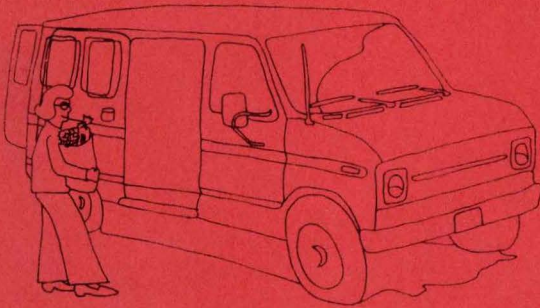


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# REGIONAL TRANSIT DEVELOPMENT PROGRAM UPDATE

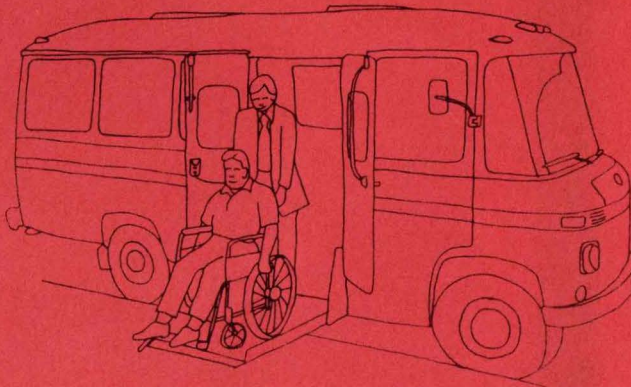


INRCOG

DEPARTMENT OF  
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AREA VII

1979-1983



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#### 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.

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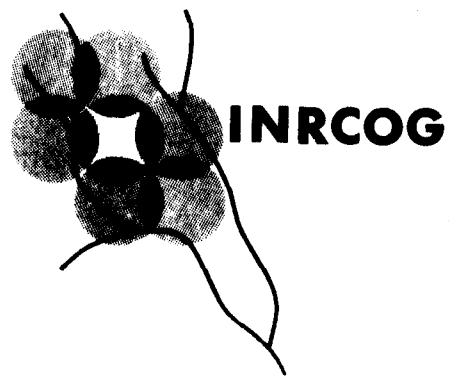
**TRANSIT DEVELOPMENT  
PROGRAM  
for the UPDATE  
IOWA NORTHLAND REGION  
( AREA VII )**

DEPARTMENT OF  
TRANSPORTATION  
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The preparation of this publication was financially  
aided through a grant from the Iowa Department  
of Transportation.  
June 1978

Iowa Northland Regional Council of Governments  
Russell Lamson Building; Suite N  
Waterloo, Iowa

**prepared by :**



A RESOLUTION FOR THE ADOPTION OF THE FY 1978  
REGIONAL TRANSIT DEVELOPMENT PROGRAM UPDATE

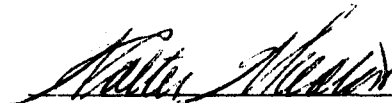
WHEREAS, the Iowa Northland Regional Council of Governments has entered into a contract with the Iowa Department of Transportation for the FY 1978 Update of the Regional Transit Development Program, and

WHEREAS, the staff of the Iowa Northland Regional Council of Governments has completed the Regional Transit Development Program Update with input from the Regional Transit Commission.

NOW, THEREFORE, BE IT RESOLVED by the Iowa Northland Regional Council of Governments Executive Board that this Regional Transit Development Program be adopted, and

BE IT FURTHER RESOLVED, that this program be referred to the Regional Transit Commission for their consideration and implementation of transit improvements for Region VII.

PASSED AND ADOPTED this 14th day of September 1978.



---

Walter Wheaton, Chairman  
I. N. R. C. O. G.

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## INTRODUCTION

### A. Purpose of the Regional Transit Development Program (R-TDP) Update

The INRCOG planning region (Area VII) encompasses Black Hawk, Bremer, Buchanan, Butler, Chickasaw, and Grundy Counties, or 3,163 square miles within which a population of approximately 223,000 persons currently reside. The INRCOG jurisdiction within Iowa is shown in Figure 1.

This R-TDP Update maintains the regional transit planning efforts initiated in FY 1976 and updated and re-formatted in FY 1977. Ongoing planning reflected in this Update has emphasized an initial regional survey of transit users and non-users and has further addressed a reaffirmation and refinement of regional transit program concepts.

The past year marks a transition from individual reporting of operations and budgets to a uniform reporting system implemented cooperatively by the Iowa DOT and INRCOG during FY 1979. Improved transportation data from within the region will enable more effective surveillance and program refinement to take place as the R-TDP is implemented in succeeding years.

### B. Local Goals and Objectives

Inasmuch as the RTC (Regional Transit Commission) was only recently established pursuant to the 1977 TDP, program goals and objectives have not been modified from last year. It is anticipated that more refined objectives and implementive policies will be determined by the RTC during the coming year.

Current goals and objectives are listed below:

#### GOAL

To provide improved mobility for transportation disadvantaged residents within the region.

#### Program Objectives

- Maintain existing transportation services which serve specific local needs or which provide special types or levels of service.
- Establish transit operations to provide mobility for the elderly and handicapped within and between counties for trips to basic services, some of which include medical, nutrition, social agencies, personal business, and shopping.

# IOWA MULTI-COUNTY REGIONS

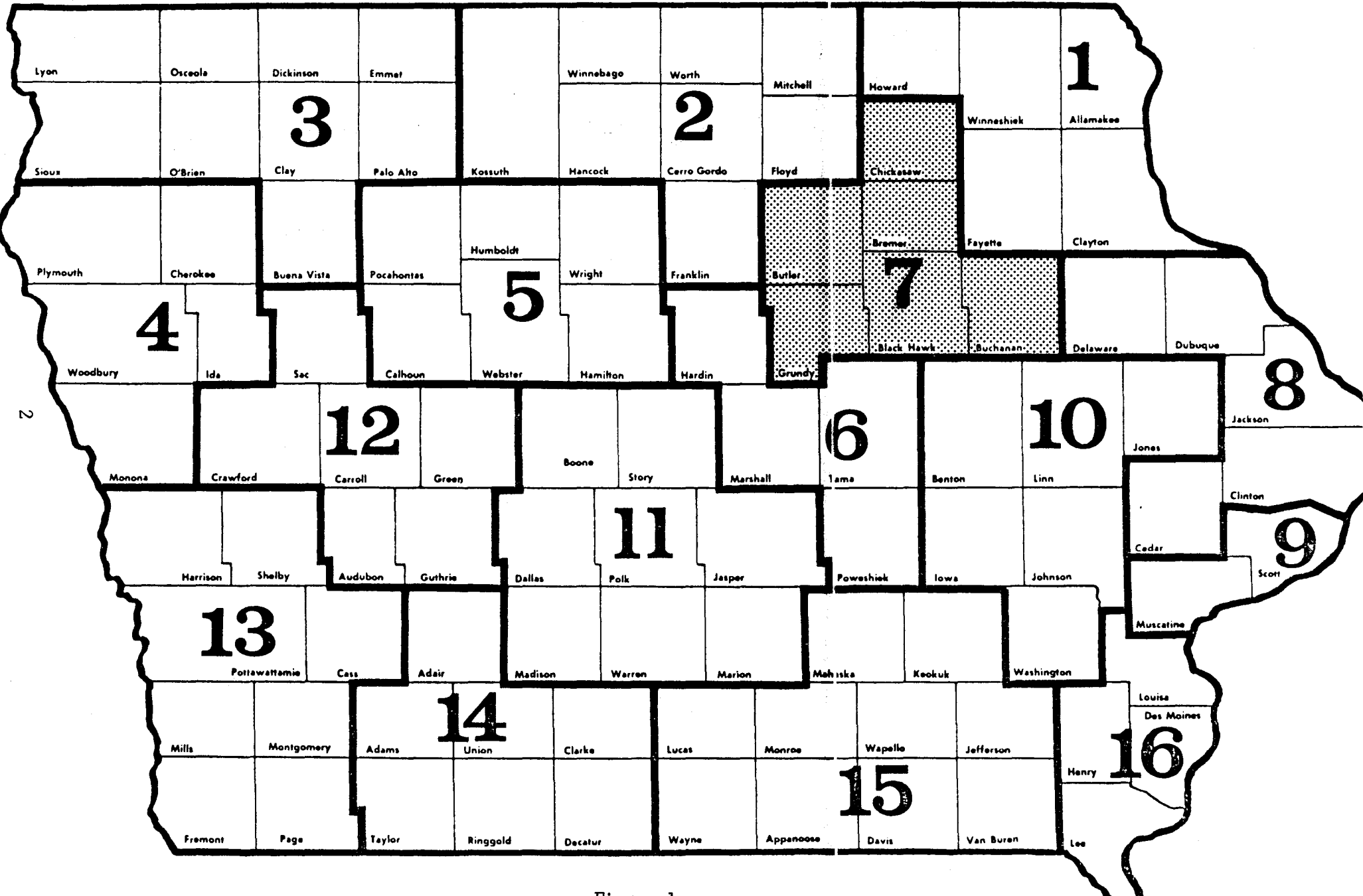


Figure 1



- Improve metropolitan transit service for the general mobility of elderly and handicapped through the expansion of MET transit coverage and improved levels of service.

#### Implementive Guidelines

- Coordinate regional transit operations with volunteer services provided by County Councils on Aging within individual communities.
- Coordinate regional transit operations with daily services provided to the handicapped by Exceptional Persons, Inc.
- Establish transit service to provide trips for the transportation disadvantaged to county and regional service centers.
- Coordinate regional and metropolitan transit programs.

#### GOAL

To establish efficient and coordinated regional transit services, which will provide comprehensive transit services.

#### Program Objectives

- Consider existing public and private transportation services in the development of regional transit services.
- Provide expanded transit service to fill existing gaps.
- Promote transit usage and encourage ridership of the choice rider.

#### Implementive Guidelines

- Subsidized regional transit should complement and not duplicate private taxi and inter-city operations.
- A cost effectiveness evaluation shall be performed to determine whether service expansions or contracting with existing operators should be undertaken.
- A planning, programming, and monitoring process shall be maintained to effectively evaluate and refine transit operations within the region.
- A marketing and promotional effort should be initiated and maintained to provide promotion of and information about regional transit services.

- Levels of service attained within the regional transit program will be based upon anticipated levels of operating revenues and local, state, and federal funding support.

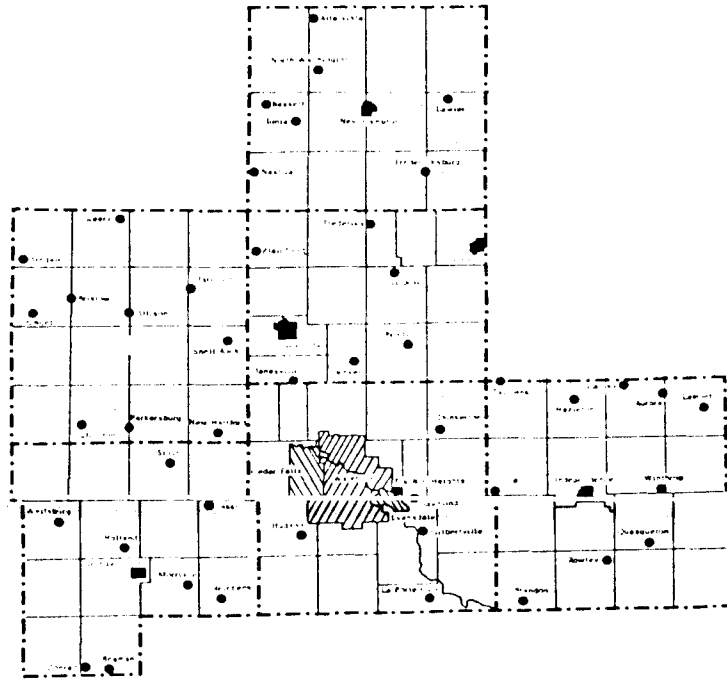
## SECTION I.

### A. Existing Conditions

Regional background data was substantially documented in the two previous program reports. This year, however, socioeconomic data was further broken down to reflect urban (2,500+ population) and rural areas, as shown in the following tables.

Land activity centers were located during FY 1977 to establish major service locations and resultant trip generation for transit operations. Community locations of banks, groceries, pharmacies, and/or libraries remain unchanged from the previous inventory.

# REGION 7



RURAL SOCIOECONOMIC DATA\*

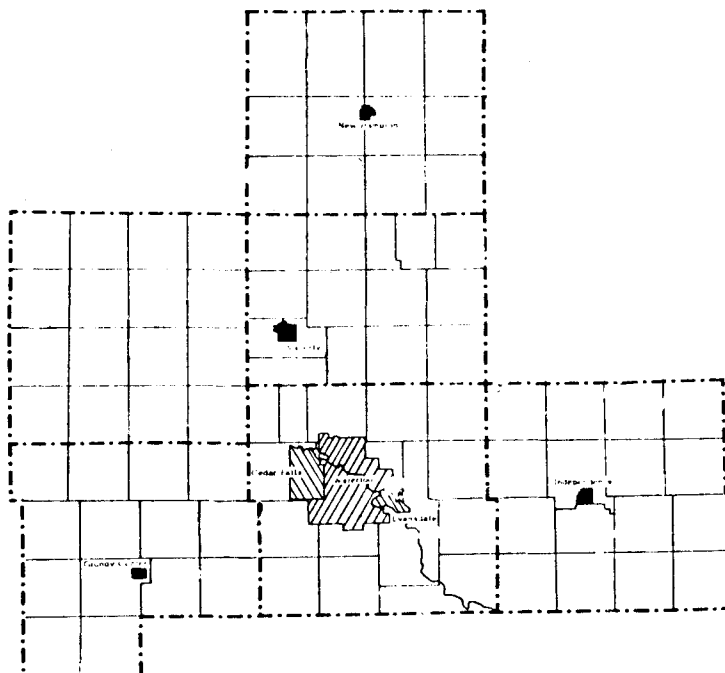
Counties	Total Population 1970	Rural Population 1970	Rural %	Rural Area (sq. mi.)	Rural Density (pop/mi)	Rural Income Less Than Poverty Level**				Rural Age Characteristics			
						Families	%	Individual	%	65 & Over	%	Below 18	%
Black Hawk	132,916	20,035	15	487	41	350	7.1	321	43.2	1,556	7.8	8,274	41.
Bremer	22,737	15,532	68	434	36	382	9.3	358	49.8	2,137	13.8	6,808	43.
Buchanan	21,746	15,836	73	565	28	553	14.7	426	49.2	1,952	12.3	7,516	47.
Butler	16,953	16,953	100	582	29	522	11.3	447	43.7	2,446	14.4	5,756	34.
Chickasaw	14,969	11,348	76	498	23	403	14.5	268	46.7	1,630	14.4	5,172	45.
Grundy	14,119	11,407	81	503	23	184	5.8	236	40.8	1,534	13.4	4,322	37.
Region Total	223,440	91,111	41	3,069	30	2,394	10.3	2,056	45.7	11,255	12.4	37,848	41.

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

\*\*Poverty level as defined by the 1970 U.S. Census of Population.



# REGION 7



URBAN SOCIOECONOMIC DATA\*

Counties	Total Population 1970	Urban Population 1970	Urban %	Urban Area (sq. mi.)	Urban Density (pop/mi)	Urban Income Less Than Poverty Level**				Urban Age Characteristics			
						Families	%	Individuals	%	65 & Over	%	Below 18	%
Clark Hawk	132,916	112,881	85	81	1,394	1,998	7.3	3,942	41.0	10,584	9.4	38,900	34.5
Delaware	22,737	7,205	32	5	1,441	170	10.0	177	29.3	607	8.4	905	12.6
Hamilton	21,746	5,910	27	3	1,970	111	7.3	211	38.6	540	9.1	1,076	18.2
Seneca	16,953	-	-	-	-	-	-	-	-	-	-	-	-
Franklin	14,969	3,621	24	3	1,207	91	7.3	139	43.8	388	10.7	611	16.9
Montgomery	14,119	2,712	19	2	1,356	44	5.9	74	25.3	330	12.2	403	14.9
Region Total	223,440	132,329	59	94	1,408	2,414	7.5	4,543	27.5	12,449	9.4	41,895	31.7

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

\*\*Poverty level as defined by the 1970 U.S. Census of Population.

## B. Existing Transit Services

### Transit Operations Chart

More complete information on the agencies illustrated in Table I can be found in the 1977 Regional Transit Development Program (R-TDP). To provide a further understanding of the table, a short, updated summary of each agency is provided here.

#### Hawkeye Valley Area Agency on Aging (HVAAA) Black Hawk County Council on Aging (BHC CoA)

There are two main components to the transportation sector of HVAAA. In the rural counties of the region, HVAAA operates a volunteer driver system on a call-in-advance basis. There are over 100 volunteers, but 76 of them are regularly active. The volunteers use private vehicles and are reimbursed by HVAAA for their mileage. Trips are provided for such things as doctor appointments, shopping needs, and so on. There are coordinators for these operations in each county.

The BHC CoA operates a predominantly paid driver system within the Waterloo-Cedar Falls metro area for medical, shopping, nutrition, and personal trips. Service is scheduled one day each week for special medical trips requiring the use of the medical facilities located in Iowa City.

#### Exceptional Persons, Incorporated (EPI)

EPI's transportation sector is a Department of Public Instruction regulated school bus service. The majority of EPI's service is for client-educational/rehabilitational programs for the area's handicapped.

EPI also provides transportation to clients for work trips as well as various transportation contracts for other agencies throughout the area (Boy Scouts, Girl Scouts, Head Start children, and other special programs).

#### Northeast Iowa Community Action Program (NEICAP)

Two specific programs fall under the NEICAP: Waverly Head Start and the Nashua Head Start Center.

Both centers provide transportation to Head Start enrollees to and from the respective Head Start centers. The children are picked-up at their homes, taken to the centers, and then taken home at the end of the day. The vehicles are also used for special activities during the week (i.e., various field trips), as well as limited special trips for Head Start enrollees and their families for medical and dental trips if no other transportation is available.

### Black Hawk-Buchanan Head Start

Transportation is provided to Head Start enrollees to centers in Waterloo, Cedar Falls, and Quasqueton. Operational characteristics are generally the same as described for the Head Start operations in the Waverly and Nashua centers.

### Black Hawk County Social Services Program

There are no vehicles or drivers involved in the Social Services Program. Reimbursements are provided to clients for transportation to Iowa Educational Training Program activities. The clients use their own vehicles almost exclusively. The five staff personnel listed as working on transportation do not spend full-time on transportation matters.

### Operation Threshold (Jesse Cosby Neighborhood Center)

Threshold does provide transportation services for the low-income and elderly for such purposes as doctor appointments, grocery shopping, banking trips, center programs, and so on. This service is provided by a staff member utilizing his personal vehicle. The service is only provided when referrals to other agencies are not possible. There is no official transportation budget per se.

### Buchanan County Neighborhood Center

The Buchanan County Neighborhood Center's transportation services provide transportation to low-income individuals (some of whom are also elderly) for business, grocery, doctor and hospital oriented trip purposes. The center owns no vehicles. All services are provided by the staff utilizing their personal vehicles.

### Inter-city Bus Service

Four private carriers provide transportation over fixed routes in the region. The concentrated urban population in Black Hawk County and its location with respect to other urbanized areas in northeast Iowa results in a higher level of inter-city transit service for the region than service for the state as a whole, however, large areas of Butler and Grundy Counties are not covered by current service including their respective county seats.

Operating information for inter-city bus lines is practically non-existent with only total revenue passenger statistics for each carrier's operation within the entire state being kept, to meet submittal requirements of the Iowa Commerce Commission. A survey of inter-city passengers' origins and destinations was compiled, however, for a transportation study involving the nine state planning regions without an urbanized area. From the information gathered in that survey, it can be very generally assumed that inter-city bus travel originating from the metropolitan area would have the following proportionate breakdown of destinations: 10-15 percent to other places within the region, 40-55 percent to the "central place" community of other Iowa regions, 20-33 percent to major cities outside of Iowa, and 15-20 percent to smaller communities in other Iowa regions.

Table 1

Regional Operations		Type of Service	Target Group	# of Buses	# of Vans	# of Station Wagons	# of Cars	# of Other Types of Vehicles	Total # of Vehicles A+B+C+D+E	# of Vehicles to Handicapped	Type of Special Equipment : Lift, etc.	# of Standard Seating Capacity	# of Spaces for Persons in Wheelchairs	Total # of Seating Capacity on all Vehicles G+H	Radio Dispatch Center	Total # of Annual Revenue Miles	Days of Operation	Hours of Operation	Average Daily Passengers	Annual Passengers	# of Paid Staff	# of Volunteer Staff	Fare Structure
Name of Service	Service Area			A	B	C	D	E	F			G	H	G+H									
H. V. A. A. A.	Region 7 Counties	E H G	D R	0	1 <sup>a</sup>	1 <sup>b</sup>	0	0	2	NA	None	NA	0	NA	NA	NA	M-F	8-5 <sup>c</sup>	43	10,824	2.0	76+	Donations Accepted
Black Hawk Co. Council on Aging	Black Hawk Co.	E H G	D R	0	5 <sup>d</sup>	3 <sup>e</sup>	0	1 <sup>f</sup>	9	NA	1 Lift on Fortibus	NA	NA	NA	NA	NA	M-F	8-5 <sup>c</sup>	149 <sup>g</sup>	38,263 <sup>k</sup>	17.5 <sup>j</sup>	2	Donations Accepted
E. P. I. <sup>l</sup>	Region 7 Planning Dist. Area 7 Education Dist.	H C	M-F R	34	0	0	0	0	34		7 Lifts	1,169	38	1,207	Yes	656,265 annual miles	M-F+ Special	6-9:30 3-5:30	NA	484,380 <sup>m</sup>	31.0	0	NA
NE Iowa Community Action Program																							
a. Waverly	Waverly	HS	M-F	0	0	1	0	0	1	NA	None	9	0	9	NA	17,516 <sup>g</sup>	M-F	8-9:15 1-2:45	12	1,584	2.0	NA	NA
b. Nashua	Nashua	HS	M-F	0	0	1	0	0	1	NA	None	9	0	9	NA	7,036 <sup>h</sup>	M-F	8-9 12:30-2:30	12	1,352	2.0	NA	NA
Black Hawk-Buchanan HS Program	Black Hawk Co. Buchanan Co.	HS	M-F	0	8	0	0	0	8	NA	None	102	0	102	NA	NA	M-TH	8:30-3:00	51	1,887 <sup>g</sup>	4 drivers full-time	0	NA
Black Hawk Co. Social Services Program	Black Hawk Co.		C	0	0	0	0	0	0	None	None	NA	NA	NA	NA	NA	NA	NA	NA	NA	5	0	NA <sup>i</sup>
Buchanan Co. Neighborhood Center	Buchanan and Black Hawk Counties	R	C	0	0	0	0	0	0	0	0	NA	NA	NA	No	6,800	M-F	8-4:30	NA	908 <sup>o</sup>	4	0	None
Operation Threshold <sup>p</sup>	Waterloo Area	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
City Taxi	Independence	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Greyhound Lines		NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Iowa Coaches		NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Jefferson Lines		NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Scenic Hawkeye Stages		NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Urban Operations																							
Waterloo MET <sup>q</sup> Transit	Waterloo Metro Area																						
Waterloo Yellow Cab Company	Waterloo Metro Area	D	G	0	0	0	15	0	15	0	0	5	0	75	Yes	57,270	365	24	313	114,600	30	0	\$1 first 1/5 mi. 20¢ ea. add 1/5 mile
Mike's Cab Company	Cedar Falls	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

\*Note: Regional totals are not shown due to differences in reporting data of the different systems, especially regarding passenger tabulation.

Target Groups - Designate by Type: (E) Elderly, (H) Handicapped, (G) General Public, (HS) Head Start, (C) Client  
 Type of Service - Designate by Type: (F) Fixed Route, (M-F) Modified-Fixed Route, (D) Demand Response, (R) Reservation

<sup>a</sup>Operated in Black Hawk County by Black Hawk County Council on Aging.

<sup>b</sup>The wagon remains in Region 6, HVAAA is a 10-county agency encompassing Region 6 and 7.

<sup>c</sup>Normally 8-5, often times operations start earlier and run later.

<sup>d</sup>Four are leased (two year lease).

<sup>e</sup>Two year lease.

<sup>f</sup>Fortibus used on contract lease from E.P.I.

<sup>g</sup>Nine months only - no operations in June, July, or August.

<sup>h</sup>15 part-time paid drivers, 2 full-time staff, 1 part-time bookkeeper.

<sup>k</sup>Based on 149 persons/day average and average 21 days service/month, extrapolated from actual data from January 1978-May 1978.

<sup>l</sup>Figures shown are totals, as described in the 1977 Regional TDP only 31% of E.P.I.'s budget and 22% of the ridership are eligible for inclusion under non-school related transportation.

<sup>m</sup>Figures shown are one-way trips--not passengers.

<sup>n</sup>Mileage reimbursement for clients to reach training centers and activities.

<sup>o</sup>Projected from quarterly statistics, reflects trips served not actual daily passengers.



Administrative Organizational Chart  
(Narrative Explanation)

Actually, at the present time the categories included in the Administrative Organizational Chart are not applicable to the work which has been done in the region. The Regional Transit Commission was formed during March and April, with the first official meeting being in April. It has not been in operation long enough for complete coordination of the existing regional systems. All systems have been identified and operational data (number of vehicles, type of service, service area, down time) has been initially clarified. Each system shown is at present, actually operating "independently." However, contact has been made with these agencies and those shown agree to the basic ideas of regional coordination and have expressed their initial participation with future projects in that endeavor. For that reason, it would be inaccurate to list them as operating independently on the chart for determining whether or not they are in compliance with the State Plan.

In summation, the groundwork for regional coordination has been laid. The region is currently in a "period of transition" from total independent operations to operations under a single administrative agency (Regional Transit Commission). This period of transition is expected to end in the desired regional coordination. At that time, the Administrative Organizational Chart will be more accurate and reflective of the actual situation within the region.

Table II

List all large & small urban & rural, private & non-profit & public operations in the Region.

List transit operations under the category showing their current status.

REGIONAL COORDINATION

Operations Operating Independently	Receiving Public Money	Plans to consolidate or sub-contract w/out prior approval	Under Regional Transit Authority				Under Single Administrative Agency					
			Consolidated	Sub-Contract w/out prior DOT approval	Sub-Contract with prior DOT approval	Receiving public money	Consolidated	Sub-Contract w/out prior DOT approval	Sub-Contract with prior DOT approval	Receiving public money		
			(Agency Name)					(Agency Name)				
1. Black Hawk-Buchanan Head Start Program	X		1.					1. H.V.A.A.A.				X
2. Black Hawk County Social Services	X											
3. Buchanan County Neighborhood Center	X											
4. City Taxi			2.					2. Black Hawk County Council on Aging				X
5. NE Iowa Community Action Program	X											
Waverly Head Start	X											
Nashua Head Start	X											
6. Operation Threshold	X		3.					3. E.P.I.				X
7. Greyhound Lines												
8. Iowa Coaches												
9. Jefferson Lines												
10. Scenic Hawkeye Stages			4.									
			5.									
			6.									

URBAN COORDINATION

Operations Operating Independently	Receiving Public Money	Plans to consolidate or sub-contract w/out prior approval	Under Small Urban Area (Designate Recipient) Transit Board of Comm.				Under Large Urban Area (Designate Recipient) Transit Board of Comm.					
			Consolidated	Sub-Contract w/out prior DOT approval	Sub-Contract with prior DOT approval	Receiving public money	Consolidated	Sub-Contract w/out prior DOT approval	Sub-Contract with prior DOT approval	Receiving public money		
			(Agency Name)					(Agency Name)				
1. Mike's Cab Company			1.					1. Waterloo MET Transit				X
2.			2.					2. Waterloo Yellow Cab Co.	X <sup>a</sup>			

<sup>a</sup>Waterloo Yellow Cab Company has contracted to provide services to the elderly residents of Waverly two days each week.

Table III

ADMINISTRATIVE ORGANIZATIONAL CHART

Because of the nature and relative specialization of each agency listed in Table III and Table IV, at the present time, there are no administrative relationships in any of the particular examples shown (i.e., all can be defined as NA).

List any transit operation which crosses between rural and urban areas on a regular basis.	In this space explain the nature of the relationship that exists between the various administrative agencies involved. If there is no relationship, designate NA.
<p>1. H.V.A.A.A.</p> <p>2. Black Hawk County Council on Aging</p> <p>3. Exceptional Persons, Inc.</p> <p>4. Black Hawk-Buchanan Head Start Program</p>	<p>People are brought from the rural areas of the region into the Waterloo-Cedar Falls metro area, primarily for medical purposes.</p> <p>People are brought from the rural areas of Black Hawk County into the Waterloo-Cedar Falls metro area for such purposes as medical activities, shopping, and agency activities.</p> <p>E.P.I. picks up clients from the rural areas and brings them into programs located in the Waterloo-Cedar Falls metro area.</p> <p>Clients are picked up from rural areas and brought into programs in the Waterloo-Cedar Falls metro area.</p>

Table IV

ADMINISTRATIVE ORGANIZATIONAL CHART

Because of the nature and relative specialization of each agency listed in Table III and Table IV, at the present time, there are no administrative relationships in any of the particular examples shown (i.e., all can be defined as NA).

List any transit operation which crosses regional boundaries and/or state boundaries on a regular basis.	In this space explain the nature of the relationship that exists between the various administrative agencies involved. If there is no relationship, designate as NA.
<p>1. H.V.A.A.A.</p> <p>2. H.V.A.A.A.</p> <p>3. Exceptional Persons, Inc.</p>	<p>H.V.A.A.A. operations cover a ten-county area (Region 6 and Region 7 planning regions). Each county has a council on aging for coordinative purposes. At times, some people may receive transportation services which take them out of the region in which they live. In these cases, it is because actual activity centers are closer in the adjacent region, than any centers in the inhabited region.</p> <p>On one day each week, H.V.A.A.A. provides transportation to the Iowa City medical facilities (Region 10). In special cases, medical transportation may even be provided to Rochester, Minnesota, Des Moines, Iowa (Region 11), or Dubuque, Iowa (Region 8).</p> <p>Exceptional Persons, Inc., provides transportation services to both the planning Region 7 and the educational Region 7. The educational region includes Fayette, Tama, and Benton Counties which are in Planning Regions 1, 6, and 10, respectively. The possibility for service crossing these three boundary lines exists. At the present time, the only boundary crossing is into Tama County, where some clients are picked-up and brought to programs in the Waterloo-Cedar Falls metro area.</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. Metropolitan T.I.P.	Waterloo Urbanized Area	Provides summary of metropolitan plan, program, and priorities for long and short range highway and transit improvements.
2. Metropolitan T.S.M.	Waterloo Urbanized Area	Annual summary of transit operations and program revisions, coordinative tool for low and non-cost transit and highway system improvement strategies.

Table V lists the only other transit programs being conducted within Region 7, and reflects urban transit activities in the Waterloo metropolitan area. MET Transit Authority of Black Hawk County is the designated recipient of state and UMTA funding for implementing the urban area TIP.

C. Financial Data

Tables VII and XI in Sections III and IV of this update are based upon the best available information from operating agencies within the region. This information has limited the uniform comparison of unit operating costs and hence performance due to diverse methods of accounting among different agencies. This diversity has arisen over past years in response to differing reporting requirements to various federal and local funding sources and the individual nature of services (i.e., volunteer vs. paid driver, etc.).

A comprehensive regional summary of operating and financial data will be incorporated in the R-TDP upon the development and receipt of a new monitoring package being developed by I-DOT for FY 1979.

SECTION II.

A. Ridership Characteristics - Rider Survey

- 1) In October of 1977, a Ridership Survey was conducted throughout Region 7. The survey was developed by the Iowa D.O.T. The Iowa D.O.T. also determined the number of surveys to be distributed in each region. For Region 7, INRCOG contacted all relevant agencies in order to determine proper means of survey distribution and the number of surveys necessary for each agency. The surveys were then distributed in the proper manner.

The rider surveys were to provide such general information (service and rider characteristics) to enable both the planning agency and the service agency to evaluate the services and to assist in determining the needs in different areas throughout the region. The agencies participating were: Hawkeye Valley Area Agency on Aging (HVAAA), Exceptional Persons, Inc. (EPI), and Waterloo Yellow Cab.

2) October 1977 Rider Survey

<u>Agency</u>	<u>Target Group</u>	<u>Area of Service</u>	<u>No. of Surveys Distributed</u>	<u>No. of Surveys Returned</u>	<u>Percent of Return</u>
HVAAA	Elderly	Bremer Co.	88	5	5.7
HVAAA	Elderly	Buchanan Co.	53	10	18.9
HVAAA	Elderly	Butler Co.	33	4	12.1
HVAAA	Elderly	Chickasaw Co.	27	-	-
HVAAA	Elderly	Grundy Co.	25	3	12.0
EPI	Handicapped	Region 7	104	9	8.7
Waterloo Yellow Cab Company	General Public	Waterloo	20	2	10.0
Combined Total			350	33	9.4



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

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 describes 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 summary, the major theme emerging from the survey returns depicts riders who have no cars, no drivers license, and who would not have been able to make their intended trips had the services not been provided by either EPI or HVAAA. These results are hardly astonishing, considering both EPI and HVAAA provide a wide array of specialized services for the handicapped and elderly, respectively.

All ride characteristics (comfort, safety, cost, etc.) were rated highly by the riders. The lowest rating given any system was "fair," and this was given by no more than one rider on any single characteristic. All other characteristics were rated as either "good" or "very good." Considering the specialized services (aimed at specific target groups) these high ratings are easily explained. Especially in the case of HVAAA where door-to-door services are provided by dedicated volunteers in the comfort of their personal vehicles.

## B. Handicapped Self I.D. Survey

### 1) Purpose

The purpose of the Handicapped I.D. Survey was to further identify and clarify any existing travel needs or problems of the handicapped throughout the region. This information could then be used in the planning process necessary in fulfilling the need and solving the identified problems.

A standard self I.D. form was developed by the Iowa D.O.T. and sent to news agencies within the region. These forms were to be printed on two target dates--September 1, 1977 and January 23, 1978. Respondents to the forms were to reply directly to the Regional Planning Agency (INRCOG). INRCOG would then tabulate any information received and draw upon such information as necessary to eliminate any outstanding transportation needs and problems of the region's handicapped.

The Self I.D. project can be considered as a minor fiasco. INRCOG contacted each news agency within the region but was unable to determine which, if any, agency actually ran the survey. There was an overall lack of participation and cooperation with the project, indicating that projects of this type should be abandoned in the future. One return was received, indicating that the survey was run in at least one area (Grundy County), however, no viable information was gained from the aforementioned return.

(For a summary of the news agencies involved with the survey, see Appendix.)

### C. Household Survey

For the 1977 Household Survey of Transportation Needs, INRCOG developed a list of names following a random sample methodology provided by the Iowa D.O.T. INRCOG addressed envelopes with these names and sent them to the Iowa D.O.T. To insure a more viable return, the Iowa D.O.T. expanded this list. The surveys, which were developed by the Iowa D.O.T., were then sent out in an initial as well as a follow-up mailing. A total of 1,585 surveys were mailed throughout the region. The Iowa D.O.T. then tabulated and summarized the data for those surveys which were returned.

The Household Survey was developed and administered for four basic reasons: 1) to further define the characteristics of the rural and small urban residents of the region, 2) to determine their awareness and perception of existing operations, 3) to attempt to measure potential demand for various types of transportation within the region, and 4) to determine any existing need in the region. The results of the survey follow.

In summary, the Household Surveys provided no unexpected or outstanding information on the overall transportation situation within Region 7. The region did exhibit a high mobility rate, as measured by the characteristics "Number of Vehicles/Household" and "Number of Drivers Licenses/Household." Only 1.3% of the households surveyed indicated no vehicle in the household, 26.2%, 36.8%, and 30.3% indicated one, two, and three or more vehicles per household, respectively. Only 1.2% of those households surveyed indicated zero drivers licenses in the household. In over 90% of the households surveyed, at least one member of the household currently holds a valid drivers license, 79.1% of those having no limitations on their ability to drive.

A small percent of the households surveyed indicated transportation problems related to some form of handicap. Specifically, 2.8% of these households indicated that some handicapped condition makes it difficult for one or more family members to drive, 1.4% of these households indicated that one or more members have some handicapped condition that inhibits their ability to ride a car or a taxi, and 2.5% of the households have members who have difficulty taking a bus or a van.

Of particular interest is the data received on public transportation availability. Of the households surveyed, 78.8% indicated that no public transportation was available. Should "improvements" be made to the public transportation facilities, 15.2% of those surveyed feel that they would use public transit for shopping, 13.6% for business, and 15.2% for medical purposes. Present availability for the aforementioned purposes is 2.8%, 1.7%, and 2.8%, respectively.

**PRELIMINARY ANALYSIS OF HOUSEHOLD  
SURVEY OF TRANSPORTATION NEEDS**

**REGION 7 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 59,264 households in non-urban Region 7 was 1,585. The return rate for an initial mailing with a second wave follow-up was approximately 43% for Region 7. 772 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	13.6
2	33.4
3	16.3
4	15.9
5 or more	16.7
no report	4.1

**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	11.0	10.2
\$ 5,000-\$ 9,999	15.8	20.5
\$10,000-\$14,999	17.8	22.7
\$15,000-\$19,999	21.8	15.1
\$20,000-\$49,999	28.6	28.3
\$50,000 or more	4.9	3.2

\* Percent is based on an N of 772.

\*\* Percent is based on an N of 689.

\*\*\* 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	55.3	44.7 = 100
Investment	16.6	83.4 = 100
Self-employment	24.5	75.5 = 100
Social Security	25.9	74.1 = 100
Other Income Sources	7.6	92.4 = 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	27.5	72.5 = 100
Age 11-17	22.8	77.2 = 100
Age 18-59	67.4	32.6 = 100
Age 60-64	13.5	86.3 = 100
Over age 65	26.0	74.0 = 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	1.3
1	26.2
2	36.8
3 or more	30.3
no report	5.4
	100.0

\* Percentage is based on an N of 772.



NUMBER OF DRIVERS' LICENSES  
BY HOUSEHOLD

PERCENT OF HOUSEHOLDS\*

0	1.2
1	15.7
2	54.4
3 or more	21.1
no report	7.6
	100.0

91.3 percent of the respondents currently have valid drivers' licenses and 79.1 percent of them have no limitations on their ability to drive. Bad weather is the most common deterrent to drivers (10.6% of respondents). Other limitations reported were unwillingness to drive at night (4.1% of respondents) and unwillingness to drive long distances (4.7% of respondents). Only 4.8% of respondents reported never having had a driver's license.

**HANDICAPPING CONDITION:**

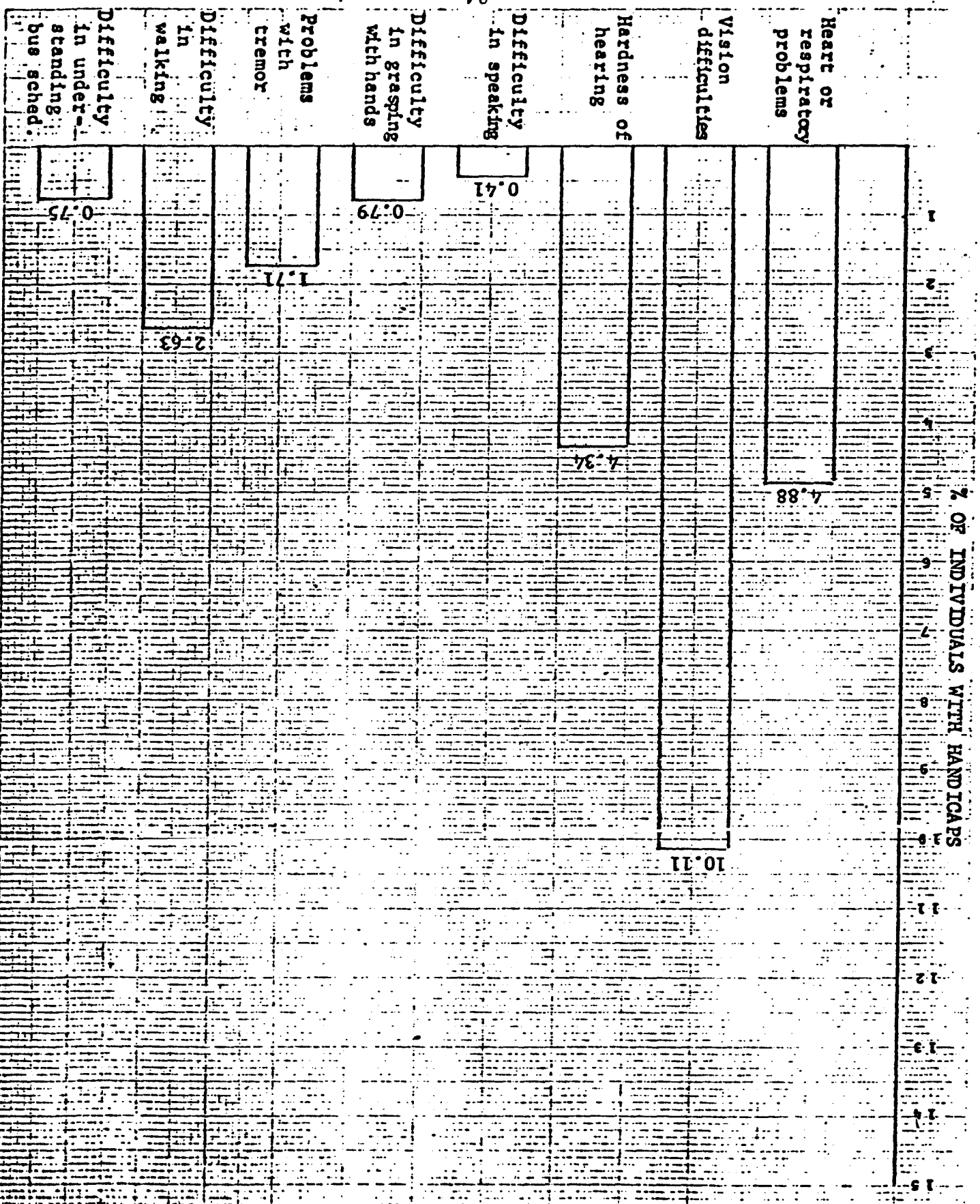
The percentage of responding households indicating one or more family member with handicapping conditions is as follows. Quite possibly the same family member might have more than one handicapping condition. Respondents may well have included those family members wearing eyeglasses as among the visually 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	12.6	87.4 = 100
Vision difficulties	21.1	78.9 = 100
Hardness of hearing	11.8	88.2 = 100
Difficulty in speaking	1.3	98.7 = 100
Difficulty in grasping with hands	2.5	97.5 = 100
Problems with tremor	4.9	95.1 = 100
Difficulty in walking	7.8	92.2 = 100
Difficulty in under-standing bus schedules	1.8	98.2 = 100

Among these households 2.8% find that handicapping conditions make it difficult for 1 or more family member/s to drive. 1.4% of the households have members whose handicapping conditions inhibit their ability to ride a car or taxi, while 2.5% of the households have members who have difficulty taking a bus or van.

.8% of responding households have members that use wheel chairs.

\* Percentage is based on N of 772.



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:

FIGURE 1

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 church purposes. 78.4 % of the respondents indicated making one or more shopping trip a week. 75.3% indicated one or more trips per week for business purposes while 60.2 % made one or more trips a week for

Other trip purposes as indicated by responding households were:

	<u>PERCENT*</u>
Recreation	56.2
Medical	22.1
Meals	6.9
Other	25.5

TRAVEL TIME

Key travel times indicated by respondents were:

	<u>PERCENT*</u>
6-8 A.M.	31.1
4-7 P.M.	14.1
1-4 P.M.	19.3
Saturday 8 A.M.-Noon	35.7

45.3 percent of respondents will travel any time.

TRANSPORTATION MODE:

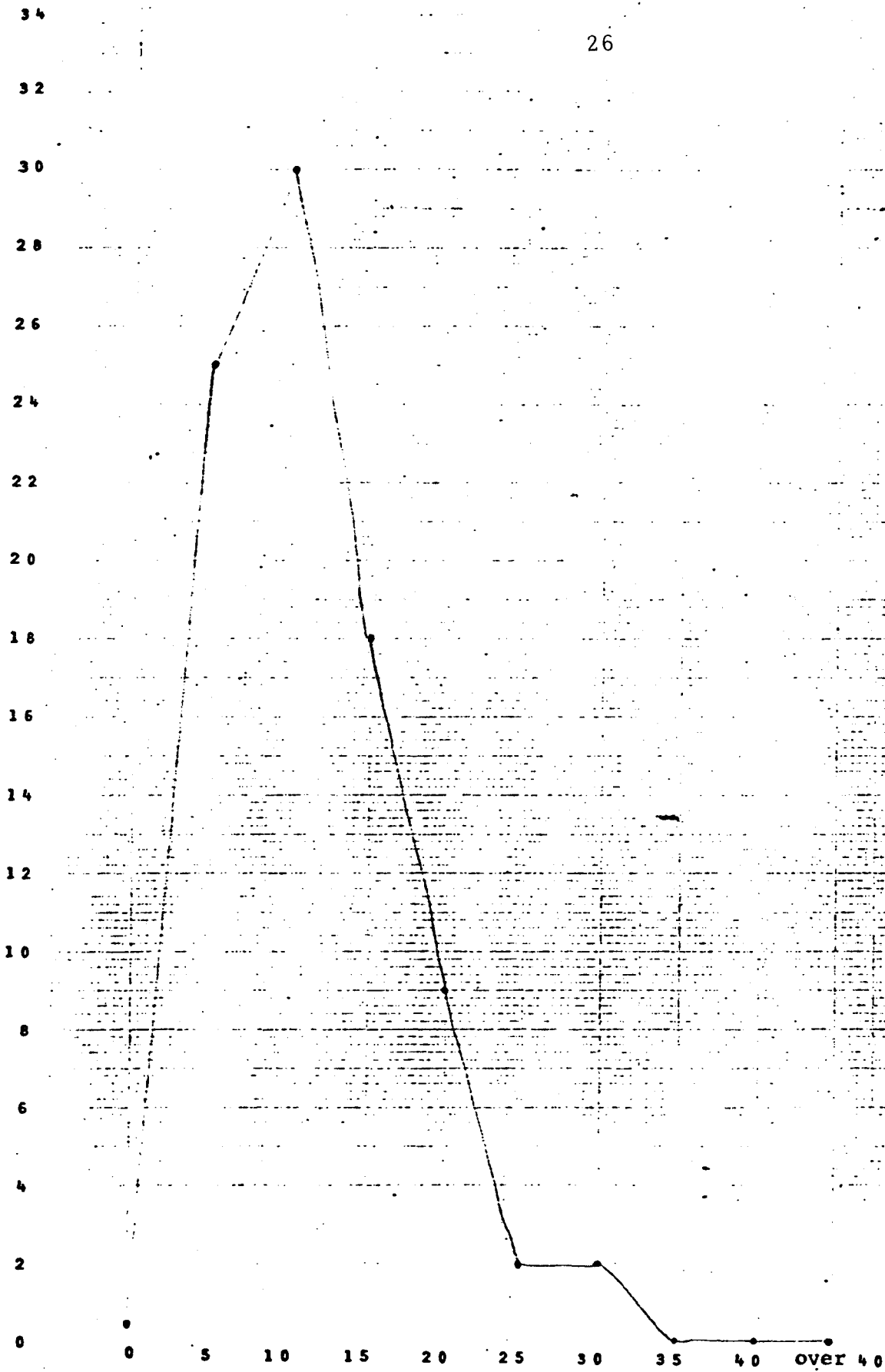
6.0 percent of the respondents indicate that members of their household rely on others for transportation. 7.1 percent of respondents feel that they lack adequate transportation for shopping and 5.3 percent feel that they cannot reach medical services as often as needed.

3.0 percent of the respondents indicate that public transportation is available for all purposes while 78.8% percent indicate no public transportation is available.

If improvements were made by public transportation 15.2 percent of the respondents feel that they would use public transit for shopping and 13.6% for business and 15.2% for medical purposes.

Present availability of public transit for these purposes is: 8% for shopping; 1.7% for business; and 2.8% for medical purposes.

\* Percentage is based on N of 772.



TRIPS PER WEEK

To further define the transportation needs of the region 7 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 356.

As Figure 3 shows drivers tend to come from households in higher income groups. They generally make more trips than non drivers (Figure 4). 6.46% of the drivers indicate reliance on others for one or more trips, while 1.96% 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 84. 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	14.28
4-7 PM	10.71
1-4 PM	27.38
<u>SATURDAYS</u>	
8-Noon	8.33

16.66% indicated a willingness to travel anytime. 4.76% of the households with potential users already use public transit. 19.04% indicated a lack of transportation for shopping, 9.52% for recreation, and 15.47% 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. 21.59% will travel anytime. 13.63% of the households in this group have members

relying on others for one or more trips each week. Of those households with handicapped members 46.59% 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. 3.37% 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 PM (21.62%); Saturday 8-Noon (16.21%); and 15.54% will travel anytime.

FIGURE 3

DRIVERS BY INCOME LEVEL

<u>INCOME LEVEL</u>	<u>% OF DRIVER*</u>	<u>% OF NON DRIVER*</u>
Less than \$5,000	<u>5.3</u>	<u>29.4</u>
\$ 5,000-\$ 9,000	<u>15.0</u>	<u>14.1</u>
\$10,000-\$14,999	<u>14.7</u>	<u>23.5</u>
\$15,000-\$19,999	<u>25.6</u>	<u>14.1</u>
\$20,000-\$49,000	<u>32.8</u>	<u>16.5</u>
\$50,000 or more	<u>6.6</u>	<u>2.3</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>5.8</u>	<u>18.1</u>
3- 5	<u>13.2</u>	<u>19.4</u>
6-10	<u>31.5</u>	<u>33.3</u>
11-15	<u>25.7</u>	<u>13.9</u>
16-25	<u>14.1</u>	<u>9.7</u>
over 25	<u>9.3</u>	<u>2.8</u>

FIGURE 5

POTENTIAL TRANSIT RIDERS

<u>INCOME LEVEL</u>	<u>% OF RIDERS*</u>	<u>% OF NON RIDERS*</u>
Less than \$5,000	<u>34.2</u>	<u>4.9</u>
\$ 5,000-\$ 9,999	<u>22.4</u>	<u>13.1</u>
\$10,000-\$14,999	<u>17.1</u>	<u>16.4</u>
\$15,000-\$19,999	<u>14.5</u>	<u>25.2</u>
\$20,000-\$49,000	<u>11.8</u>	<u>33.4</u>
\$50,000 or more	<u>0.0</u>	<u>7.0</u>

FIGURE 6

TABLE OF AGED BY POTENTIAL TRANSIT RIDERS

AGED                      POTENTIAL TRANSIT RIDERS  
 (over age 60)

FREQUENCY PERCENT ROW PCT COL PCT	NO	YES	TOTAL
NO	273 60.53 90.10 74.39	30 6.65 9.90 35.71	303 67.18
YES	94 20.84 63.51 25.61	54 11.97 36.49 64.29	148 32.82
TOTAL	367 81.37	84 18.63	451 100.00

FIGURE 7

TABLE OF HANDICAP BY POTENTIAL TRANSIT RIDERS

HANDICAP                      POTENTIAL TRANSIT RIDERS

FREQUENCY PERCENT ROW PCT COL PCT	NO	YES	TOTAL
NO	241 53.44 87.64 65.67	34 7.54 12.36 40.48	275 60.98
YES	126 27.94 71.59 34.33	50 11.09 28.41 59.52	176 39.02
TOTAL	367 81.37	84 18.63	451 100.00



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>10.5</u>	<u>6.5</u>
3- 5	<u>16.4</u>	<u>26.4</u>
6-10	<u>28.9</u>	<u>33.8</u>
11-15	<u>25.0</u>	<u>21.2</u>
16-25	<u>11.2</u>	<u>14.7</u>
over 25	<u>7.9</u>	<u>8.2</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>43.6</u>	<u>42.2</u>
2	<u>33.6</u>	<u>33.9</u>
3-4	<u>14.8</u>	<u>27.0</u>
5-6	<u>6.0</u>	<u>4.6</u>
7-8	<u>1.3</u>	<u>2.8</u>
9 & over	<u>0.7</u>	<u>0.5</u>
	<u>business</u>	
1	<u>18.9</u>	<u>12.7</u>
2	<u>8.3</u>	<u>5.4</u>
3-4	<u>9.8</u>	<u>10.9</u>
5-6	<u>26.5</u>	<u>33.8</u>
7-8	<u>5.3</u>	<u>8.6</u>
9 & over	<u>31.1</u>	<u>29.0</u>
	<u>recreation</u>	
1	<u>39.4</u>	<u>38.8</u>
2	<u>30.3</u>	<u>29.0</u>
3-4	<u>19.2</u>	<u>19.7</u>
5-6	<u>8.1</u>	<u>7.6</u>
7-8	<u>1.0</u>	<u>0.6</u>
9 & over	<u>2.0</u>	<u>4.4</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>7.8</u>	<u>41.9</u>
2	<u>36.1</u>	<u>27.1</u>
3-4	<u>24.2</u>	<u>27.6</u>
5-6	<u>7.3</u>	<u>7.6</u>
7-8	<u>1.4</u>	<u>0.5</u>
9 & over	<u>1.4</u>	<u>4.3</u>
	<u>shopping</u>	
1	<u>47.0</u>	<u>40.8</u>
2	<u>29.1</u>	<u>36.0</u>
3-4	<u>18.8</u>	<u>14.8</u>
5-6	<u>2.6</u>	<u>6.4</u>
7-8	<u>1.7</u>	<u>2.6</u>
9 & over	<u>0.8</u>	<u>0.4</u>
	<u>business (personal)</u>	
1	<u>28.26</u>	<u>10.34</u>
2	<u>13.04</u>	<u>4.21</u>
3-4	<u>15.22</u>	<u>8.81</u>
5-6	<u>18.48</u>	<u>35.25</u>
7-8	<u>4.70</u>	<u>6.90</u>
9 & over	<u>16.30</u>	<u>34.48</u>

\* Based on total number of respondents.

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
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- 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).

TRIPS PER WEEK	PURPOSE	TRIPS PER WEEK	PURPOSE
_____	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? \_\_\_\_\_

c) \_\_\_\_\_ members  
 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

0. 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.

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

A description, as well as an evaluation of existing services within Region 7 is presented in the 1977 Regional Transit Development Program (RTDP) on pages 20 through 33. This particular update contains additional evaluations of existing services as related to several surveys conducted throughout the region in conjunction with the Iowa D.O.T.

Since no profound information was obtained by the aforementioned surveys, especially any information which may have changed previous planning decisions, INRCOG's stand on transportation services and related needs within the region remains as it has in the past.

Basically, existing services are in existence to provide service mainly to specific target groups, such as the elderly, the handicapped, the "disadvantaged" children, and so on. Information from these existing providers indicates that even in these rather specialized areas the demand far outweighs the supply for transportation services. This information, along with information procured in the past leads to the following general conclusions for transportation services within the region. Future efforts should concentrate on two basic areas. First, the frequency and availability of existing services to the elderly, the handicapped and so on should be improved/expanded. And second, emphasis should be placed on the development of general transportation services which shall be available throughout the region for use by the general public rider.

Both of these general areas of concentration should be able to be attained by a combination of the coordination of existing services, as well as a planned expansion of existing services.

### SECTION III.

#### A. Refinement of Selected Alternative

Response to questions relative to refinement criteria:

1. Are revisions in funding possible?  
Yes, the following program adjustments are based upon meeting needs within available resources.
2. Are revisions in service standards possible?  
Yes, subject to implementation and surveillance of programmed operations.  
Can increased ridership needs be met?  
Yes, the selected alternative has capacity beyond estimated initial demand.  
Can improvements be made in serving important origin-destination points?  
Yes, subject to implementation of RTC operations.
3. Are revisions in local goals and objectives being met?  
Yes
4. Are results of the surveys being used toward service improvements?  
Refer to Section II-D.
5. Can increased capital improvements be met and funded?  
If capital improvement needs increase, they can be met contingent of UMTA funding availability.
6. Can modifications be made that would increase cost efficiency?  
Yes, RTC operations will reduce HVAAA operational costs. Further improvement will be based on operating experience.
7. Are transit providers being brought into compliance with the State Plan?  
Yes, through R-TDP development and A-95 review.
8. Are private providers being brought into the planning process?  
Yes, as members on the RTC Advisory Committee.  
Are they being given a fair opportunity to supply service?  
Yes, they are invited to bid on operating contracts.
9. Are elderly and handicapped being provided the needed service?  
As shown in the 1977 R-TDP, the initiation of RTC operations is necessary to begin meeting transit needs.

10. Are services operating in the entire region?  
No, RTC service has not been initiated. Also, Chickasaw County has not elected to participate in the region's program. Specialized services are available through EPI and HVAAA as previously documented. General public service is limited to existing inter-city, private carriers and taxi operators.
11. Can better use be made of available equipment?  
Yes, the purchase of seat space from EPI school service will be investigated in FY 1979 for a limited potential service of inter-county trips.
12. Can better use be made of available manpower?  
Current manpower is constrained to existing operations of specialized services.

B. Implementation of the Five Year Program

Steps initiated by INRCOG toward implementation during FY 1978 and tangible results of these efforts are listed in Table VII.

C. Conclusions

During the past year, INRCOG has formally established the Regional Transit Commission (RTC) as a delegated authority to provide a policy body for the ongoing maintenance of a viable Regional Transit Program. Through the RTC local elected officials in five of the six Region 7 counties can develop an acceptable regional transit plan and program which will ensure coordination of existing services and establishment of new or expanded operations to serve unmet needs in a cost-effective manner. At the same time, the RTC will provide a single administrative agency for operating regional transit services either directly and/or on a contractual basis with existing public or private providers.

Further, the RTC serves as the single recipient for non-urban funding from UMTA and State Transit Assistance programs, and will provide a non-urban counterpart to the Waterloo urban area recipient (MET Transit Authority of Black Hawk County). As the regional planning agency, INRCOG will maintain its role in providing planning assistance and coordination of the respective R-TDP and TIP programs administered through the RTC and MET Transit.



Table VI

	1977 Service Standards	1977 Selected Alternative	1978 Modifications or Refinements in Service Standards	1978 Refined Selected Alternative
<u>Total Rides</u>	209,900	69,268		69,268
<u>Rides by Type:</u>				
Elderly	125,940	37,405		37,405
Non-Elderly				
Handicapped	83,960	24,937		24,937
Other		6,926		6,926
<u>% of Rider Demand</u>				
<u>Satisfied:</u>				
Total	30%	33%		33%
Elderly	30%	29.7%		29.7%
Non-Elderly				
Handicapped	30%	30%		30%
Other				
<u>Other Local</u>				
<u>Objectives:</u>				
Area Served		5 counties		5 counties
Activity Centers				
Served		19		19
Shelters				
Other				
<u>Revenue:</u>				
Average Fare		.83 inter co.		.83 inter co.
Charged		.27 intra co.		.27 intra co.
% Riders				
Charged		100%		100%
Farebox Revenue		\$32,820	-\$1,320	\$31,500
Agency Contract				
Revenue				
<u>Total Revenue</u>		\$32,820	-\$1,320	\$31,500

(Continued on next page.)

Table VI (continued)

	1977 Service Standards	1977 Selected Alternative	1978 Modifications or Refinements in Service Standards	1978 Refined Selected Alternative
<u>Operations:</u>				
Vehicles in Service		3	+1 (Back-up)	3 (+1)
Vehicle Miles		315,180	-15,080	300,100
Vehicle Utilization				
Running Costs		\$125,126	+\$10,949	\$136,075
Contract				
Trans. Costs				
Administrative				
Marketing				
G & A				
All Other				
Total Adminis- trative Costs		\$ 54,724	-\$13,724	\$ 41,000
Total Operating Costs:		\$179,849	-\$ 2,774	\$177,075
<u>Annualized Capital</u>				
<u>Costs:</u>				
Vehicles		\$ 13,550	-\$ 1,760	\$ 11,590
Structures				
Total		\$ 13,550	-\$ 1,760	\$ 11,590
TOTAL OPERATING & ANNUAL CAPITAL COSTS		\$193,399	-\$ 4,734	\$188,665
DEFICIT		\$160,579	-\$ 3,419	\$157,165
Deficit per Ride		2.32	-\$ .06	\$ 2.26
Deficit per Capita		1.67	-\$ .04	\$ 1.63

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Implementation of 3-5 Year Program  
 Accomplishment Made Between  
 (6/30/77-6/30/78)

Steps initiated on the part of the Planning Agency toward implementation.	Results made on implementation.
<ol style="list-style-type: none"> <li>1. Regional Transit Commission (RTC) established by INRCOG resolution.</li> <li>2. Third-party contract for inter and intra-county service in five counties developed for operation through HVAAA with State Transit Assistance.</li> <li>3. Provided technical assistance to HVAAA for contracting and monitoring elderly transportation, and initiating private taxi service in Waverly through private operator.</li> </ol>	<ol style="list-style-type: none"> <li>1. RTC has been appointed by INRCOG and five participating counties and has reviewed R-TDP and approved initial steps to implement operating and capital program elements.</li> <li>2. Late approval of State Transit Assistance and comment on third-party contract for necessary revisions made implementation during FY 1978 impossible.</li> <li>3. Purchase of twice weekly service initiated for 60-day trial period.</li> </ol>

Table VII

## SECTION IV.

### A. Revised Five Year Program - FY 1979-FY 1983

This section of the R-TDP contains an updated and revised regional five year program and reflects anticipated operating and capital projects to be implemented by regional non-urban transit providers. Project figures reflect last years actual costs and are further based upon annual element year budgets, and an annual rate of inflation at six percent.

#### Operations

Table VIII-1 indicates the Exceptional Persons, Inc., program. These figures reflect 31 percent of total EPI operations and represent the non-educational portion of their handicapped transportation program (excludes DPI-Area Education Agency funding).

The operating project incorporates adult handicapped transportation to sheltered work sites funded by county general funds, and group transportation services contracted at cost by various private non-profit handicapped agencies.

The five year program anticipates a maintenance of current service levels for EPI.

Table VIII-2 shows the Hawkeye Valley Area Agency on Aging program budget for the six counties of Region 7. This project entails funding support for volunteer mileage costs in serving essential elderly trips through volunteer coordinators in 35 non-urban area communities in the region. The HVAAA FY 1979-FY 1983 budget has been reduced on the basis of a FY 1979 commitment of \$32,000 towards the initiation of RTC intra and inter-county paid driver service.

Table VIII-3 represents the Regional Transit Commission (RTC) operating program. The FY 1979 annual element projects for the RTC reflect \$25,000 for program administration (\$5,000 INRCOG local funds and \$20,000 I-DOT transit assistance) and \$72,000 for intra and inter-county operations through a third party contract with an existing public or private provider.

The RTC operating project will be funded through \$32,000 in HVAAA local funding and \$40,000 in State Transit assistance funds. Fare revenues will reduce the operating assistance fund sources on a prorated basis.

Table XI provides a total regional operating summary and incorporates Tables VIII-1 through VIII-3.

### Capital

Table IX shows the projected RTC capital projects to be applied for during FY 1979. The project element will be finalized, based on further cost estimates and ultimate bids, and submitted as one capital application for UMTA Section 3 funds for 80 percent of the project. The balance of funding will come from \$17,760 in State Transit Assistance (as approved in FY 1978) and \$8,880 in local matching funds from INRCOG/HVAAA.

This project element has been refined from the 1977 R-TDP to provide for associated capital items needed for direct RTC operation for program years FY 1980-1983. Additionally, four vehicles are programmed to provide an added back-up vehicle for regional service while utilizing less costly equipment inasmuch as the cost of diesel units previously programmed has become prohibitive for anticipated state and local resources.

Capital components in the RTC program may be further revised dependent on whether service is operated directly or contracted to a third party.

Table X reflects the RTC capital program as the region summary, since no other capital projects are currently anticipated.

### RTC's Relationship to the R-TDP

The RTC role in provision of intra and inter-county transit service is based on the concept established in the 1976 TDP and refined in the 1977 R-TDP Update.

That role is:

- To provide a regional transit agency to serve an administrative umbrella function in the coordination and consolidation of operations.
- To identify and respond to unmet travel needs through either direct initiation of general public intra and inter-county transit service or an operating contract with an existing provider.

Toward this end, HVAAA and local resources have been combined with State Transit Assistance funds to serve an identified gap in transit service. Accordingly, the HVAAA volunteer operating program has been reduced. Table VIII-2 reflects maintenance of a minimal level of intra-community volunteer service to the elderly for essential trips not feasibly served by the proposed RTC service.

Code Applies to Tables VIII-XI

TYPE OF WORK

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

Table VIII-1

Exceptional Persons, Inc.  
(Non-Education Transportation)

Operation

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year (6)	Present Year (Annual Element) (7)	+1 Year (8)	+2 Year (9)	+3 Year (10)	+4 Year (11)	Total 5 Year Program (12)
Maintenance of existing non-educational handicapped transportation operations.	Contracted group and daily adult handicapped fixed-route services in Region 7.	NA	4	Contracts from private agencies.	\$ 86,066	\$ 85,685	\$ 90,765	\$ 96,216	\$101,913	\$108,243	\$482,822
				County government funds.	\$ 34,399	\$ 49,590	\$ 52,625	\$ 55,784	\$ 59,087	\$ 62,757	\$279,843
					\$120,465	\$135,275	\$143,390	\$152,000	\$161,000	\$171,000	\$762,665

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Table VIII-2

Hawkeye Valley Area Agency on Aging

## Operation

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year (6)	Present Year (Annual Element) (7)	+1 Year (8)	+2 Year (9)	+3 Year (10)	+4 Year (11)	Total 5 Year Program (12)
Elderly volunteer service reimbursement.	Serving elderly in 35 towns in non-urban area of Region 7.	NA	4	Older American Act Title III & VII	\$40,992	\$33,300	\$35,300	\$37,450	\$39,675	\$42,100	\$187,625
				Local govt. general funds.	\$36,399	\$29,500	\$31,250	\$33,100	\$35,100	\$37,200	\$166,150
				Donations	\$ 1,611	\$ 1,275	\$ 1,350	\$ 1,450	\$ 1,525	\$ 1,600	\$ 7,200
					\$79,002	\$64,075	\$67,900	\$72,000	\$76,300	\$80,900	\$361,175



Table VIII-3

Regional Transit Commission

## Operation

Project Title	Termini (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 Year Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
General public transportation.	Pre-arranged intra and inter-county trips in non-urban area of five counties.	NA	2	I-DO1 Transit Assistance		\$40,000	\$38,000	\$ 40,000	\$ 42,000	\$ 44,000	\$204,000
				INRCOG/HVAAA Local General Funds		40,000	38,000	40,000	42,000	44,000	204,000
				Fares		11,000	20,500	22,300	24,500	27,000	105,300
						\$91,000	\$96,500	\$102,300	\$108,500	\$115,000	\$513,300
RTC Administration			7	I-DOT Transit Assistance	\$21,000	\$20,000	\$ 21,500	\$ 22,100	\$ 23,800	\$ 24,500	\$132,900
				INRCOG/HVAAA Local General Funds		5,000	5,000	6,000	6,000	7,000	29,000
						\$21,000	\$25,000	\$ 26,500	\$ 28,100	\$ 29,800	\$ 31,500

Table IX

Regional Transit Commission

## Capital

Project Title	Termini (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 Year Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
RTC Capital Program	4-16 passenger vehicles		11	UMTA Section 3 \$106,560 I-DOT State Transit Assistance \$17,760 Local-- INRCOG/ HVAAA \$8,880		\$112,000					
	4 Lifts		21			\$ 8,000					
	4 Mobile radios and antennas		18			\$ 5,400					
	4 Fare boxes		22			\$ 3,000					
	Office equipment Spare parts		24 20			\$ 2,000 \$ 2,800					
											\$133,200

Section X

Regional Totals

Capital

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year (6)	Present Year (Annual Element) (7)	+1 Year (8)	+2 Year (9)	+3 Year (10)	+4 Year (11)	Total 5 Year Program (12)
RTC Capital Program	4-16 passenger vehicles		11	UMTA Section 3 \$106,560 I-DOT State Transit Assistance \$17,760 Local-- INRCOG/ HVAAA \$8,880		\$112,000					
	4 Lifts		21			\$ 8,000					
	4 Mobile radios and antennas		18			\$ 5,400					
	4 Fare boxes		22			\$ 3,000					
	Office equipment		24			\$ 2,000					
Spare parts		20				\$ 2,800					
											\$133,200

Table XI

Regional Totals

## Operation

Project Title	Termini (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 Year Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Regional Operational Summary Reflecting Tables VIII-1 - VIII-3 Totals					\$220,467	\$271,350	\$287,590	\$304,900	\$323,050	\$342,800	\$1,750,157

Waterloo Urbanized Capital and Operating Transit Program Summaries are contained in the Appendix.

APPENDIX

**FIVE-YEAR  
TRANSIT  
OPERATING  
IMPROVEMENT  
PROGRAM**

REVISED FOR  
FY 1979 T.I.P.

FISCAL YEAR	1979 (Annual Element)	1980	1981	1982	1983
<u>Estimated Operating Costs<sup>1</sup></u>					
Fixed Routes	\$ 849,072	\$1,025,100	\$1,085,400	\$1,145,700	\$1,215,045
Special Project	27,725	29,350	31,100	32,950	34,950
Charter	16,000	17,000	18,000	19,000	20,150
Total	\$ 892,797	\$1,071,450	\$1,134,500	\$1,197,650	\$1,270,145
<u>Estimated Revenue</u>					
Fixed Routes @\$ .285 avg. fare	\$ 225,150	\$ 290,466 <sup>3</sup>	\$ 306,207	\$ 315,397	\$ 324,885
Special Project @\$ .40 avg. fare	4,435	5,288 <sup>4</sup>	5,400	5,562	5,738
Charter @ \$20.00/hour	20,000	20,000	20,000	25,000 <sup>5</sup>	25,000
Miscellaneous <sup>2</sup>	200	200	200	200	200
Total	\$ 249,785	\$ 315,954	\$ 331,807	\$ 346,159	\$ 355,823
<u>Operating Deficit</u>	(\$ 643,012)	(\$ 755,496)	(\$ 802,693)	(\$ 851,491)	(\$ 914,322)
<u>Source of Subsidy</u>					
Federal Subsidy (Section 5)	\$ 321,506	\$ 377,748	\$ 401,346	\$ 425,745	\$ 457,161
Local Subsidy	\$ 261,506	\$ 317,748	\$ 341,346	\$ 365,745	\$ 397,161
State Subsidy	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000

<sup>1</sup> Costs reflect 7½% inflation for FY 1979, and 6% inflation for balance of program.

<sup>2</sup> Miscellaneous revenue includes items such as junk sale, storage, token sale, accident collections over costs, etc.

<sup>3</sup> Anticipates fare increase for average fare of \$.330/rider.

<sup>4</sup> Anticipates fare increase for average fare of \$.450/rider.

<sup>5</sup> Anticipates charter rate of \$25.00/hour.

## FIVE - YEAR TRANSIT CAPITAL IMPROVEMENT PROGRAM

FISCAL YEAR		ANNUAL ELEMENT							
		1977	1978	1978	1979	1980	1981	1982	1983
PROJECT		Section 5	Section 5	Section 3	Section 5	Section 5			
UMTA	After Operating Subsidy	\$204,234	\$214,236		\$231,959	\$209,312	-*	-*	-*
SECTION 5	Un-Used Carryover	420,972	419,081		35,073	258,112	\$66,078	0	0
FUNDS	Total Available	\$625,206	\$633,317		\$263,032	\$467,424	\$66,078	-*	-*
<b>CAPITAL ITEMS (NUMBER UNITS)</b>									
-	Base Radio Facility and Mobile Radios	\$ 58,383							
-	Garage Addition/Automatic Washer	\$199,274							
-	30 Foot 35-Passenger Buses (8)		\$600,000						
-	Service Truck		9,500						
-	Digital Counters (21)		1,105						
-	Schedule Boards (8)		1,600						
-	Shop Equipment and Inventory		30,000						
-	Central Transfer Facility		105,600						
-	30 Foot 35-Passenger Buses (17)			\$1,275,000					
-	Shelters (4)				\$ 3,400				
-	Shop Equipment				1,000				
<b>TOTAL COST</b>		\$257,657	\$747,805	\$1,275,000	\$ 1,400	\$ 0	\$ 0	\$ 0	\$ 0
80% UMTA Federal Funds		\$206,125	\$598,244	\$1,020,000	\$ 3,920				
20% Local Matching Funds		\$ 51,532	\$149,561	\$ 255,000	\$ 2,480				

\*Federal funds have not currently been appropriated beyond 1980, 1980 balance will be utilized toward 1981 and 1982 operations.

TRANSIT PROJECTS FOR THE FY 1979 ANNUAL ELEMENT\*

OPERATIONS

<u>Project Description</u>	<u>Estimated Total Cost</u>	<u>Federal Funds/ Source</u>	<u>Non-Federal Funds/ Source</u>
Maintenance of operations on existing 7 regular fixed-routes and 5 special school/work trip routes.	\$ 762,400	\$ 272,915 UMTA Section 5	\$ 212,370 - Revenue \$ 35,172 - I-DOT <sup>1</sup> \$ 237,743 - Local Subsidy \$ 4,200 - Misc. Income and Charter Revenues
Revision of Lafayette-Falls Avenue Route (#6) into two routes on September 1, 1978, for extension of service into Evansdale and Elk Run Heights and improved coverage of western Waterloo (increase of 6,200 annual hours, 5,167 hours for FY 1979).	\$ 82,672	\$ 35,446 UMTA Section 5	\$ 11,780 - Revenue \$ 23,328 - I-DOT <sup>1</sup> \$ 12,118 - Local Subsidy
Initiation of "218 Shopper's Express" Saturday service (Re: 1975 TDP) on January 1, 1979 between College Square and Crossroads shopping centers. (8.2 miles in length)	\$ 4,000	\$ 1,500 UMTA Section 5	\$ 1,000 - Revenue \$ 1,500 - I-DOT <sup>1</sup>
Charter Service estimated @1,000 hours	\$ 16,000	---	\$ 20,000 - Income (\$4,000 profit toward operating deficit)
Special Project - Coupon user subsidy for handicapped utilizing metro taxi services and operation of HVAAA bus with lift.	\$ 27,725	\$ 11,645 UMTA Section 5	\$ 4,435 - Revenue \$ 11,645 - Local Subsidy <sup>3</sup>
<b>TOTAL FY 1979</b>	<b>\$ 892,797</b>	<b>\$ 321,506</b> UMTA Section 5	<b>\$ 229,585 - Fare Revenue</b> <b>\$ 60,000 - I-DOT<sup>1</sup></b> <b>\$ 261,506 - Local Subsidy<sup>2</sup></b> <b>\$ 20,200 - Misc. Income and</b> <b>Charter Revenue</b> <b>\$ 571,291 - Total Non-Federal Funds</b>

\*The MET Transit Authority of Black Hawk County is the funding recipient and agency responsible for implementing all projects in the FY 79 annual element.

<sup>1</sup>Iowa DOT State Transit Assistance funds.

<sup>2</sup>Local subsidy is derived from cities general fund supported primarily through property tax revenue and is received from Waterloo, Cedar Falls, Evansdale, and Elk Run Heights at 70.64%, 24.51%, 3.97%, and 0.88%, respectively, based on hours of service delivered within each city. (Anticipates September 1, 1978 initiation of Evansdale/Elk Run Heights service.)

<sup>3</sup>Local subsidy is derived from cities general fund supported primarily through property tax revenue and is received from Waterloo, Cedar Falls, Evansdale, and Elk Run Heights at 65.6%, 29.8%, 3.8%, and 0.8%, respectively, based on their 1975 special census populations and population estimates. (Anticipates September 1, 1978 initiation of Evansdale/Elk Run Heights service.)



TRANSIT PROJECTS FOR THE FY 1979 ANNUAL ELEMENT\*

CAPITAL

	<u>Project Description</u>	<u>Estimated Total Cost</u>	<u>Federal Funds/ Source</u>	<u>Non-Federal Funds/ Source</u>
FY 1978 PROJECTS	Fleet replacement of 17 existing 1966 transit coaches with (17) 30', 35 passenger buses with air conditioning and registering fare boxes. These vehicles will be used to maintain the existing level of fixed-route operations on 6 regular routes and 4 special routes.	\$1,275,000	\$1,020,000 UMTA Section 3	\$255,000 Local Funds
	Eight additional 30' 35 passenger buses with air conditioning and registering fare boxes. Six buses will replace 6 existing 1967 transit coaches and will be used to maintain existing fixed route operations on 2 regular routes and 1 special route. Two buses will be utilized on a new west side route under development to provide direct routing between residential areas, the CBD, and Crossroads Shopping Center, and to connect current route ends on Waterloo's west side.	\$ 600,000	\$ 480,000 UMTA Section 5	\$120,000 Local Funds
	Service truck to replace existing 1964 vehicle.	\$ 9,500	\$ 7,600 UMTA Section 5	\$ 1,900 Local Funds
	Twenty-one (21) digital counters for vehicles to assist in ridership data gathering.	\$ 1,105	\$ 884 UMTA Section 5	\$ 221 Local Funds
	Eight (8) schedule/map boards to be placed in shelters.	\$ 1,600	\$ 1,280 UMTA Section 5	\$ 320 Local Funds
	Shop equipment and parts inventory for new bus fleet including 1 spare engine, 1 spare transmission, 1 engine/transmission dolly and an estimated \$10,000 parts inventory.	\$ 30,000	\$ 24,000 UMTA Section 5	\$ 6,000 Local Funds
	Development of a central transfer facility on Sycamore Street between Park and East Third on a 13,800 square foot site to include site development (estimated @\$50,000) and an enclosed shelter area and protective canopy (estimated @\$46,000) and including a 10% contingency.	\$ 105,600	\$ 84,480 UMTA Section 5	\$ 21,120 Local Funds
	<b>TOTAL PENDING FY 1978 PROJECTS</b>	<b>\$2,022,805</b>	<b>\$ 598,244</b> UMTA Section 5	<b>\$404,561 Local Funds</b>
			<b>\$1,020,000</b> UMTA Section 3	
	FY 1979 PROJECTS	Four (4) bus shelters to be placed at major boarding stops in metro area business districts--1 Evansdale, 1 Elk Run Heights, and 2 Waterloo.	\$ 8,400	\$ 6,720 UMTA Section 5
Additional shop equipment will provide for equipment and inventory to service "special effort" lift equipped vehicle to be operated under contract.		\$ 4,000	\$ 3,200 UMTA Section 5	\$ 800 Local Funds
	<b>\$2,035,205</b>	<b>\$ 608,164</b> UMTA Section 5	<b>\$407,041 Local Funds<sup>1</sup></b>	
<b>GRAND TOTAL FY 1979 ANNUAL ELEMENT</b>		<b>\$1,020,000</b> UMTA Section 3		

\*MET Transit Authority of Black Hawk County is the funding recipient and agency responsible for implementing all projects in the FY 1979 annual element.

<sup>1</sup> Local subsidy is derived from cities general fund supported primarily through property tax revenue.

FY 1979 R-TDP Addendum

EPI transportation operations have been established and maintained for the provision of school transportation service as funded from DPI through the Area 7 Education Association combined with local school district funding. The balance of EPI operations are primarily privately contracted for by various non-profit agencies.

At the present time, the RTC is limited to performing a single regional administrative function for general intra and inter-county transportation services to be initiated during FY 1979 cooperatively with HVAAA.

Therefore, to eliminate confusion over administrative responsibilities and resultant compliance with the "State Transit Plan" as referenced in Chapter 601J of the Iowa Code, the following revisions have been inserted in the Area VII R-TDP Update for FY 1979:

- 1) The EPI operational program and all references thereto are deleted from the region's official program and are included in the R-TDP for informational purposes only.
- 2) EPI operations shall be construed as a regional school transportation operation for educational purposes.
- 3) Any future non-school transportation services proposed for operation by EPI shall be "brokered" through the RTC with commensurate contractual agreements and regional program revisions established as necessary.
- 4) The RTC operation and/or administration of non-school handicapped transportation services may be added to future Regional Transit Programs at such time as the RTC has established a capability to directly administer and fund a special level of handicapped transportation services, in addition to the services currently proposed in the RTC's transportation program.

Agencies Contacted by the I-DOT in the  
Handicapped Self I.D. Study

Newspaper Name	City	No. of Times Printed	Frequency of Circulation	Size of Circulation
Allison Tribune	Allison	0	Thurs.	1,379
Aplington News	Aplington	0		
Bremer County Independent & Waverly Democrat	Waverly	0	Tues.	7,342
Cedar Falls Record	Cedar Falls	0	Tues.-Sat.	4,950
Clarksville Star	Clarksville	0	Thurs.	1,200
Conrad Record	Conrad	0	Thurs.	
The Daily Courier	Waterloo	0	Mon.-Fri.	52,314
		0	Sun.	55,042
Dumont Journal	Dumont	0		
Evansdale Enterprise	Evansdale	0		
The Greene Recorder	Greene	0	Wed.	1,425
The Grundy Register	Grundy Center	1	Thurs.	4,300
Hudson Herald	Hudson	0	Thurs.	1,130
Independence Bulletin-Journal	Independence	0	Thurs.	5,130
The Iowa Farm Bureau Spokesman	Grundy Center	0	Sat.	
Jesup Citizen Herald	Jesup	0		
Lamont Leader	Lamont	0	Thurs.	700
Nashua Reporter & Weekly Post	Nashua	0	Wed.	
New Hampton Tribune & Economist	New Hampton	0	Thurs.	3,880
Parkersburg Eclipse	Parkersburg	0		
The Progress Review	La Porte City	0	Tues.	1,179
Reinbeck Courier	Reinbeck	0	Thurs.	2,390
Shell Rock News	Shell Rock	0	Thurs.	2,100
Sumner Gazette	Sumner	0	Thurs.	2,100
Tripoli Leader	Tripoli	0	Wed.	1,300
Waterloo Defender	Waterloo	0		
Wellsburg Herald	Wellsburg	0		
Winthrop News	Winthrop	0		

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