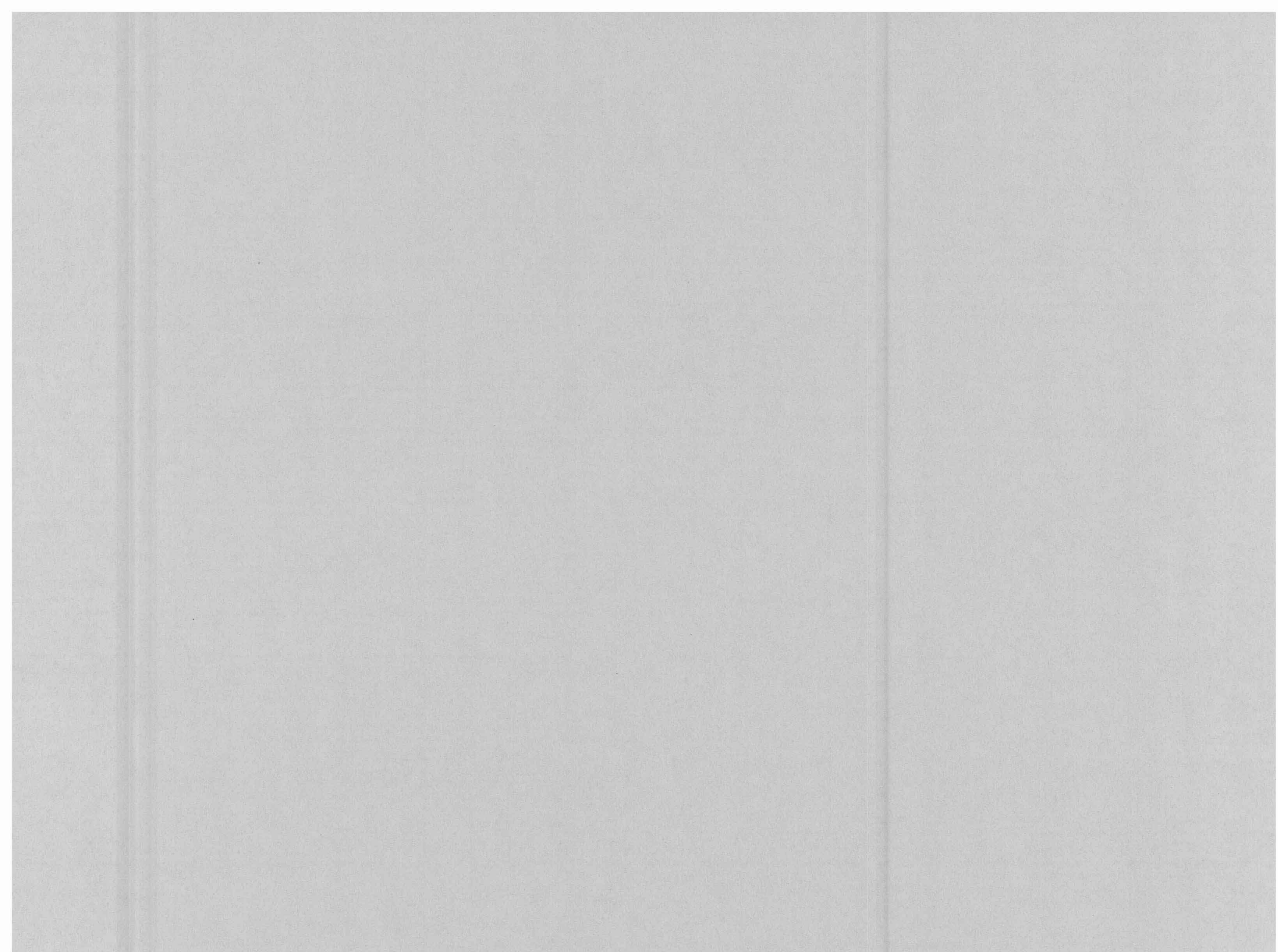
Steps initiated on the part of the Planning Agency toward implementation	Tangible results made on implementation
<p>2. NIACOG contracted with Admark, an advertising and marketing firm, to develop a marketing program for transit services within Region II.</p>	<p>E. <u>The City of Charles City</u> receives financial aid from NIACOG to subsidize rides for persons aged 60 and over in Charles City. C and D Taxi contracts to provide the actual service.</p> <p>F. <u>The City of Forest City</u> receives assistance from NIACOG to provide reduced fare taxi service for elderly persons in Forest City. Forest City Taxi provides the service.</p> <p>2. Marketing materials to be developed by Admark included the following: a regional transit system logo, vehicle decals with system logo, schedules and information brochures, counter display cards, standard newspapers ads, T.V. ads, and a new ticket design.</p>

Conclusion

The North Iowa Area Council of Governments has assumed the role of the single administrative agency for the provision of transportation services in Region II. This consolidation and coordination will have a positive effect on the transit operations within the region by providing for more efficient use of existing and future resources, eliminating duplication of service and reducing administrative duplication and its costs. NIACOG will be responsible for the following administrative activities: budget preparation, record keeping, system marketing, planning, contract and grant administration, overall system management, and monitoring and evaluation.

The single administrative agency will permit the regional transit system to be more flexible in accommodating area transit needs and expanding service. Thus, service can be available when and where it is needed. It will also end the competition between service operators and jurisdictions for funds from various state and federal sources. Funding will be distributed in the most cost-effective manner. Use of the single administrative agency means that decisions made affecting transit service in Region II will meet federal, state, regional, and local objectives. Goals and objectives set forth in the 1977 and 1978 RTDP's must be followed in order to comply with the State Transit Plan. Transportation operations or projects that do not meet the 1977 and 1978 RTDP goals and objectives should not be approved for funding with public monies.





SECTION IV

Section IV

Revised Five-Year Program

The revised five-year program for Region II is reviewed in this section. This five-year budget program is based on accomplishments and modifications made in implementing the 1977 selected alternative. In the 1977 RTDP, the operating and capital program for the region was not broken down by individual transit service, but instead was presented as a single regional total. This 1978 Update provides the projected five-year operating and capital program for each individual paratransit/transit service that is programmed to participate in the North Iowa Area Regional Transit System (NIARTS) over the next five years.

Operational Forecast. Table VIII contains the projected operating program for various transit providers in Region II. Included in this table is operational information from the past year (FY 77), the present year (FY 78) and the four-year forecast (FY 79 through FY 82). These revenue projections are estimates and are likely to change in the future. Operating revenue data is not provided for those private non-profit providers who are not currently part of NIARTS as well as some of the proposed county transit services. They were omitted because it is unknown at this time when they will be incorporated into NIARTS.

Table VIII

FIVE YEAR OPERATING PROGRAM

Public Transit, Inc. (Mason City)

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)	
Maintenance of existing service (also contract to provide reduced fare service to elderly in Mason City)	Fixed route bus service		4, 9	Ticket donations	\$ 7,098	\$ 5,873	\$ 6,090	\$ 8,280	\$ 12,500	\$ 12,500	\$ 45,243	
				Fares	10,779	9,128	13,000	17,000	25,000	25,000	89,128	
				AAA	8,412	6,782	8,410	9,720	12,500	12,500	49,912	
				Local	18,000	18,000	28,603	35,000	35,500	35,500	152,603	
				Iowa DOT	24,191	19,360	28,603	35,000	35,500	35,500	153,963	
				Advertising income	4,232	2,355	4,000					6,355
				Unfunded deficit		28,059						
Total					\$72,712	\$89,557	\$88,706	\$105,000	\$121,000	\$121,000	\$525,263	

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TYPE OF WORK

Work Code Operational

- 1 New Route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially, leading to construction)

Work Code Operational

- 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 Other special projects

Table VIII

FIVE YEAR OPERATING PROGRAM

Franklin County Transit Service

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Maintenance of existing service in Hampton and Franklin County	Hampton: Demand-response service Franklin County: 24 hour advanced reservation service		4	Fares/donations	\$ 1,000	\$ 1,306	\$ 1,620	\$ 1,620	\$ 1,620	\$ 1,620	\$ 7,786
				Local	13,075	15,812	13,436	13,436	13,436	13,436	69,556
				AAA	1,000		2,000	2,000	2,000	2,000	8,000
				Iowa DOT		11,374	11,436	11,436	11,436	11,436	57,118
				Total	\$15,075	\$28,492	\$28,492	\$28,492	\$28,492	\$28,492	\$142,460

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TYPE OF WORK

Work Code Operational

- 1 New Route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially, leading to construction)

Work Code Operational

- 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 Other special projects

Table VIII

FIVE YEAR OPERATING PROGRAM

Mitchell County Transit Service

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Maintenance of existing service in Osage and Mitchell County	Osage: Demand-response service Mitchell County: 24 hour advanced reservation service		4	Ticket donations	\$ 1,345	\$ 1,427	\$ 1,620	\$ 1,620	\$ 1,620	\$ 1,620	\$ 7,907
				Local	4,000	4,443	5,190	5,190	5,190	5,190	25,203
				AAA		1,708	1,500	1,500	1,500	1,500	7,708
				Iowa DOT CETA	4,827	3,450	3,690	3,690	3,690	3,690	18,210
				Total	\$10,172	\$11,028	\$12,000	\$12,000	\$12,000	\$12,000	\$59,028

TYPE OF WORK

Work Code Operational

- 1 New Route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially, leading to construction)

Work Code Operational

- 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 Other special projects

Table VIII

FIVE YEAR OPERATING PROGRAM

Hancock County Transit Service

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Volunteer driver mileage reimbursement demonstration project to transport elderly & handicapped (6 month trial demonstration project)*	24 hour advanced reservation service and demand response service		9	Ticket donations			\$ 900				\$ 900
				Local			800				800
				AAA			50				50
				Iowa DOT			750				750
				Total			\$ 2,500				

TYPE OF WORK

Work Code Operational

- 1 New Route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially, leading to construction)

Work Code Operational

- 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 Other special projects

*This proposed project is currently being discussed and evaluated as to its feasibility. If implemented, it would probably begin in January 1979.

Table VIII

FIVE YEAR OPERATING PROGRAM

Winnebago County Transit Service

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Volunteer driver, mileage reimbursement demonstration project to transport elderly & handicapped (6 month trial demonstration project)*	24 hour advanced reservation service and demand-response service		9	Ticket donations			\$ 900				\$ 900
				Local			800				800
				AAA			50				50
				Iowa DOT			750				750
				Total						\$ 2,500	

74

Work Code Operational

Work Code Operational

- 1 New Route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially, leading to construction)

- 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 Other special projects

*This proposed project is currently being discussed and evaluated as to its feasibility. If implemented, it would probably begin in January 1979.

Table VIII

FIVE YEAR OPERATING PROGRAM

Easter Seal Society

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Contracts to provide reduced fare service to the elderly handicapped in Mason City and Cerro Gordo County	Mason City: Demand-response service Cerro Gordo County: 24 hour advanced reservation service		9	Ticket donations		\$ 250	\$ 300	\$ 300	\$ 300	\$ 300	\$ 1,450
				AAA		5,237	4,700	4,700	4,700	4,700	24,037
				Iowa DOT			1,000	1,000	1,000	1,000	4,000
<u>TYPE OF WORK</u>					Total	\$ 5,487	\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,000	\$29,487

75

Work Code Operational

- 1 New Route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially, leading to construction)

Work Code Operational

- 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 Other special projects

Table VIII

FIVE YEAR OPERATING PROGRAM

C & D Taxi Service (Charles City)

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Contracts to provide reduced fare service to the elderly in Charles City	Demand-response service		9	Ticket donations	\$ 4,169	\$ 4,316	\$ 4,810	\$ 4,810	\$ 4,810	\$ 4,810	\$23,556
				Local	3,880	5,585	7,345	7,345	7,345	7,345	34,965
				AAA		2,054	1,000	1,000	1,000	1,000	6,054
				Iowa DOT	2,800	4,062	6,345	6,345	6,345	6,345	29,442
<u>TYPE OF WORK</u>				Total	\$10,849	\$16,017	\$19,500	\$19,500	\$19,500	\$19,500	\$94,017

Work Code Operational

1 New Route

2 Additional service hours or days

3 Route extensions and modifications

4 General system operations (existing system)

5 Engineering and design (especially, leading to construction)

Work Code Operational

6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)

7 Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)

8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)

9 Other special projects

Table VIII

FIVE YEAR OPERATING PROGRAM

Forest City Taxi Service

Project Title	Termini (general description)	Length or Equipment	Type of Work	Funding Source	Past Year FY 77	Present Year (Annual Element) FY 78	Year 1 FY 79	Year 2 FY 80	Year 3 FY 81	Year 4 FY 82	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Contracts to provide reduced fares to the elderly in Forest City	Demand-response service		9	Ticket donations		\$ 1,057	\$ 1,480	\$ 1,480	\$ 1,480	\$ 1,480	\$ 6,977
				Local		1,186	1,260	1,260	1,260	1,260	6,226
				AAA		439	400	400	400	400	2,039
				Iowa DOT		461	860	860	860	860	3,901
				Total		\$ 3,143	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000	\$19,143

TYPE OF WORK

Work Code Operational

- 1 New Route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially, leading to construction)

Work Code Operational

- 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 Other special projects

Table VIII

FIVE YEAR OPERATING PROGRAM

Yellow Cab Co. (Mason City)

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Contracts to provide reduced fare service to the elderly in Mason City	Demand-response service		9	Ticket donations		\$ 519	\$ 600	\$ 600	\$ 600	\$ 600	\$ 2,919
				AAA		1,959	3,650	3,650	3,650	3,650	16,559
<u>TYPE OF WORK</u>					Total	\$ 2,478	\$ 4,250	\$ 4,250	\$ 4,250	\$ 4,250	\$19,478

78

Work Code Operational

- 1 New Route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially, leading to construction)

Work Code Operational

- 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 Other special projects

Table VIII

FIVE YEAR OPERATING PROGRAM

Lake Cab Co. (Clear Lake)

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Contracts to provide reduced service to the elderly in Clear Lake	Demand-response service		9	Ticket donations			\$ 2,220	\$ 2,220	\$ 2,220	\$ 2,220	\$ 8,880
				Local			3,390	3,390	3,390	3,390	13,560
				AAA			450	450	450	450	1,800
				Iowa DOT			2,940	2,940	2,940	2,940	11,760
				Total			\$ 9,000	\$ 9,000	\$ 9,000	\$ 9,000	\$36,000

TYPE OF WORKWork Code Operational

- 1 New Route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially, leading to construction)

Work Code Operational

- 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 Other special projects

Table VIII

FIVE YEAR OPERATING PROGRAM

Algona Transit Service

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Contracts to provide reduced fare service to the elderly in Algona	Demand-response service		9	Ticket donations			\$ 1,850	\$ 1,850	\$ 1,850	\$ 1,850	\$ 7,400
				Local			1,575	1,575	1,575	1,575	6,300
				AAA			100	100	100	100	400
				Iowa DOT			1,475	1,475	1,475	1,475	5,900
				Total			\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$20,000

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TYPE OF WORK

Work Code Operational

- 1 New Route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially, leading to construction)

Work Code Operational

- 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 Other special projects

Capital Purchase Forecast. The projected capital program for transit/paratransit operations in Region II is illustrated in Table IX. This table includes capital equipment information from FY 77 through FY 82. It should be remembered that these figures represent current projections and are subject to change. NIACOG/NIARTS will hold title to the newly purchased vehicles (except the replacement buses for Mason City transit which will be owned by the city) and will in turn lease these vehicles to various operators in the region. Some capital purchases are currently programmed for private non-profit providers and private operators not now under NIARTS as well as certain proposed county transit services. These operators would be expected to join the regional system in order to be eligible to lease these vehicles from NIACOG/NIARTS.

Table IX
FIVE YEAR CAPITAL PROGRAM

Public Transit, Inc. (Mason City)

Project Title	Termini (general description)	Length or Equipment	Type of Work	Funding Source	Past Year FY 77	Present Year (Annual Element) FY 78	Year 1 FY 79	Year 2 FY 80	Year 3 FY 81	Year 4 FY 82	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Fleet Replacement	Replace old vehicles	4 lift & radio equipped small buses	11, 18	UMTA Sec3 Iowa DOT Local			\$ 83,994 10,499 10,499				\$ 83,994 10,499 10,499
<u>TYPE OF WORK</u>				Total			\$104,992				\$104,992

Work Code Capital

- | | | | | | | | |
|----|--|----|---|----|--|----|----------------------------------|
| 11 | Vehicle-Passenger carrier (purchase) | 14 | Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.) | 17 | Other Vehicle equipment (purchase and installation, as required) | 22 | Fare Collection Equipment |
| 12 | Vehicle-Non-Passenger carrier | | Passenger amenity facilities | 18 | Radios | 23 | Other |
| 13 | Construction of new garage and maintenance facilities (buildings, major additions, etc.) | 15 | Bus stop signs | 19 | Radio Base Station | 24 | Office & maintenance equipment |
| | | 16 | Bus stop shelters | 20 | Spare parts | 25 | Land or right-of-way acquisition |
| | | | | 21 | Handicapped assistance equipment | 26 | Other |

Table IX
 FIVE YEAR CAPITAL PROGRAM
 Franklin County Transit Service

Project Title	Termini (general description)	Length or Equipment	Type of Work	Funding Source	Past Year FY 77	Present Year (Annual Element) FY 78	Year 1 FY 79	Year 2 FY 80	Year 3 FY 81	Year 4 FY 82	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Fleet Replacement	Replace old vehicle	1 lift & radio-equipped small bus	11, 18	UMTA Sec3 Iowa DOT Local			\$17,600 2,200 2,200				\$17,600 2,200 2,200
Fleet Expansion	Addition of one vehicle	1 lift & radio-equipped small bus	11, 18	UMTA Sec3 Iowa DOT Local				\$18,832 2,354 2,354			18,832 2,354 2,354
<u>TYPE OF WORK</u>				Total			\$22,000	\$23,540			\$45,540

Work Code Capital

- | | | | |
|--|---|--|--|
| 11 Vehicle-Passenger carrier (purchase) | 14 Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.) | 17 Other Vehicle equipment (purchase and installation, as required) | 22 Fare Collection Equipment |
| 12 Vehicle-Non-Passenger carrier | 15 Passenger amenity facilities | 18 Radios | 23 Other |
| 13 Construction of new garage and maintenance facilities (buildings, major additions, etc.) | 16 Bus stop signs | 19 Radio Base Station | 24 Office & maintenance equipment |
| | 16 Bus stop shelters | 20 Spare parts | 25 Land or right-of-way acquisition |
| | | 21 Handicapped assistance equipment | 26 Other |

Table IX

FIVE YEAR CAPITAL PROGRAM

Mitchell County Transit Service

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Fleet Replacement	Replace old vehicle	1 lift & radio-equipped small bus	11, 18	AAA-Title III	\$5,400						
Fleet Expansion	Addition of one vehicle	1 lift & radio-equipped small bus	11, 18	UMTA Sec3 Iowa DOT Local			\$17,600 2,200 2,200				\$17,600 2,200 2,200
TYPE OF WORK				Total	\$5,400		\$22,000				\$22,000

84

TYPE OF WORK

Work Code Capital

- | | | | | | | | |
|----|--|----|---|----|--|----|----------------------------------|
| 11 | Vehicle-Passenger carrier (purchase) | 14 | Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.) | 17 | Other Vehicle equipment (purchase and installation, as required) | 22 | Fare Collection Equipment |
| 12 | Vehicle-Non-Passenger carrier | 15 | Passenger amenity facilities | 18 | Radios | 23 | Other |
| 13 | Construction of new garage and maintenance facilities (buildings, major additions, etc.) | 16 | Bus stop signs | 19 | Radio Base Station | 24 | Office & maintenance equipment |
| | | | Bus stop shelters | 20 | Spare parts | 25 | Land or right-of-way acquisition |
| | | | | 21 | Handicapped assistance equipment | 26 | Other |

Table IX

FIVE YEAR CAPITAL PROGRAM

Hancock County Transit Service

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Fleet Expansion	Addition of one vehicle	1 lift & radio-equipped small bus	11, 18	UMTA Sec3 Iowa DOT Local				\$18,832 2,354 2,354			\$18,832 2,354 2,354
<u>TYPE OF WORK</u>					Total			\$23,540			\$23,540

Work Code Capital

- | | | | | | | | |
|----|--|----|---|----|--|----|----------------------------------|
| 11 | Vehicle-Passenger carrier (purchase) | 14 | Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.) | 17 | Other Vehicle equipment (purchase and installation, as required) | 22 | Fare Collection Equipment |
| 12 | Vehicle-Non-Passenger carrier | 15 | Passenger amenity facilities | 18 | Radios | 23 | Other |
| 13 | Construction of new garage and maintenance facilities (buildings, major additions, etc.) | 16 | Bus stop signs | 19 | Radio Base Station | 24 | Office & maintenance equipment |
| | | | Bus stop shelters | 20 | Spare parts | 25 | Land or right-of-way acquisition |
| | | | | 21 | Handicapped assistance equipment | 26 | Other |

Table IX

FIVE YEAR CAPITAL PROGRAM

Winnebago County Transit Service

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Fleet Expansion	Addition of one vehicle	1 lift & radio-equipped small bus	11, 18	UMTA Sec3 Iowa DOT Local				\$18,832 2,354 2,354			\$18,832 2,354 2,354
<u>TYPE OF WORK</u>				Total				\$23,540			\$23,540

Work Code Capital

- | | | | | | | | |
|----|--|----|---|----|--|----|----------------------------------|
| 11 | Vehicle-Passenger carrier (purchase) | 14 | Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.) | 17 | Other Vehicle equipment (purchase and installation, as required) | 22 | Fare Collection Equipment |
| 12 | Vehicle-Non-Passenger carrier | 15 | Passenger amenity facilities | 18 | Radios | 23 | Other |
| 13 | Construction of new garage and maintenance facilities (buildings, major additions, etc.) | 16 | Bus stop signs | 19 | Radio Base Station | 24 | Office & maintenance equipment |
| | | | Bus stop shelters | 20 | Spare parts | 25 | Land or right-of-way acquisition |
| | | | | 21 | Handicapped assistance equipment | 26 | Other |

Table IX

FIVE YEAR CAPITAL PROGRAM

Cerro Gordo County Transit Service

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Fleet Expansion	Addition of one vehicle	1 lift & radio-equipped small bus	11, 18	UMTA Sec3 Iowa DOT Local					\$20,150 2,519 2,519		\$20,150 2,519 2,519
<u>TYPE OF WORK</u>				Total					\$25,188		\$25,188

Work Code Capital

- | | | | |
|---|--|---|-------------------------------------|
| 11 Vehicle-Passenger carrier (purchase) | 14 Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.) | 17 Other Vehicle equipment (purchase and installation, as required) | 22 Fare Collection Equipment |
| 12 Vehicle-Non-Passenger carrier | 15 Passenger amenity facilities | 18 Radios | 23 Other |
| 13 Construction of new garage and maintenance facilities (buildings, major additions, etc.) | 16 Bus stop signs | 19 Radio Base Station | 24 Office & maintenance equipment |
| | 16 Bus stop shelters | 20 Spare parts | 25 Land or right-of-way acquisition |
| | | 21 Handicapped assistance equipment | 26 Other |

Table IX

FIVE YEAR CAPITAL PROGRAM

Floyd County Transit Service

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Fleet Expansion	Addition of one vehicle	1 lift & radio-equipped small bus	11,18	UMTA Sec3 Iowa DOT Local					\$20,150 2,519 2,519		\$20,150 2,519 2,519
TYPE OF WORK				Total					\$25,188		\$25,188

Work Code Capital

- | | | | | | | | |
|----|--|----|---|----|--|----|----------------------------------|
| 11 | Vehicle-Passenger carrier (purchase) | 14 | Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.) | 17 | Other Vehicle equipment (purchase and installation, as required) | 22 | Fare Collection Equipment |
| 12 | Vehicle-Non-Passenger carrier | 15 | Passenger amenity facilities | 18 | Radios | 23 | Other |
| 13 | Construction of new garage and maintenance facilities (buildings, major additions, etc.) | 16 | Bus stop signs | 19 | Radio Base Station | 24 | Office & maintenance equipment |
| | | | Bus stop shelters | 20 | Spare parts | 25 | Land or right-of-way acquisition |
| | | | | 21 | Handicapped assistance equipment | 26 | Other |

Table IX

FIVE YEAR CAPITAL PROGRAM

Kossuth County Transit Service

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Fleet Expansion	Addition of two vehicles	2 lift & radio-equipped small buses	11, 18	UMTA Sec3 Iowa DOT Local					\$40,301 5,037 5,038		\$40,301 5,037 5,038
<u>TYPE OF WORK</u>				Total					\$50,376		\$50,376

Work Code Capital

- | | | | | | | | |
|----|--|----|---|----|--|----|----------------------------------|
| 11 | Vehicle-Passenger carrier (purchase) | 14 | Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.) | 17 | Other Vehicle equipment (purchase and installation, as required) | 22 | Fare Collection Equipment |
| 12 | Vehicle-Non-Passenger carrier | | Passenger amenity facilities | 18 | Radios | 23 | Other |
| 13 | Construction of new garage and maintenance facilities (buildings, major additions, etc.) | 15 | Bus stop signs | 19 | Radio Base Station | 24 | Office & maintenance equipment |
| | | 16 | Bus stop shelters | 20 | Spare parts | 25 | Land or right-of-way acquisition |
| | | | | 21 | Handicapped assistance equipment | 26 | Other |

Table IX
FIVE YEAR CAPITAL PROGRAM

Worth County Transit Service

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Fleet Expansion	Addition of one vehicle	1 lift & radio-eq- quipped small bus	11, 18	UMTA Sec3 Iowa DOT Local					\$20,150 2,519 2,519		\$20,150 2,519 2,519
<u>TYPE OF WORK</u>				Total					\$25,188		\$25,188

Work Code Capital

- | | | | |
|--|---|--|--|
| 11 Vehicle-Passenger carrier (purchase) | 14 Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.) | 17 Other Vehicle equipment (purchase and installation, as required) | 22 Fare Collection Equipment |
| 12 Vehicle-Non-Passenger carrier | 15 Passenger amenity facilities | 18 Radios | 23 Other |
| 13 Construction of new garage and maintenance facilities (buildings, major additions, etc.) | 16 Bus stop signs | 19 Radio Base Station | 24 Office & maintenance equipment |
| | 16 Bus stop shelters | 20 Spare parts | 25 Land or right-of-way acquisition |
| | | 21 Handicapped assistance equipment | 26 Other |

Table IX
FIVE YEAR CAPITAL PROGRAM

Easter Seal Society

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Fleet Expansion	Addition of one vehicle	1 lift & radio-equipped small bus	11, 18	UMTA Sec3 Iowa DOT Local			\$ 17,600 2,200 2,200				\$ 17,600 2,200 2,200
Fleet Replacement	Replace old vehicle	1 lift & radio-equipped small bus	11, 18	UMTA Sec3 Iowa DOT Local			17,600 2,200 2,200				17,600 2,200 2,200
<u>TYPE OF WORK</u>				Total			\$ 44,000				\$ 44,000

Work Code Capital

- | | | |
|--|---|--|
| 11 Vehicle-Passenger carrier (purchase) | 14 Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.) | 17 Other Vehicle equipment (purchase and installation, as required) |
| 12 Vehicle-Non-Passenger carrier | 15 Bus stop signs | 18 Radios |
| 13 Construction of new garage and maintenance facilities (buildings, major additions, etc.) | 16 Bus stop shelters | 19 Radio Base Station |
| | | 20 Spare parts |
| | | 21 Handicapped assistance equipment |
| | | 22 Fare Collection Equipment |
| | | 23 Other |
| | | 24 Office & maintenance equipment |
| | | 25 Land or right-of-way acquisition |
| | | 26 Other |

Table IX
FIVE YEAR CAPITAL PROGRAM

Comprehensive Systems, Inc.

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Fleet Replacement	Replace old vehicles	2 lift & radio-equipped small buses	11, 18	UMTA Sec3 Iowa DOT Local			\$ 35,200 4,400 4,400				\$ 35,200 4,400 4,400
<u>TYPE OF WORK</u>							Total				\$ 44,000

Work Code Capital

- | | | | |
|--|---|--|--|
| 11 Vehicle-Passenger carrier (purchase) | 14 Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.) | 17 Other Vehicle equipment (purchase and installation, as required) | 22 Fare Collection Equipment |
| 12 Vehicle-Non-Passenger carrier | 15 Bus stop signs | 18 Radios | 23 Other |
| 13 Construction of new garage and maintenance facilities (buildings, major additions, etc.) | 16 Bus stop shelters | 19 Radio Base Station | 24 Office & maintenance equipment |
| | | 20 Spare parts | 25 Land or right-of-way acquisition |
| | | 21 Handicapped assistance equipment | 26 Other |

Table IX

FIVE YEAR CAPITAL PROGRAM

Winnebago Handicapped Services, Inc.

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Fleet Replacement	Replace old vehicle	1 lift & radio-eq- quipped small bus	11, 18	UMTA Sec3 Iowa DOT Local			\$17,600 2,200 2,200				\$17,600 2,200 2,200
Fleet Expansion	Addition of one vehicle	1 lift & radio eq- quipped small bus	11, 18	UMTA Sec3 Iowa DOT Local				\$18,832 2,354 2,354			18,832 2,354 2,354
<u>TYPE OF WORK</u>				Total			\$22,000	\$23,540			\$45,540

Work Code Capital

- | | | | | | | | | |
|----|--|----|---|-------------------|--|----------------------------------|--------------------------------|----------------------------------|
| 11 | Vehicle-Passenger carrier (purchase) | 14 | Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.) | 17 | Other Vehicle equipment (purchase and installation, as required) | 22 | Fare Collection Equipment | |
| 12 | Vehicle-Non-Passenger carrier | 15 | Passenger amenity facilities | 18 | Radios | 23 | Other | |
| 13 | Construction of new garage and maintenance facilities (buildings, major additions, etc.) | 16 | Bus stop signs | 19 | Radio Base Station | 24 | Office & maintenance equipment | |
| | | | 16 | Bus stop shelters | 20 | Spare parts | 25 | Land or right-of-way acquisition |
| | | | | | 21 | Handicapped assistance equipment | 26 | Other |

Table IX

FIVE YEAR CAPITAL PROGRAM

Exceptional Opportunities, Inc.

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Fleet Replacement	Replace old vehicle	1 lift & radio-equipped small bus	11, 18	UMTA Sec3 Iowa DOT Local				\$18,832 2,354 2,354			\$18,832 2,354 2,354
<u>TYPE OF WORK</u>				Total				\$23,540			\$23,540

94

Work Code Capital

- | | | | | | | | |
|----|--|----|---|----|--|----|----------------------------------|
| 11 | Vehicle-Passenger carrier (purchase) | 14 | Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.) | 17 | Other Vehicle equipment (purchase and installation, as required) | 22 | Fare Collection Equipment |
| 12 | Vehicle-Non-Passenger carrier | | Passenger amenity facilities | 18 | Radios | 23 | Other |
| 13 | Construction of new garage and maintenance facilities (buildings, major additions, etc.) | 15 | Bus stop signs | 19 | Radio Base Station | 24 | Office & maintenance equipment |
| | | 16 | Bus stop shelters | 20 | Spare parts | 25 | Land or right-of-way acquisition |
| | | | | 21 | Handicapped assistance equipment | 26 | Other |

Table IX

FIVE YEAR CAPITAL PROGRAM

Franklin County Work-Activity Center

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Fleet Expansion	Addition of one vehicle	1 lift & radio-equipped small bus	11, 18	UMTA Sec 3 Iowa DOT Local					\$20,150 2,519 2,519		\$20,150 2,519 2,519
<u>TYPE OF WORK</u>				Total					\$25,188		\$25,188

96

Work Code Capital

- | | | | | | | | |
|----|--|----|---|----|--|----|----------------------------------|
| 11 | Vehicle-Passenger carrier (purchase) | 14 | Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.) | 17 | Other Vehicle equipment (purchase and installation, as required) | 22 | Fare Collection Equipment |
| 12 | Vehicle-Non-Passenger carrier | | Passenger amenity facilities | 18 | Radios | 23 | Other |
| 13 | Construction of new garage and maintenance facilities (buildings, major additions, etc.) | 15 | Bus stop signs | 19 | Radio Base Station | 24 | Office & maintenance equipment |
| | | 16 | Bus stop shelters | 20 | Spare parts | 25 | Land or right-of-way acquisition |
| | | | | 21 | Handicapped assistance equipment | 26 | Other |

Table IX

FIVE YEAR CAPITAL PROGRAM

C & D Taxi Service (Charles City)

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Fleet Replacement	Replace old vehicle	1 lift & radio-equipped small bus	11, 18	UMTA Sec3 Iowa DOT Local					\$20,150 2,519 2,519		\$20,150 2,519 2,519
<u>TYPE OF WORK</u>				Total					\$25,188		\$25,188

96

Work Code Capital

- | | | | | | | | |
|----|--|----|---|----|--|----|----------------------------------|
| 11 | Vehicle-Passenger carrier (purchase) | 14 | Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.) | 17 | Other Vehicle equipment (purchase and installation, as required) | 22 | Fare Collection Equipment |
| 12 | Vehicle-Non-Passenger carrier | | Passenger amenity facilities | 18 | Radios | 23 | Other |
| 13 | Construction of new garage and maintenance facilities (buildings, major additions, etc.) | 15 | Bus stop signs | 19 | Radio Base Station | 24 | Office & maintenance equipment |
| | | 16 | Bus stop shelters | 20 | Spare parts | 25 | Land or right-of-way acquisition |
| | | | | 21 | Handicapped assistance equipment | 26 | Other |

Table IX
FIVE YEAR CAPITAL PROGRAM

Forest City Taxi Service

Project Title	Termini (general description)	Length or Equipment	Type of Work	Funding Source	Past Year FY 77	Present Year (Annual Element) FY 78	Year 1 FY 79	Year 2 FY 80	Year 3 FY 81	Year 4 FY 82	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Fleet Replacement	Replace old vehicle	1 lift & radio-equipped small bus	11, 18	UMTA Sec3 Iowa DOT Local					\$20,150 2,519 2,519		\$20,150 2,519 2,519
<u>TYPE OF WORK</u>				Total					\$25,188		\$25,188

Work Code Capital

- | | | | |
|--|---|--|--|
| 11 Vehicle-Passenger carrier (purchase) | 14 Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.) | 17 Other Vehicle equipment (purchase and installation, as required) | 22 Fare Collection Equipment |
| 12 Vehicle-Non-Passenger carrier | 15 Bus stop signs | 18 Radios | 23 Other |
| 13 Construction of new garage and maintenance facilities (buildings, major additions, etc.) | 16 Bus stop shelters | 19 Radio Base Station | 24 Office & maintenance equipment |
| | | 20 Spare parts | 25 Land or right-of-way acquisition |
| | | 21 Handicapped assistance equipment | 26 Other |

Table IX

FIVE YEAR CAPITAL PROGRAM

Yellow Cab Co. (Mason City)

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
None											
				Total							

TYPE OF WORK

Work Code Capital

- | | | | | | | | | |
|----|--|----|---|-------------------|--|----------------------------------|--------------------------------|----------------------------------|
| 11 | Vehicle-Passenger carrier (purchase) | 14 | Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.) | 17 | Other Vehicle equipment (purchase and installation, as required) | 22 | Fare Collection Equipment | |
| 12 | Vehicle-Non-Passenger carrier | 15 | Passenger amenity facilities | 18 | Radios | 23 | Other | |
| 13 | Construction of new garage and maintenance facilities (buildings, major additions, etc.) | 16 | Bus stop signs | 19 | Radio Base Station | 24 | Office & maintenance equipment | |
| | | | 16 | Bus stop shelters | 20 | Spare parts | 25 | Land or right-of-way acquisition |
| | | | | | 21 | Handicapped assistance equipment | 26 | Other |

Table IX

FIVE YEAR CAPITAL PROGRAM

Lake Cab Co. (Clear Lake)

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Fleet Replacement	Replace old vehicle	1 lift & radio-equipped small bus	11, 18	UMTA Sec3 Iowa DOT Local					\$20,150 2,519 2,519		\$20,150 2,519 2,519
<u>TYPE OF WORK</u>					Total				\$25,188		\$25,188

66

Work Code Capital

- | | | | | | | | |
|----|--|----|---|----|--|----|----------------------------------|
| 11 | Vehicle-Passenger carrier (purchase) | 14 | Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.) | 17 | Other Vehicle equipment (purchase and installation, as required) | 22 | Fare Collection Equipment |
| 12 | Vehicle-Non-Passenger carrier | 15 | Passenger amenity facilities | 18 | Radios | 23 | Other |
| 13 | Construction of new garage and maintenance facilities (buildings, major additions, etc.) | 16 | Bus stop signs | 19 | Radio Base Station | 24 | Office & maintenance equipment |
| | | | Bus stop shelters | 20 | Spare parts | 25 | Land or right-of-way acquisition |
| | | | | 21 | Handicapped assistance equipment | 26 | Other |

Table IX
FIVE YEAR CAPITAL PROGRAM

Algona Transit Service

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Fleet Replacement	Replace old vehicle	1 lift & radio-equipped small bus	11, 18	UMTA Sec3 Iowa DOT Local					\$20,150 2,519 2,519		\$20,150 2,519 2,519
				Total					\$25,188		\$25,188

TYPE OF WORK

Work Code Capital

- | | | | |
|--|---|--|--|
| 11 Vehicle-Passenger carrier (purchase) | 14 Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.) | 17 Other Vehicle equipment (purchase and installation, as required) | 22 Fare Collection Equipment |
| 12 Vehicle-Non-Passenger carrier | 15 Passenger amenity facilities | 18 Radios | 23 Other |
| 13 Construction of new garage and maintenance facilities (buildings, major additions, etc.) | 16 Bus stop signs | 19 Radio Base Station | 24 Office & maintenance equipment |
| | 16 Bus stop shelters | 20 Spare parts | 25 Land or right-of-way acquisition |
| | | 21 Handicapped assistance equipment | 26 Other |

001

Regional Totals - Operating. The regional totals for the projected five-year operating program are contained in Table X. Approximately \$156,202 in revenue was required to operate paratransit services in Region II and provide public transit in Mason City during FY 78. In FY 1979 about \$181,948 in projected revenue will be necessary to operate transit services. By FY 1980 approximately \$193,242 will be required. Almost \$209,242 in funding support will be needed to maintain programmed services in both FY 81 and FY 82.

Region II's five-year operating program is projected to cost \$949,876. Sources of revenue to finance this program will include: fares and ticket donations, local monies, Title III and Title VII grant funds from the Area Agency on Aging, Iowa DOT transit assistance and advertising income.

Table X

FIVE YEAR OPERATING PROGRAM

Regional Totals

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Maintenance of existing service and contracts to provide reduced fare service to the elderly	Fixed route, 24 hour advanced reservation service and demand-response service		4, 9	Ticket donations & fares	\$23,391	\$ 23,876	\$ 35,390	\$ 39,780	\$ 52,000	\$ 52,000	\$203,046
				Local	25,880	45,026	62,399	67,196	67,696	67,696	310,013
				AAA	8,412	18,179	22,310	23,520	26,300	26,300	116,609
				Iowa DOT	26,991	38,707	57,849	62,746	63,246	63,246	285,794
				CETA	4,827						
				Advertising income	4,232	2,355	4,000				6,355
				Unfunded deficit		28,059					28,059
<u>TYPE OF WORK</u>				Total	\$93,733	\$156,202	\$181,948	\$193,242	\$209,242	\$ 209,242	\$949,876

Work Code Operational
 1 New Route
 2 Additional service hours or days
 3 Route extensions and modifications
 4 General system operations (existing system)
 5 Engineering and design (especially, leading to construction)

Work Code Operational
 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
 7 Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)
 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
 9 Other special projects

Regional Totals - Capital. Table XI contains the regional totals for the five-year capital program for Region II. This five-year capital program (FY 78 - FY 82) is projected to cost \$628,572. Revenues to finance this capital program will include UMTA Section 3 funds (\$502,855), Iowa DOT assistance (\$62,858) and local monies (\$62,859).

During the past year (FY 77), one replacement van was purchased by the Mitchell County Transit Service. This van cost \$5,400. In FY 78, no new capital purchases were made.

Eleven lift and radio-equipped small buses are budgeted for purchase in FY 79. Two of these vehicles are programmed to aid in the expansion of existing transit service in the region. These two vehicles will cost \$44,000. The nine remaining small buses will replace worn out vehicles now in use. Of these nine vehicles, four are slated to replace vehicles now being used by Public Transit, Inc. of Mason City (Mason City Public Transit). The total cost of these nine replacement vehicles is projected at \$214,992.

In FY 80, five lift and radio-equipped small buses are scheduled to be purchased at a cost of \$117,700. One of these vehicles will be a replacement vehicle for an existing transit service, while the remaining four will be used to expand transit services. Two of the vehicles are planned to be used to initiate county-wide transit service to the elderly and handicapped and general public in Hancock and Winnebago Counties.

Special transit/paratransit services will continue to be expanded in FY 81 to those counties and areas within counties that presently lack service. Ten lift and radio-equipped small buses are expected to be purchased for approximately \$251,880. Six of

these vehicles will be used to expand transit services, and four will serve as replacement vehicles for older vehicles now being used. County-wide transit systems for the transportation disadvantaged and general public are expected to be initiated in Cerro Gordo, Worth, Floyd, and Kossuth Counties. Currently, public transit service in these four counties is limited primarily to the Cities of Mason City, Clear Lake, Charles City, and Algona.

There are no capital expenditures planned for FY 82 at the present time. However, this situation is expected to change as the needs of the region are further assessed.

Table XI
FIVE YEAR CAPITAL PROGRAM
Regional Totals

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Fleet Expansion	Addition of lift and radio-equipped vehicles	12 lift & radio equipped small buses	11, 18	UMTA Sec3 Iowa DOT Local			\$35,200 4,400 4,400	\$75,328 9,416 9,416	\$120,901 15,113 15,114		\$231,429 28,929 28,930
Fleet Replacement	Replace old vehicle	1 van	11	AAA - Title III	\$5,400						
Fleet Replacement	Replacement of old vehicles	10 lift & radio-equipped small buses	11,18	UMTA Sec3 Iowa DOT Local			88,000 11,000 11,000	18,832 2,354 2,354	80,600 10,076 10,076		187,432 23,430 23,430
<u>TYPE OF WORK</u>				Total	Continued on following page						

Work Code Capital

- | | | | |
|--|---|--|--|
| 11 Vehicle-Passenger carrier (purchase) | 14 Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.) | 17 Other Vehicle equipment (purchase and installation, as required) | 22 Fare Collection Equipment |
| 12 Vehicle-Non-Passenger carrier | 15 Passenger amenity facilities | 18 Radios | 23 Other |
| 13 Construction of new garage and maintenance facilities (buildings, major additions, etc.) | 16 Bus stop signs | 19 Radio Base Station | 24 Office & maintenance equipment |
| | 16 Bus stop shelters | 20 Spare parts | 25 Land or right-of-way acquisition |
| | | 21 Handicapped assistance equipment | 26 Other |

Table XI
FIVE YEAR CAPITAL PROGRAM

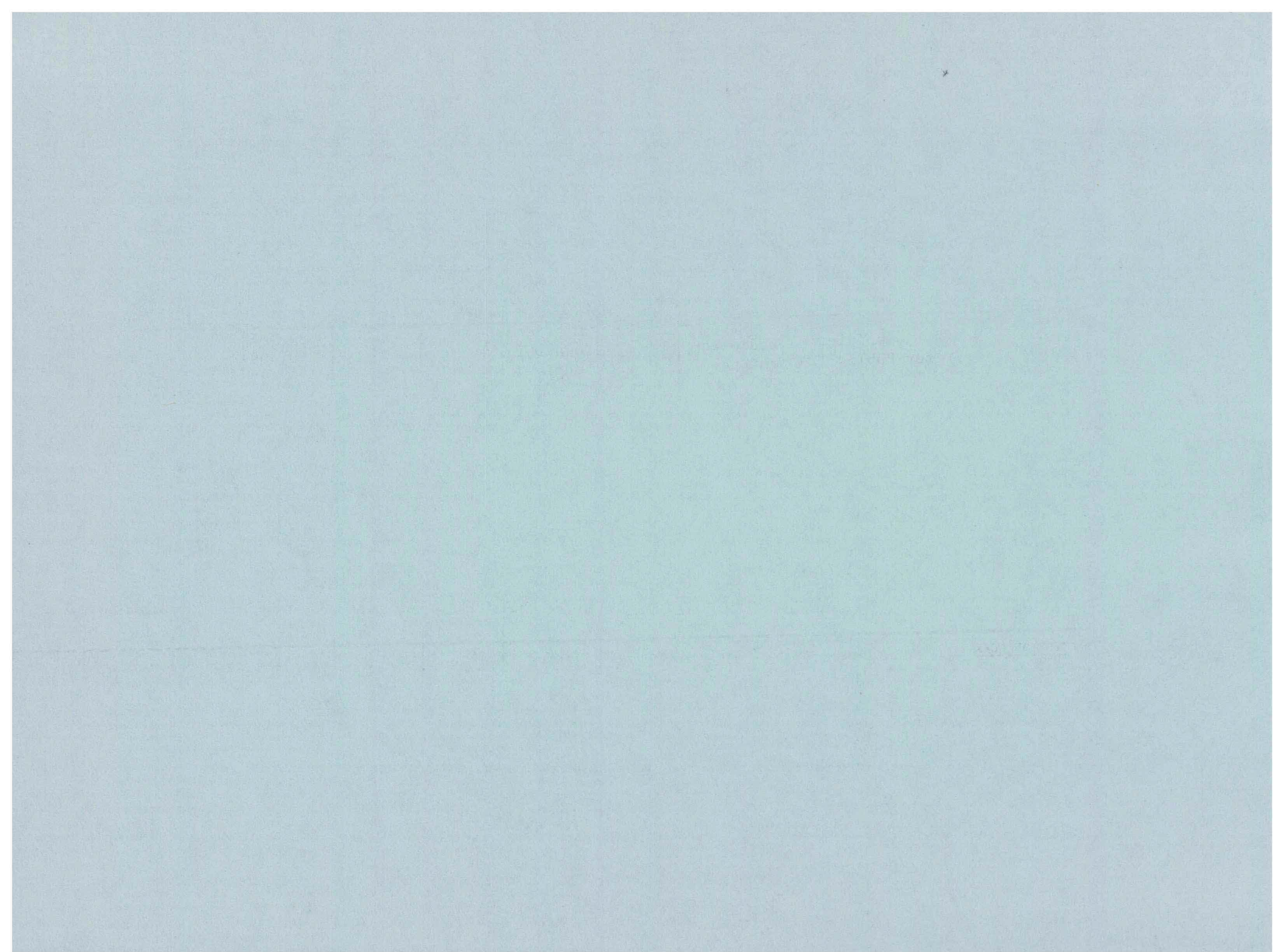
Regional Totals (continued)

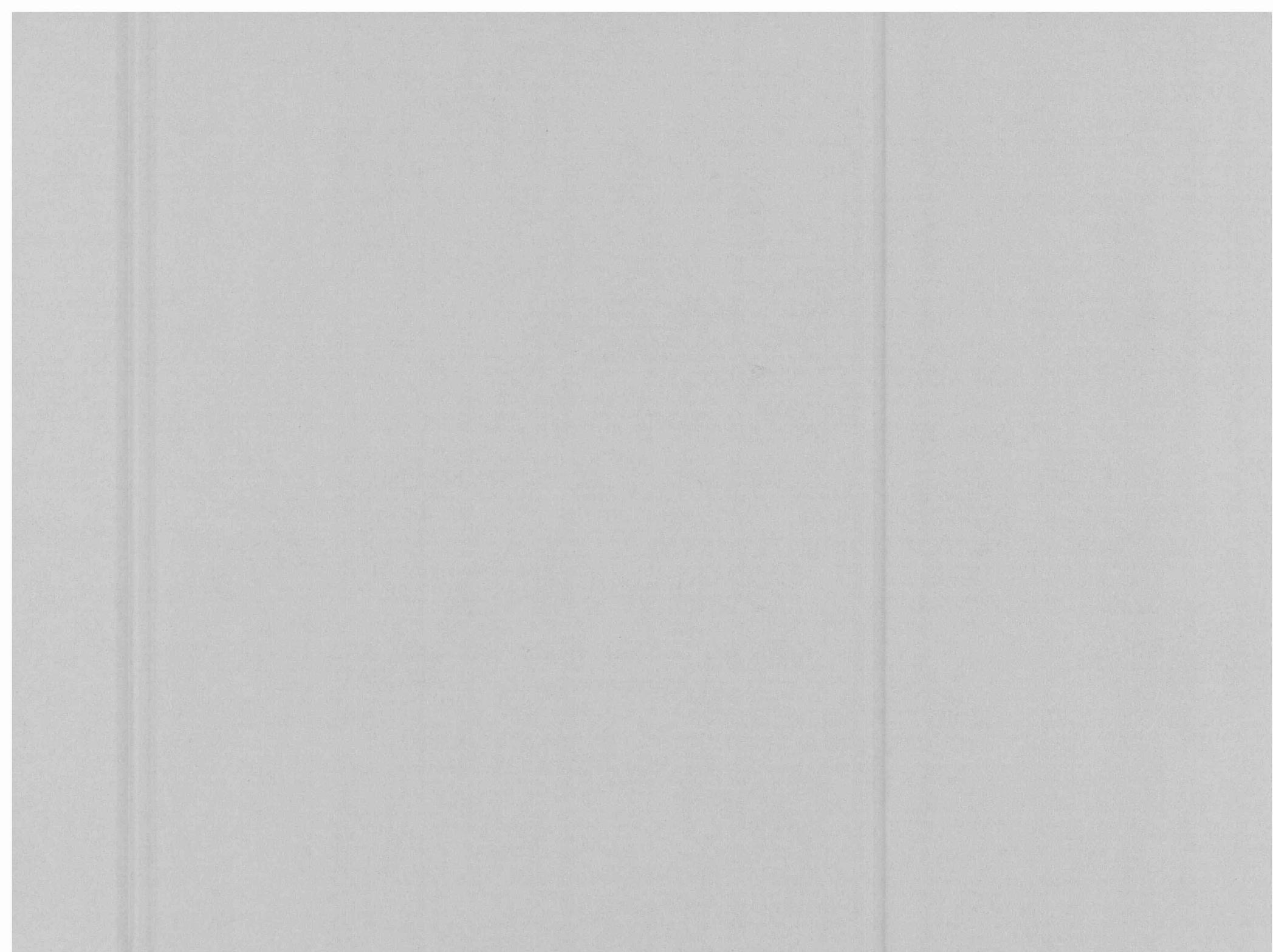
Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Fleet Replacement	Replacement of old vehicles for Public Transit, Inc. of Mason City	4 lift & radio-equipped small buses	11, 18	UMTA Sec 3 Iowa DOT Local			\$ 83,994 10,499 10,499				\$ 83,994 10,499 10,499
TYPE OF WORK					Total	\$5,400	\$258,992	\$117,700	\$251,880		\$628,572

TYPE OF WORK

Work Code Capital

- | | | | |
|--|---|--|--|
| 11 Vehicle-Passenger carrier (purchase) | 14 Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.) | 17 Other Vehicle equipment (purchase and installation, as required) | 22 Fare Collection Equipment |
| 12 Vehicle-Non-Passenger carrier | 15 Passenger amenity facilities | 18 Radios | 23 Other |
| 13 Construction of new garage and maintenance facilities (buildings, major additions, etc.) | 16 Bus stop signs | 19 Radio Base Station | 24 Office & maintenance equipment |
| | 16 Bus stop shelters | 20 Spare parts | 25 Land or right-of-way acquisition |
| | | 21 Handicapped assistance equipment | 26 Other |





APPENDIX A

PRELIMINARY ANALYSIS OF HOUSEHOLD
SURVEY OF TRANSPORTATION NEEDS

REGION 2 RURAL

During the months of October - December, 1977, the attached mail-out survey was distributed to a random sample of the 630,388 households in the rural and small urban areas of Iowa to determine public opinion regarding transportation needs within those areas of the state. A sufficient sample was drawn from the telephone directories in each of the seventeen regional transportation planning districts to assure statistical accuracy accepting an error of less than 5% with the total statewide sample of about 18,000. The sample for the 39,538 households in non-urban Region 2 was 1,059. The return rate for an initial mailing with a second wave follow-up was approximately 38% for Region 2R. 400 households returned completed questionnaires.

The demographic characteristics of the households responding to the survey were as follows:

FAMILY SIZE:

<u>NUMBER OF MEMBERS</u>	<u>% OF RESPONDING HOUSEHOLDS*</u>
1 67	16.8
2 149	37.3
3 57	14.2
4 57	14.2
5 or more 50	12.5
no report 20	5.0

INCOME:

HOUSEHOLD INCOME:

<u>INCOME LEVEL</u>	<u>% OF THOSE HOUSEHOLDS ANSWERING QUESTION**</u>	<u>ADJUSTED 1970 CENSUS FOR IOWA***</u>
Less than \$5,000	13.4	10.2
\$ 5,000-\$ 9,999	19.7	20.5
\$10,000-\$14,999	23.9	22.7
\$15,000-\$19,999	17.9	15.1
\$20,000-\$49,999	20.0	28.3
\$50,000 or more	5.1	3.2

* Percent is based on an N of 400.

** Percent is based on an N of 335.

*** Figures derived from Statistical Abstract of US, 1976, using figures for 1970 US census for Iowa and adjusting inflation by using Consumer Price Index, May, 1976.

INCOME SOURCE:

The sources of income for these households* is as follows:

<u>INCOME SOURCE</u>	<u>% OF RESPONDING HOUSEHOLDS* RECEIVING INCOME FROM SOURCE</u>	<u>percent not receiving income from source</u>
Wages	45.2	54.8 = 100
Investment	17.5	82.5 = 100
Self-employment	29.2	70.8 = 100
Social Security	30.5	69.5 = 100
Other Income Sources	8.0	92.0 = 100

Some households reported more than 1 income source.

AGE:

AGE OF HOUSEHOLD MEMBERS:

The percentage of the total number of responding households* with members in the following age groups are:

<u>AGE GROUP</u>	<u>% OF HOUSEHOLDS WITH MEMBERS IN GROUP</u>	<u>% of households with no member in group</u>
Less than age 10	24.5	75.4 = 100
Age 11-17	22.2	77.8 = 100
Age 18-59	62.2	37.8 = 100
Age 60-64	14.0	86.0 = 100
Over age 65	35.2	64.8 = 100

Many households have members in more than 1 age group.

MOBILITY:

The number of vehicles in responding households are as follows:

<u>NUMBER OF VEHICLES</u>	<u>PERCENT OF HOUSEHOLDS *</u>	
0	7	1.8
1	117	29.2
2	131	32.8
3 or more	116	29.0
no report	29	7.2
		100.0

* Percentage is based on an N of 400.

<u>NUMBER OF DRIVERS' LICENSES BY HOUSEHOLD</u>		<u>PERCENT OF HOUSEHOLDS*</u>
0	10	2.5
1	83	20.8
2	209	52.2
3 or more	66	16.5
no report	32	8.0
		100.0

89.2 percent of the respondents currently have valid drivers' licenses and 75.0 percent of them have no limitations on their ability to drive. Bad weather is the most common deterrent to drivers (14.5% of respondents). Other limitations reported were unwillingness to drive at night (7.0% of respondents) and unwillingness to drive long distances (7.2% of respondents). Only 5.2% of respondents reported never having had a driver's license.

HANDICAPPING CONDITION:

The percentage of responding households indicating one or more family member with handicapping conditions is as follows. Quite possibly the same family member might have more than one handicapping condition. Respondents may well have included those family members wearing eyeglasses as among the visually impaired.

<u>HANDICAPPING CONDITION</u>	<u>PERCENT OF RESPONDING HOUSEHOLDS WITH IMPAIRMENT*</u>	<u>percent of responding households without impairment</u>
Heart or respiratory problems	17.2	82.8 = 100
Vision difficulties	13.5	86.5 = 100
Hardness of hearing	14.2	85.8 = 100
Difficulty in speaking	5.5	94.5 = 100
Difficulty in grasping with hands	5.0	95.0 = 100
Problems with tremor	3.2	96.8 = 100
Difficulty in walking	7.5	92.5 = 100
Difficulty in understanding bus schedules	1.2	98.8 = 100

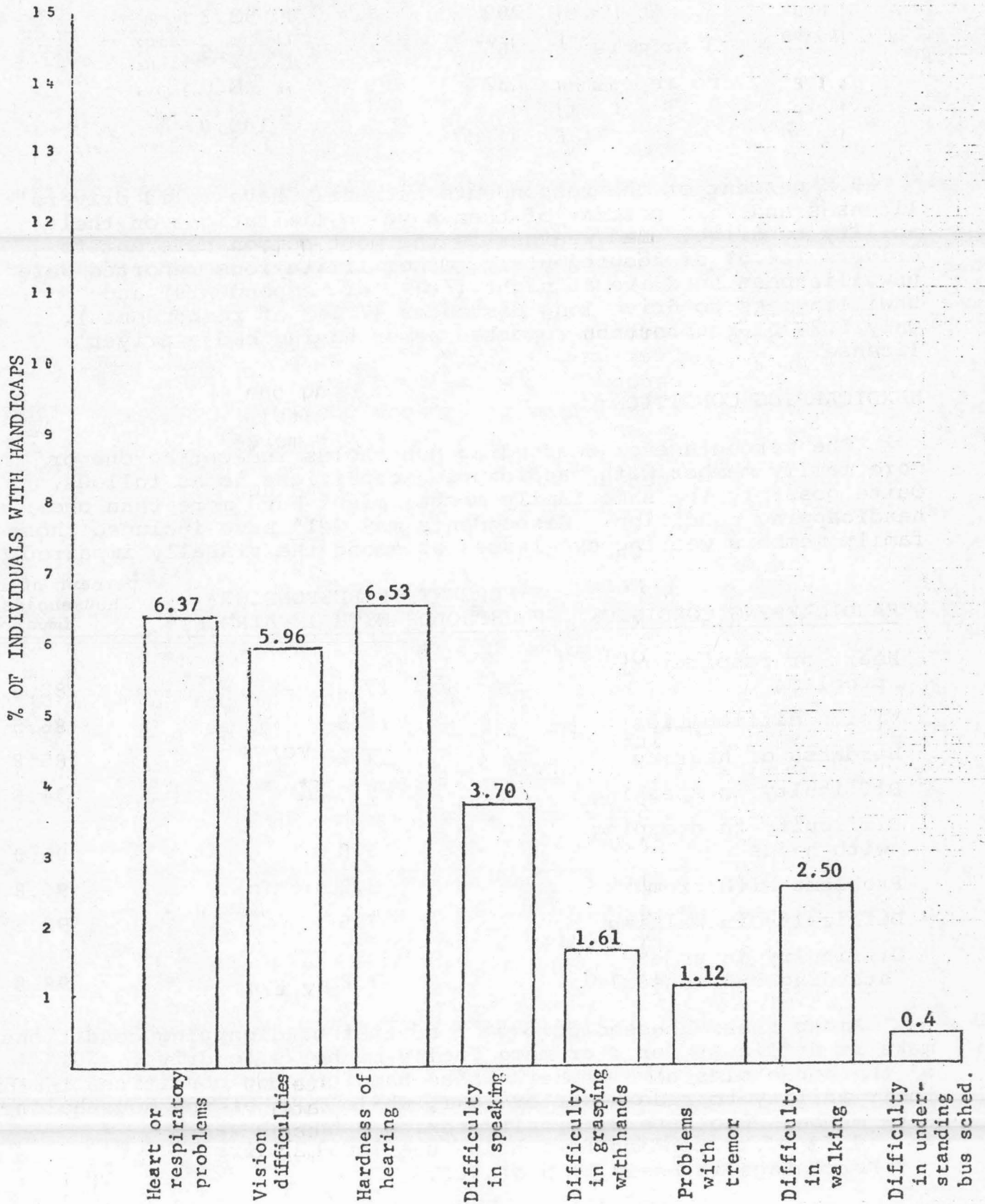
Among these households 3.5% find that handicapping conditions make it difficult for 1 or more family member/s to drive. 20% of the households have members whose handicapping conditions inhibit their ability to ride a car or taxi, while 3.2% of the households have members who have difficulty taking a bus or van.

1.5% of responding households use wheel chairs.

* Percentage is based on N of 400.

FIGURE 1

Assuming the average size of a rural house in Iowa to be 3.1 and a small urban household to be 2.85, these household data can be expressed in terms of the percent of individuals with handicapping conditions as follows:



TRAVEL PATTERNS:

TRIP FREQUENCY

The graph in Figure 2 shows the average of weekly trips made by those households responding to the survey.

TRIP PURPOSE

The highest proportion of trips were made for shopping, business and recreation purposes.

71.5 % of the respondents indicated making one or more shopping trip a week. 70.0% indicated one or more trips per week for business purposes while 58.0% made one or more trips a week for recreation.

Other trip purposes as indicated by responding households were:

	<u>PERCENT*</u>
Church	55.2
Medical	24.2
Meals	5.2
Other	25.2

TRAVEL TIME

Key travel times indicated by respondents were:

	<u>PERCENT*</u>
6-8 A.M.	21.2
4-7 P.M.	18.5
1-4 P.M.	23.5
Saturday 8 A.M.-Noon	13.5

17.5 percent of respondents will travel any time.

TRANSPORTATION MODE:

6.0 percent of the respondents indicate that members of their household rely on others for transportation. 4.2 percent of respondents feel that they lack adequate transportation for shopping and 3.0 percent feel that they cannot reach medical services as often as needed.

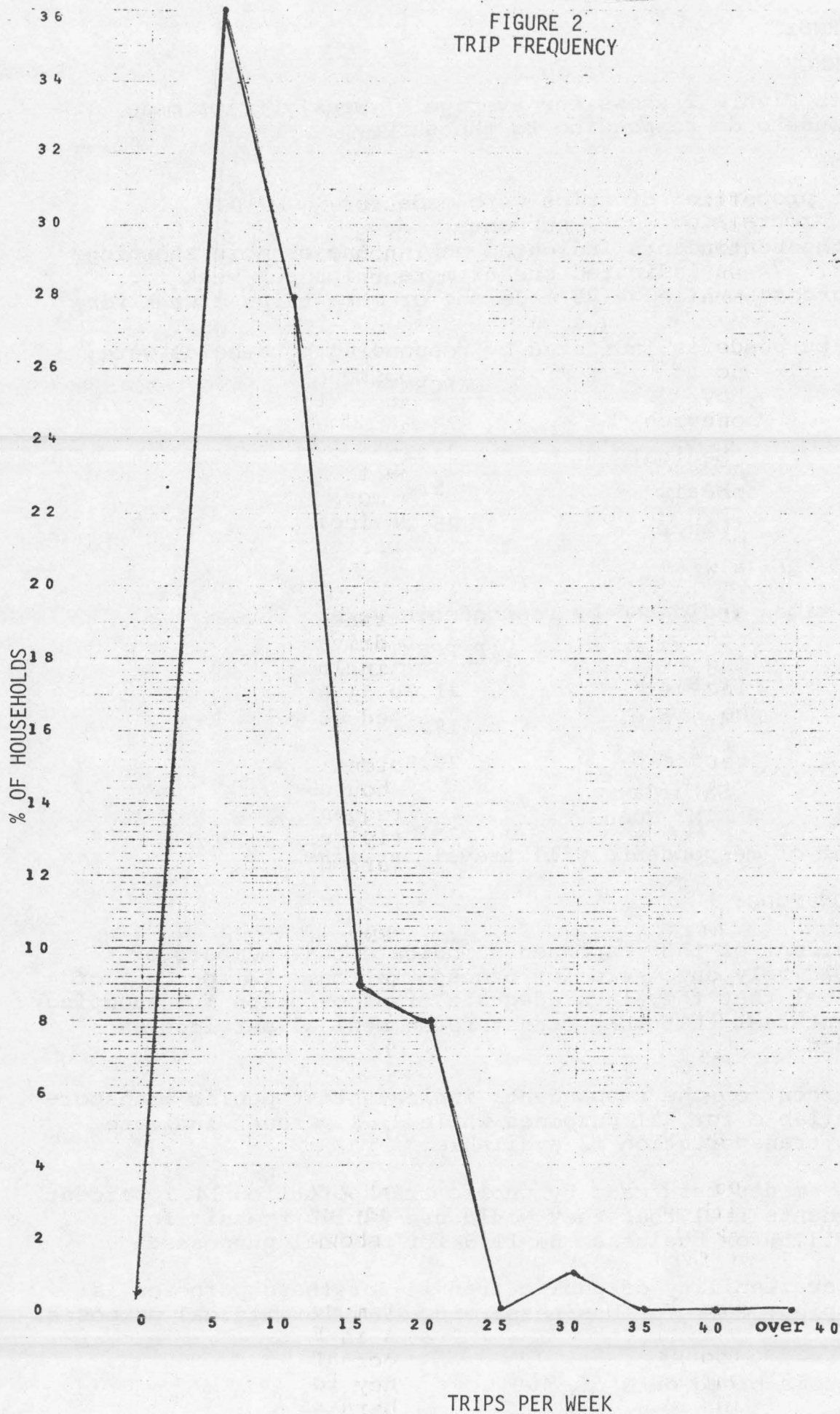
9.0 percent of the respondents indicate that public transportation is available for all purposes while 71.2 percent indicate the no public transportation is available.

If improvements were made by public transportation 14.5 percent of the respondents feel that they would use public transit for shopping and 11.5% for business and 11.5% for medical purposes.

Present availability of public transit for these purposes is: 6.2% for shopping; 4.8% for business; and 4.8% for medical purposes.

* Percentage is based on N of 400.

FIGURE 2
TRIP FREQUENCY



TRIPS PER WEEK

To further define the transportation needs of the region 2 rural responding households were grouped into categories: Drivers and non drivers, potential transit riders and non riders, households with and without handicapped members and households with and without elderly members.

Drivers were defined as including those with valid driver's licenses who have no limitations (self imposed or other) on their use and who have one or more vehicles in their households. The number of respondents in this group was 252.

As Figure 3 shows drivers tend to come from households in higher income groups. They generally make more trips than non drivers (Figure 4). 4.0% of the drivers indicate reliance on others for one or more trips, while 3.1% use public transit for one or more trips a week.

For purposes of this study potential transit riders were broadly defined as those who either had no driver's license or were limited in using licenses. This group included primarily households in low income groups (see Figure 5), households with elderly members (see Figure 6) or handicapped members (see Figure 7).

The total number of households with potential transit riders defined in this way was 91 . Although the households with potential transit riders generated trips less frequently than other households in the region, their preference in trip purpose was similar to other households. These households preferred to travel at:

<u>WEEKDAYS</u>	<u>PERCENT</u>
6-8 AM	16.8
4-7 PM	12.1
1-4 PM	29.9
<u>SATURDAYS</u>	
8-Noon	24.3

11.2% indicated a willingness to travel anytime. 7.5% of the households with potential users already use public transit. 8.4% indicated a lack of transportation for shopping, 5.6% for recreation, and 7.5% for medical purposes.

Among the households identifying one or more members as being handicapped the trip frequency is as follows in Figure 8 with the most common trip purposes being shopping, recreation and business. Figure 9 shows the variation in trip frequency for these purposes between the households with handicapped members and other households. The preferred travel times of these households are very similar to others in the potential transit rider group. 15.5% will travel anytime. 10.8% of the households in this group have members

relying on others for one or more trips each week. Of those households with handicapped members 62.8% have members over age 60.

For the elderly (age 60 and over) the most common trip purposes are recreation, shopping and pers. business. (See Figure 10 for trip frequencies for these purposes). In general, the trip frequencies of elderly households are similar to others in the potential transit rider group. 5.6% of the households with members over age 60 currently generate one or more public transit trips a week. The preferred travel times for these households are: 8 AM-Noon (38.0%); 1-4 PM (28.4%); Anytime (30.2%). The elderly clearly prefer to travel on weekdays.

FIGURE 3

DRIVERS BY INCOME LEVEL

<u>INCOME LEVEL</u>	<u>% OF DRIVER*</u>	<u>% OF NON DRIVER*</u>
Less than \$5,000	<u>7.9</u>	<u>33.3</u>
\$ 5,000-\$ 9,000	<u>18.6</u>	<u>23.6</u>
\$10,000-\$14,999	<u>23.5</u>	<u>25.0</u>
\$15,000-\$19,999	<u>21.2</u>	<u>5.6</u>
\$20,000-\$49,000	<u>22.7</u>	<u>9.7</u>
\$50,000 or more	<u>5.7</u>	<u>2.8</u>

FIGURE 4

TRIP FREQUENCY PER WEEK FOR DRIVERS

<u>TRIPS PER WEEK</u>	<u>% OF DRIVER*</u>	<u>% OF NON DRIVER*</u>
1- 2	<u>1.6</u>	<u>18.1</u>
3- 5	<u>25</u>	<u>24.1</u>
6-10	<u>31.3</u>	<u>27.7</u>
11-15	<u>13.9</u>	<u>7.2</u>
16-25	<u>15.1</u>	<u>6.0</u>
over 25	<u>6.3</u>	<u>2.4</u>

FIGURE 5

POTENTIAL TRANSIT RIDERS

<u>INCOME LEVEL</u>	<u>% OF RIDERS*</u>	<u>% OF NON RIDERS*</u>
Less than \$5,000	<u>31.6</u>	<u>8.1</u>
\$ 5,000-\$ 9,999	<u>23.7</u>	<u>18.5</u>
\$10,000-\$14,999	<u>23.7</u>	<u>23.8</u>
\$15,000-\$19,999	<u>7.9</u>	<u>20.8</u>
\$20,000-\$49,000	<u>10.5</u>	<u>22.7</u>
\$50,000 or more	<u>2.6</u>	<u>5.8</u>

FIGURE 6

TABLE OF AGED BY POTENTIAL TRANSIT RIDERS

AGED (over age 60) POTENTIAL TRANSIT RIDERS

FREQUENCY PERCENT ROW PCT COL PCT	NO	YES	TOTAL
NO	1.85 46.25 83.71 63.14	36 9.00 16.29 33.64	2.21 55.25
YES	1.08 27.00 60.34 36.86	71 17.75 39.66 66.36	1.79 44.75
TOTAL	2.93 73.25	1.07 26.75	4.00 100.00

FIGURE 7

TABLE OF HANDICAP BY POTENTIAL TRANSIT RIDERS

HANDICAP POTENTIAL TRANSIT RIDERS

FREQUENCY PERCENT ROW PCT COL PCT	NO	YES	TOTAL
NO	2.05 51.25 81.35 69.97	47 11.75 18.65 43.93	2.52 63.00
YES	88 22.00 59.46 30.03	60 15.00 40.54 56.07	1.48 37.00
TOTAL	2.93 73.25	1.07 26.75	4.00 100.00

FIGURE 8
TRIP FREQUENCY PER WEEK
FOR HOUSEHOLDS WITH HANDICAPPED MEMBERS

<u>TRIPS PER WEEK</u>	<u>% OF HOUSEHOLDS WITH HANDICAPPED MEMBERS*</u>	<u>% OF WITHOUT HANDICAPPED MEMBERS*</u>
1- 2	<u>7.7</u>	<u>4.4</u>
3- 5	<u>27.1</u>	<u>22.3</u>
6-10	<u>32.6</u>	<u>29.1</u>
11-15	<u>7.7</u>	<u>15.0</u>
16-25	<u>10.8</u>	<u>14.1</u>
over 25	<u>4.6</u>	<u>5.8</u>

FIGURE 9
FREQUENCIES OF TRIPS BY PURPOSE FOR
HOUSEHOLDS WITH AND WITHOUT HANDICAPPED MEMBERS

<u>TRIPS PER WEEK</u>	<u>% OF HOUSEHOLDS WITH HANDICAPPED MEMBERS*</u>	<u>% OF WITHOUT HANDICAPPED MEMBERS*</u>
	<u>shopping</u>	
1	<u>44.0</u>	<u>52.9</u>
2	<u>38.8</u>	<u>24.7</u>
3-4	<u>13.8</u>	<u>14.7</u>
5-6	<u>1.7</u>	<u>5.3</u>
7-8	<u>.9</u>	<u>2.3</u>
9 & over	<u>.9</u>	<u>0</u>
	<u>business</u>	
1	<u>27.7</u>	<u>17.2</u>
2	<u>13.8</u>	<u>14.0</u>
3-4	<u>11.7</u>	<u>9.7</u>
5-6	<u>21.3</u>	<u>28.0</u>
7-8	<u>4.2</u>	<u>4.8</u>
9 & over	<u>21.3</u>	<u>26.3</u>
	<u>recreation</u>	
1	<u>57.5</u>	<u>41.4</u>
2	<u>21.2</u>	<u>29.6</u>
3-4	<u>11.2</u>	<u>19.7</u>
5-6	<u>7.5</u>	<u>8.5</u>
7-8	<u>1.2</u>	<u>.7</u>
9 & over	<u>1.2</u>	<u>0</u>

FIGURE 10
 FREQUENCIES OF TRIPS BY PURPOSE FOR
 HOUSEHOLDS WITH AND WITHOUT ELDERLY MEMBERS

<u>TRIPS PER WEEK</u>	<u>% OF HOUSEHOLDS WITH ELDERLY MEMBERS*</u>	<u>% OF HOUSEHOLDS WITHOUT ELDERLY MEMBERS*</u>
	<u>recreation</u>	
1	<u>62.1</u>	<u>37.9</u>
2	<u>19.5</u>	<u>31.0</u>
3-4	<u>11.5</u>	<u>20.0</u>
5-6	<u>5.7</u>	<u>9.7</u>
7-8	<u>1.1</u>	<u>.7</u>
9 & over	<u>0</u>	<u>.7</u>
	<u>shopping</u>	
1	<u>51.1</u>	<u>47.7</u>
2	<u>31.1</u>	<u>29.8</u>
3-4	<u>14.6</u>	<u>15.9</u>
5-6	<u>1.5</u>	<u>6.0</u>
7-8	<u>3.0</u>	<u>.7</u>
9 & over	<u>.7</u>	<u>0</u>
	<u>personal business</u>	
1	<u>33.6</u>	<u>12.7</u>
2	<u>23.4</u>	<u>8.1</u>
3-4	<u>15.0</u>	<u>7.5</u>
5-6	<u>14.0</u>	<u>33.0</u>
7-8	<u>3.7</u>	<u>5.2</u>
9 & over	<u>10.3</u>	<u>33.5</u>

* Based on total number of respondents.

PRELIMINARY ANALYSIS OF HOUSEHOLD
SURVEY OF TRANSPORTATION NEEDS

REGION 2 URBAN

During the months of October - December, 1977, the attached mail-out survey was distributed to a random sample of the 630,388 households in the rural and small urban areas of Iowa to determine public opinion regarding transportation needs within those areas of the state. A sufficient sample was drawn from the telephone directories in each of the seventeen regional transportation planning districts to assure statistical accuracy accepting an error of less than 5% with the total statewide sample of about 18,000. The sample for the 10,270 households in urban Region 2 was 249. The return rate for an initial mailing with a second wave follow-up was approximately 48% for Region 2U. 119 households returned completed questionnaires.

The demographic characteristics of the households responding to the survey were as follows:

FAMILY SIZE:

<u>NUMBER OF MEMBERS</u>	<u>% OF RESPONDING HOUSEHOLDS*</u>
1	10.08
2	30.25
3	17.64
4	25.21
5 or more	13.44
no report	3.36

INCOME:

HOUSEHOLD INCOME:

<u>INCOME LEVEL</u>	<u>% OF THOSE HOUSEHOLDS ANSWERING QUESTION**</u>	<u>ADJUSTED 1970 CENSUS FOR IOWA***</u>
Less than \$5,000	4.5	10.2
\$ 5,000-\$ 9,999	9.7	20.5
\$10,000-\$14,999	26.2	22.7
\$15,000-\$19,999	25.2	15.1
\$20,000-\$49,999	28.1	28.3
\$50,000 or more	5.8	3.2

* Percent is based on an N of 119

** Percent is based on an N of 103

*** Figures derived from Statistical Abstract of US, 1976, using figures for 1970 US census for Iowa and adjusting inflation by using Consumer Price Index, May, 1976.

INCOME SOURCE:

The sources of income for these households* is as follows:

<u>INCOME SOURCE</u>	<u>% OF RESPONDING HOUSEHOLDS* RECEIVING INCOME FROM SOURCE</u>	<u>percent not receiving income from source</u>
Wages	64.71	32.29 = 100
Investment	21.85	78.15 = 100
Self-employment	21.85	78.15 = 100
Social Security	22.69	77.31 = 100
Other Income Sources	5.88	94.12 = 100

Some households reported more than 1 income source.

AGE:

AGE OF HOUSEHOLD MEMBERS:

The percentage of the total number of responding households* with members in the following age groups are:

<u>AGE GROUP</u>	<u>% OF HOUSEHOLDS WITH MEMBERS IN GROUP</u>	<u>% of households with no member in group</u>
Less than age 10	25.21	74.79 = 100
Age 11-17	26.89	73.11 = 100
Age 18-59	76.47	23.53 = 100
Age 60-64	11.76	88.24 = 100
Over age 65	21.01	78.99 = 100

Many households have members in more than 1 age group.

MOBILITY:

The number of vehicles in responding households are as follows:

<u>NUMBER OF VEHICLES</u>	<u>PERCENT OF HOUSEHOLDS *</u>
0	2.52
1	26.05
2	34.45
3 or more	32.77
no report	4.21
	100.0

* Percentage is based on an N of 119

NUMBER OF DRIVERS' LICENSES
BY HOUSEHOLD

PERCENT OF HOUSEHOLDS*

0	15.97
1	52.10
2	15.13
3 or more	10.08
no report	6.72
	100.0

95.8 percent of the respondents currently have valid drivers' licenses and 84.87 percent of them have no limitations on their ability to drive. Bad weather is the most common deterrent to drivers (5.88% of respondents). Other limitations reported were unwillingness to drive at night (3.36% of respondents) and unwillingness to drive long distances (2.52% of respondents). Only .84% of respondents reported never having had a driver's license.

HANDICAPPING CONDITION:

The percentage of responding households indicating one or more family member with handicapping conditions is as follows. Quite possibly the same family member might have more than one handicapping condition. Respondents may well have included those family members wearing eyeglasses as among the visually impaired.

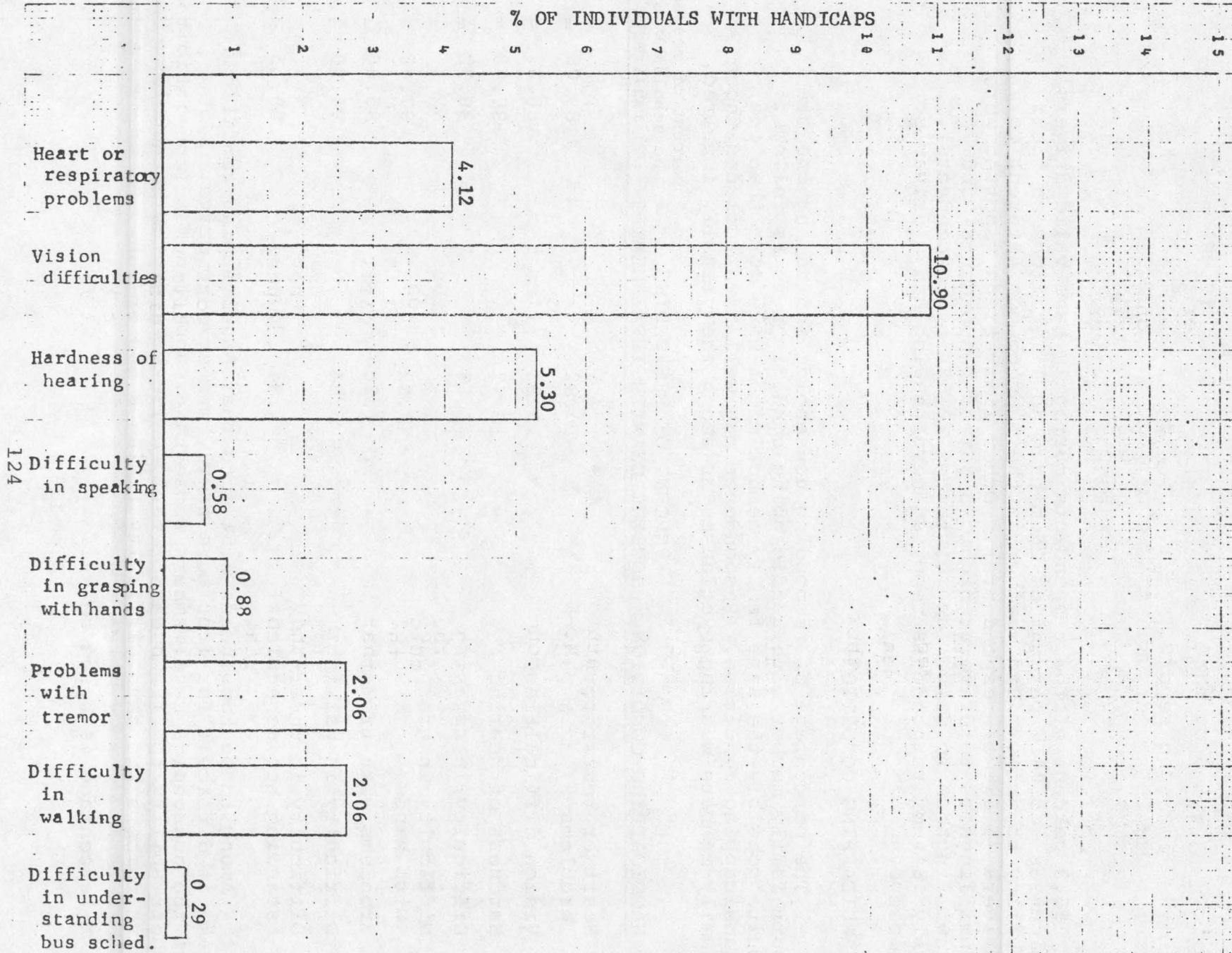
<u>HANDICAPPING CONDITION</u>	<u>PERCENT OF RESPONDING HOUSEHOLDS WITH IMPAIRMENT*</u>	<u>percent of responding households without impairment</u>
Heart or respiratory problems	10.82	89.08 = 100
Vision difficulties	19.33	80.67 = 100
Hardness of hearing	10.92	89.08 = 100
Difficulty in speaking	1.68	98.32 = 100
Difficulty in grasping with hands	2.52	97.48 = 100
Problems with tremor	4.20	95.80 = 100
Difficulty in walking	5.04	94.96 = 100
Difficulty in under- standing bus schedules	.84	99.15 = 100

Among these households 2.5% find that handicapping conditions make it difficult for 1 or more family member/s to drive. 2.5% of the households have members whose handicapping conditions inhibit their ability to ride a car or taxi, while 3.4% of the households have members who have difficulty taking a bus or van.

* Percentage is based on N of 119

FIGURE 1

Assuming the average size of a rural house in Iowa to be 3.1 and a small urban household to be 2.85, these household data can be expressed in terms of the percent of individuals with handicapping conditions as follows:



TRAVEL PATTERNS:

TRIP FREQUENCY

The graph in Figure 2 shows the average of weekly trips made by those households responding to the survey.

TRIP PURPOSE

The highest proportion of trips were made for shopping business and recreation purposes.

84.87% of the respondents indicated making one or more shopping trip a week. 78.99% indicated one or more trips per week for business purposes while 73.11% made one or more trips a week for recreation.

Other trip purposes as indicated by responding households were:

	<u>PERCENT*</u>
Church	60.50
Medical	11.76
Meals	13.44
Other	30.25

TRAVEL TIME

Key travel times indicated by respondents were:

	<u>PERCENT*</u>
6-8 A.M.	45.38
4-7 P.M.	18.49
1-4 P.M.	19.33
Saturday 8 A.M.-Noon	27.73

10.92 percent of respondents will travel any time.

TRANSPORTATION MODE:

5.88 percent of the respondents indicate that members of their household rely on others for transportation. 8.4 percent of respondents feel that they lack adequate transportation for shopping and 5.88 percent feel that they cannot reach medical services as often as needed.

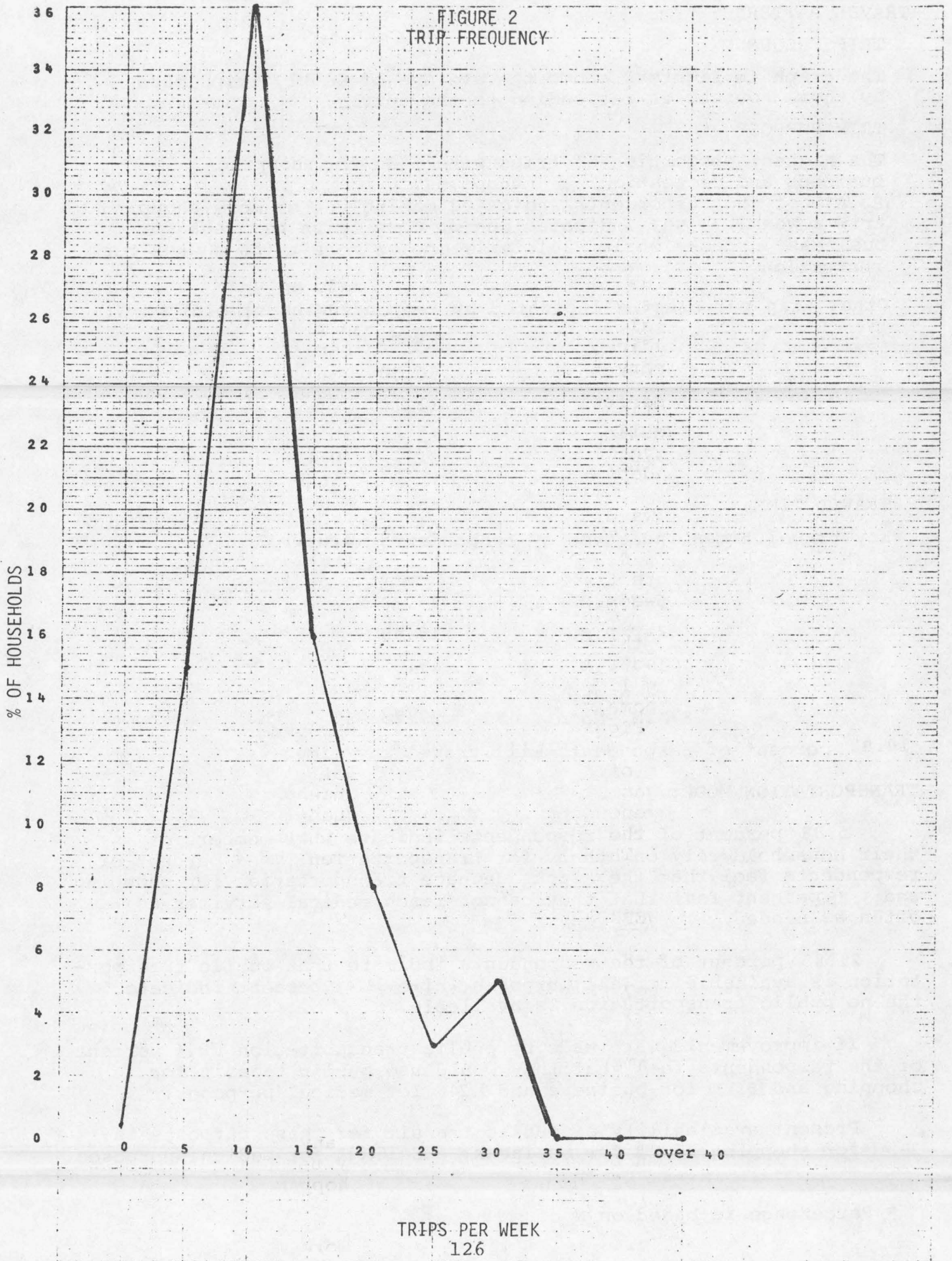
21.85 percent of the respondents indicate that public transportation is available for all purposes while 34.45 percent indicate the no public transportation is available.

If improvements were made by public transportation 12.6 percent of the respondents feel that they would use public transit for shopping and 15.13% for business and 9.24% for medical purposes.

Present availability of public transit for these purposes is: 29.41% for shopping; 18.49% for business; and 16.81% for medical purposes.

* Percentage is based on N of 119

FIGURE 2
TRIP FREQUENCY



To further define the transportation needs of the region 2U responding households were grouped into categories: Drivers and non drivers, potential transit riders and non riders, households with and without handicapped members and households with and without elderly members.

Drivers were defined as including those with valid driver's licenses who have no limitations (self imposed or other) on their use and who have one or more vehicles in their households. The number of respondents in this group was 47.

As Figure 3 shows drivers tend to come from households in higher income groups. They generally make more trips than non drivers (Figure 4). 8.51% of the drivers indicate reliance on others for one or more trips, while 2.12% use public transit for one or more trips a week.

For purposes of this study potential transit riders were broadly defined as those who either had no driver's license or were limited in using licenses. This group included primarily households in low income groups (see Figure 5), households with elderly members (see Figure 6) or handicapped members (see Figure 7).

The total number of households with potential transit riders defined in this way was 11. Although the households with potential transit riders generated trips less frequently than other households in the region, their preference in trip purpose was similar to other households. These households preferred to travel at:

<u>WEEKDAYS</u>	<u>PERCENT</u>
6-8 AM	9.09
4-7 PM	9.09
1-4 PM	45.45
<u>SATURDAYS</u>	
8-Noon	18.18

27.27% indicated a willingness to travel anytime. 27.27% of the households with potential users already use public transit. 18.18% indicated a lack of transportation for shopping, 9.09% for recreation, and 18.18% for medical purposes.

Among the households identifying one or more members as being handicapped the trip frequency is as follows in Figure 8 with the most common trip purposes being shopping, recreation and business. Figure 9 shows the variation in trip frequency for these purposes between the households with handicapped members and other households. The preferred travel times of these households are very similar to others in the potential transit rider group. 19.04% will travel anytime. 14.28% of the households in this group have members

relying on others for one or more trips each week. Of those households with handicapped members 52.38% have members over age 60.

For the elderly (age 60 and over) the most common trip purposes are recreation, shopping and pers. business (See Figure 10 for trip frequencies for these purposes). In general, the trip frequencies of elderly households are similar to others in the potential transit rider group. 5.55% of the households with members over age 60 currently generate one or more public transit trips a week. The preferred travel times for these households are:

Weekdays 1-4 P.M. (27.77%), Anytime (16.66%).

FIGURE 3

DRIVERS BY INCOME LEVEL

<u>INCOME LEVEL</u>	<u>% OF DRIVER*</u>	<u>% OF NON DRIVER*</u>
Less than \$5,000	<u>0.0</u>	<u>11.1</u>
\$ 5,000-\$ 9,000	<u>13.9</u>	<u>22.2</u>
\$10,000-\$14,999	<u>27.9</u>	<u>33.3</u>
\$15,000-\$19,999	<u>32.6</u>	<u>22.2</u>
\$20,000-\$49,000	<u>20.9</u>	<u>11.1</u>
\$50,000 or more	<u>4.6</u>	<u>0.0</u>

FIGURE 4

TRIP FREQUENCY PER WEEK FOR DRIVERS

<u>TRIPS PER WEEK</u>	<u>% OF DRIVER*</u>	<u>% OF NON DRIVER*</u>
1- 2	<u>0.0</u>	<u>11.1</u>
3- 5	<u>8.7</u>	<u>33.3</u>
6-10	<u>34.8</u>	<u>33.3</u>
11-15	<u>26.1</u>	<u>22.2</u>
16-25	<u>19.6</u>	<u>0.0</u>
over 25	<u>10.9</u>	<u>0.0</u>

FIGURE 5

POTENTIAL TRANSIT RIDERS

<u>INCOME LEVEL</u>	<u>% OF RIDERS*</u>	<u>% OF NON RIDERS*</u>
Less than \$5,000	<u>14.3</u>	<u>0.0</u>
\$ 5,000-\$ 9,999	<u>14.3</u>	<u>15.6</u>
\$10,000-\$14,999	<u>28.6</u>	<u>28.9</u>
\$15,000-\$19,999	<u>28.6</u>	<u>31.1</u>
\$20,000-\$49,000	<u>14.3</u>	<u>20.0</u>
\$50,000 or more	<u>0.0</u>	<u>4.4</u>

FIGURE 6

TABLE OF AGED BY POTENTIAL TRANSIT RIDERS

AGED (over age 60) POTENTIAL TRANSIT RIDERS

FREQUENCY PERCENT ROW PCT COL PCT		NO	YES	TOTAL
NO		35	6	41
		59.32	10.17	69.49
		85.37	14.63	
		72.92	54.55	
YES		13	5	18
		22.03	8.47	30.51
		72.22	27.78	
		27.08	45.45	
TOTAL		48	11	59
		81.36	18.64	100.00

FIGURE 7

TABLE OF HANDICAP BY POTENTIAL TRANSIT RIDERS

HANDICAP POTENTIAL TRANSIT RIDERS

FREQUENCY PERCENT ROW PCT COL PCT		NO	YES	TOTAL
NO		32	6	38
		54.24	10.17	64.41
		84.21	15.79	
		66.67	54.55	
YES		16	5	21
		27.12	8.47	35.59
		76.19	23.81	
		33.33	45.45	
TOTAL		48	11	59
		81.36	18.64	100.00

FIGURE 8
TRIP FREQUENCY PER WEEK
FOR HOUSEHOLDS WITH HANDICAPPED MEMBERS

<u>TRIPS PER WEEK</u>	<u>% OF HOUSEHOLDS WITH HANDICAPPED MEMBERS *</u>	<u>% OF WITHOUT HANDICAPPED MEMBERS *</u>
1- 2	<u>5.0</u>	<u>0.0</u>
3- 5	<u>25.0</u>	<u>5.7</u>
6-10	<u>40.0</u>	<u>31.4</u>
11-15	<u>10.0</u>	<u>34.3</u>
16-25	<u>15.0</u>	<u>17.1</u>
over 25	<u>5.0</u>	<u>11.4</u>

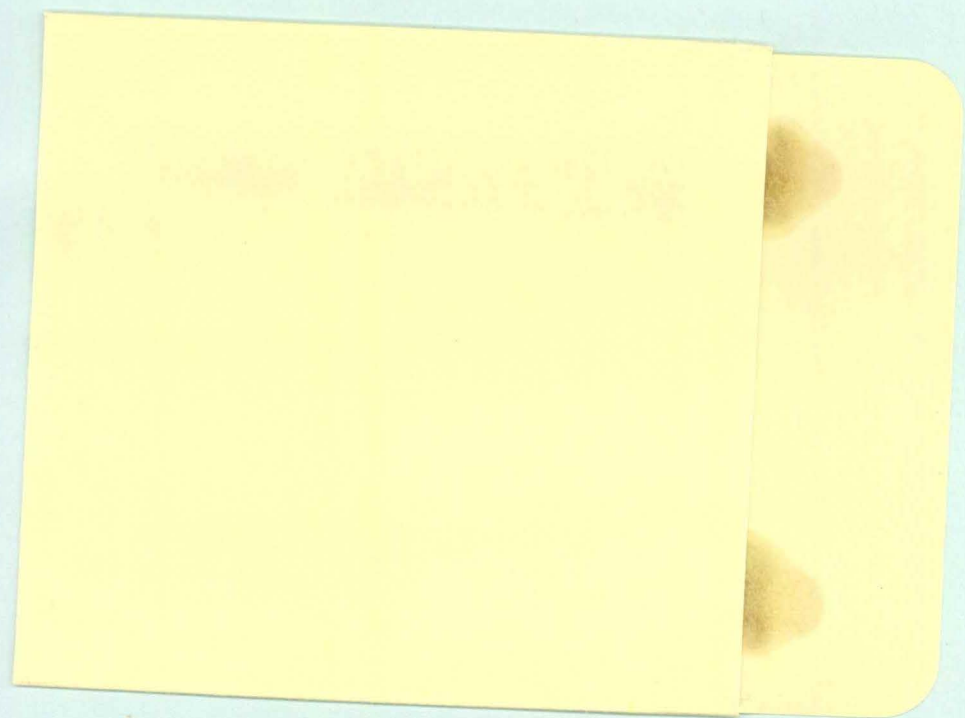
FIGURE 9
FREQUENCIES OF TRIPS BY PURPOSE FOR
HOUSEHOLDS WITH AND WITHOUT HANDICAPPED MEMBERS

<u>TRIPS PER WEEK</u>	<u>% OF HOUSEHOLDS WITH HANDICAPPED MEMBERS *</u>	<u>% OF WITHOUT HANDICAPPED MEMBERS *</u>
	<u>shopping</u>	
1	<u>55.0</u>	<u>15.6</u>
2	<u>10.0</u>	<u>40.6</u>
3-4	<u>30.0</u>	<u>28.1</u>
5-6	<u>5.0</u>	<u>9.4</u>
7-8	<u>0.0</u>	<u>3.1</u>
9 & over	<u>0.0</u>	<u>3.1</u>
	<u>business</u>	
1	<u>21.4</u>	<u>9.4</u>
2	<u>14.3</u>	<u>3.1</u>
3-4	<u>0.0</u>	<u>3.1</u>
5-6	<u>42.8</u>	<u>43.7</u>
7-8	<u>0.0</u>	<u>3.1</u>
9 & over	<u>21.4</u>	<u>37.5</u>
	<u>recreation</u>	
1	<u>42.9</u>	<u>34.5</u>
2	<u>50.0</u>	<u>24.1</u>
3-4	<u>0.0</u>	<u>31.0</u>
5-6	<u>7.1</u>	<u>6.9</u>
7-8	<u>0.0</u>	<u>3.4</u>
9 & over	<u>0.0</u>	<u>0.0</u>

FIGURE 10
 FREQUENCIES OF TRIPS BY PURPOSE FOR
 HOUSEHOLDS WITH AND WITHOUT ELDERLY MEMBERS

<u>TRIPS PER WEEK</u>	<u>% OF HOUSEHOLDS WITH ELDERLY MEMBERS*</u>	<u>% OF HOUSEHOLDS WITHOUT ELDERLY MEMBERS*</u>
	<u>recreation</u>	
1	<u>41.7</u>	<u>35.5</u>
2	<u>8.3</u>	<u>41.9</u>
3-4	<u>41.7</u>	<u>12.9</u>
5-6	<u>8.3</u>	<u>6.4</u>
7-8	<u>0.0</u>	<u>3.2</u>
9 & over	<u>0.0</u>	<u>0.0</u>
	<u>shopping</u>	
1	<u>33.3</u>	<u>29.7</u>
2	<u>20.0</u>	<u>32.4</u>
3-4	<u>40.0</u>	<u>24.3</u>
5-6	<u>0.0</u>	<u>10.8</u>
7-8	<u>6.7</u>	<u>0.0</u>
9 & over	<u>0.0</u>	<u>2.7</u>
	<u>personal business</u>	
1	<u>38.5</u>	<u>3.0</u>
2	<u>7.7</u>	<u>6.1</u>
3-4	<u>0.0</u>	<u>3.0</u>
5-6	<u>30.8</u>	<u>48.5</u>
7-8	<u>0.0</u>	<u>3.0</u>
9 & over	<u>23.1</u>	<u>36.4</u>

* Based on total number of respondents.



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