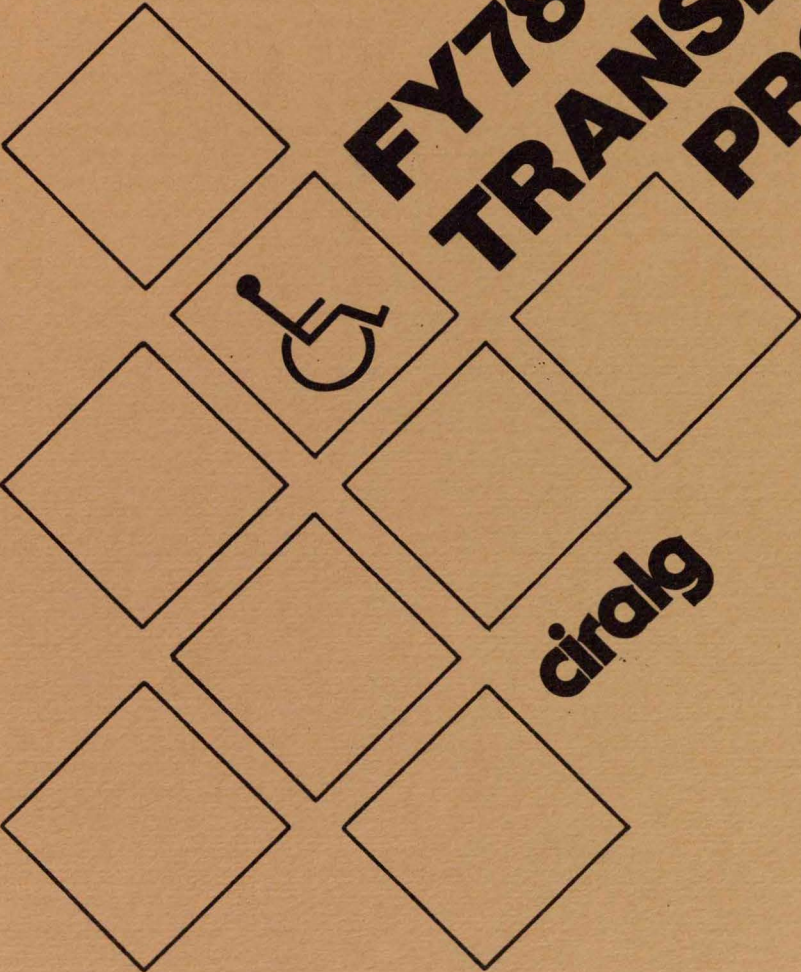


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FY78 REGIONAL TRANSIT DEVELOPMENT PROGRAM REGION XI



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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.

R E S O L U T I O N

WHEREAS, the Central Iowa Regional Association of Local Governments has been designated the Metropolitan Planning Organization (MPO) for the Des Moines Metropolitan Area; and

WHEREAS, the Central Iowa Regional Association of Local Governments, through an agreement for continuing transportation planning in the Des Moines urban area, has been designated as the agency to carry out the requirements of Section 134 of the Federal Aid Highway Act of 1962 as amended, and section 121 of the Urban Mass Transportation Act of 1964 as amended through November 26, 1974; and

WHEREAS, the Association has reviewed the 1978 Regional Transit Development Program Update.

NOW, THEREFORE, BE IT RESOLVED:

That the Central Iowa Regional Association of Local Governments approves the 1978 Regional Transit Development Program Update.

Passed and approved this 6th day of December, 1978

Ellis J. Heigel
Chairman, CIRALG

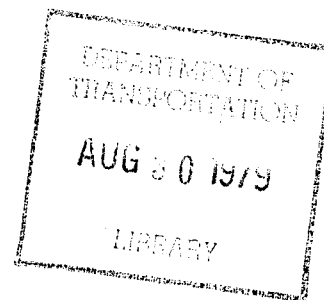
ATTEST:

Ray R. Elms
Secretary, CIRALG

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✓
1978 REGION XI

TRANSIT DEVELOPMENT PROGRAM UPDATE



prepared by

Central Iowa Regional Association of Local Governments
104½ East Locust
Des Moines, Iowa 50309

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INTRODUCTION

INTRODUCTION

PURPOSE OF THE REGIONAL TRANSIT DEVELOPMENT PROGRAM UPDATE

The Central Iowa Regional Association of Local Governments (CIRALG) is the official planning body for the Central Iowa Area (Region XI). Membership in CIRALG includes: Boone, Dallas, Jasper, Madison, Marion, Polk, Story and Warren Counties. Under authority granted by the Iowa Code (Chapter 473A and Chapter 28E), CIRALG is designated as a Regional Planning Commission and shall perform joint planning functions for its member governments.

The regional transit planning process is intended to facilitate the integration of existing and proposed transit programs into an area-wide system in order to help achieve the state transportation goal of assuring adequate, safe and efficient transportation service to the public. Implementation of the proposed 3-5 year programs in the FY 77 and FY 78 Area XI Regional Transit Development Programs and the RTDP's prepared by the other 15 state planning regions will assist in achieving the goal of bringing all transit operations into compliance with the State Transit Plan.

A principal purpose of the FY 77 RTDP was to facilitate the coordination of transit services in Area XI and outline future directions of transit over the next 3-5 years.

The FY 78 Area XI RTDP Update identifies the steps taken by CIRALG to bring the RTDP in compliance with the State Transit Plan. It attempts to refine some of the information contained in the FY 77 RTDP such as operational and ridership characteristics.

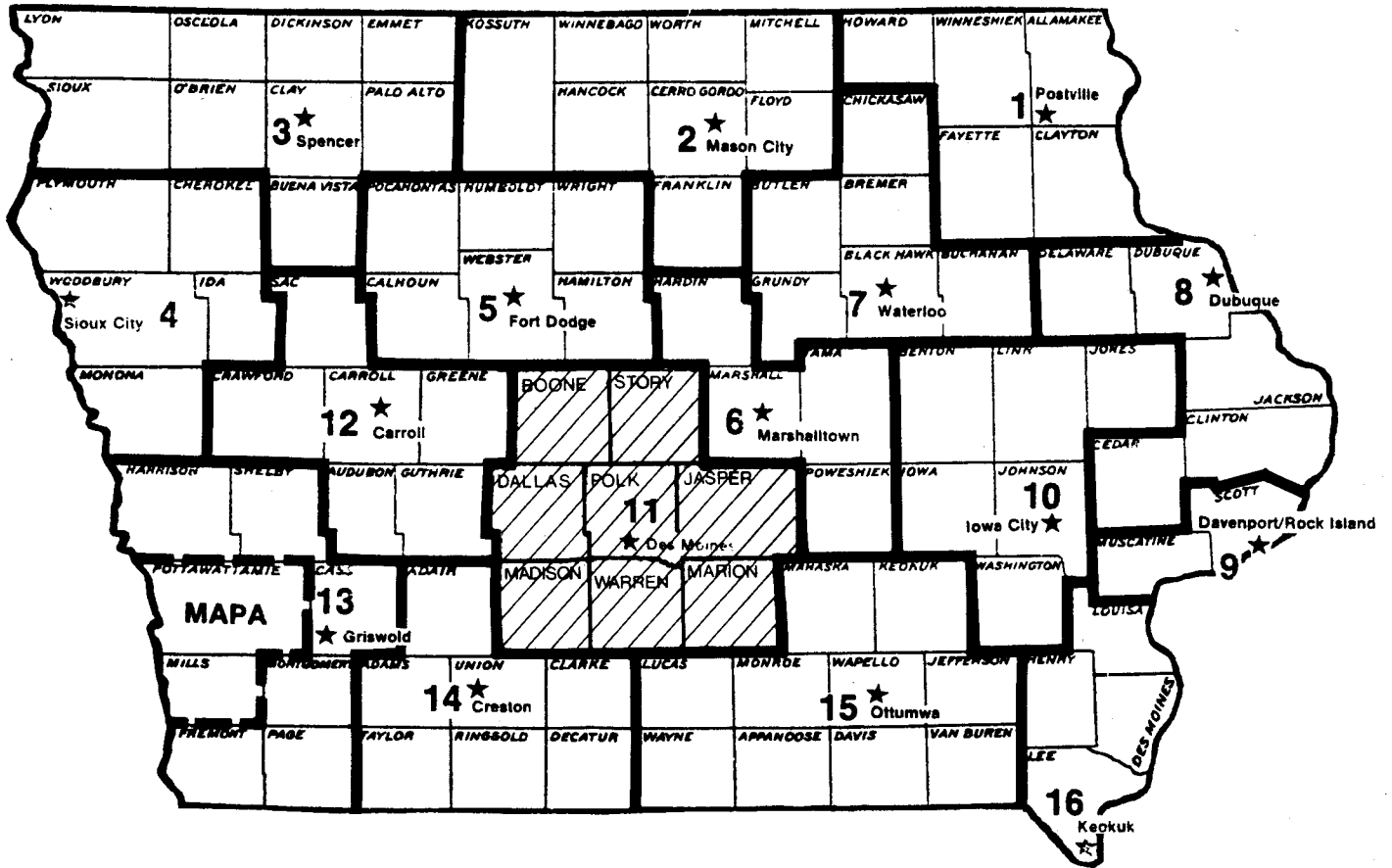
The FY 78 RTDP Update departs from the FY 77 document by specifically identifying certain attributes of potential transit demand based on data generated from three separate surveys. These surveys conducted during the past year, included: an on-board rider survey, a household survey and a handicapped self-identification survey. Results from these surveys

will be used to assess the existing services and in addition estimate potential demand for transportation services in Area XI.

This FY 79 RTDP Update marks a transitional period for data reporting and program implementation. Financial and operations data contained in the RTDP were largely based on estimates. This FY 78 RTDP Update initiates the collection of transit data by a single administrative agency, CIRALG and reported through a single-packet monitoring process currently being developed by the Iowa DOT.

MAP 1

IOWA'S 16 REGIONAL PLANNING AREAS



LOCAL GOALS AND OBJECTIVES

Goals are intentionally broad extensive statements which formulate comprehensive concepts. Their general nature provides a basis for program development. After identifying pertinent issues and problems, goals and objectives are formed focusing on the groups served.

The goals and objectives adopted in the FY 78 Area XI RTDP Update closely resemble those in the FY 77 RTDP. They address the transportation needs of the region's citizens as a whole, while maintaining a perspective on the needs of specific localities. As CIRALG helps develop Region XI's individual transportation systems into a region wide integrated and coordinated transit system, these goals and objectives will need continual revision.

Chart 1 provides a comparison between the 1977 RTDP local goals and objectives and the 1978 RTDP's modifications, which also constitute the newly adopted goals and objectives.

CHART 1

AREA XI GOALS AND OBJECTIVES

1977 Area XI RTDP
Goals and Objectives

Modifications

Adopted Goals
and Objectives

Goal

- I. Determine the unmet transportation needs of the Central Iowa Region.

Goal

- I. Monitor the accomplishments in meeting the identified transportation needs, and continue to determine and work toward meeting the unmet transit needs in Region XI.

The modifications were adopted as the new goals and objectives.

Objectives

- A. Locate as many transportation providers as possible and determine the services they provide.
- B. Locate and determine the transportation needs of area residents and to determine what needs are not being met by existing providers.
- C. Inform the public of available services.

Objectives

- A. Locate new transportation providers in Region XI and integrate their services into developing regional system.
- B. Continue to locate transportation needs of area residents and incorporate their unmet needs into the existing providers service areas.
- C. Inform the public of the range and scope of the transit services available.

Goal

- II. Develop an appropriate safe and efficient transportation system to serve the transportation needs of the general public in the area with special emphasis on providing service to the elderly and handicapped.

Goal

- II. Provide a locally operated and regionally administered (by a single agency) reliable efficient transportation system available to the public with special attention to the transportation disadvantaged (i.e. elderly, handicapped and low income).

Objectives

A. Appropriate Service:

1. Convenient scheduling and routing.
2. Responsive to various trip purposes from essential to desirable.
3. Vehicle design will not pose a barrier to any individual wishing to utilize it.
4. Cost of service will not pose a barrier to any individual wishing to utilize it.
5. Citizen participation in the planning and design of the system will increase its ability to meet actual needs and increase public support.
6. Protection of private transportation providers by incorporating them into the system.

B. Safe Service:

1. Vehicle design will meet established safety standards.
2. The possibilities of escort service will be explored.
3. Drivers qualifications will be set and special training will be considered.

C. Efficient Service:

1. Coordination consolidation or pooling of resources of transportation providers to avoid application or overlapping of services which will obtain optimum utilization of available equipment, personnel and funding.
2. Develop a data collection system for periodic evaluation of system efficiency and make modifications where necessary.
3. Flexibility to expand or modify service.

Objectives

A. Insure a minimum level of public transit service throughout Area XI with CIRALG acting as the central regional administrator.

B. Conduct at least quarterly (4 times/year) meetings with the Regional Transit Advisory Board to generate participation, interest and policy input into the regional system.

C. Monitor and evaluate vehicle maintenance courtesy of service and driver qualifications.

D. Identify specific areas of operation and responsibility for the regional transit system.

E. Continually monitor and evaluate the operation of the regional transit system.

SECTION I

SECTION I

EXISTING CONDITIONS

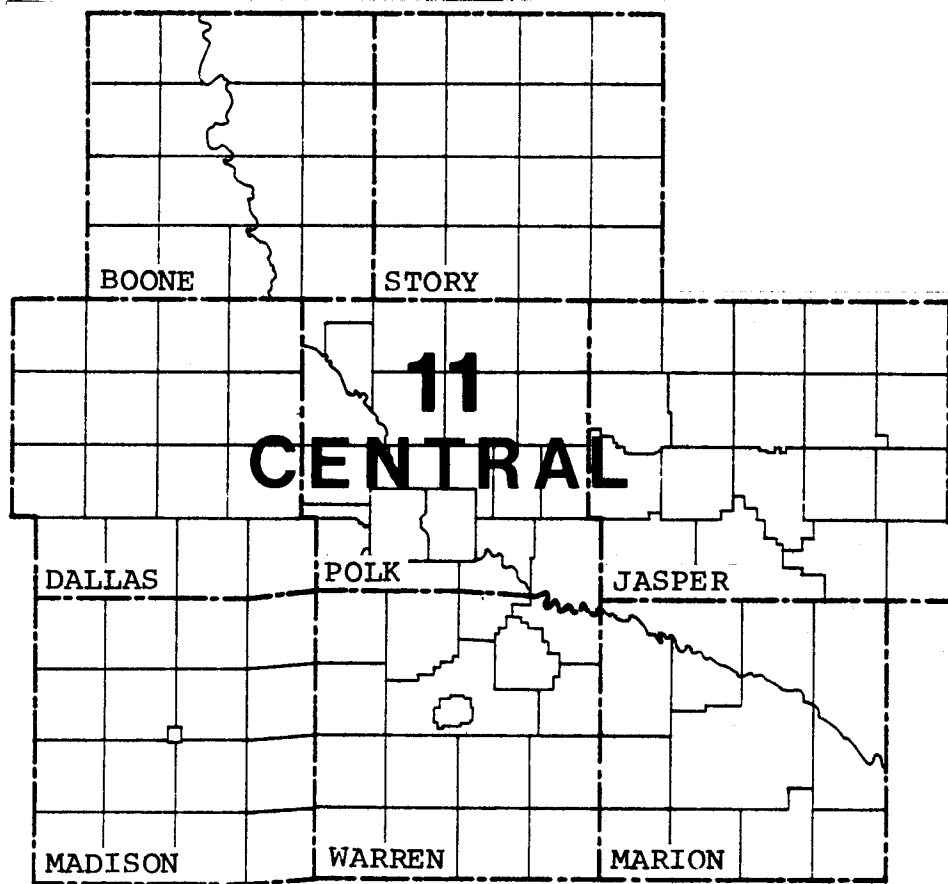
Area XI is comprised of eight counties in Central Iowa including Boone, Dallas, Jasper, Madison, Marion, Polk, Story and Warren Counties. Total land area comes to 4,667 square miles.

The region has approximately 502,206 inhabitants who contrast in life style from rural to urban. Five counties, Boone, Dallas, Jasper, Madison and Warren are predominately rural in character (i.e. more than 50% of their residents are living outside towns of 2,500 inhabitants). The City of Des Moines is located near the center of the region. Des Moines, the State's largest city, the State Capital and a magnet for manufacturing, banking and employment strongly influences the whole region.

Transportation in Central Iowa Planning Region XI faces a dual problem of getting people in, out and around Des Moines while still serving the rural and local needs in neighboring counties. Figures 1 and 2 provide a demographic and socio-economic summary profile of the eight county area.

FIGURE 1

AREA 11



*
RURAL SOCIO-ECONOMIC DATA

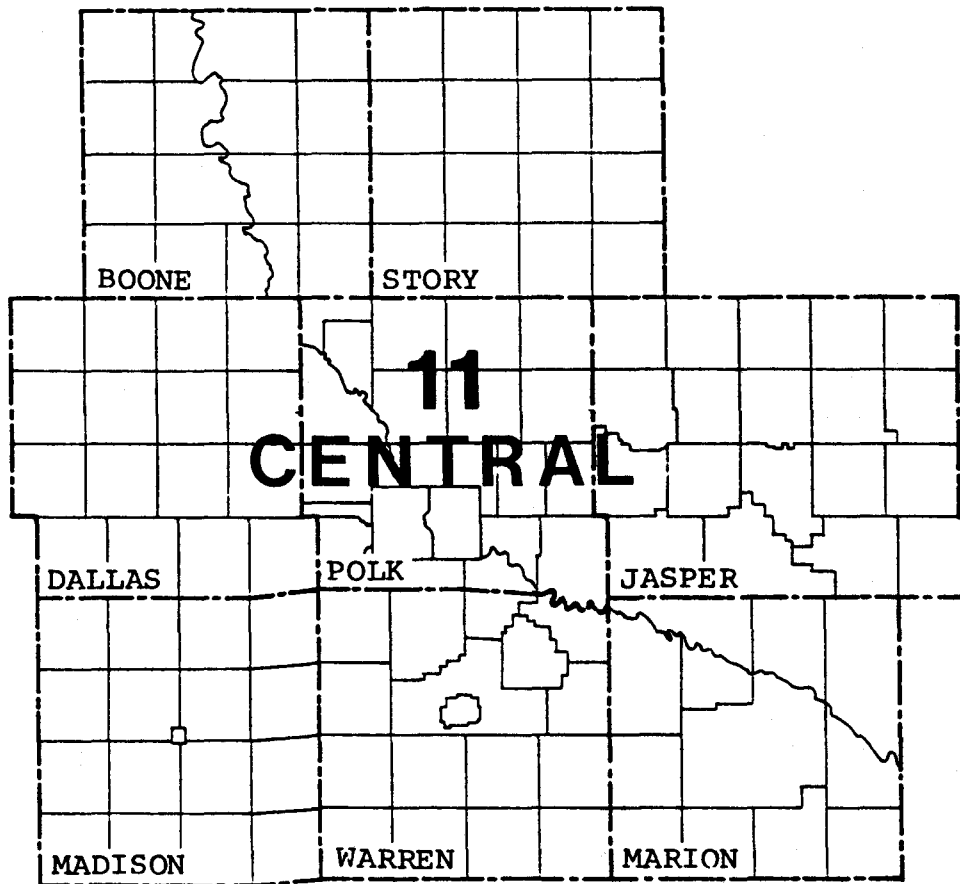
Counties	Total Population 1970	Rural Population 1970	Rural %	Rural** Area (Sq.Mi.)	Rural Density (pop./mi.2)	Rural Income Less than Poverty Level***				Rural Age Characteristic's			
						Families	%	Individual	%	Over 65	%	Below	%
Boone	26,470	14,002	53	532	26	339	9	1,470	10	1,871	13	4,616	33
Dallas	26,085	19,179	74	555	35	435	8	1,819	9	2,287	12	6,888	36
Jasper	35,425	19,806	56	699	28	439	8	2,086	10	2,237	6	7,007	20
Madison	11,558	7,904	68	556	14	295	13	1,173	15	1,112	14	2,645	33
Marion	26,352	11,929	45	488	24	415	13	1,916	16	1,382	12	4,328	36
Polk	286,101	20,337	7	404	50	328	6	1,313	6	1,762	9	7,700	38
Story	62,783	18,326	29	533	34	332	7	1,423	8	1,423	12	6,442	35
Warren	27,412	16,515	60	544	30	315	7	1,365	8	1,335	8	6,612	40
Region Total	502,206	127,998	25	4,311	30	2,898	8	12,565	10	14,228	11	46,238	36

* Non-Urbanized characteristics as defined by the 1970 U.S. Census of Population
 ** Rural area computed from average farm size
 *** Poverty level as defined by the 1970 U.S. Census of Population

Source: "Characteristics of the Population-Iowa" U.S. Department of Commerce, Bureau of the Census

FIGURE 2

AREA 11



URBAN SOCIO-ECONOMIC DATA *

Counties	Total Population 1970	Urban Population 1970	Urban %	Urban Area** (Sq.Mi.)	Urban Density (Pop./mi. ²)	Urban Income Less than Poverty Level ***				Urban Age Characteristics			
						Families	%	Individual	%	Over 65	%	Below 18	%
Boone	26,470	12,468	47	41	304	204	6	1,099	9	2,416	19	3,788	30
Dallas	26,085	6,906	26	42	164	158	8	757	11	1,263	18	2,192	32
Jasper	35,425	15,619	44	32	488	291	7	1,060	7	1,946	12	5,283	34
Madison	11,558	3,654	32	8	457	124	13	526	14	850	23	1,055	29
Marion	26,352	14,423	55	10	1,442	300	9	1,361	9	2,559	18	3,780	26
Polk	286,101	265,764	93	172	1,545	4,135	6	23,420	9	26,310	10	89,788	34
Story	62,783	44,457	71	35	1,270	661	7	4,698	11	2,938	07	10,506	24
Warren	27,432	10,917	40	14	273	148	6	741	7	1,176	11	3,796	35
Region Total	502,206	374,208	75	354	1,057	6,021	6	33,662	10	39,458	11	120,178	32

* Urban Characteristics as defined by the 1970 U.S. Census of Population
 ** Urban Area computed by subtracting rural area from total county area
 *** Poverty level as defined by 1970 Census of Population

Source: "Characteristics of the Population-Iowa" U.S. Department of Commerce, Bureau of the Census

EXISTING TRANSIT SERVICES

All known existing transit and paratransit operations and systems (including public, private and private non-profit providers) operating in Region XI are identified in Tables I-IV. Table I summarizes the capital and operational characteristics for transit services operating in Region XI.

The administrative structure of each transit operation is shown in Table II. At the present time there are only two counties (Boone and Madison Counties) in which there is one transit provider per county. Initial contacts have been made with the providers and the emphasis in FY'79 will be on obtaining sub-contracts to integrate providers. This step will help transit operators to serve as many clients as possible.

Table III provides a listing of all transit operations which cross between rural and urban areas on a regular basis. All of the Area Agency on Aging providers make regularly scheduled trips into Des Moines from outlying rural areas.

Table IV indicates that the only transit operations in Region XI which regularly cross regional boundaries are the four intercity transit providers (Greyhound, Jefferson Lines, Continental Trailways and Sadalia-Marshall-Booneville State Lines).

Table V provides a listing of additional transit programs being conducted in Region XI including Transit Development Programs (TDP's), Transportation Improvement Programs (TIP's) and Transportation Systems Management (TSM's).

TABLE I

TRANSIT OPERATIONS-
CAPITAL AND OPERATIONAL CHARACTERISTICS

Name of Service	Service Area (By County)	Target Group	Type of Service	A # of buses	B # of Vans	C # of Station Wagons	D # of Cars	E # of Other Types of Vehicles	F Total # of Vehicles A+B+C+D+E	G # of Vehicles % Handicapped	H Type of Special Equipment	I # of Standard Seating Capacity	J # of Spaces for Persons in Wheelchairs	K Total # of Seating Capacity all Vehicles	L Radio Dispatcher Center	M Total # of Annual Revenue Miles	N Days of Operation	O Hours of Operation	P Ave. Daily Passengers	Q Annual Passengers	R # of Paid Staff	S # of Volunteer Staff	T Fare Structure	
BOONE COUNTY																								
*Boone County Comm. Action Center	Boone County	E&H	M-F	--	2	1	--	--	3	--	--	35	--	35	--	26,000	N-Fri	9:00AM - 3:30PM	63	16,300	3	5	Donations	
Boone Yellow Cab	Boone Area	R	D	--	--	--	2	--	2	--	--	8	--	8	Boone	27,000	M-Sun	8:00AM - 8:00PM	--	--	14	--	\$1.25/Trip	
Boone Headstart (Fraser)	Boone County	HS	M-F	--	2	--	--	--	2	--	--	30	--	30	--	N/A	M-Fri	8:00AM - 4:00PM	36	9,360	1	1	--	
DALLAS COUNTY																								
*Dallas County Homemaker Aid	Dallas County	E	M-F	--	1	--	--	--	1	--	--	15	--	15	Adel	16,500	M-Fri	10:00AM - 3:00PM	21	5,570	3	3	Donations	
*Dallas Co. Center for Handicapped	Areas around Dallas, Grimes & Madrid Perry Area	H	D	--	2	--	--	--	2	2	Wch L.	20	4	24	N/A	32,000	M-Fri	9:00AM - 5:00PM	20	5,100	3	3	--	
Perry Cab Co.	Perry Area	G	D	--	--	--	2	--	2	--	--	8	--	8	Perry	28,000	M-Sun	7:00AM - 9:00PM	N/A	N/A	3	N/A	\$1/trip	
JASPER COUNTY																								
*Jasper County Opportunity Ctr.	Jasper County	E	M-F	--	1	1	--	--	2	1	WchL	20	2	22	Newton	24,000	M-Fri	8:30AM - 5:00PM	70	18,200	4	8	Donations	
Jasper County Center "Future"	Newton Area	H	M-F	--	1	--	--	--	1	1	WchL	13	2	15	--	22,000	M-Fri	8:00AM - 4:30PM	103	27,000	3	--	Donations	
Newton Yellow Cab Co.	Newton Area	G	D	--	--	--	3	--	3	--	--	12	--	12	Newton	45,000	M-Sun	7:00AM - 9:00PM	N/A	N/A	5	--	\$1.25/trip	
MADISON COUNTY																								
*Multi-Purpose Center	Madison County	E&H	M-F	--	1	--	1	--	2	--	--	17	--	17	Winter-set Knox.	16,000	M-Fri	8:00AM - 4:30PM	127	33,000	3	6	Donations	
MARION COUNTY																								
*Marion County Comm. Action	Marion County South of Des Moines River	E	M-F	--	1	--	--	--	1	--	--	15	--	15	--	19,000	M-Fri	8:30AM - 5:00PM	35	9,000	3	9	Donations	
Marion County - Pella Recreation	Marion County North of Des Moines River	E	M-F	--	1	--	--	--	1	--	--	15	--	15	--	9,900	M-Fri	9:00AM - 5:00PM	86	22,500	6	--	Donations	
*Christian Opportunity Center	Marion Co. and Portions of Mahaska & Jasper Co.	H	M-F	2	1	2	--	--	5	--	--	90	--	90	--	72,000	M-Fri	8:00AM - 4:30PM	58	15,000	6	0	Donations	
Knoxville Cab. Co.	Knoxville Area	G	D	--	--	--	2	--	2	--	--	8	--	8	Knox.	25,000	M-Sun	8:00AM - 6:00PM	N/A	N/A	3	0	\$1/trip	
Marion Headstart (Knoxville)	Marion County	H-S	M-F	--	1	--	--	--	1	--	--	15	--	15	--	--	M-Fri	8:00AM - 5:00PM	36	9,360	2	2	--	
POLK COUNTY																								
*Delaware Opportunity Center	Small Section North & East Polk County	E	M-F	1	1	--	--	--	2	--	--	35	--	35	--	30,000	M-Fri	8:00AM - 4:30PM	60	15,600	--	--	N/A	
*Special Services Transp. Corp. Metropolitan Transit Authority	Des Moines Urban Area	E&H	D	--	7	--	--	2	97	2	WchL	87	4	91	D.M.	N/A	M-Fri	7:30AM - 5:00PM	104	27,000	14	--	Donations	
	Des Moines	G	F	90	--	5	2	TFB	97	--	4362	--	--	4362	D.M.	2,300,000	M-Sat	5:30AM - 7:30PM	10863	3,400,000	157	--	50 Gen Pub. .35 Stu., 25 E&H	
Yellow Cab Co.	Des Moines	G	D	--	--	--	117	--	117	--	--	702	--	702	D.M.	599,400	M-Sun		1154	420,000			N/A	
Capital Cab Co.	Des Moines																							
American Cancer Society	Des Moines	E&H	R	--	--	--	--	--	10	--	--	60	--	60	N/A	3,120	N/A	N/A	1	312	N/A	N/A	N/A	
American Red Cross	Des Moines	G	D	--	--	--	--	--	2	--	--	12	--	12	N/A	4,200	N/A	N/A	5	1,200	N/A	N/A	N/A	
Bethel Rescue Mission	Des Moines	G	D	--	--	2	--	--	2	--	--	14	--	14	N/A	7,200	N/A	N/A	4	900	N/A	N/A	N/A	
Bidwell Riverside	Des Moines	E&H	R	--	--	--	2	--	2	--	--	12	--	12	N/A	12,000	N/A	N/A	14	3,600	N/A	N/A	N/A	
Calvin Manor	Des Moines	E&H	R	--	--	--	--	priv autos	--	--	--	--	--	--	N/A	--	N/A	N/A	5	1,440	N/A	N/A	N/A	
Central Iowa Luthern Home	Des Moines	E&H	R	--	1	--	--	--	1	1	WchL	10	2	12	N/A	900	N/A	N/A	3	720	N/A	N/A	N/A	
Convalescent Home for Children	Des Moines	H	R	--	--	--	7	--	7	--	--	42	--	42	N/A	15,000	N/A	N/A	11	3,000	N/A	N/A	N/A	
Des Moines Public Schools Smouse and Van Meter	Des Moines	H	R	33	--	--	--	--	33	7	WchL	1075	14	1089	N/A	396,000	N/A	N/A	670	177,120	N/A	N/A	N/A	

Development Day Care	Des Moines	H	R	--	1	--	--	--	1	1	WchL	10	2	12	N/A	N/A	N/A	N/A	10	2,760	N/A	N/A	N/A
Easter Seal Society of Iowa	Des Moines	H	R	--	1	--	--	--	1	1	WchL	14	2	16	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Easter Seal Center of Polk County	Des Moines	H	R	--	1	--	--	--	1	1	--	8	--	8	N/A	N/A	N/A	N/A	3	720	N/A	N/A	N/A
FISH	Des Moines	--	--	--	--	--	--	--	62	62	--	372	--	372	N/A	N/A	N/A	N/A	75	1,980	N/A	N/A	N/A
Goodwill	Des Moines	G	R	2	2	--	--	--	4	4	--	76	--	76	N/A	38,004	N/A	N/A	188	52,248	N/A	N/A	N/A
Heather Manor	Des Moines	E&H	R	--	1	--	--	--	1	1	--	14	--	14	N/A	13,200	N/A	N/A	36	9,600	N/A	N/A	N/A
Homes of Oakridge	Des Moines	E&H	R	--	1	2	--	--	3	3	WchL	19	2	21	N/A	420	N/A	N/A	2	480	N/A	N/A	N/A
InterCity Carriers	Des Moines	G	M-F	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Iowa Methodist Med. Center	Des Moines	G	R	--	2	--	--	--	2	2	WchL	10	4	14	N/A	14,832	N/A	N/A	15	4,008	N/A	N/A	N/A
Lawn Haven Boarding House	Des Moines	H	R	--	2	--	--	--	2	2	--	24	--	24	N/A	--	N/A	N/A	16	4,200	N/A	N/A	N/A
Medicenter	Des Moines	E&H	R	--	--	--	--	1	1	1	--	5	--	5	N/A	180	N/A	N/A	N/A	60	N/A	N/A	N/A
Model Cities Senior Citizen	Des Moines	E&H	D	--	4	--	--	--	4	4	WchL	--	--	--	N/A	61,728	N/A	N/A	18	4,740	N/A	N/A	N/A
Polk Co. Assoc. for Retarded Children	Des Moines	H	R	2	3	--	--	--	5	5	WchL	80	5	85	N/A	132,000	N/A	N/A	227	60,000	N/A	N/A	N/A
Ramsey Memorial Home	Des Moines	E&H	R	--	--	--	1	--	1	1	--	5	--	5	N/A	1,800	N/A	N/A	12	480	N/A	N/A	N/A
Royal View Manor	Des Moines	F&H	R	--	1	--	--	--	1	1	WchL	6	2	8	N/A	N/A	N/A	N/A	34	9,000	N/A	N/A	N/A
Salvation Army	Des Moines	G	D	--	5	--	--	--	5	5	--	80	--	80	N/A	18,000	N/A	N/A	18	48,000	N/A	N/A	N/A
Settlement Services	Des Moines	E&H	D	--	--	--	15	--	15	15	--	90	--	90	N/A	111,672	N/A	N/A	105	27,720	N/A	N/A	N/A
S.E. Pioneer & Columbus	Des Moines	E&H	D	--	3	--	--	--	3	3	--	39	--	39	N/A	53,628	N/A	N/A	114	30,288	N/A	N/A	N/A
Spanish Speaking Center	Des Moines	G	D	--	--	--	4	--	4	4	--	24	--	24	N/A	6,000	N/A	N/A	34	9,000	N/A	N/A	N/A
United Cerebral Palsy	Des Moines	H	R	--	1	--	--	--	1	1	WchL	6	2	8	N/A	3,000	N/A	N/A	4	1,140	N/A	N/A	N/A
Valley View Village	Des Moines	E&H	R	--	1	--	--	--	1	1	WchL	10	2	12	N/A	9,600	N/A	N/A	13	3,420	N/A	N/A	N/A
Villa Inn Home	Des Moines	E&H	R	--	--	--	1	--	1	1	--	5	--	5	N/A	10,000	N/A	N/A	5	1,440	N/A	N/A	N/A
West Des Moines Opportunity Ctr.	Des Moines	E&H	D	--	1	--	--	--	1	1	--	15	--	15	N/A	N/A	N/A	N/A	44	11,520	N/A	N/A	N/A
YMCA	Des Moines	G	R	--	1	--	--	--	1	1	--	15	--	15	N/A	6,720	N/A	N/A	38	10,080	N/A	N/A	N/A
STORY COUNTY																							
*Story Council on Aging	Story County	E	M-F	--	1	--	1	--	2	2	--	17	--	17	Nevada	20,000	M-Fri	8:30AM-4:30PM	8	2,100	3	8	Donations
Story County Care Facility	Story County	E&H	M-F	--	1	--	--	--	1	1	--	15	--	15	--	8,856	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Story County Development Center	Ames Area	H-S	M-F	--	1	--	--	--	1	1	WchL	13	2	15	--	N/A	M-Fri	7:30AM - 5:30PM	N/A	N/A	N/A	Donations	
Story County Headstart (Ames)	Story County	H-S	M-F	--	2	--	--	--	2	2	--	30	--	30	--	N/A	M-Fri	8:00AM - 5:00PM	25	6,500	2	2	--
WARREN COUNTY																							
*Warren County Opportunity Center	Warren County	E	M-F	--	3	--	--	--	3	3	--	39	--	39	--	28,000	M-Fri	8:30AM - 5:00PM	58	15,000	4	8	Donations
*Winnifred Law Center	Warren Co. & Portions of Marion County	H	M-F	--	1	1	--	TFB	4	4	--	27	--	27	--	28,500	M-Fri	8:00AM - 4:30PM	65	17,000	5	--	Donations
Brothers Transportation	N/A	G	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Indianola Cab Company	Indianola Area	G	D	--	--	--	2	--	2	2	--	8	--	8	Indian.	26,000	M-Sun	8:00AM - 6:00PM	N/A	N/A	3	--	\$1/Trip
INTER-CITY CARRIERS																							
Continental Trailway Bus System	S.W. and S.E. Sections of Region XI	G	F	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Greyhound Lines-West Division	Boone, Polk, & Story Co.	G	F	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Jefferson Lines Inc.	N. & S. Sections of Region XI	G	F	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Sedalla-Marshall Stage Lines Inc	North Central portions of Dallas Co. and D.M.	G	F	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

¹Table alphabetically arranged by County

N/A - no supporting data

*Indicates the 12 paratransit operations currently receiving State Transit Assistance

Target Groups - Designate by Type: (E) Elderly, (H) Handicapped, (G) General Public, (HS) Headstart, (C) Client

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

Type of Special Equipment: (Wch.L.) Wheelchair Lift, (TFB) Truck Flat Bed

Days of Operation: (M-Fri.) Monday to Friday, (M-Sun.) Monday to Sunday

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.</p> <p>If there is no relationship, designate as N/A.</p>
<ol style="list-style-type: none"> 1. Boone County Transportation (Boone County Community Action Center) 2. Dallas County Transportation (Dallas County Homemaker Aid) 3. Jasper County Transportation (Jasper County Opportunity Center) 4. Madison County Transportation (Multi-Purpose Center) 5. Marion County Transportation (Marion County Community Action) (Pella Recreation Commission) 6. Story County Transportation (Story County Council on Aging) 7. Warren County Transportation (Warren County Opportunity Center) 8. Brothers Bus Company 9. Intercity Airport Service <p>* Urban defined as areas with 2,500 or more residents.</p>	<ol style="list-style-type: none"> 1. Receives funding through CIRALG 2. Receives funding through CIRALG 3. Receives funding through CIRALG 4. Receives funding through CIRALG 5. Receives funding through CIRALG 6. Receives funding through CIRALG 7. Receives funding through CIRALG 8. N/A 9. N/A

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 no relationship, designate as N/A.</p>
<ol style="list-style-type: none"> 1. Greyhound Lines 2. Jefferson Lines 3. Continental Trailways 4. Sadalia-Marshall-Booneville Stage Lines 	<ol style="list-style-type: none"> 1. N/A 2. N/A 3. N/A 4. N/A

TABLE V

ADDITIONAL TRANSIT PROGRAMS
BEING CONDUCTED IN THE REGION
(TDP, TIP, TSM, other (Identify))

Name of Transit Program	Area Involved	Brief Narrative Describing The Nature and Purpose of Program
1. Transportation Systems Management Plan (TSM)	1. Des Moines Urbanized Area	1. TSM is divided into two sections which consist of short-range transit improvement projects and short-range highway and street projects.
2. Transportation Improvement Program (TIP)	2. Des Moines Urbanized Area	2. TIP is the programming document for implementing projects recommended from the short-range and long-range elements of the total transportation plan.
3. Transit Development Program (TDP)	3. Des Moines Urbanized Area	3. The Transit Development Program is a study which evaluates existing transit service and prepares a five year program of transit improvement projects.
4. Transit Development Program	4. Ames Urbanized Area	4. The Transit Development Program is a study which evaluates existing transit service and prepares a five year program of transit improvement projects.
5. I-Pool	5. Des Moines Urbanized Area	5. I-Pool is a carpool matching program. It operates through a voluntary survey collecting employment and personal data. This data is run through a computer program by Iowa DOT, resulting in a carpool matching printout sent to the participating individuals.

FINANCIAL DATA

This FY 78 RTDP Update marks a transitional year for the reporting of transit operational financial data. This prohibits the inclusion of specific cost and revenue data for existing transit services in the document. The Iowa Department of Transportation is developing a single uniform data monitoring package which will be utilized by all the State's Planning Regions.

Table VIII - XI in Section IV provide a breakdown of financial data. A more detailed breakdown of financial data using actual operating expences will be reported upon the completion of Iowa DOT's package.

SECTION II

SECTION II

RIDERSHIP CHARACTERISTICS - Rider Survey

A rider survey was conducted for each of the cooperating transit service providers in Area XI during the late fall of 1977. Refer to page 33 for a copy of the rider survey. The purpose of the survey was to gather information on the passenger's socio-economic characteristics, their trip purposes and their general satisfaction with the existing service.

CIRALG, the Regional Planning Commission, was given responsibility to discuss the survey's purpose and administration procedures with local service providers. After the surveys were administered, they were collected and forwarded to the Iowa Department of Transportation for analysis.

Paratransit services participating in the survey included:

1. * Boone County Community Action Agency
2. * Dallas County Center for the Handicapped
3. * Dallas County Homemaker Aids
4. Delaware Opportunity Center (Polk County)
5. Jasper County "Future"
6. * Jasper County Opportunity Center
7. * Madison County Multi-purpose Center
8. * Marion County Community Action Center
9. Pella Recreation Commission (Marion County)
10. * Special Services Transportation Corp. (Polk County)
11. * Story County Developmental Center
12. * Story County Council on Aging
13. * Warren County Opportunity Center
14. * Winnifred Law Center

A summary of the ridersurvey results begins on the following pages.

Note: * denotes providers currently receiving State Transit Assistance

RIDERSHIP SURVEY RESULTS

Service Name: Boone County Community Action Center
Target Group: Elderly and Handicapped
Service Area: Boone County
Total # of Surveys Distributed: 70
Total # of Surveys Returned: 69
Percent Returned: 99%

Questions showing an outstanding number of similar responses:

Question 1. How far do you plan to travel on this vehicle?

Twenty-two out of forty-six persons (48%) indicated they were travelling from 6 to 10 miles.

Question 2. How did you get to the location where you were picked up?

Thirty out of sixty-seven persons (45%) boarded the vehicle at its point of origin.

Question 5. Would this trip have been possible without this service?

Fifty-eight out of sixty-seven persons (87%) responded no.

Question 13. How old are you?

Forty-eight out of sixty-nine persons (70%) were age 65 or over.

Question 16. Do you plan to travel to another county on this vehicle?

Thirty-three out of forty-two persons (79%) responded no.

SUMMARY:

Given the high percentage of riders who had no auto available (86%) it seems that this organization was serving persons who were predominantly transit dependant.

The service provided by the Boone County Community Action Center was local in nature with almost half the riders travelling between 6 and 10 miles. The area of service was Boone County and 79% of riders plan to travel within the county.

One target group of the service, the elderly, were being reached with 70% of the riders aged 65 years or older.

Service Name: Dallas County Center for Handicapped
Target Group: Handicapped
Service Area: Dallas County
Total # of Surveys Distributed: 22
Total # of Surveys Returned: 22
Percent Returned: 100%

Questions showing an outstanding number of similar responses:

Question 2. How did you get to the location where you were picked up?

Twenty out of twenty-two respondents (91%) boarded the bus at its point of origin.

Question 5. If this service was not available would you have been able to make this this trip?

Twenty-two out of twenty-two persons (100%) responded no.

Question 13. How old are you?

Twelve out of twenty-two (55%) of the respondents were between the ages of 25 and 39.

Question 15. Do you have a physical disability which makes travel difficult?

Twelve out of twenty-two persons (55%) responded yes.

Question 16. Do you plan to travel to another county on this vehicle?

Twenty-two out of twenty-two persons (100%) responded yes.

SUMMARY:

Several factors indicate that those using the service were highly dependant on paratransit services. All of those surveyed said they could not have travelled without the service. Over half (55%) had a physical disability that hampered travel. This is consistent with the aim of the service - to serve the handicapped.

Although the service area was in Dallas County, most trips involved travel to other counties.

Service Name: Dallas County Homemaker Aide

Target Group: Elderly
Service Area: Dallas County
Total # of Surveys Distributed: 47
Total # of Survey Returned: 47
Percent Returned: 100%

Questions showing an outstanding number of similar responses:

Question 1. How far do you plan to travel on this vehicle?

Thirty-five out of forty-eight persons (76%) said 26 or more miles.

Question 2. How did you get to the location where you were picked up?

Twenty-one out of forty-seven respondents (45%) walked while twenty-four out of 47 respondents (51%) came by auto.

Question 3. Was the vehicle on time?

Thirty-three out of forty-six respondents (72%) indicated that the vehicle arrived early.

Question 5. If this service were not available would you have been able to make this trip?

Forty-three out of forty-five persons (96%) said they would not.

Question 13. How old are you?

Forty out of forty-six persons (87%) were 65 years or older.

Question 16. Do you plan to travel to another county on this vehicle?

Forty-out out of forty-four respondents (95%) said yes.

SUMMARY:

The designated target group, elderly, rode the transit service a majority (86%) of the time.

Nearly all of the services origins were in Dallas County while their destinations were to another county (95%).

Half of the respondents indicated the vehicle was early which may indicate a high degree of rider satisfaction.

Service Name: Delaware Opportunity Center

Target Group:	Elderly
Service Area:	Portions of Rural Polk County
Total # of Surveys Distributed:	48
Total # of Surveys Returned:	45
Percent Returned:	94%

Questions showing an outstanding number of similar responses:

Question 1. How far do you plan to travel on this vehicle:

Sixteen out of thirty-seven persons (43%) said they planned to travel 1 to 5 miles.

Question 2. How did you get to the location where you were picked up?

Eighteen out of forty-one respondents (44%) boarded the bus at its point of origin.

Question 4. How often do you ride this service?

Twenty-out of forty-five persons (44%) utilized the service 3 or more days a week.

Question 5. If this service was not available would you have been able to make this trip?

Forty-three out of forty-four persons (98%) responded no.

Question 13. How old are you?

Twenty-eight out of forty-seven persons (60%) were aged 65 or older.

Question 16. Do you plan to travel to another county on this vehicle?

Twenty-six out of thirty respondents (87%) responded no.

SUMMARY:

A large percentage of those served by the Delaware Opportunity Center are transit dependent, a majority of patrons (65%) had no auto available.

Also, since 98% could not have made the trip otherwise, the service may be the only means of transportation for many of those served.

The service was local in nature with a large percentage of trips covering 1 to 5 miles and the majority (87%) remained within the county. The majority of those served were in the elderly target group, although a large minority (40%) were not 65 years or older.

Service Name: Jasper County Future
Target Group: Handicapped
Area of Service: Newton Area
Total # of Surveys Distributed: 38
Total # of Surveys Returned: 30
Percent Returned: 79%

Questions showing an outstanding number of similar responses:

Question 1. How far do you plan to travel on this vehicle?

Sixteen out of thirty persons (53%) said they plan to travel 1 to 5 miles.

Question 4. How often do you ride this service?

Twenty-eight out of thirty respondents (93%) use the service 3 or more days a week.

Question 5. If this service was not available would you have been able to make this trip?

Twenty-nine out of thirty persons (97%) responded no.

Question 13. How old are you?

Fifteen out of thirty respondents (50%) were between the ages of 25 and 39.

Question 15. Do you have a physical disability which makes travel difficult?

Twenty-three out of twenty-nine respondents (79%) had no physical impairment to travel.

Question 16. Do you plan to travel to another county in this vehicle?

Twenty-nine out of thirty persons (97%) responded yes.

SUMMARY:

Patrons were generally transit dependent. Ninety-seven percent of the respondents could not have made the trip without the service.

While the service was intended to supply a demand for handicapped transportation, 79% of its riders indicated they had no physical impairment.

Service Name: Jasper County Opportunity Center
Target Group: Elderly
Area of Service: Jasper County
Total # of Surveys Distributed: 87
Total # of Surveys Returned: 87
Percent Returned: 100%

Questions showing an outstanding number of similar responses:

Question 1. How far do you plan to travel on this vehicle?

Thirty-eight out of sixty-six persons (58%) said 1 to 5 miles.

Question 2. How did you get to the location where you were picked up?

Forty-six out of eight-one persons (57%) boarded the bus at its point of origin.

Question 3. Was the vehicle on time?

Seventy-nine out of eight-four persons (94%) said the vehicle arrived early.

Question 5. If this service was not available would you have been able to make this trip?

Sixty-seven out of eighty-two persons (82%) responded no.

Question 13. How old are you?

Eight-two out of eighty-six persons (95%) are age 65 or older.

Question 16. Do you plan to travel to another county on this vehicle?

Sixty-five out of eight-six respondents (75%) replied no.

SUMMARY:

The survey suggests that users of the Jasper County service were captive transit riders. Eight-one percent of the riders had no car available. Eight-two per cent of the trips could not have been made without the service. The majority of riders were elderly.

Rider satisfaction was indicated by ninety-four per cent of the riders saying the vehicle arrived early.

Service Name: Multi-Purpose Center
Target Group: Adult Handicapped and Elderly
Area of Service: Madison County
Total # of Surveys Distributed: 65
Total # of Surveys Returned: 65
Percent Returned: 100%

Questions showing an outstanding number of similar responses:

Question 2. How did you get to the location where you were picked up?

Forty-nine out of fifty-nine (83%) boarded the van at its origin.

Question 4. How often do you ride this service?

Forty-seven out of sixty-four persons (72%) used the service 3 or more times a week.

Question 5. If this service was not available would you have been able to make this trip?

Fifty-nine out of sixty-two persons (95%) responded no.

Question 8. Do you have a valid driver's license?

Fifty-five out of sixty-one persons (90%) replied no.

Question 15. Do you have a physical disability which makes travel difficult?

Fifty-one out of sixty-two persons (82%) responded yes.

SUMMARY:

As evidenced by these survey results most of the Multi-purpose Center's patronage was transit dependent (ride 3 or more times/week, have no driver's license and could not have made a trip on their own). In addition, many (82%) were handicapped and need special service.

Service Name: Marion County Community Action
Target Group: Elderly
Area of Service: Southern 2/3 of Marion County
Total # of Surveys Distributed: 31

Total # of Surveys Returned: 31
Percent Returned: 100%

Questions showing an outstanding number of similar responses:

Question 1. How far do you plan to travel on this vehicle?

Fourteen out of twenty-five persons (56%) responded between 11 and 15 miles.

Question 4. How often do you ride this service?

Eighteen out of thirty persons (60%) replied 1 to 4 days per week.

Question 5. If this service was not available would you have been able to make this trip?

Thirty-one out of thirty-one persons (100%) replied no.

Question 13. How old are you?

Twenty-nine out of thirty-one respondents (94%) were 65 years or over.

Question 16. Do you plan to travel to another county on this vehicle?

Nineteen out of twenty-eight persons (68%) responded no.

SUMMARY:

Patronage on Marion County Community Action's Service was primarily the elderly (94%) who travelled a fair distance on the system (56% travelled 11 to 15 miles), but generally went to destinations within the county (68%). They were captive riders, with none of the survey respondents able to make the trip without the service.

Service Name: Pella Recreation Commission
Target Group: Elderly
Area of Service: Northern one half of Marion County
Total # of Surveys Distributed: 54
Total # of Surveys Returned: 52
Percent Returned: 96%

Questions showing an outstanding number of similar responses:

Question 1. How far do you plan to travel on this vehicle?

Eighteen out of twenty respondents (90%) said they travelled 16 miles or more.

Question 3. Was the vehicle on time?

Forty-two out of fifty-one persons (82%) responded the vehicle arrived early.

Question 4. How often do you ride this service?

Forty-seven out of fifty-one persons (92%) rode less than 3 days a week.

Question 5. If this service was not available would you have been able to make this trip?

Thirty-eight out of fifty-one persons (74%) responded no.

Question 13. How old are you?

Forty-four out of fifty persons (88%) were 65 years old and over.

Question 15. Do you have a physical disability which makes travel difficult?

Thirty-three out of fifty persons (66%) replied they had no physical disability which had made travel difficult.

Question 16. Do you plan to travel to another county in this vehicle?

Twenty-nine out of forty-seven persons (62%) replied no.

SUMMARY:

Patrons on Pella Recreation Commission's service can be characterized as being elderly (88%), non handicapped (66%) and travel infrequently a long distance (90% travel 16 + miles) within the county (62%).

Service Name:	Special Services Transportation
Target Group:	Elderly and Handicapped
Area of Service:	Within Des Moines
Total # of Surveys Distributed:	125
Total # of Surveys Returned	122
Percent Returned:	98%

Total # of Surveys Distributed: 23
Total # of Surveys Returned: 23
Percent Returned: 100%

Questions showing an outstanding number of similar responses:

Question 1. How far do you plan to travel on this vehicle?

Sixteen out of twenty-one persons (75%) planned to travel greater than 41 miles.

Question 5. If this service was not available would you have been able to make this trip?

Eighteen out of twenty-one respondents (86%) replied no.

Question 13. How old are you?

Nineteen out of twenty-two respondents (86%) were aged 65 or older.

Question 15. Do you have a physical disability which makes travel difficult?

Seventeen out of twenty-one (81%) replied no.

Question 16. Do you plan to travel to another county on this vehicle?

Eight out of fourteen persons (57%) planned to remain within the county.

SUMMARY:

The target group the elderly were being served with 86% of riders, aged 65 and older. The riders were highly dependent on transit with 86% unable to make the trip without the service.

Trip distances were long (75% are greater than 41 miles), but over half of the trip destinations were within the county's boundary.

Over one half of those surveyed (65%) found that the vehicles arrived early, indicating a degree of satisfaction with the service.

Service Name: Story County Development Center
Target Group: Handicapped
Area of Service: Within Ames

Questions showing an outstanding number of similar responses:

Question 2. How did you get to the location where you were picked up?

Thirty-five out of one hundred persons (35%) boarded the bus at its point of origin.

Question 3. Was the vehicle on time?

Sixty out of one hundred and six respondents (59%) said the vehicle arrived early.

Question 4. How often do you ride this service?

Eighty-two out of one hundred and twenty-two persons (67%) used the service 3 or more times a week.

Question 5. If this service was not available would you have been able to make this trip?

Ninety-seven out of one hundred and thirteen persons (86%) replied no.

Question 13. How old are you?

Ninety-seven out of one hundred and eighteen persons (82%) were aged 65 or over.

Question 15. Do you have a physical disability which makes travel difficult?

Seventy-three out of one hundred and sixteen persons (63%) replied no.

Question 16. Do you plan to travel to another county on this vehicle?

One hundred and four out of one hundred and six persons (98%) replied no.

SUMMARY:

One target of the service, the elderly, made up a significant proportion of the ridership (82%). The other target group, the handicapped were not using the service as evidenced by these survey results.

The service was very localized with 98% of the riders planning to travel within the county and relatively short distances.

Service Name:	Story County Council on Aging
Target Group:	Elderly
Area of Service:	Story County

Total # of Surveys Distributed: 20
Total # of Surveys Returned: 20
Percent Returned: 100%

Questions showing an outstanding number of similar responses:

Question 4. How often do you ride this service?

Seventeen out of twenty respondents (85%) use the service three or more times a week.

Question 5. If this service was not available would you have been able to make this trip?

Sixteen out of nineteen (84%) replied no.

Question 6. Why did you use this service to make this trip?

Fifteen out of twenty-eight persons (54%) said they were unable to operate a car due to physical disabilities.

Question 13. How old are you?

Thirteen out of twenty persons (65%) were 24 years old or less.

Question 15. Do you have a physical disability which makes travel difficult?

Ten out of nineteen persons (57%) replied yes.

Question 16. Do you plan to travel to another county on this vehicle?

Eighteen out of eighteen respondents (100%) replied no.

SUMMARY:

Several factors indicated a pre-adult handicapped captive clientele were reached by the service. Over half (54%) were unable to operate a car due to physical disabilities, fifty-three percent had a physical impairment to travel in general, sixty-five percent were less than 24 years old and eight-five percent used the service 3 or more times per week.

Trip destinations were within Story County.

Service Name: Warren County Opportunity Center
Target Group: Elderly

Area of Service: Warren County
Total # of Surveys Distributed: 78
Total # of Surveys Returned: 78
Percent Returned: 100%

Questions showing an outstanding number of similar responses:

Question 4. How often do you ride this service?

Sixty-three out of seventy-eight respondents (80%) use the service five or less times a month.

Question 5. If this service was not available would you have been able to make this trip?

Seventy out of seventy-three (96) replied no.

Question 13. How old are you?

Sixty-two out of seventy-eight (80%) were aged 65 or older.

Question 15. Do you have a physical disability which makes travel difficult?

Seventy-five out of seventy-eight persons (96%) replied no.

Question 16. Do you plan to travel to another county on this vehicle?

Seventy-three out of seventy-eight respondents (94%) planned to leave the county.

SUMMARY:

Patronage on Warren County Opportunity Center's system can be characterized as elderly (80% or 65 or older) and transit dependent (96% could not have made the trip without the service). A person's frequency on the system was relatively low (80% use the service 5 or less times per month) and their destination was often outside Story County (94% planned to leave the county during their trip).

Service Name: Winnifred Law Center
Target Group: Elderly and Handicapped
Area of Service: Warren County
Total # of Surveys Distributed: 42

Total # of Surveys Returned: 42

Percent Returned: 100%

Questions showing an outstanding number of similar responses:

Question 1. How far do you plan to travel on this vehicle?

Twenty-five out of 39 persons (64%) travel 3 miles or less.

Question 3. Was the vehicle on time?

Forty-two out of forty-two persons (100%) replied the vehicle was from 0 to 5 minutes late.

Question 4. How often do you ride this service?

Forty-one out of forty-two persons (98%) used the service three or more times a week.

Question 5. If this service was not available would you have been able to make this trip?

Forty-two out of forty-two persons (100%) replied no.

Question 13. How old are you?

Thirty-six out of forty-two persons (86%) reported they were less than 60 years old.

Question 15. Do you have a physical disability which makes travel difficult?

Thirty-one out of thirty-four persons (91%) replied no.

Question 16. Do you plan to travel to another county on this vehicle?

Thirty-seven out of forty-two persons (88%) responded no.

SUMMARY:

According to the respondents of this service the target population was not being served (91%) had no physical disability to travel and 86% were less than 60 years old), the service was often late (100% of respondents said the vehicle was from 0 to 5 minutes over due) and trip destinations were within the county (88%).

EXHIBIT I

EXAMPLE OF RIDERSHIP 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 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

HANDICAPPED SURVEY

In FY 78 the Iowa DOT conducted a handicapped self-identification survey throughout Iowa, including Area XI. The survey was conducted as an effort to determine transportation needs of the handicapped in Iowa by their location and their type of need. Newspapers located within the region were requested to participate by printing the standardized self-identification form developed by the Iowa DOT (refer to page for a copy of this form) in their newspaper. On two separate dates, September 1, 1977 and January 23, 1978 area residents were requested to clip out the form from the newspaper and mail it to CIRALG. The response from the self-identification survey turned out to be extremely disappointing. No responses were received for Region XI, therefore no analysis of results were possible. CIRALG does not feel that this response means the transportation needs of the handicapped residents are being met, rather it points out the need for a better survey method.

EXHIBIT II

EXAMPLE OF HANDICAPPED 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

HOUSEHOLD SURVEY

A household mail-back survey was distributed to a sample (drawn from area telephone directories) of rural and small urban households in Region XI. The survey was an effort to further determine the transportation needs of residents who were not necessarily aware of, nor making use of the existing transit services (note the Rider Survey was distributed to existing users). The primary purpose of the household survey was to measure potential demand for transportation service in Region XI.

The list of names and addresses of households to be sampled was forwarded by CIRALG to the Iowa DOT for distribution. A total of 238 surveys were mailed to Ames households while 1,395 surveys were mailed to rural Area XI households. An example of the survey is provided on pages 37 to 66.

The following series of pages include 1) Iowa DOT's preliminary analysis of Area XI's rural and urban household survey results, 2) a copy of the survey itself, and 3) a summary of notable responses.

EXHIBIT III

PRELIMINARY ANALYSIS OF HOUSEHOLD
SURVEY OF TRANSPORTATION NEEDS

REGION 11 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 55,311 households in non-urban Region 11 was 1,395. The return rate for an initial mailing with a second wave follow-up was approximately 49% for Region 11. 687 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	13.5
2	35.1
3	14.3
4	16.6
5 or more	12.9
no report	7.6

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	10.6	10.2
\$ 5,000-\$ 9,999	17.1	20.5
\$10,000-\$14,999	20.6	22.7
\$15,000-\$19,999	20.1	15.1
\$20,000-\$49,999	28.7	28.3
\$50,000 or more	2.8	3.2

* Percent is based on an N of 687

** Percent is based on an N of 578

*** 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	56.8	43.2 = 100
Investment	12.4	87.6 = 100
Self-employment	19.9	80.1 = 100
Social Security	22.6	77.4 = 100
Other Income Sources	6.1	93.9 = 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	26.0	74.0 = 100
Age 11-17	20.7	79.3 = 100
Age 18-59	66.5	33.3 = 100
Age 60-64	12.2	87.8 = 100
Over age 65	25.8	74.2 = 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	.2.3
1	26.8
2	36.1
3 or more	27.2
no report	7.6
	100.0

* Percentage is based on an N of 687

<u>NUMBER OF DRIVERS' LICENSES BY HOUSEHOLD</u>	<u>PERCENT OF HOUSEHOLDS*</u>
0	2.2
1	16.3
2	52.6
3 or more	17.8
no report	11.2
	100.0

88.9 percent of the respondents currently have valid drivers' licenses and 76.0 percent of them have no limitations on their ability to drive. Unwillingness to drive long distances is the most common deterrent to drivers (1.0% of respondents). Other limitations reported were unwillingness to drive at night (0.6% of respondents) and bad weather (0.4% of respondents).

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 respondi households without impairment</u>
Heart or respiratory problems	13.4	86.6 = 100
Vision difficulties	16.9	83.1 = 100
Hardness of hearing	11.2	88.8 = 100
Difficulty in speaking	4.4	95.6 = 100
Difficulty in grasping with hands	3.8	96.2 = 100
Problems with tremor	2.9	97.1 = 100
Difficulty in walking	6.6	93.4 = 100
Difficulty in under-standing bus schedules	3.1	96.9 = 100

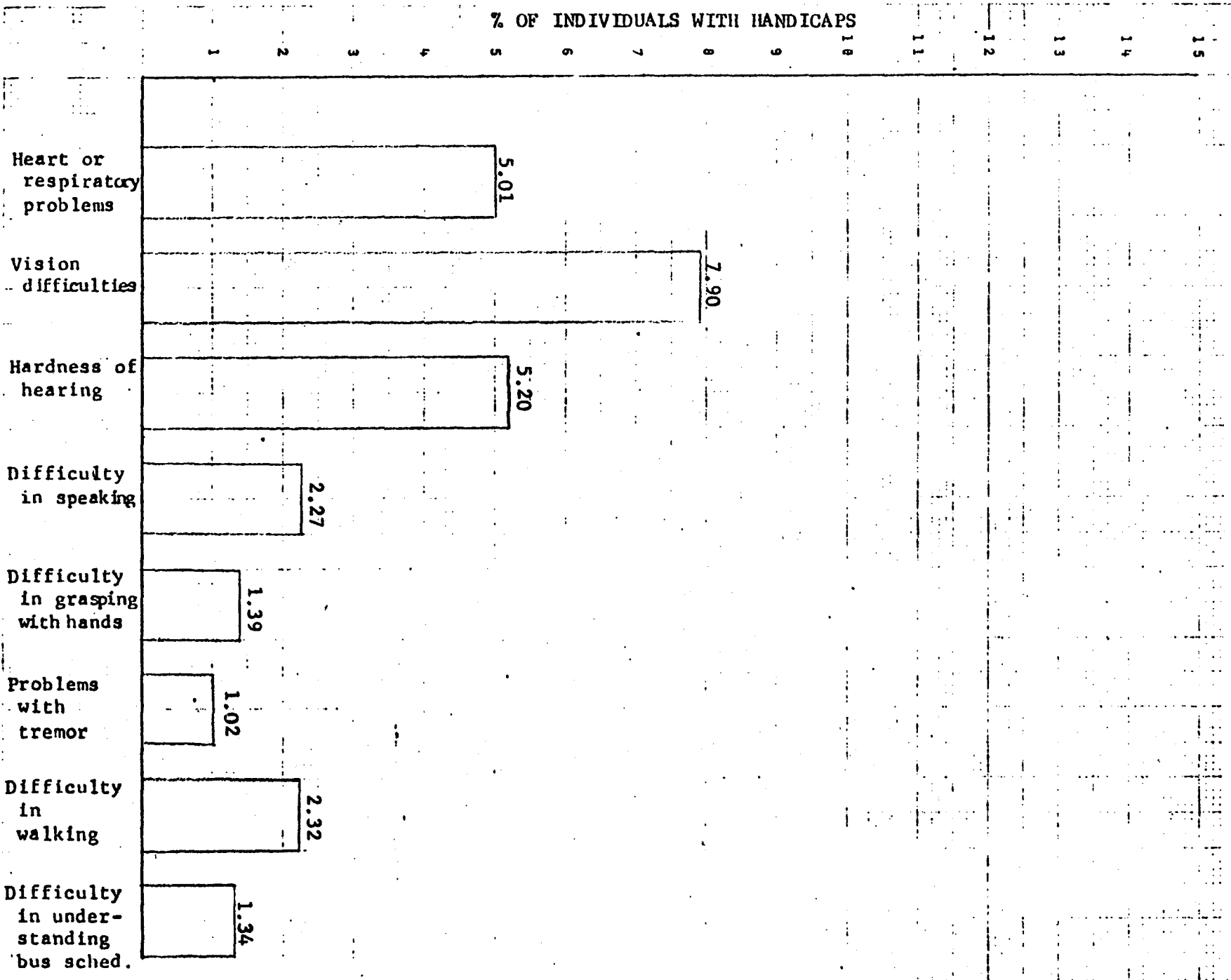
Among these households 4.0% find that handicapping conditions make it difficult for 1 or more family member/s to drive. 2.1% of the households have members whose handicapping conditions inhibit their ability to ride a car or taxi, while 1.7% of the households have members who have difficulty taking a bus or van.

1.3% of responding households use wheel chairs.

* Percentage is based on N of 687

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 recreation purposes. 81.5 % 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 55.7 % made one or more trips a week for recreation.

Other trip purposes as indicated by responding households were:

	<u>PERCENT*</u>
Church	48.6
Medical	23.4
Meals	7.6
Other	29.0

TRAVEL TIME

Key travel times indicated by respondents were:

	<u>PERCENT*</u>
6-8 A.M.	41.2
4-7 P.M.	34.6
1-4 P.M.	29.1
Saturday 8 A.M.-Noon	14.4

39.9 percent of respondents will travel any time.

TRANSPORTATION MODE:

8.0 percent of the respondents indicate that members of their household rely on others for transportation. 5.5 percent of respondents feel that they lack adequate transportation for shopping and 6.3 percent feel that they cannot reach medical services as often as needed.

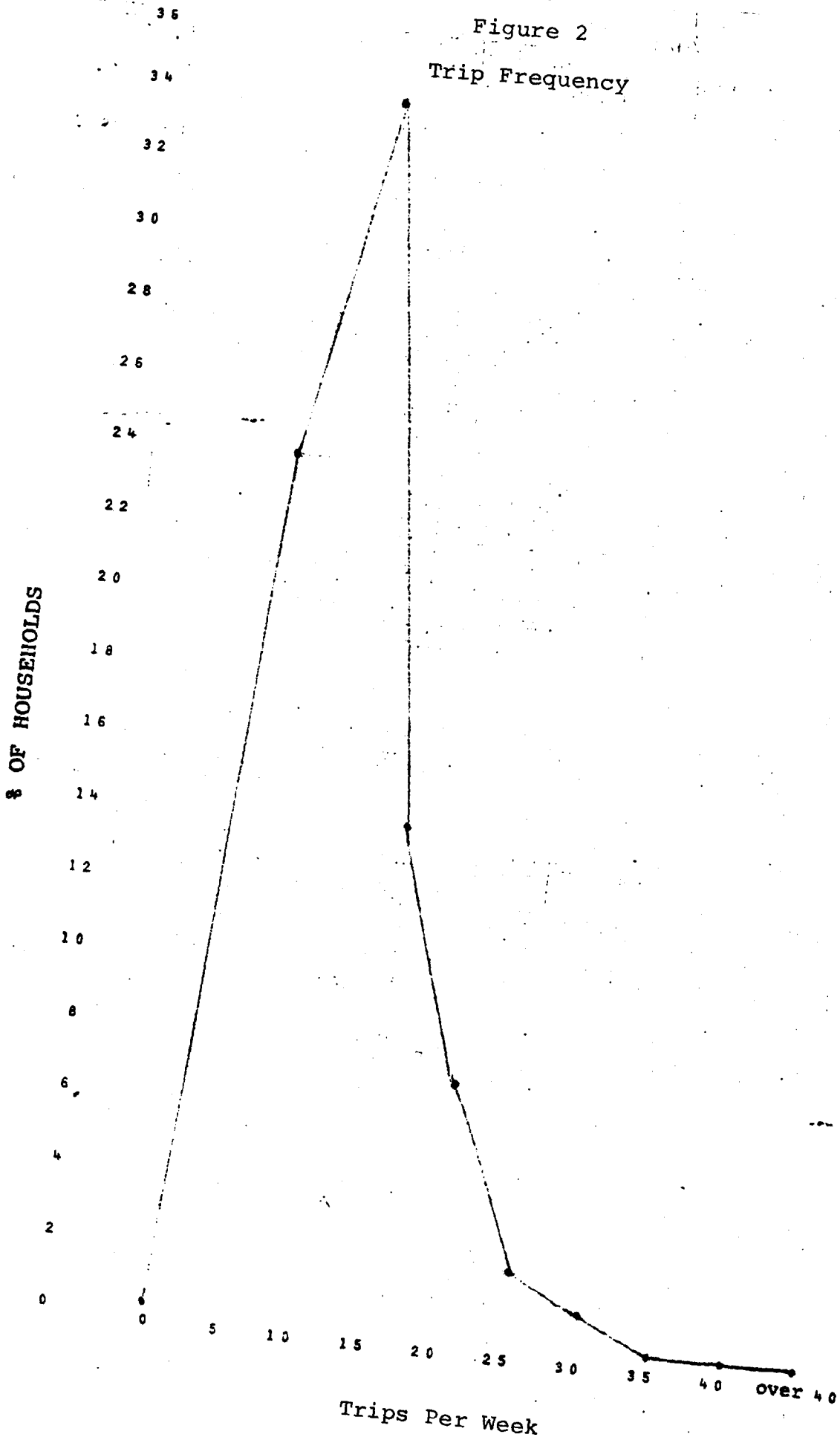
6.8 percent of the respondents indicate that public transportation is available for all purposes while 71.6 percent indicate the no public transportation is available.

If improvements were made by public transportation 13.7 percent of the respondents feel that they would use public transit for shopping and 14.8% for business and 10.0% for medical purposes.

Present availability of public transit for these purposes is: 67.0% for shopping; 6.3% for business; and 4.4% for medical purposes.

* Percentage is based on N of 687

Figure 2
Trip Frequency



To further define the transportation needs of the region 11R 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 452.

As Figure 3 shows drivers tend to come from households in higher income groups. They generally make more trips than non drivers (Figure 4). 5.5% of the drivers indicate reliance on others for one or more trips, while 2.6% 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 132. 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	22.4
4-7 PM	19.2
1-4 PM	25.6
<u>SATURDAYS</u>	
8-Noon	10.9

7.1% indicated a willingness to travel anytime. 9.0% of the households with potential users already use public transit. 17.9% indicated a lack of transportation for shopping, 12.2% for recreation, and 17.9% 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. 15.3% will travel anytime. 11.4% of the households in this group have members

relying on others for one or more trips each week. Of those households with handicapped members 55.9% have members over age 60.

For the elderly (age 60 and over) the most common trip purposes are recreation, shopping and personal 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. 5.9% 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 8-Noon (30.1%); 6-8 a.m. (27.6%); Anytime (38.9%)

FIGURE 3

DRIVERS BY INCOME LEVEL

<u>INCOME LEVEL</u>	<u>% OF DRIVER *</u>	<u>% OF NON DRIVER *</u>
Less than \$5,000	<u>6.15</u>	<u>25.38</u>
\$ 5,000-\$ 9,000	<u>15.16</u>	<u>23.85</u>
\$10,000-\$14,999	<u>20.88</u>	<u>20.00</u>
\$15,000-\$19,999	<u>22.64</u>	<u>10.00</u>
\$20,000-\$49,000	<u>31.65</u>	<u>19.23</u>
\$50,000 or more	<u>3.30</u>	<u>.77</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>5.88</u>	<u>18.70</u>
3- 5	<u>14.59</u>	<u>22.30</u>
6-10	<u>39.86</u>	<u>28.07</u>
11-15	<u>10.08</u>	<u>10.08</u>
16-25	<u>13.08</u>	<u>8.64</u>
over 25	<u>6.98</u>	<u>3.60</u>

FIGURE 5

POTENTIAL TRANSIT RIDERS

<u>INCOME LEVEL</u>	<u>% OF RIDERS *</u>	<u>% OF NON RIDERS *</u>
Less than \$5,000	<u>24.59</u>	<u>6.70</u>
\$ 5,000-\$ 9,999	<u>30.33</u>	<u>13.61</u>
\$10,000-\$14,999	<u>17.21</u>	<u>21.60</u>
\$15,000-\$19,999	<u>7.38</u>	<u>23.11</u>
\$20,000-\$49,000	<u>18.85</u>	<u>31.53</u>
\$50,000 or more	<u>.82</u>	<u>3.24</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		3.85	66	4.51
		55.48	9.51	64.99
		85.37	14.63	
		71.56	42.31	
YES		1.53	90	2.43
		22.05	12.97	35.01
		62.96	37.04	
		28.44	57.69	
TOTAL		5.38	1.56	6.94
		77.52	22.48	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		3.84	73	4.57
		55.33	10.52	65.85
		84.03	15.97	
		71.38	46.79	
YES		1.54	83	2.37
		22.19	11.96	34.15
		64.98	35.02	
		28.62	53.21	
TOTAL		5.38	1.56	6.94
		77.22	22.48	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>12.56</u>	<u>6.9</u>
3- 5	<u>15.94</u>	<u>16.63</u>
6-10	<u>31.39</u>	<u>40.16</u>
11-15	<u>12.07</u>	<u>17.90</u>
16-25	<u>16.44</u>	<u>11.78</u>
over 25	<u>5.79</u>	<u>6.40</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>50.00</u>	<u>46.24</u>
2	<u>29.17</u>	<u>31.72</u>
3-4	<u>14.07</u>	<u>16.13</u>
5-6	<u>6.25</u>	<u>4.57</u>
7-8	<u>0.00</u>	<u>.54</u>
9 & over	<u>.52</u>	<u>.81</u>
	<u>business</u>	
1	<u>22.58</u>	<u>15.06</u>
2	<u>7.74</u>	<u>7.83</u>
3-4	<u>9.03</u>	<u>7.83</u>
5-6	<u>27.74</u>	<u>40.36</u>
7-8	<u>7.10</u>	<u>6.63</u>
9 & over	<u>25.81</u>	<u>22.29</u>
	<u>recreation</u>	
1	<u>46.51</u>	<u>36.43</u>
2	<u>25.58</u>	<u>24.29</u>
3-4	<u>16.28</u>	<u>22.09</u>
5-6	<u>8.76</u>	<u>10.85</u>
7-8	<u>.78</u>	<u>.78</u>
9 & over	<u>3.10</u>	<u>1.55</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>46.53</u>	<u>37.41</u>
2	<u>22.77</u>	<u>29.02</u>
3-4	<u>18.81</u>	<u>20.63</u>
5-6	<u>8.91</u>	<u>10.14</u>
7-8	<u>0.00</u>	<u>1.05</u>
9 & over	<u>2.97</u>	<u>1.75</u>
	<u>shopping</u>	
1	<u>56.77</u>	<u>42.74</u>
2	<u>27.08</u>	<u>32.80</u>
3-4	<u>6.90</u>	<u>18.28</u>
5-6	<u>5.73</u>	<u>4.84</u>
7-8	<u>0.00</u>	<u>.54</u>
9 & over	<u>.52</u>	<u>.81</u>
	<u>personal business</u>	
1	<u>31.50</u>	<u>12.50</u>
2	<u>14.96</u>	<u>5.28</u>
3-4	<u>12.60</u>	<u>6.66</u>
5-6	<u>22.05</u>	<u>41.39</u>
7-8	<u>3.15</u>	<u>11.05</u>
9 & over	<u>15.75</u>	<u>26.11</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
 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	_____ congregare 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.

PRELIMINARY ANALYSIS OF HOUSEHOLD
SURVEY OF TRANSPORTATION NEEDS

REGION 11 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 10,780 households in urban Region 11 was 238. The return rate for an initial mailing with a second wave follow-up was approximately 60 % for Region 11U. 143 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	14.0
2	31.5
3	20.3
4	16.1
5 or more	11.9
no report	6.2

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	10.9	10.2
\$ 5,000-\$ 9,999	15.6	20.5
\$10,000-\$14,999	10.2	22.7
\$15,000-\$19,999	19.5	15.1
\$20,000-\$49,999	40.6	28.3
\$50,000 or more	3.1	3.2

* Percent is based on an N of 143

** Percent is based on an N of 128

*** 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	76.9	23.1 = 100
Investment	21.0	79.0 = 100
Self-employment	11.9	78.1 = 100
Social Security	18.2	81.8 = 100
Other Income Sources	6.3	93.7 = 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	21.0	79.0 = 100
Age 11-17	18.2	81.8 = 100
Age 18-59	74.8	25.2 = 100
Age 60-64	7.0	93.0 = 100
Over age 65	15.4	84.6 = 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	2.1
1	21.7
2	37.8
3 or more	33.6
no report	4.8
	100.0

* Percentage is based on an N of 143

NUMBER OF DRIVERS' LICENSES
BY HOUSEHOLD

PERCENT OF HOUSEHOLDS*

0	2.1
1	15.4
2	53.8
3 or more	24.5
no report	4.2
	100.0

91.6 percent of the respondents currently have valid drivers' licenses and 77.6 percent of them have no limitations on their ability to drive. Bad weather is the most common deterrent to drivers (9.8% of respondents). Other limitations reported were unwillingness to drive at night (4.2% of respondents) and unwillingness to drive long distances (4.2% of respondents). Only 2.8% 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	4.2	95.8 = 100
Vision difficulties	16.8	83.2 = 100
Hardness of hearing	2.8	97.2 = 100
Difficulty in speaking	0.0	100.0 = 100
Difficulty in grasping with hands	1.4	98.6 = 100
Problems with tremor	0.7	99.3 = 100
Difficulty in walking	5.6	94.4 = 100
Difficulty in under-standing bus schedules	3.5	96.5 = 100

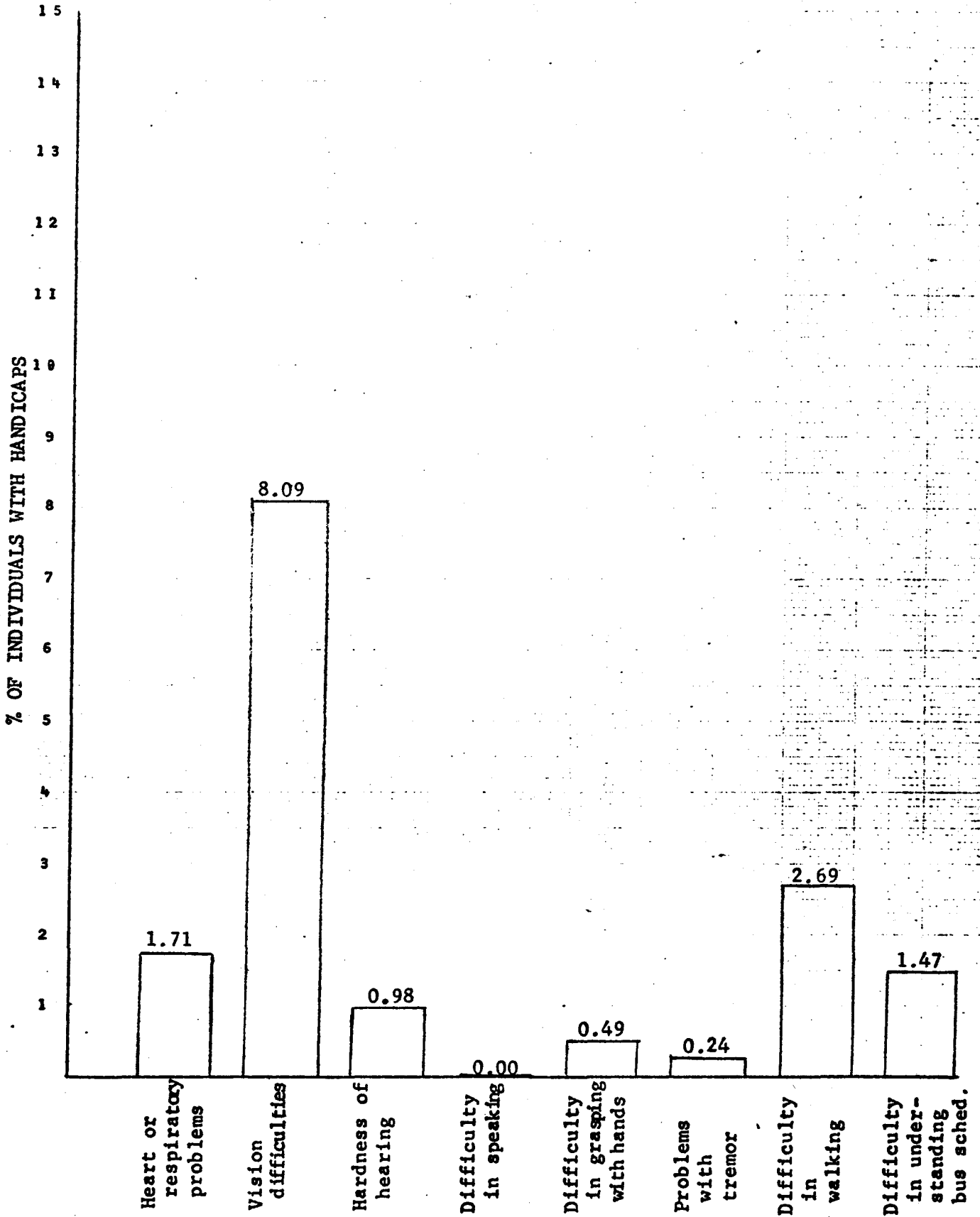
Among these households 3.5% find that handicapping conditions make it difficult for 1 or more family member/s to drive. 0.7% of the households have members whose handicapping conditions inhibit their ability to ride a car or taxi, while 2.8% of the households have members who have difficulty taking a bus or van.

0.7% of responding households use wheel chair.

* Percentage is based on N of 143

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.

83.2% of the respondents indicated making one or more shopping trip a week. 78.3% indicated one or more trips per week for business purposes while 72.7% 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	9.8
Meals	16.1
Other	33.6

TRAVEL TIME

Key travel times indicated by respondents were:

	<u>PERCENT*</u>
6-8 A.M.	39.2
4-7 P.M.	29.4
1-4 P.M.	14.7
Saturday 8 A.M.-Noon	23.8

9.1 percent of respondents will travel any time.

TRANSPORTATION MODE:

8.4 percent of the respondents indicate that members of their household rely on others for transportation. 7.0 percent of respondents feel that they lack adequate transportation for shopping and 4.9 percent feel that they cannot reach medical services as often as needed.

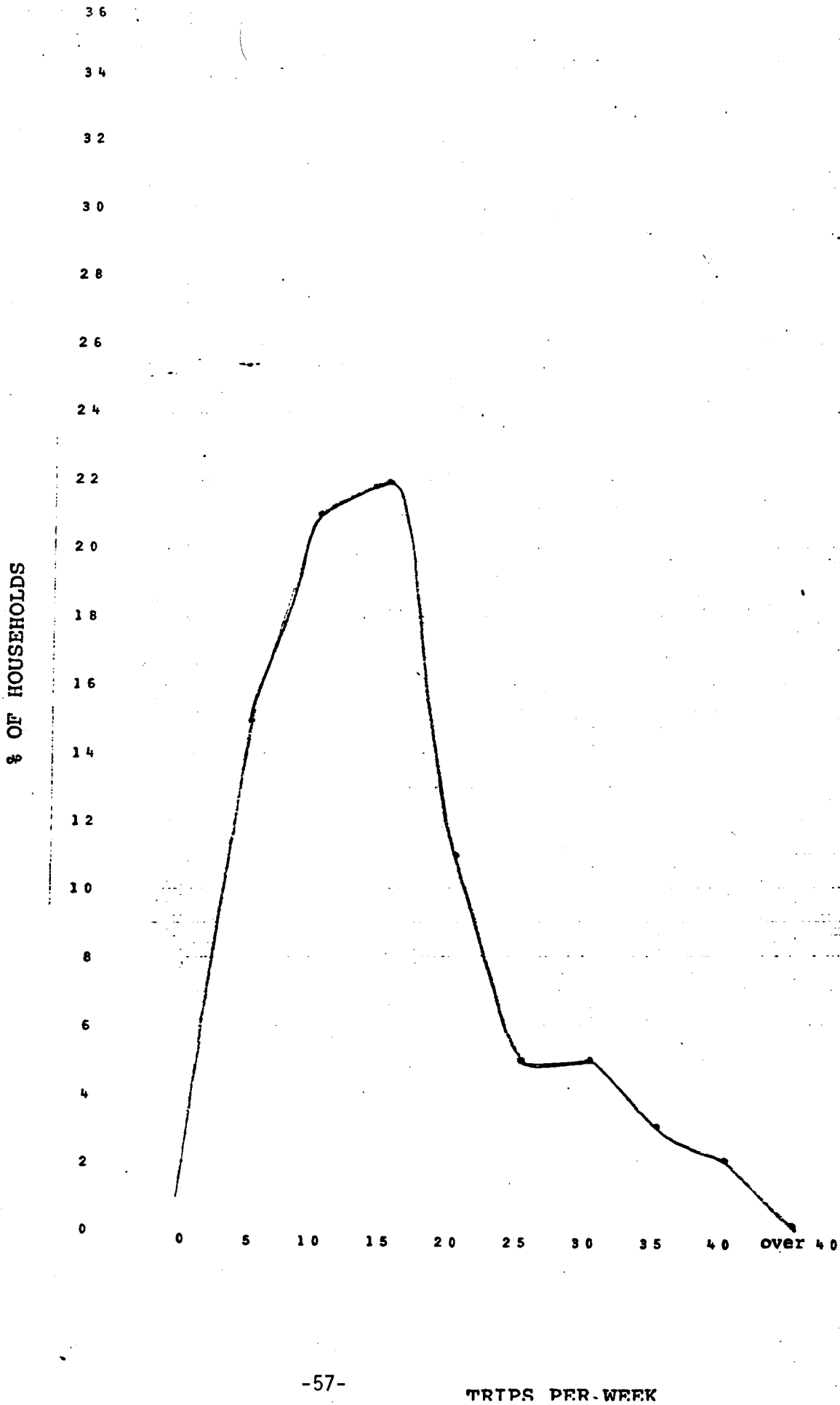
22.4 percent of the respondents indicate that public transportation is available for all purposes while 30.8 percent indicate the no public transportation is available.

If improvements were made by public transportation 16.8 percent of the respondents feel that they would use public transit for shopping and 20.3% for business and 11.9% for medical purposes.

Present availability of public transit for these purposes is: 26.6% for shopping; 15.4% for business; and 15.4% for medical purposes.

* Percentage is based on N of 143

FIGURE 2
TRIP FREQUENCY



To further define the transportation needs of the region 11U 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 63.

As Figure 3 shows drivers tend to come from households in higher income groups. They generally make more trips than non drivers (Figure 4). 12.69% of the drivers indicate reliance on others for one or more trips, while 4.76% 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 18. 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	22.22
4-7 PM	22.22
1-4 PM	27.77
<u>SATURDAYS</u>	
8-Noon	11.11

5.55% indicated a willingness to travel anytime. 22.22% of the households with potential users already use public transit. 16.66% indicated a lack of transportation for shopping, 11.11% for recreation, and 0.0% 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. 9.52% will travel anytime. 4.76% of the households in this group have members

relying on others for one or more trips each week. Of those households with handicapped members 38.09% 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. 11.76% 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 4-7 p.m. (41.17%); and 6-8 a.m. (29.41%)
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>10.5</u>	<u>17.4</u>
\$ 5,000-\$ 9,000	<u>17.5</u>	<u>8.7</u>
\$10,000-\$14,999	<u>14.0</u>	<u>0.0</u>
\$15,000-\$19,999	<u>24.7</u>	<u>21.7</u>
\$20,000-\$49,000	<u>29.8</u>	<u>47.8</u>
\$50,000 or more	<u>3.5</u>	<u>4.4</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>9.5</u>
3- 5	<u>8.2</u>	<u>9.5</u>
6-10	<u>21.3</u>	<u>9.5</u>
11-15	<u>27.9</u>	<u>28.6</u>
16-25	<u>23.0</u>	<u>14.3</u>
over 25	<u>18.0</u>	<u>28.6</u>

FIGURE 5

POTENTIAL TRANSIT RIDERS

<u>INCOME LEVEL</u>	<u>% OF RIDERS *</u>	<u>% OF NON RIDERS *</u>
Less than \$5,000	<u>40.0</u>	<u>6.2</u>
\$ 5,000-\$ 9,999	<u>13.3</u>	<u>15.4</u>
\$10,000-\$14,999	<u>6.7</u>	<u>10.8</u>
\$15,000-\$19,999	<u>20.0</u>	<u>24.6</u>
\$20,000-\$49,000	<u>13.3</u>	<u>40.0</u>
\$50,000 or more	<u>6.7</u>	<u>3.0</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	63 70.79 87.50 88.73	9 10.11 12.50 50.00	72 80.90
YES	8 8.99 47.06 11.27	9 10.11 52.94 50.00	17 19.10
TOTAL	71 79.78	18 20.22	89 100.00

FIGURE 7

TABLE OF HANDICAP BY POTENTIAL TRANSIT RIDERS

HANDICAP POTENTIAL TRANSIT RIDERS

FREQUENCY PERCENT ROW PCT COL PCT	NO	YES	TOTAL
NO	56 62.92 82.35 78.87	12 13.48 17.65 66.67	68 76.40
YES	15 16.85 71.43 21.13	6 6.74 28.57 33.33	21 23.60
TOTAL	71 79.78	18 20.22	89 100.00

FIGURE 8
 TRIP FREQUENCY PER WEEK
 FOR HOUSEHOLDS WITH HANDICAPPED MEMBERS
 % OF
 HOUSEHOLDS WITH
 HANDICAPPED MEMBERS*
 % OF
 WITHOUT
 HANDICAPPED MEMBERS*

<u>TRIPS PER WEEK</u>	<u>% OF HOUSEHOLDS WITH HANDICAPPED MEMBERS*</u>	<u>% OF WITHOUT HANDICAPPED MEMBERS*</u>
1- 2	<u>15.0</u>	<u>0.0</u>
3- 5	<u>15.0</u>	<u>6.5</u>
6-10	<u>15.0</u>	<u>19.4</u>
11-15	<u>20.0</u>	<u>30.5</u>
16-25	<u>25.0</u>	<u>19.4</u>
over 25	<u>10.0</u>	<u>24.2</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>29.4</u>	<u>17.2</u>
2	<u>29.4</u>	<u>24.1</u>
3-4	<u>17.6</u>	<u>38.0</u>
5-6	<u>17.6</u>	<u>12.1</u>
7-8	<u>6.0</u>	<u>3.4</u>
9 & over	<u>0.0</u>	<u>5.2</u>
	<u>business</u>	
1	<u>20.0</u>	<u>3.4</u>
2	<u>0.0</u>	<u>5.2</u>
3-4	<u>0.0</u>	<u>1.7</u>
5-6	<u>46.7</u>	<u>25.9</u>
7-8	<u>0.0</u>	<u>8.6</u>
9 & over	<u>33.3</u>	<u>55.2</u>
	<u>recreation</u>	
1	<u>15.4</u>	<u>22.2</u>
2	<u>15.4</u>	<u>24.1</u>
3-4	<u>30.7</u>	<u>35.2</u>
5-6	<u>23.1</u>	<u>9.3</u>
7-8	<u>7.7</u>	<u>0.0</u>
9 & over	<u>7.7</u>	<u>9.2</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>0.0</u>	<u>24.2</u>
2	<u>22.2</u>	<u>22.4</u>
3-4	<u>55.6</u>	<u>31.0</u>
5-6	<u>22.2</u>	<u>10.3</u>
7-8	<u>0.0</u>	<u>1.7</u>
9 & over	<u>0.0</u>	<u>10.4</u>
	<u>shopping</u>	
1	<u>16.7</u>	<u>20.6</u>
2	<u>33.3</u>	<u>23.8</u>
3-4	<u>41.7</u>	<u>31.7</u>
5-6	<u>0.0</u>	<u>15.9</u>
7-8	<u>8.3</u>	<u>3.2</u>
9 & over	<u>0.0</u>	<u>4.8</u>
	<u>business (personal)</u>	
1	<u>25.0</u>	<u>3.3</u>
2	<u>8.3</u>	<u>3.3</u>
3-4	<u>0.0</u>	<u>1.6</u>
5-6	<u>25.0</u>	<u>31.2</u>
7-8	<u>8.3</u>	<u>6.6</u>
9 & over	<u>33.4</u>	<u>54.0</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
- 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 | _____ congregare 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.

HOUSEHOLD SURVEY RESULTS (SUMMARY)

Rural

Analysis of these survey results indicate that the majority of people are currently unaware of their accessibility to public transportation service. These people expressed an interest in traveling almost any time of the day, but additional service was specifically requested for the morning (6-8 AM) and afternoon (4-7 PM) peak hours. The emphasis on increased service is aimed primarily at providing more shopping trips. It should also be noted that nearly 40% of the respondents own two automobiles. Based upon these results, additional service may be needed for both the elderly and handicapped. The table below summarizes the Rural Household Survey Results.

Income levels of respondents are somewhat similar.

(56%) Half of respondents are employed.

(25%) of respondents are 65 and over.

26% owned 1 vehicle

36% owned 2 vehicles

27% owned 3 or more

Trip Purposes (In Order of Importance)

Shopping
Business
Recreation

6-8 AM) Most requested

4-7 PM) Travel times

40% of respondents will travel any time.

72% of respondents have no public transit available.

67% availability of transit for shopping purposes.

Potential transit users come from lower income groups.

Both elderly and handicapped request 1 trip per week for all trip purposes.

Small Urban

The majority of respondents in small urban areas come from middle upper income levels. This may explain, in monetary terms, why only 31% of the respondents are unaware of their access to public transit services (e.g. their incomes don't "necessitate" public transit use). More public transit was commonly requested to service the morning and afternoon peak hours. Also, elderly and handicapped individuals requested an average of four more trips per week for all trip purposes. The table below summarizes the Small Urban Household Survey Results.

Middle to upper income levels had highest percent of respondents.

Majority (77%) are employed.

22% have 1 vehicle
38% have 2 vehicles
34% have 3 or more vehicles

No apparent physical limitations to travel.

Travel purposes (In Order of Importance)

Shopping
Business
Recreation

6-8 AM) Most requested
4-7 PM) Travel Times

No public transit is available for 31% of respondents.

Higher income groups produce more drivers and they make more trips.

Elderly prefer to travel on weekdays.

Potential riders come from lower income groups (40%).

Handicapped people request 3-4 trips per week for all purposes. Same applies to elderly.

EVALUATION OF EXISTING TRANSIT SERVICES IN RELATIONSHIP
TO THE RESULTS OF THE THREE TRANSPORTATION SURVEYS

The 1977 Regional Transit Development Program (RTDP) for Area XI contained a description and evaluation of the existing services operating in the eight-county area. A discussion of existing transit services begins on page 28 and ends on page 41 . Starting on page 46 begins the FY 77 RTDP's evaluation of existing services. Region XI's transit needs and standards are reviewed on pages 57-67 . Description and analysis of transit alternatives begins on page 71.

The 1977 RTDP evaluated the efficiency and effectiveness of the existing transit services according to a level of service criteria. In contrast the FY 78 RTDP evaluates existing transit services in relationship to the results of the three transportation surveys. Results, from the rider survey show that a high percentage of the rider's questioned were transit dependent. Riders indicated they would not have been able to make their trip without the respective paratransit operations because they didn't have a drivers license, they didn't own a car, nor was there a car available for their trip. The population served by the surveyed transit services can be characterized as elderly, female, and handicapped (these categories may or may not be considered mutually exclusive). Most of the residents questioned rated the ride characteristics of their service favorably.

A principle gap in service begins to appear from the survey results in Area XI. With the exception of MTA in Des Moines, Cy-Ride in Ames and the various taxi services no public transportation service is generally available for the car-less, low income, or general public in the rural areas who are not elderly, handicapped or clients of particular programs.

SECTION III

SECTION III

REFINEMENT OF THE SELECTED ALTERNATIVES

Modifications made in the regional service standards and in the selected alternative are reflective of both the refined goals and of information obtained through the three surveys. The following narrative provides a discussion of the development and revision in the selected alternative.

The present funding sources are adequate to operate the existing transit systems in Region XI. Increasing the present level of service requires either additional funds or improving system efficiency through a consolidation and coordination of existing services.

Savings to the entire regional system could result from each county's consolidation into one operator who would provide transportation service according to their county's and social service agency's needs. Additional gains could be realized if the single operator were also one of the existing providers. After a consolidation, similar in nature to the above occurred, the eight providers would be integrated administratively one hierarchical tier higher into Area XI's regional transit system.

As experience is gained toward achieving the regional system, revisions in service standards would be required. The individual needs of local residents and agencies would be manifest through the RTDP's service standards. Future analysis of ridership characteristics and location could suggest improvements which also may lead to more efficient service.

The goals and objectives for the FY 77 RTDP have been analyzed and restated in the FY 78 RTDP Update. Work will continue toward achieving these goals and objectives.

The results of both the Rider Survey and the Household Survey are presently undergoing further analysis to determine service improvements beneficial to Region XI's residents. These results will be utilized to define areas of duplicate service, areas with inadequate service and areas

where transit savings can be achieved.

Designation of CIRALG as the central administrative agency, through the respective County Boards of Supervisors, places CIRALG in the role of applying for the capital improvements suggested by the RTDP. With the use of their technical expertise in terms of analysis, planning, programming and grant application any increased future needs for capital funds should be attainable.

Various operational methods for coordinating services have been and will continue to be investigated in pursuit of more cost effective regional transit services. Examples include: a) development of regional group insurance purchases, b) centralized purchasing of fuel and maintenance facilities, c) centralized administrative tasks and d) operational integration and coordination of routes. Future work in these areas will reduce vehicle idle time, increase vehicle utilization, provide more service for equal amounts of funds and generally improve the caliber of transit service in Region XI.

During the past fiscal year (FY 78) transportation providers within Region XI have been continually identified and included in the RTDP Update. Work now begins toward carrying out the functions of a single administrative agency such as centralized bookkeeping, coordination of services and purchasing of equipment. The identification of transit providers within Region XI includes both public and private providers. Several private operators have been located and included in this Update. During FY 79 the CIRALG staff will continue to include private operators in their planning process. Every effort will be made to allow private operators the opportunity to provide transit services. CIRALG's efforts toward consolidation and coordination of transit services in Region XI includes the utilization of private enterprise.

The purpose of the RTDP for Region XI states that "the implementation

of the RTDP is consistent with the legislative mandate to encourage the development of transit services and to provide an adequate level of mobility for all Iowans". However, special emphasis is placed upon providing transportation services to the "transportation disadvantaged", namely the elderly, handicapped and low income residents of the region. The goals and objectives developed for the FY 78 RTDP enumerate this emphasis in addition to the goal of providing service to the general public.

Each county in Region XI has a transportation service capable of providing transit to the elderly, handicapped, low income, car-less and the general public. All eight counties in the region have some level of elderly transit service and some form of service to the handicapped.

Transportation service to the general public is primarily supplied by two fixed route transit systems, several taxi cab companies and four interstate carriers. In general, for the region as a whole there are transportation providers capable of delivering transit to the "transportation disadvantaged" and the general public. This does not preclude the necessary expansion and coordination of services required to eliminate transportation service gaps which exist within Region XI.

The non-coordination and duplication of service within Region XI is a problem. Several providers within the region have the potential to share equipment (vans, etc.). Increased awareness of the overlapping service areas and efforts toward their elimination will be essential work elements in the development of a regional system for the Central Iowa Region.

CIRALG, as the designated central administrator for transportation services in Area XI, must step-up its efforts to coordinate and integrate the present duplication and inefficient use of transportation resources in Region XI. Within the region exists the strong potential of increasing vehicle utilization by making administrative coordination recommendations

in terms of equipment, personnel, communication and funding. In addition to improving vehicle utilization it's necessary to increase vehicle efficiency by coordinating routes and client pick up points.

Table VI documents refinements and modifications made in the FY 77 Area XI RTDP's service standards. This table also presents the FY 78 RTDP Update's refined selected alternative which reflects modifications made in the 1977 service standards. The main difference between the 1977 and the 1978 selected alternative is due to the estimated increases in ridership and subsequent costs. As the reader reviews this table they should keep in mind these figures are projections of a more integrated system than presently exists.

TABLE VI

SERVICE STANDARD REFINEMENTS

	1977 Service Standards	1977 Selected Alternative	1977 Modifications or Refinements in Service Standards	1977 Refined Selected Alternative
<u>Total Ridership:</u>	231,881	231,881	274,000	274,000
<u>Ridership breakdown</u>				
Elderly	88,883	88,883	130,000	130,000
Non-Elderly Handicapped	99,393	99,393	100,000	100,000
Other	43,605	43,605	44,000	44,000
<u>Total Revenues:</u>	\$ 32,886	\$ 32,886	\$ 17,000	\$ 17,000
(estimate fare revenues only)				
<u>Operating Expenses:</u>				
Running Costs	\$355,200	\$355,200	\$364,640	\$364,640
Administrative Costs	\$133,984	\$133,984	\$ 75,650	\$ 75,650
<u>Total Operating Costs:</u>	\$489,184	\$489,184	\$440,290	\$440,290
<u>Annualized Capital Costs</u>	\$ 51,642	\$ 51,642	\$ 14,535	\$ 14,535
<u>Total Operating and Annualized Capital Costs:</u>	\$540,826	\$540,826	\$454,825	\$454,825
<u>Subsidy:</u>	\$507,940	\$507,940	\$437,825	\$437,825
per ride subsidy	\$ 2.19	\$ 2.19	\$ 1.60	\$ 1.60
<u>Area Served:</u>	Area XI	Area XI	Area XI	Area XI
<u>Total Vehicles in Service:</u>	32	32	31	31
<u>Annual Vehicle Miles:</u>	559,000	559,000	397,000	397,000

TABLE VII

Implementation of the 3-5 Year Program

Table VII provides a summary of the steps taken by CIRALG, Area XI's Regional Planning Commission toward implementing the 3-5 year program outlined in the FY 77 RTDP.

<p>In this space list the steps initiated on the part of the Planning Agency toward implementation.</p>	<p>In this space list the <u>actual</u> (tangible) results made on implementation. If no progress resulted, give the reasons why not.</p>
<ol style="list-style-type: none"> 1. Conducted contact meetings with the various local providers. 2. Initiated centralization of administrative functions. 3. Submission of regional application for van replacements. 4. Investigation of group insurance policy. 5. Investigation of providing transportation to CETA clients. 6. Studied feasibility of expanding the Special Services Transportation Corp. (SSTC) into the rural areas of Polk County. 	<ol style="list-style-type: none"> 1. All of the local providers listed in the RTDP were contacted and informed of the basic premises behind a regional transit system. 2. CIRALG submitted a regional application for State of Iowa Public Transit Assistance funds. Also, CIRALG is accumulating data from local providers to be compiled on a regional basis. 3. The appropriate application forms were submitted to the State of Iowa Public Transit Division. These will be analyzed and forwarded to the Urban Mass Transportation Administration for review. 4. Several insurance companies were contacted and CIRALG is still awaiting notification. 5. CIRALG contacted several local transportation providers as to their possibility of serving CETA participants in Des Moines. 6. The present status of SST will make expansion into the rural areas difficult because of vehicle and funding limitations.

CONCLUSIONS

The single administrative agency, CIRALG, serves as the forum for coordinating and integrating Area XI's individual transit providers into a regional system. As the administrative agency CIRALG is responsible for the following tasks: planning, grant application/distribution, bookkeeping, marketing, coordination of vehicle scheduling/routing and monitoring/evaluation. Actual service operations are currently provided by a fragmented system of individual operators which will be amended to form an integrated regional transit system.

In simple terms a single administrative agency differs from a regional transit authority in that the former consolidates administrative functions while the latter consolidates both operation and administrative functions. The designation of a single administrative is a necessary precondition for the coordination/consolidation of the regions separate transit services and compliance with the State Transit Plan. Benefits (not previously mentioned) of a single administrative agency over a multiple agency system include: reduction of administrative service duplication and added flexibility toward modifying services or transferring resources to new transit programs.

In order to realize a coordinated transportation system for any geographical area, a common denominator must be established upon which to base a coordination of efforts. The RTDP document and process is intended to provide this basis. The RTDP as a planning process supplies the context for making transit decisions in Area XI which will help meet federal, state and local needs and objectives. The 1978 RTDP Update documents actions taken by Region XI to bring it into compliance with the State Transit Plan. To insure a comprehensive justification for transit projects implemented in Region XI, compatibility with Transportation Development Programs (TDP), Transportation Systems Management (TSM) and Transportation

Improvement Programs (TIP) documents should be insured. Projects which fail to comply with the RTDP and the above mentioned documents should not be approved. Figure 3 presents the general process and benefits of the RTDP in a simplified graphis form.

FIGURE III

INSTITUTIONAL STRUCTURE: RTDP PROCESS

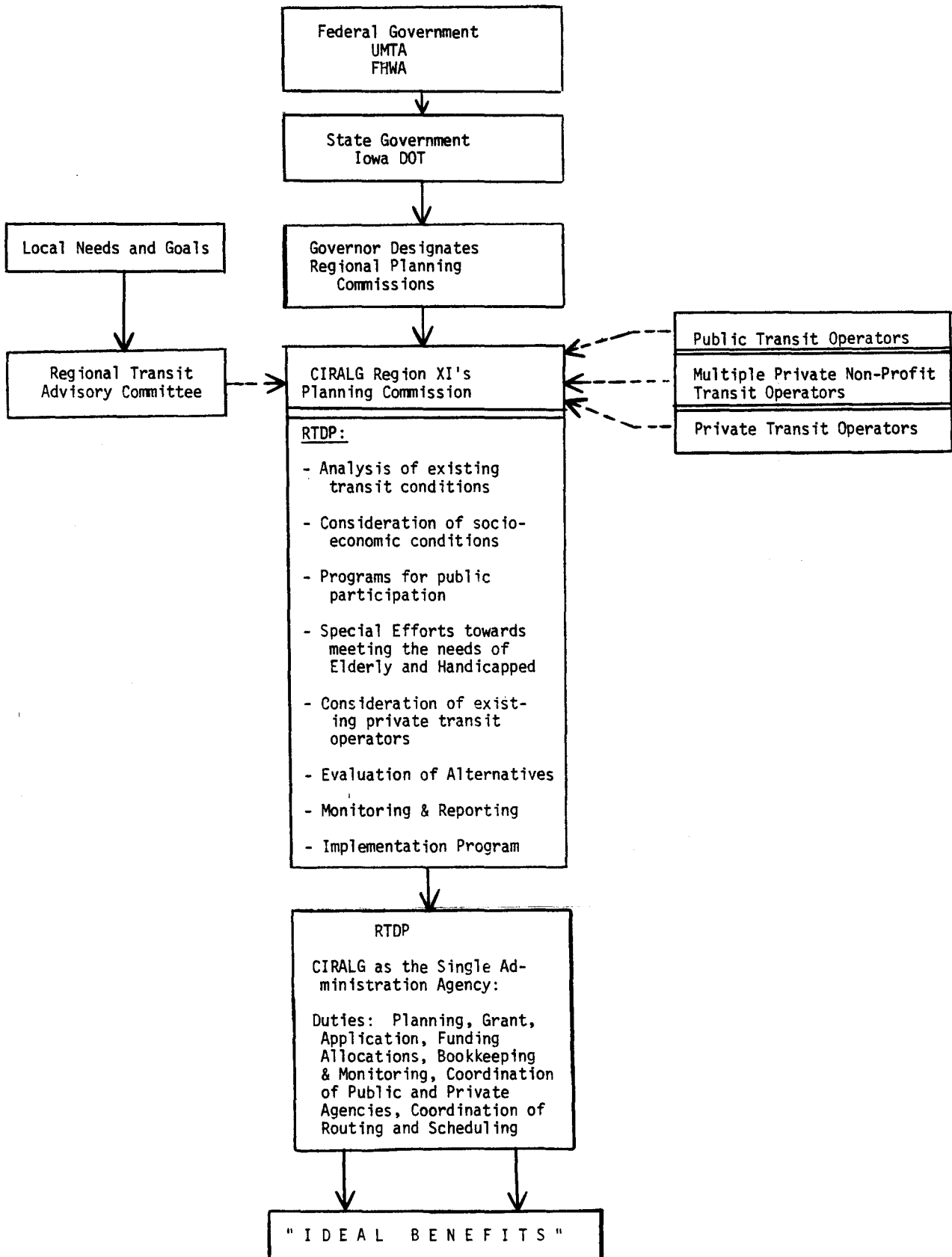
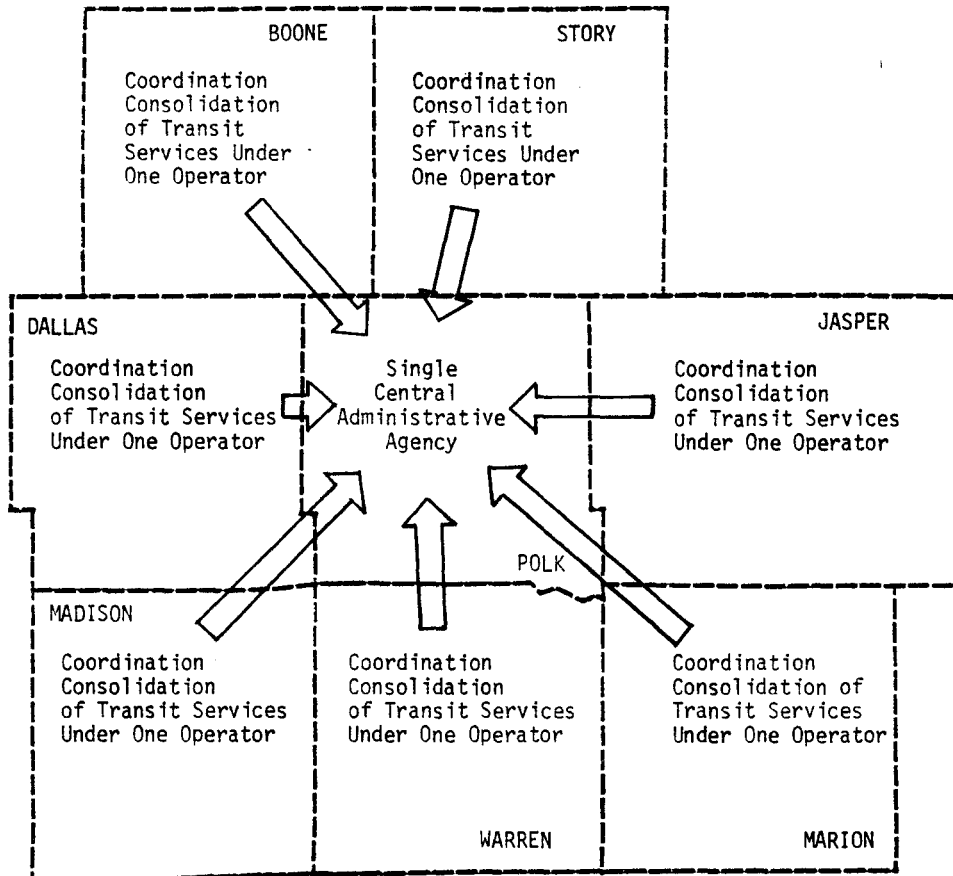


FIGURE III (continued)

A Single Coordinated Consolidated Regional
Transit System in Area XI



Benefits:

- Higher level and quality of transit service
 - Reduced Route Duplication
 - Higher Vehicle Utilization
 - Higher Service Capacity and Response
- Lower Administrative Costs
 - Centralized Bookkeeping
 - Centralized Grant Application
- Savings in Capital Costs
 - Centralized Purchasing of Vehicles and Equipment
- Savings in Operating Costs
 - Centralization of Maintenance, Insurance, Gasoline and Dispatching Personnel

SECTION IV

SECTION IV

REVISED 3-5 YEAR PROGRAM

The following Tables provide financial budget information on the local and regional level. They are based on modifications and achievements made in implementing the FY 77 RTDP's selected alternative. Table VIII (operational) and IX (capital) contain data on proposed projects and their programming schedules for both operational and capital projects. In the FY 77 RTDP this information was presented in a "lump-sum" regional total, while as shown by Table VIII and IX, this information is broken into operational and capital costs sheets of each agency responsible for program implementation. Tables X and XI compile this data for the region as a whole.

TABLE VIII
 FIVE YEAR OPERATING PROGRAM
 Boone County Community Action Center

PROJECT TITLE (1)	TERMINI (general description) (2)	LENGTH OR EQUIPMENT (3)	TYPE OF WORK (4)	FUNDING SOURCE (5)	PAST YEAR	PRESENT YEAR (Annual Element)	+1 YEAR	+2 YEAR	+3 YEAR	+4 YEAR	TOTAL 5YR. PROGRAM (12)
					FY77 (6)	FY78 (7)	FY79* (8)	FY80 (9)	FY81 (10)	FY82 (11)	
Maintenance of existing service	Demand responsive advanced call-in & regularly scheduled trips		4	Title III Title XX IDOT Local Cash Donations		10,215	10,701	11,771	12,948	14,243	59,878
						9,071	6,171	6,788	7,467	8,214	37,711
						8,000 3,992	9,854 1,363	10,839 1,499	11,923 1,649	13,115 1,814	49,723 6,325
* Estimates for FY80 - FY82 were developed from FY79 figures					TOTAL	31,278	28,089	30,897	33,987	37,386	153,637

TYPE OF WORK

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
- 7
- 8
- 9

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

TABLE VIII(continued)

FIVE YEAR OPERATING PROGRAM

Dallas County Center for Handicapped

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 5YR. PROGRAM
(1)	(2)	(3)	(4)	(5)	FY77	FY78	FY79	FY80	FY81	FY82	(12)
Maintenance of existing services	Modified fixed route		4	Title XX IDOT	13,385*	15,741 3,935	17,315 4,328	19,046 4,761	20,951 5,237	23,146 5,761	96,199 24,022
* Funding Source Unavailable					TOTAL	19,676	21,643	23,807	26,188	28,907	120,221

TYPE OF WORK

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

TABLE VIII (continued)

FIVE YEAR OPERATING PROGRAM

Dallas County Homemaker Aid

PROJECT TITLE (1)	TERMINI (general description) (2)	LENGTH OR EQUIPMENT (3)	TYPE OF WORK (4)	FUNDING SOURCE (5)	PAST YEAR FY77 (6)	PRESENT YEAR (Annual Element) FY78 (7)	+1 YEAR* FY79 (8)	+2 YEAR FY80 (9)	+3 YEAR FY81 (10)	+4 YEAR FY82 (11)	TOTAL 5YR. PROGRAM (12)
Maintenance of existing service	Demand responsive, advanced call-in & regularly scheduled trips		4	Title III IDOT Donations Local Cash In Kind	6,933 4,622 1,435	6,911 4,778 1,519	7,600 846 3,469 4,917	8,360 931 3,816 5,409	9,196 1,024 4,197 5,950	10,116 1,126 4,617 6,545	42,183 5,446 16,099 22,821
Expansion of service	Demand responsive and regularly scheduled trips		3	Title III IDOT Donations Local Cash			7,500 3,750 1,875 1,875	8,250 4,125 2,062 2,062	9,075 4,537 2,269 2,269	9,982 4,991 2,496 2,496	34,808 17,403 8,702 8,702
* Estimates for FY80 - FY82 were developed from FY79 figures					TOTAL	13,208	31,832	35,015	38,517	42,369	156,164

TYPE OF WORK

Work Code

- 1
- 2
- 3
- 4
- 5

Operational

- New Route
- Additional service hours or days
- Route extensions and modifications
- General system operations (existing system)
- Engineering and design (especially leading to construction)

Work Code

- 6
- 7
- 8
- 9

Operational

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

TABLE VIII (continued)
 FIVE YEAR OPERATING PROGRAM
 Jasper County Opportunity Center

PROJECT TITLE (1)	TERMINI (general description) (2)	LENGTH OR EQUIPMENT (3)	TYPE OF WORK (4)	FUNDING SOURCE (5)	PAST YEAR	PRESENT YEAR (Annual Element)	+1**	+2	+3	+4	TOTAL 5YR. PROGRAM
					FY77 (6)	FY78 (7)	FY79 (8)	FY80 (9)	FY81 (10)	FY82 (11)	(12)
Maintenance of existing service	Demand responsive advanced call-in & regularly scheduled trips		4	Title III IDOT Donations Local Cash	19,033*	11,968 8,000 1,256	12,905	14,196	15,615	17,176	71,860 8,000 1,256 54,322
Expansion of service	Demand responsive and scheduled trips		3	Title III IDOT Donations Local Cash			12,500 6,250 3,125 3,125	13,750 6,875 3,437 3,437	15,125 7,562 3,781 3,781	16,637 8,319 4,159 4,159	58,013 29,006 14,502 14,502
* Funding Source not available ** Estimates for FY80 - FY82 were developed from FY79 figures					TOTAL	21,224	49,610	54,570	60,028	66,029	251,467

TYPE OF WORK

Work Code

- 1
- 2
- 3
- 4
- 5

Operational

- New Route
- Additional service hours or days
- Route extensions and modifications
- General system operations (existing system)
- Engineering and design (especially leading to construction)

Work Code

- 6
- 7
- 8
- 9

Operational

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

TABLE VIII (continued)

FIVE YEAR OPERATING PROGRAM

Madison Multi-purpose Center

PROJECT TITLE	TERMINI (general description)	LENGTH OR EQUIPMENT	TYPE OF WORK	FUNDING SOURCE	PAST YEAR	PRESENT YEAR (Annual Element)	+1 **	+2 YEAR	+3 YEAR	+4 YEAR	TOTAL 5YR. PROGRAM
(1)	(2)	(3)	(4)	(5)	FY77	FY78	FY79	FY80	FY81	FY82	(12)
Maintenance of existing service	Demand responsive advanced call-in & regularly scheduled trips		4	Title XX	15,516*	12,953	15,083	16,591	18,250	20,075	82,952
				Title III		6,476	6,791	7,470	8,217	9,039	37,993
				IDOT		8,000					8,000
				Donations		1,232	1,331	1,464	1,610	1,771	7,408
				Local Cash		4,059	4,465	4,911	5,402	18,837	
* Funding Source not Available											
** Estimates for FY80-FY82 were developed from FY79 figures					TOTAL	28,661	27,264	29,990	32,988	36,287	155,190

TYPE OF WORK

Work Code

- 1
- 2
- 3
- 4
- 5

Operational

- New Route
- Additional service hours or days
- Route extensions and modifications
- General system operations (existing system)
- Engineering and design (especially leading to construction)

Work Code

- 6
- 7
- 8
- 9

Operational

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

TABLE VIII (continued)
 FIVE YEAR OPERATING PROGRAM
 Marion Christian Opportunity Center

PROJECT TITLE (1)	TERMINI (general description) (2)	LENGTH OR EQUIPMENT (3)	TYPE OF WORK (4)	FUNDING SOURCE (5)	PAST YEAR FY77 (6)	PRESENT YEAR (Annual Element) FY78 (7)	+1 YEAR FY79 (8)	+2 YEAR FY80 (9)	+3 YEAR FY81 (10)	+4 YEAR FY82 (11)	TOTAL 5YR. PROGRAM (12)
Maintenance of existing service	Pre-arranged fixed routes		4	Title XX IDOT	15,454*	4,500 1,500	4,950 1,650	5,445 1,815	5,989 1,996	6,588 2,196	27,472 9,157
* Funding Source not Available					TOTAL	6,000	6,600	7,260	7,985	8,784	36,629

TYPE OF WORK

Work Code

- 1
- 2
- 3
- 4
- 5

Operational

- New Route
- Additional service hours or days
- Route extensions and modifications
- General system operations (existing system)
- Engineering and design (especially leading to construction)

Work Code

- 6
- 7
- 8
- 9

Operational

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

TABLE VIII (continued)
 FIVE YEAR OPERATING PROGRAM

Marion County Community Action

PROJECT TITLE (1)	TERMINI (general description) (2)	LENGTH OR EQUIPMENT (3)	TYPE OF WORK (4)	FUNDING SOURCE (5)	PAST YEAR	PRESENT YEAR (Annual Element)	+1 YEAR	+2 YEAR	+3 YEAR	+4 YEAR	TOTAL 5YR. PROGRAM (12)	
					FY77 (6)	FY78 (7)	FY79** (8)	FY80 (9)	FY81 (10)	FY82 (11)		
Maintenance of existing service	Demand responsive advanced call-in & regularly scheduled trips		4	Title III	6,969 *	5,159	7,112	7,832	8,606	9,467	38,176	
				IDOT		4,000					4,000	
				Donations		2,070	1,299	1,429	1,572	1,729	8,099	
				Local Cash		309	4,010	4,411	4,852	5,337	18,919	
* Funding Source not Available ** Estimates for FY80 - FY82 were developed from FY79 figures					TOTAL	11,538	12,421	13,672	15,030	16,533	69,194	

TYPE OF WORK

Work Code

- 1
- 2
- 3
- 4
- 5

Operational

- New Route
- Additional service hours or days
- Route extensions and modifications
- General system operations (existing system)
- Engineering and design (especially leading to construction)

Work Code

- 6
- 7
- 8
- 9

Operational

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

TABLE VIII (continued)
 FIVE YEAR OPERATING PROGRAM
 Marion County-Pella Recreation

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 5YR. PROGRAM
(1)	(2)	(3)	(4)	(5)	FY77	FY78	FY79**	FY80	FY81	FY82	(12)
Maintenance of existing service	Demand responsive, advanced call-in, regularly scheduled trips		4	Title III	5,350*		3,948	4,343	4,777	5,254	18,322
				Donations Local Cash		1,546	1,701	1,871	2,058	2,877	3,175
* Funding Source not Available ** Estimates for FY80-FY82 were developed from FY79 figures					TOTAL		8,371	9,219	10,140	11,153	38,883

TYPE OF WORK

Work Code

- 1
- 2
- 3
- 4
- 5

Operational

- New Route
- Additional service hours or days
- Route extensions and modifications
- General system operations (existing system)
- Engineering and design (especially leading to construction)

Work Code

- 6
- 7
- 8
- 9

Operational

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

TABLE VIII (continued)

FIVE YEAR OPERATING PROGRAM

Special Services Transportation Corp.

PROJECT TITLE (1)	TERMINI (general description) (2)	LENGTH OR EQUIPMENT (3)	TYPE OF WORK (4)	FUNDING SOURCE (5)	PAST YEAR	PRESENT YEAR (Annual Element)	+1 YEAR	+2 YEAR	+3 YEAR	+4 YEAR	TOTAL 5YR. PROGRAM (12)
					FY77	FY78	FY79*	FY80	FY81	FY82	
					(6)	(7)	(8)	(9)	(10)	(11)	
Maintenance of existing service	Demand responsive, advanced call-in		4	Title III	29,789	45,825	50,407	55,448	60,993	242,462	
				Title VII	51,289	50,000	55,000	60,500	66,550	283,339	
				Local Cash	69,005					69,005	
				In-Kind	5,555	5,555	6,110	6,721	7,394	31,335	
				Donations	228					228	
				CSA	44,618	42,700	48,362	53,198	58,518	247,396	
HUD		53,005	58,305	64,136	70,550	245,996					
Mini-Title 20		35,000	38,500	42,350	46,585	162,435					
* Estimates for FY80-FY82 were developed from FY79 figures					TOTAL	200,484	232,085	256,684	282,353	310,590	1,282,196

TYPE OF WORK

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

TABLE VIII (continued)
 FIVE YEAR OPERATING PROGRAM
 Story Council on Aging

PROJECT TITLE	TERMINI (general description)	LENGTH OR EQUIPMENT	TYPE OF WORK	FUNDING SOURCE	PAST YEAR FY77	PRESENT YEAR (Annual Element) FY78	+1 YEAR FY79**	+2 YEAR FY80	+3 YEAR FY81	+4 YEAR FY82	TOTAL 5YR. PROGRAM (12)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Maintenance of existing service	Demand responsive advanced call-in regularly scheduled trips		4	Title III IDOT Donations Local Cash	7,227*	6,452 4,000 1,217	5,395 1,018 3,377	5,934 1,120 3,715	6,528 1,232 4,086	7,180 1,355 4,495	31,489 4,000 5,942 15,673
Expansion of service	Demand responsive, scheduled trips		3	Title III IDOT Donations Local Cash			7,500 3,750 1,875 1,875	8,250 4,125 2,062 2,062	9,075 4,537 2,269 2,269	9,982 4,991 2,496 2,496	34,807 17,403 8,702 8,702
* Funding Source not Available ** Estimates for FY80-FY82 were developed from FY79 figures					TOTAL	11,669	24,790	27,268	29,996	32,995	126,718

TYPE OF WORK

Work Code

- 1
- 2
- 3
- 4
- 5

Operational

- New Route
- Additional service hours or days
- Route extensions and modifications
- General system operations (existing system)
- Engineering and design (especially leading to construction)

Work Code

- 6
- 7
- 8
- 9

Operational

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

TABLE VIII (continued)
 FIVE YEAR OPERATING PROGRAM
 Story County Development Center

PROJECT TITLE (1)	TERMINI (general description) (2)	LENGTH OR EQUIPMENT (3)	TYPE OF WORK (4)	FUNDING SOURCE (5)	PAST YEAR FY77 (6)	PRESENT YEAR (Annual Element) FY78 (7)	+1 YEAR FY79 (8)	+2 YEAR FY80 (9)	+3 YEAR FY81 (10)	+4 YEAR FY82 (11)	TOTAL 5YR. PROGRAM (12)
Maintenance of existing service	Modified-fixed Route		4	Title XX IDOT Local Cash	12,028*	13,781 4,000 594	15,159 4,400 653	16,675 4,840 719	18,342 5,324 791	20,178 5,856 870	84,135 24,420 3,627
*Funding Source not Available					TOTAL	18,375	20,212	22,234	24,457	26,904	112,182

TYPE OF WORK

Work Code

1
2
3
4
5

Operational

New Route
 Additional service hours or days
 Route extensions and modifications
 General system operations (existing system)
 Engineering and design (especially leading to construction)

Work Code

6
7
8
9

Operational

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

TABLE VIII (continued)

FIVE YEAR OPERATING PROGRAM

Warren County Opportunity Center

PROJECT TITLE (1)	TERMINI (general description) (2)	LENGTH OR EQUIPMENT (3)	TYPE OF WORK (4)	FUNDING SOURCE (5)	PAST YEAR	PRESENT YEAR (Annual Element)	+1 YEAR	+2 YEAR	+3 YEAR	+4 YEAR	TOTAL 5YR. PROGRAM
					FY77 (6)	FY78 (7)	FY79** (8)	FY80 (9)	FY81 (10)	FY82 (11)	(12)
Maintenance of existing service	Demand responsive, advanced call-in regularly scheduled trips		4	Title III IDOT Donations Local Cash	12,902*	10,010 5,000 1,756 595	10,010 681 9,329	11,011 749 10,262	12,112 824 11,288	13,323 906 12,417	56,466 5,000 4,916 43,891
* Funding Source not Available ** Estimates for FY80 - FY82 were developed from FY79 figures					TOTAL	17,361	20,020	22,022	24,224	26,646	110,273

TYPE OF WORK

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
- 7
- 8
- 9

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

TABLE VIII (continued)
 FIVE YEAR OPERATING PROGRAM
 Winnifred Law Center

PROJECT TITLE (1)	TERMINI (general description) (2)	LENGTH OR EQUIPMENT (3)	TYPE OF WORK (4)	FUNDING SOURCE (5)	PAST YEAR FY77 (6)	PRESENT YEAR (Annual Element) FY78 (7)	+1 YEAR FY79 (8)	+2 YEAR FY80 (9)	+3 YEAR FY81 (10)	+4 YEAR FY82 (11)	TOTAL 5YR. PROGRAM (12)
Maintenance of existing service	Modified fixed route		4	Title XX IDOT	13,493*	10,094 3,000	11,103 3,300	12,214 3,630	13,435 3,993	14,779 4,392	61,625 18,315
* Funding Source not Available					TOTAL	13,094	14,403	15,844	17,428	19,171	79,940

TYPE OF WORK

Work Code

- 1
- 2
- 3
- 4
- 5

Operational

- New Route
- Additional service hours or days
- Route extensions and modifications
- General system operations (existing system)
- Engineering and design (especially leading to construction)

Work Code

- 6
- 7
- 8
- 9

Operational

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

TABLE IX
 FIVE YEAR CAPITAL PROGRAM
 Boone County Community Action Center

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 5YR. PROGRAM
(1)	(2)	(3)	(4)	(5)	FY77	FY78	FY79	FY80	FY81	FY82	(12)
Vehicle Replacement	Replace old vans with fully equipped vans	1 van, Wch.L.CB, A/C	11,18 21	UMTA Section 3 UMTA 16 (b) (2) Title XX Title VII Title III IDOT Revenue			12,750				12,750
* Possible Funding Sources					TOTAL		12,750				12,750

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

TABLE IX (continued)
 FIVE YEAR CAPITAL PROGRAM
 Dallas County Center for Handicapped

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 5YR. PROGRAM
(1)	(2)	(3)	(4)	(5)	FY77	FY78	FY79	FY80	FY81	FY82	(12)
Vehicle Replacement	Replace old van with fully equipped van	1 van, Wch.L., CB A/C	11,18 21	UMTA Section 3 UMTA 16 (b)(2) Title XX Title VII Title III IDOT Revenue				12,750			12,750
* Possible Funding Sources					TOTAL			12,750			12,750

TYPE OF WORK

Work Code

Capital

- 11 Vehicle-Passenger carrier (purchase)
- 12 Vehicle-Non-Passenger carrier
- 13 Construction of new garage and maintenance facilities
- 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

Work Code

- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25
- 26

Capital

- Vehicle equipment (purchase and installation, as required)
- Radios
- Radio Base Station
- Spare Parts
- Handicapped assistance equipment
- Fare Collection Equipment
- Other
- Office and maintenance equipment (purchase and installation, as required)
- Land or right-of-way acquisition
- Other

TABLE IX (continued)

FIVE YEAR CAPITAL PROGRAM

Dallas County Homemaker Aid

PROJECT TITLE (1)	TERMINI (general description) (2)	LENGTH OR EQUIPMENT (3)	TYPE OF WORK (4)	FUNDING * SOURCE (5)	PAST YEAR FY77 (6)	PRESENT YEAR (Annual Element) FY78 (7)	+1 YEAR FY79 (8)	+2 YEAR FY80 (9)	+3 YEAR FY81 (10)	+4 YEAR FY82 (11)	TOTAL 5YR. PROGRAM (12)
Expansion of Service	Addition of lift equipped vehicles & increase service level	1 van with Wch.L. CB Radio, A/C	11, 18 21	UMTA Section 3 UMTA 16 (b) (2) Title XX Title VII Title III IDOT Revenue			12,750				12,750
*Possible Funding Sources					TOTAL		12,750				12,750

TYPE OF WORK

Work Code

Capital

- 11 Vehicle-Passenger carrier (purchase)
- 12 Vehicle-Non-Passenger carrier
- 13 Construction of new garage and maintenance facilities
- 14 Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.)
- 15 Passenger amenity facilities (purchase and installation)
- 16 Bus stop signs
- 17 Bus stop shelters
- 17 Other

Work Code

- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25
- 26

Capital

- Vehicle equipment (purchase and installation, as required)
- Radios
- Radio Base Station
- Spare Parts
- Handicapped assistance equipment
- Fare Collection Equipment
- Other
- Office and maintenance equipment (purchase and installation, as required)
- Land or right-of-way acquisition
- Other

TABLE IX (continued)
 FIVE YEAR CAPITAL PROGRAM
 Jasper County Opportunity Center

PROJECT TITLE (1)	TERMINI (general description) (2)	LENGTH OR EQUIPMENT (3)	TYPE OF WORK (4)	FUNDING* SOURCE (5)	PAST YEAR FY77 (6)	PRESENT YEAR (Annual Element) FY78 (7)	+1 YEAR FY79 (8)	+2 YEAR FY80 (9)	+3 YEAR FY81 (10)	+4 YEAR FY82 (11)	TOTAL 5YR. PROGRAM (12)
Expansion of Service	Provide more service to Elderly and handicapped	1 van Wch.L., CB, A/C	11,18 21	UMTA Section 3 UMTA 16 (b) (2) Title XX Title VII Title III IDOT Revenue			12,750				12,750
Vehicle Replacement	Replace old vans with fully equipped van 2	2 vans Wch.L., CB, A/C	11,18 21	UMTA Section 3 UMTA 16 (b) (2) Title XX Title VII Title III IDOT Revenue				12,750	12,750		12,750 12,750
* Possible Funding Sources					TOTAL		12,750	12,750	12,750		38,250

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

TABLE IX (continued)
 FIVE YEAR CAPITAL PROGRAM
 Madison Multi-Purpose Center

PROJECT TITLE (1)	TERMINI (general description) (2)	LENGTH OR EQUIPMENT (3)	TYPE OF WORK (4)	FUNDING* SOURCE (5)	PAST YEAR FY77 (6)	PRESENT YEAR (Annual Element) FY78 (7)	+1 YEAR FY79 (8)	+2 YEAR FY80 (9)	+3 YEAR FY81 (10)	+4 YEAR FY82 (11)	TOTAL 5YR. PROGRAM (12)
Vehicle Replacement	Replace old van with fully equipped van	1 van Wch.L.,CB. A/C	11,18 21	UMTA Section 3 UMTA 16 (b) (2) Title XX Title VII Title III IDOT Revenue					12,750		12,750
* Possible Funding Sources					TOTAL				12,750		12,750

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

TABLE IX (Continued)

FIVE YEAR CAPITAL PROGRAM

Marion Christian Opportunity Center

PROJECT TITLE	TERMINI (general description)	LENGTH OR EQUIPMENT	TYPE OF WORK	FUNDING SOURCE	PAST YEAR FY77	PRESENT YEAR (Annual Element) FY78	+1 YEAR FY79	+2 YEAR FY80	+3 YEAR FY81	+4 YEAR FY82	TOTAL 5YR. PROGRAM (12)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
None											
					TOTAL						

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

TABLE IX (continued)

FIVE YEAR CAPITAL PROGRAM

Marion County Community Action

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 5YR. PROGRAM
(1)	(2)	(3)	(4)	(5)	FY77	FY78	FY79	FY80	FY81	FY82	(12)
Vehicle Replacement	Replace old vans with new fully equipped vans	1 van Wch.L., CB.A/C	11, 18 21	UMTA Section 3 UMTA 16 (b) (2) Title XX Title VIII Title III IDOT Revenue				12,750			12,750
* Possible Funding Sources					TOTAL			12,750			12,750

TYPE OF WORK

Work Code

Capital

- 11 Vehicle-Passenger carrier (purchase)
- 12 Vehicle-Non-Passenger carrier
- 13 Construction of new garage and maintenance facilities
- 14 Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.)
- 15 Passenger amenity facilities (purchase and installation)
- 16 Bus stop signs
- 17 Bus stop shelters
- 17 Other

Work Code

- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25
- 26

Capital

- Vehicle equipment (purchase and installation, as required)
- Radios
- Radio Base Station
- Spare Parts
- Handicapped assistance equipment
- Fare Collection Equipment
- Other
- Office and maintenance equipment (purchase and installation, as required)
- Land or right-of-way acquisition
- Other

TABLE IX (continued)

FIVE YEAR CAPITAL PROGRAM

Marion County-Pella Recreation

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 5YR. PROGRAM
(1)	(2)	(3)	(4)	(5)	FY77	FY78	FY79	FY80	FY81	FY82	(12)
Vehicle Replacement	Replace old vans with fully equipped van	1 van Wch.L., CB, A/C	11,18 21	UMTA Section 3 UMTA 16 (b) (2) Title XX Title VII Title III IDOT Revenue				12,750			12,750
* Possible Funding Sources					TOTAL			12,750			12,750

TYPE OF WORK

Work Code

Capital

- 11 Vehicle-Passenger carrier (purchase)
- 12 Vehicle-Non-Passenger carrier
- 13 Construction of new garage and maintenance facilities
- 14 Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.)
- 15 Passenger amenity facilities (purchase and installation)
- 16 Bus stop signs
- 17 Bus stop shelters
- Other

Work Code

- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25
- 26

Capital

- Vehicle equipment (purchase and installation, as required)
- Radios
- Radio Base Station
- Spare Parts
- Handicapped assistance equipment
- Fare Collection Equipment
- Other
- Office and maintenance equipment (purchase and installation, as required)
- Land or right-of-way acquisition
- Other

TABLE IX (continued)

FIVE YEAR CAPITAL PROGRAM

Special Services Transportation Corp.

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 5YR. PROGRAM
(1)	(2)	(3)	(4)	(5)	FY77	FY78	FY79	FY80	FY81	FY82	(12)
Vehicle Replacement	Replace old vans with fully equipped vans	2 vans Wch.L..CB, A/C	11,18 21	UMTA Section 3 UMTA 16 (b) (2) Title XX Title VII Title III IDOT Revenue					12,750	12,750	25,500
* Possible Funding Sources					TOTAL				12,750	12,750	25,500

TYPE OF WORK

Work Code

Capital

Work Code

Capital

- 11 Vehicle-Passenger carrier (purchase)
- 12 Vehicle-Non-Passenger carrier
- 13 Construction of new garage and maintenance facilities
- 14 Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.)
- 15 Passenger amenity facilities (purchase and installation)
- 16 Bus stop signs
- 17 Bus stop shelters
- 17 Other

- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25
- 26

- Vehicle equipment (purchase and installation, as required)
- Radios
- Radio Base Station
- Spare Parts
- Handicapped assistance equipment
- Fare Collection Equipment
- Other
- Office and maintenance equipment (purchase and installation, as required)
- Land or right-of-way acquisition
- Other

TABLE IX (continued)
 FIVE YEAR CAPITAL PROGRAM
 Story Council on Aging

PROJECT TITLE (1)	TERMINI (general description) (2)	LENGTH OR EQUIPMENT (3)	TYPE OF WORK (4)	FUNDING * SOURCE (5)	PAST YEAR FY77 (6)	PRESENT YEAR (Annual Element) FY78 (7)	+1 YEAR FY79 (8)	+2 YEAR FY80 (9)	+3 YEAR FY81 (10)	+4 YEAR FY82 (11)	TOTAL 5YR. PROGRAM (12)
Vehicle Expansion	Expand Service to elderly	1 van Wch.L., CB, A/C	11,18 21	UMTA Section 3 UMTA 16 (b) (2) Title XX Title VII Title III			12,750				12,750
*Possible Funding Sources						TOTAL	12,750				12,750

TYPE OF WORK

Work Code

Capital

- 11 Vehicle-Passenger carrier (purchase)
- 12 Vehicle-Non-Passenger carrier
- 13 Construction of new garage and maintenance facilities
- 14 Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.)
- 15 Passenger amenity facilities (purchase and installation)
- 16 Bus stop signs
- 17 Bus stop shelters
- Other

Work Code

- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25
- 26

Capital

- Vehicle equipment (purchase and installation, as required)
- Radios
- Radio Base Station
- Spare Parts
- Handicapped assistance equipment
- Fare Collection Equipment
- Other
- Office and maintenance equipment (purchase and installation, as required)
- Land or right-of-way acquisition
- Other

TABLE IX (continued)
 FIVE YEAR CAPITAL PROGRAM
 Story County Development Center

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 5YR. PROGRAM	
(1)	(2)	(3)	(4)	(5)	FY77	FY78	FY79	FY80	FY81	FY82	(12)	
Vehicle Replacement	Replace old vans with fully equipped vans	1 van Wch.L., CB, A/C	11,18 21	UMTA Section 3 UMTA 16 (b) (2) Title XX Title VII Title III IDOT Revenue							12,750	12,750
* Possible Funding Sources					TOTAL				12,750		12,750	

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

TABLE IX (continued)

FIVE YEAR CAPITAL PROGRAM

Warren County Opportunity Center

PROJECT TITLE (1)	TERMINI (general description) (2)	LENGTH OR EQUIPMENT (3)	TYPE OF WORK (4)	FUNDING SOURCE (5)	PAST YEAR	PRESENT YEAR (Annual Element)	+1 YEAR	+2 YEAR	+3 YEAR	+4 YEAR	TOTAL 5YR. PROGRAM (12)
					FY77 (6)	FY78 (7)	FY79 (8)	FY80 (9)	FY81 (10)	FY82 (11)	
Vehicle Replacement	Replace old van with fully equipped van	1 van Wch.L.,CB, A/C	11,18 21	UMTA Section 3 UMTA 16 (b) (2) Title XX Title VIII Title III IDOT Revenue						12,750	12,750
*Possible Funding Sources					TOTAL					12,750	12,750

TYPE OF WORK

Work Code

Capital

- 11 Vehicle-Passenger carrier (purchase)
- 12 Vehicle-Non-Passenger carrier
- 13 Construction of new garage and maintenance facilities
- 14 Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.)
- 15 Passenger amenity facilities (purchase and installation)
- 16 Bus stop signs
- 17 Bus stop shelters
- 17 Other

Work Code

- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25
- 26

Capital

- Vehicle equipment (purchase and installation, as required)
- Radios
- Radio Base Station
- Spare Parts
- Handicapped assistance equipment
- Fare Collection Equipment
- Other
- Office and maintenance equipment (purchase and installation, as required)
- Land or right-of-way acquisition
- Other

TABLE IX (continued)
 FIVE YEAR CAPITAL PROGRAM
 Winnifred Law Center

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 5YR. PROGRAM
(1)	(2)	(3)	(4)	(5)	FY77	FY78	FY79	FY80	FY81	FY82	(12)
Vehicle Replacement	Replace old van with new fully equipped van	1 van Wch.L. CB, A/C	11,18 21	UMTA Section 3 UMTA 16 (b) (2) Title XX Title VII Title III IDOT Revenue					12,750		12,750
*Possible Funding Sources					TOTAL				12,750		12,750

TYPE OF WORK

Work Code

Capital

- 11 Vehicle-Passenger carrier (purchase)
- 12 Vehicle-Non-Passenger carrier
- 13 Construction of new garage and maintenance facilities
- 14 Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.)
- 15 Passenger amenity facilities (purchase and installation)
- 16 Bus stop signs
- 17 Bus stop shelters
- 17 Other

Work Code

- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25
- 26

Capital

- Vehicle equipment (purchase and installation, as required)
- Radios
- Radio Base Station
- Spare Parts
- Handicapped assistance equipment
- Fare Collection Equipment
- Other
- Office and maintenance equipment (purchase and installation, as required)
- Land or right-of-way acquisition
- Other

TABLE X
FIVE YEAR OPERATING PROGRAM

Regional Totals

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 5YR. PROGRAM
(1)	(2)	(3)	(4)	(5)	FY77	FY78	FY79	FY80	FY81	FY82	(12)
Maintenance of existing service	Demand Responsive, Modified fixed, regularly scheduled and advanced call-in		4	Title III	134,347*	89,980	110,287	121,324	133,447	146,139	601,177
Title XX				66,140		69,781	76,759	84,434	92,980	390,094	
IDOT				54,213		13,678	15,046	16,550	18,205	117,692	
Local Cash				74,495		49,333	53,939	59,703	65,673	303,143	
Donations				9,278		8,084	8,791	9,782	10,759	46,694	
Expansion of Service	Demand Responsive and Regularly Scheduled trips		3	In-Kind	5,555	10,472	11,519	12,671	13,939	54,156	
CSA				44,618	42,700	48,362	53,198	58,518	247,396		
Title III				27,500	30,250	33,275	36,601	127,626			
IDOT				13,750	15,125	16,636	18,301	63,812			
Donations				6,875	7,561	8,319	9,151	31,906			
Local Cash	6,875	7,561	8,319	9,151	31,906						
* Funding Sources not Available ** Estimates for FY80 - FY82 were developed from FY79 figures					TOTAL	344,279	359,335	396,237	436,334	479,417	2,015,602

TYPE OF WORK

Work Code

- 1
- 2
- 3
- 4
- 5

Operational

- New Route
- Additional service hours or days
- Route extensions and modifications
- General system operations (existing system)
- Engineering and design (especially leading to construction)

Work Code

- 6
- 7
- 8
- 9

Operational

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

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	PRESENT YEAR (Annual Element)	+1 YEAR	+2 YEAR	+3 YEAR	+4 YEAR	TOTAL 5YR. PROGRAM
					FY77 (6)	FY78 (7)	FY79 (8)	FY80 (9)	FY81 (10)	FY82 (11)	(12)
Vehicle Replacement	Replace old vans with fully equipped vans	12 Vans, Wch.L., CB & A/C	11,18	UMTA Section 3 UMTA 16 (b)(2) Title XX Title VII Title III IDOT Revenue			12,750	51,000	63,750	25,500	153,000
Vehicle Expansion	Increase service levels with addition of lift equipped vehicles	3 Vans, Wch.L., CB, & A/C						38,250			38,250
* Possible Funding Sources					TOTAL		12,750	89,250	63,750	25,500	191,250

TYPE OF WORK

Work Code

Capital

- 11 Vehicle-Passenger carrier (purchase)
- 12 Vehicle-Non-Passenger carrier
- 13 Construction of new garage and maintenance facilities
- 14 Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.)
- 15 Passenger amenity facilities (purchase and installation)
- 16 Bus stop signs
- 17 Bus stop shelters
- 17 Other

Work Code

Capital

- 18 Vehicle equipment (purchase and installation, as required)
- 19 Radios
- 20 Radio Base Station
- 21 Spare Parts
- 22 Handicapped assistance equipment
- 23 Fare Collection Equipment
- 24 Other
- 25 Office and maintenance equipment (purchase and installation, as required)
- 26 Land or right-of-way acquisition
- 26 Other



3 1723 02116 9354