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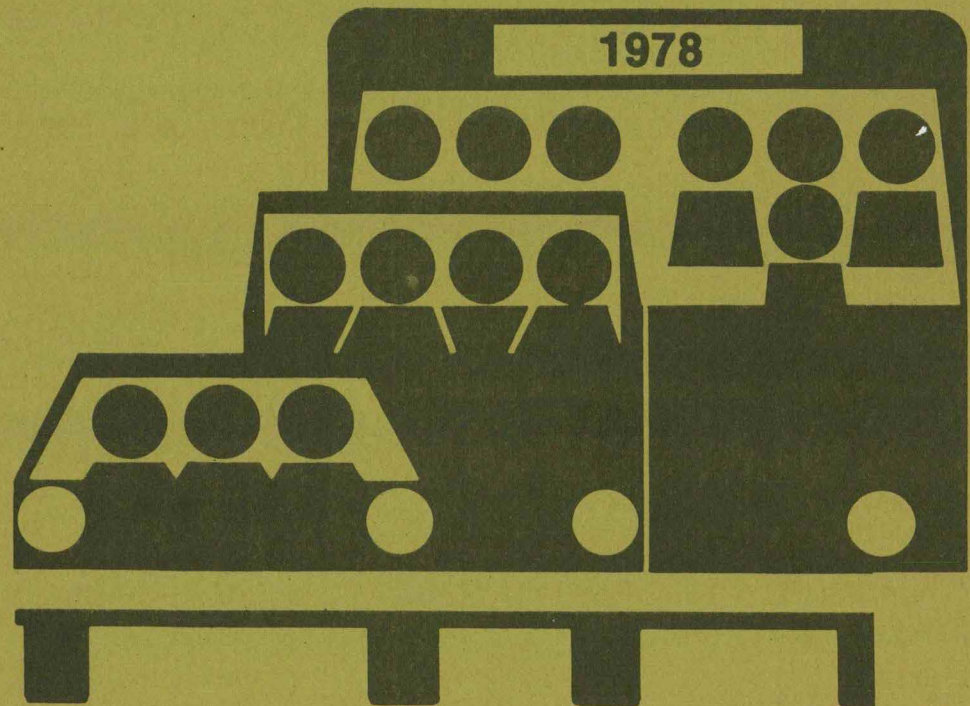
Ron Fosse

78

# Regional Transit Development Program

UPDATE

REGION XV



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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.

1978 AREA XV  
TRANSIT DEVELOPMENT PROGRAM UPDATE

Prepared by  
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Iowa City, Iowa 52242

on behalf of  
Area XV Regional Planning Commission  
Building 46, Industrial Airport  
Ottumwa, Iowa 52501



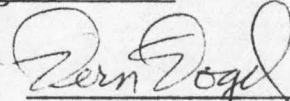
A RESOLUTION ADOPTING THE 10 COUNTY TRANSIT DEVELOPMENT PROGRAM UPDATE  
AS THE OFFICIAL TRANSIT IMPROVEMENT PLAN FOR AREA XV

WHEREAS, the Area XV Regional Planning Commission did prepare a 10 County Transit Development Program Update which identifies specific transit needs and challenges; and,

WHEREAS, it is in the interests of the 10 County area to have a plan which is officially adopted to serve as a guide for transit planning, development, and implementation;

NOW, THEREFORE, BE IT RESOLVED that the Area XV Regional Planning Commission Board hereby adopts the Area XV Transit Development Program Update as its official plan for transit planning and implementation as a realistic set of strategies for improving transit conditions in the 10 County area.

Agreed to this 8 day of August, 1978



---

Vern Vogel, Chairman  
Area XV Regional Planning Commission



ACKNOWLEDGEMENTS

Area XV Regional Planning Commission Transit Advisory Committee

Jim Cooper	Lucas County Board of Supervisors
Max Moore	Appanoose County Board of Supervisors
Bill Marsh	Van Buren County Board of Supervisors
Jim Crall	Monroe County Board of Supervisors
J.B. Curran	Wapello County Board of Supervisors
Jim Wonderlich	Keokuk County Board of Supervisors
Bill Goodell	Wayne County Board of Supervisors
Glenn Wilkinson	Davis County Board of Supervisors
Pete Pearce	Jefferson County Board of Supervisors
Don A. Allgood	Mahaska County Board of Supervisors
Russ Wold	Ottumwa Transit Lines
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Helen Kelley	Union Bus Depot
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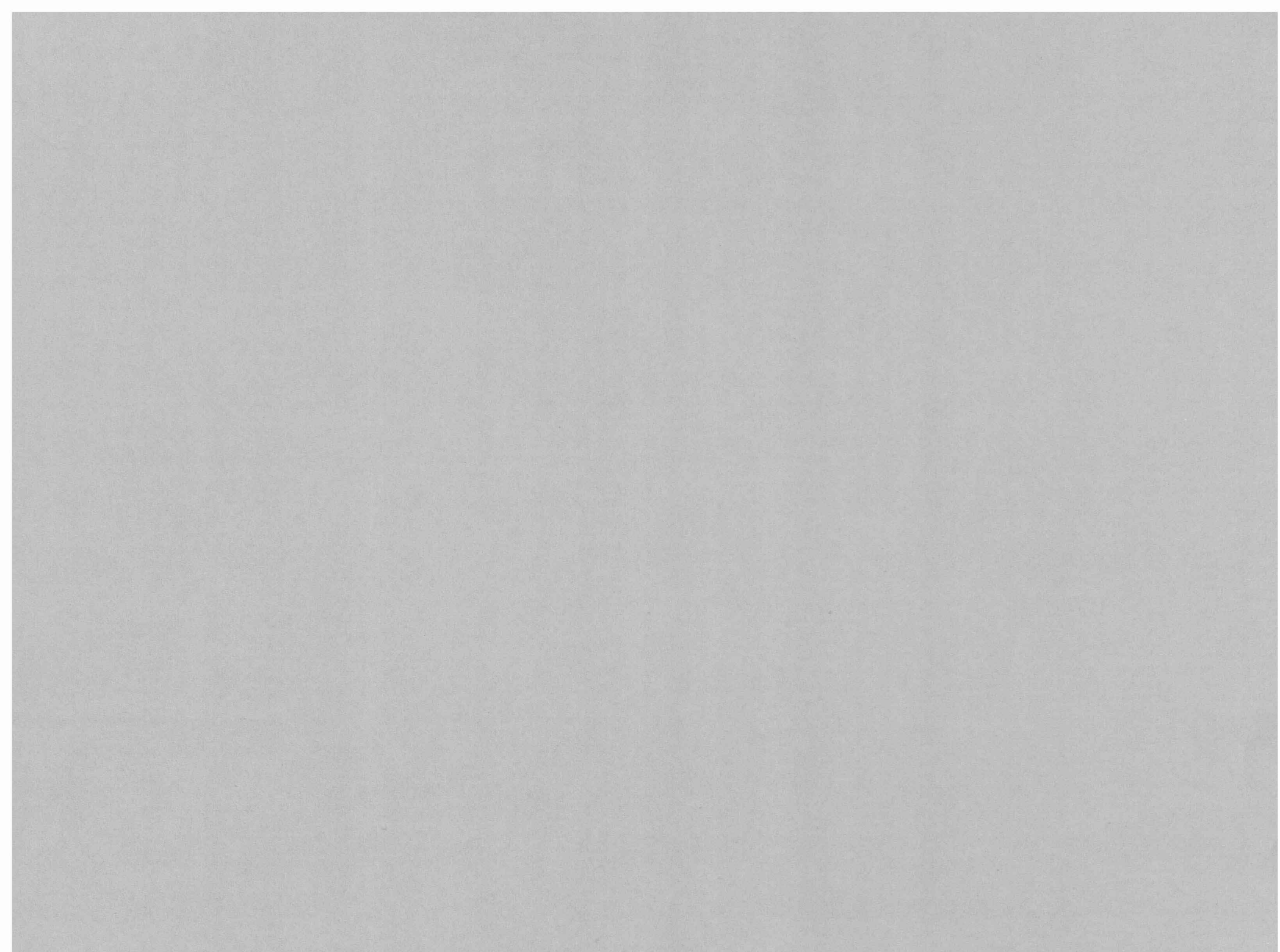
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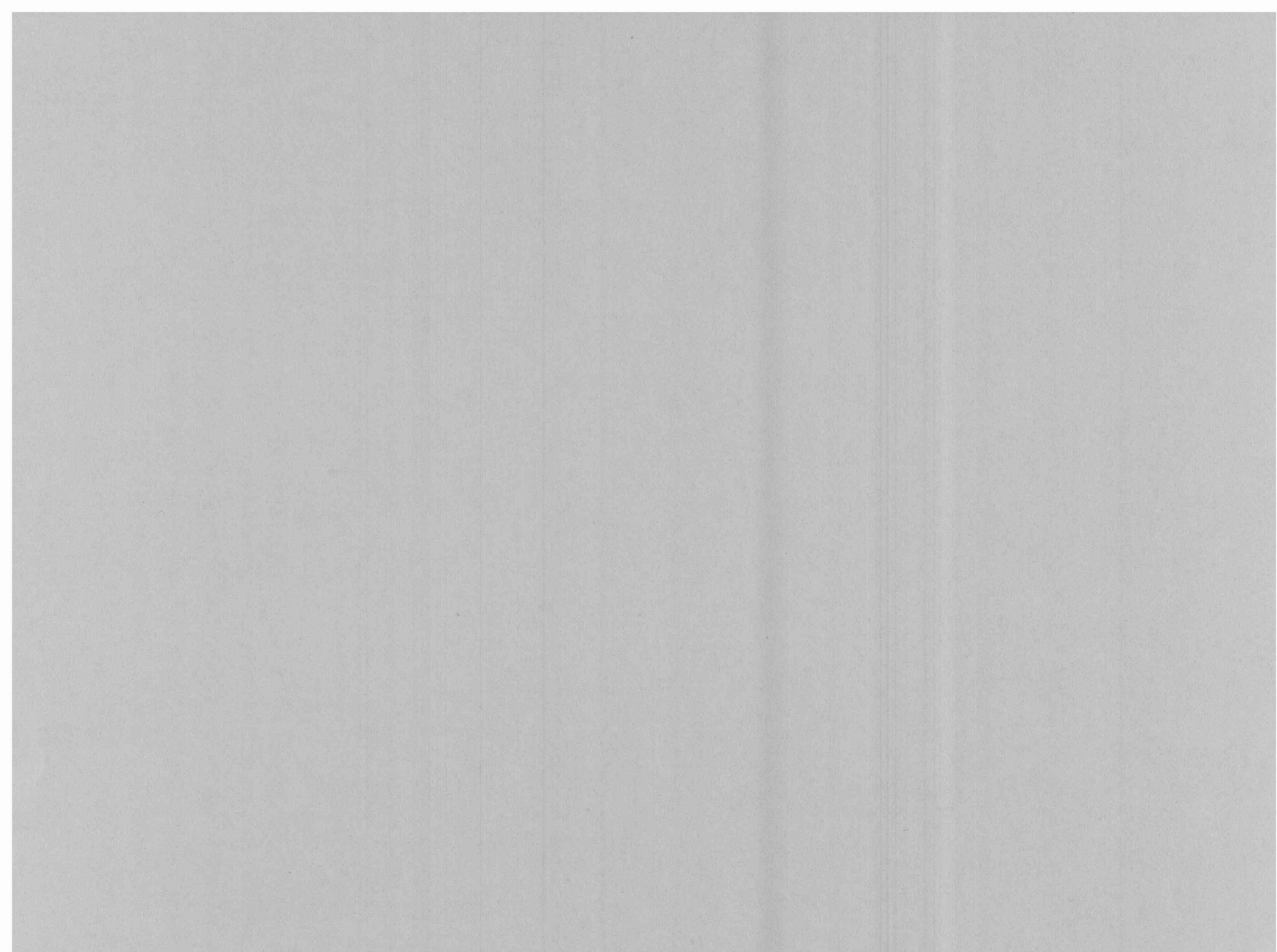
\*Ron Mittag and Pam Hunt are also members of the Area XV Regional Planning Commission Transit Advisory Committee

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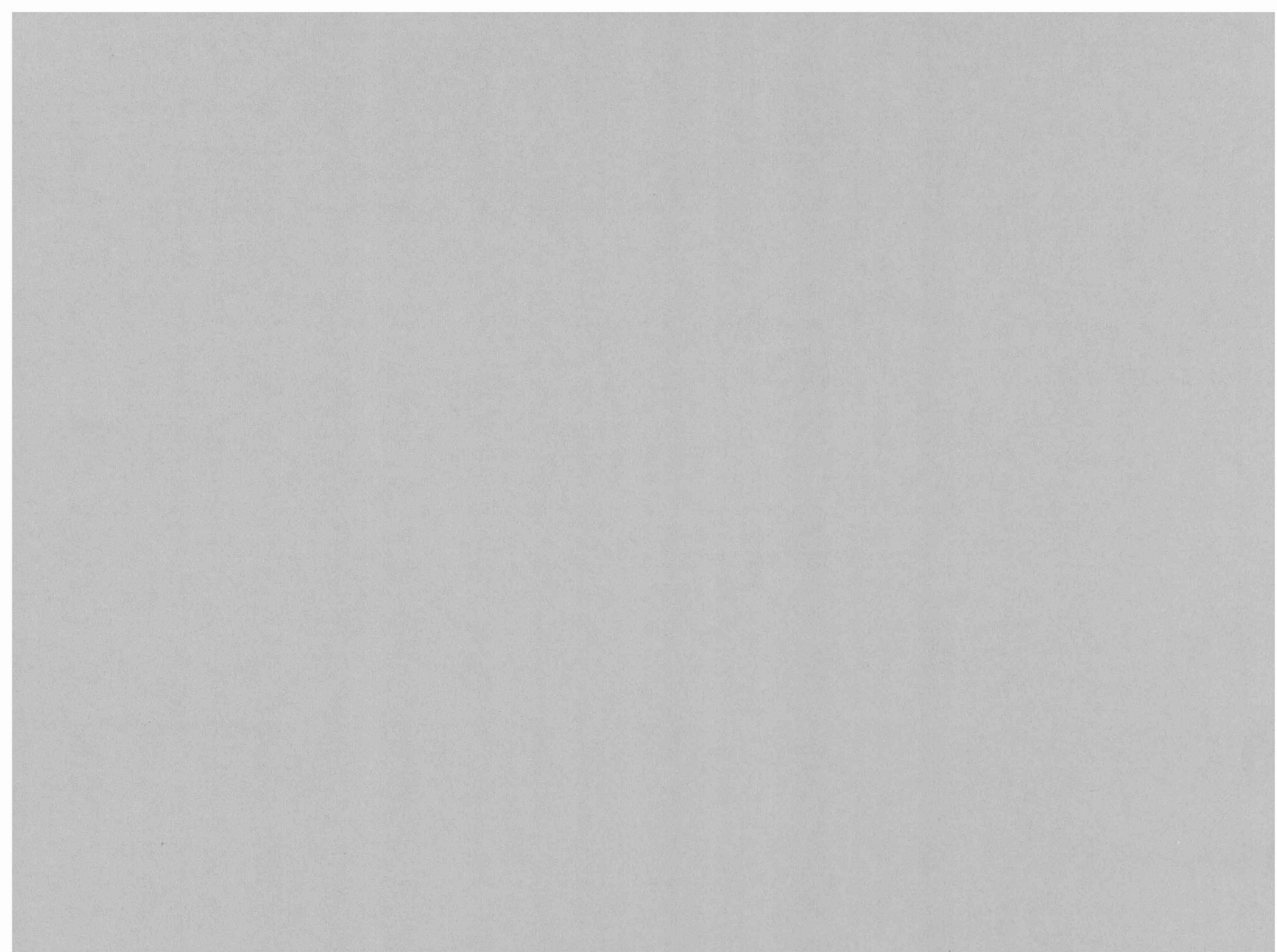
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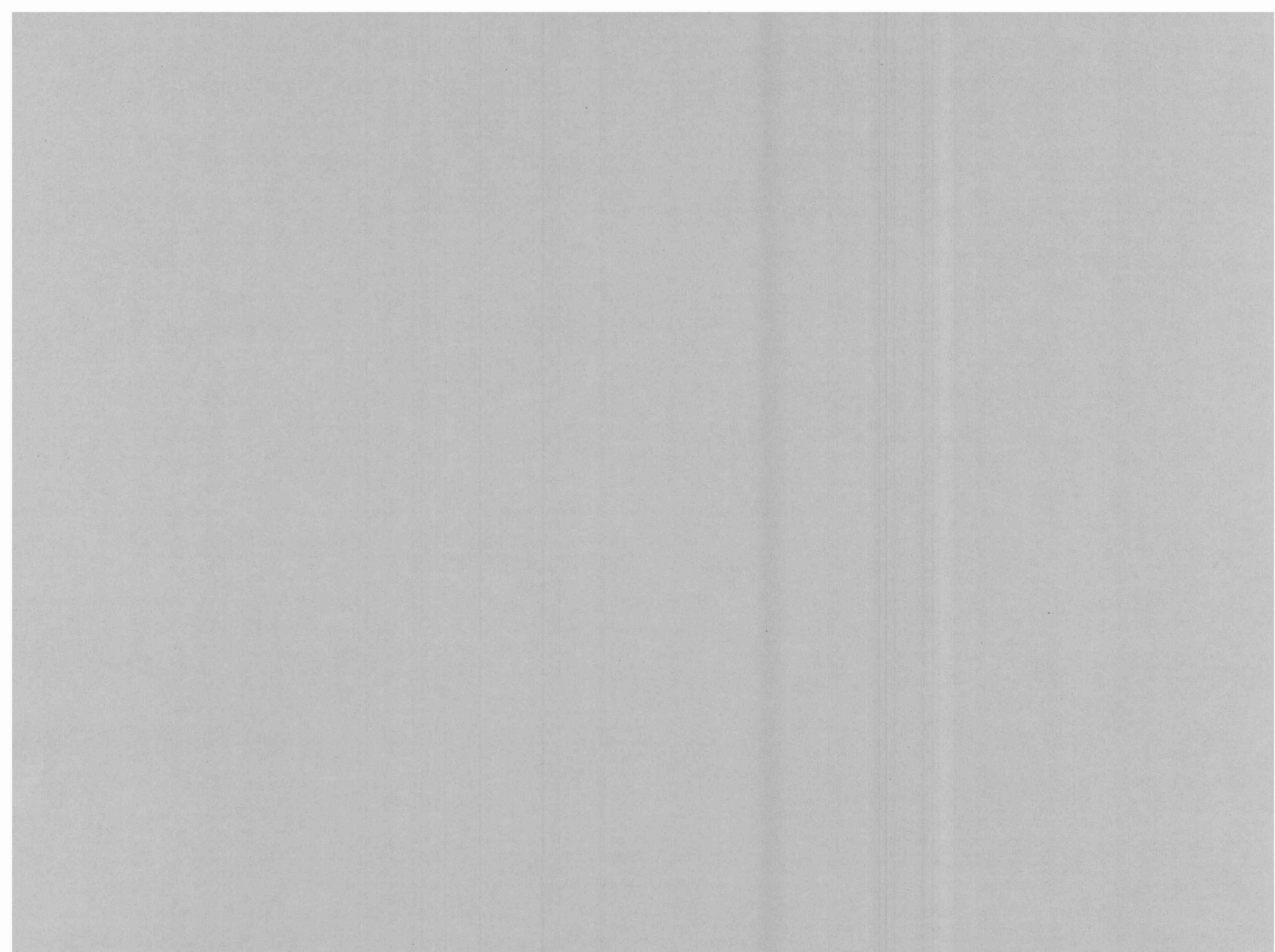
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# INTRODUCTION



## INTRODUCTION

### Purpose of the Regional Transit Development Program Update

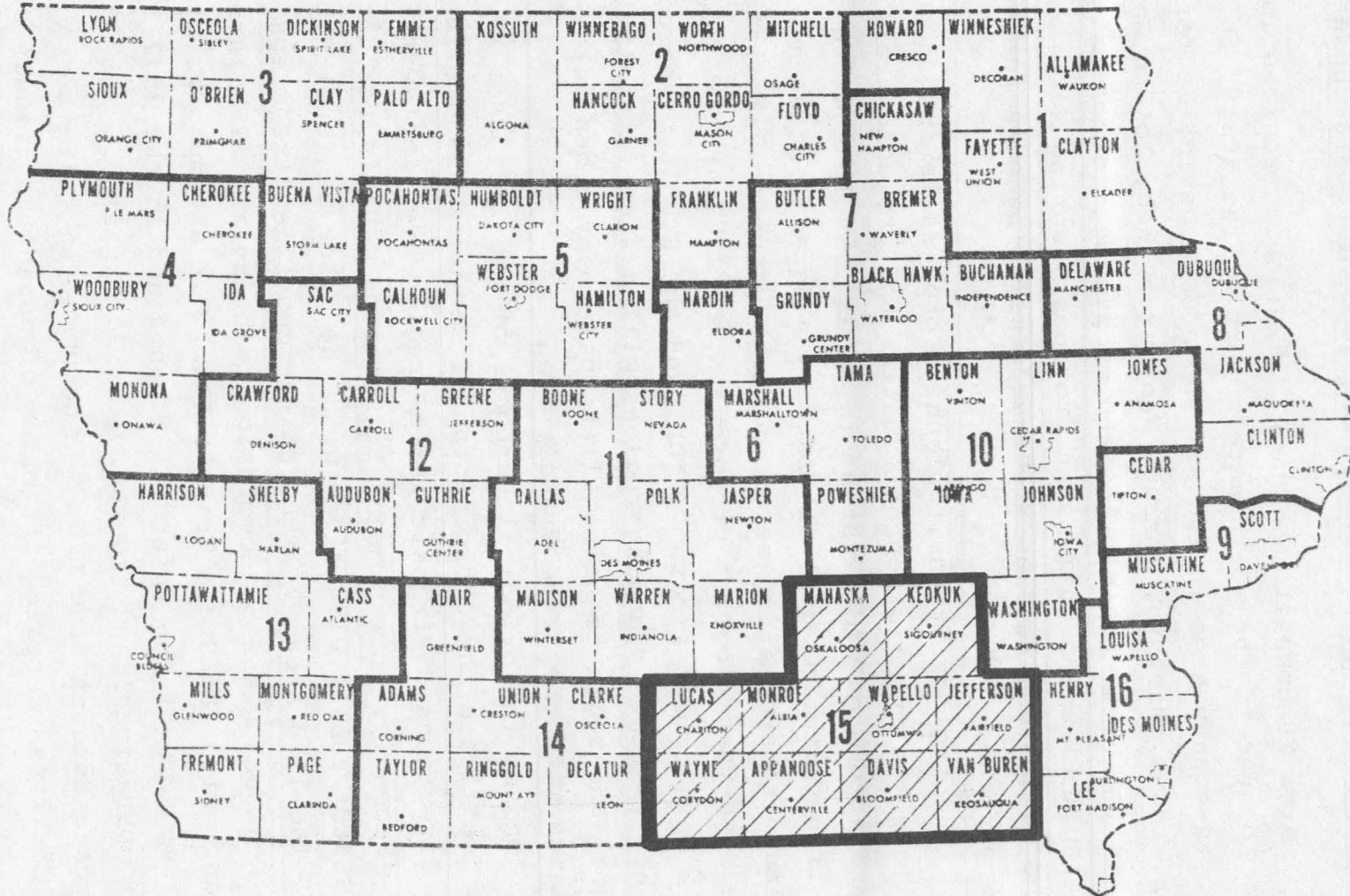
Area XV constitutes one of 16 planning regions in Iowa. Located in the southeastern part of the state, this rural ten-county area includes: Appanoose, Davis, Jefferson, Keokuk, Lucas, Mahaska, Monroe, Van Buren, Wapello and Wayne Counties (refer to the map located on page 4). The Area XV Regional Planning Commission provides planning services for the region and acts as the area's clearinghouse for A-95 review purposes.

The regional transit planning process is intended to facilitate the integration of existing and proposed transit programs into area-wide systems in order to help achieve the state transportation goal of assuring adequate, safe and efficient transportation services for the public. Implementation of the five-year programs proposed in the 1977 Area XV Regional Transit Development Program (RTDP) and the RTDP's prepared by the other 15 state planning regions will assist in realizing this goal and begin to bring all transit operations into compliance with the State Transit Plan.

One of the principal purposes of the 1977 Area XV RTDP was to facilitate the coordination of services and outline the future directions of transit in the region over the next five years. Secondly, it was meant to serve as a basis for developing a State Transit Plan along with the other regional RTDP's.

The 1978 Area XV RTDP Update identifies the steps taken by the Regional Planning Commission to bring the RTDP into compliance with the State Transit Plan. It attempts to clarify and refine some of the information contained in the 1977 RTDP, such as operational and ridership characteristics. The 1978 RTDP Update departs from the 1977 document in that it specifically identifies certain attributes of potential transit demand based on data generated from three separate surveys, which

MAP I



AREA XV AND OTHER IOWA REGIONS

included: an on-board transit rider survey, a household survey and a survey of the handicapped. Also, it details modifications and changes made in the selected alternative, along with progress achieved in implementing elements of the five-year transit program contained in the 1977 Area XV RTDP.

This 1978 RTDP Update marks a transitional year for data reporting and program implementation. Financial and operating information contained in the 1977 RTDP was based on estimated data provided by each transit operator from a variety of forms. Beginning with FY 1978, transit data will be collected by a single administrative agency, the Area XV Regional Planning Commission, and reported through a single-packet monitoring process currently being developed by the Iowa Department of Transportation (IDOT). A uniform transit programming process will also be initiated in FY 1978. Standard programming forms developed by the Iowa DOT will be completed for each agency responsible for implementing or carrying out the programmed projects.

#### Local Goals and Objectives

The goals and objectives adopted for the 1978 Area XV RTDP Update closely resemble those enumerated in the 1977 RTDP. However, the new revised goals and objectives do not distinguish between goals and objectives for the overall program, Area XV, Area Agency on Aging, Ottumwa and the Demonstration Project, as was the case in the 1977 RTDP. Instead, the 1978 local goals and objectives address all the transportation needs of the region's citizens as a whole. These revised goals more accurately reflect Area XV's devotion to creating a single coordinated and consolidated transit system, and the considerable progress already made towards establishing an Integrated Transit System (ITS) for the region.

Chart I provides a comparison between the 1977 RTDP local goals and objectives and the modifications in these goals and objectives, which also constitute the newly adopted goals and objectives for Area XV.

CHART I  
AREA XV GOALS AND OBJECTIVES

1977 AREA XV RTDP  
GOALS & OBJECTIVES

Goal - Overall Program

- 1) Provide a locally operated regional public transportation system available to all area residents at an acceptable cost.

Objectives

- 1) Establish and insure a minimum level of public transit service throughout Area XV.
- 2) Conduct monthly meetings to generate policy input from a citizen's Transportation Review Committee and public officials.
- 3) Develop schedules showing times of service availability for county systems and the regional system.

MODIFICATIONS

Goal

- 1) Provide a locally operated and controlled regional transit system available to all area residents at acceptable level of cost.

Objectives

- 1) Insure a minimum level of public transit service throughout Area XV.
- 2) Conduct monthly meetings to generate policy input from the Transit Advisory Committee consisting of citizens, agencies, public officials and private operators.
- 3) Provide transportation opportunities for the transportation disadvantaged who cannot adequately be served by conventional transit service.

ADOPTED GOALS  
& OBJECTIVES

All modifications were adopted as the new goals and objectives.

CHART I (continued)

1977 AREA XV RTDP  
GOALS & OBJECTIVES

MODIFICATIONS

ADOPTED GOALS  
& OBJECTIVES

4) Implement a fixed maintenance schedule for all service vehicles.

4) Increase employment, social services, health services, education, recreation, nutrition and shopping opportunities for the transportation disadvantaged.

5) Continually monitor and re-evaluate the operation of the regional transit system.

6) Expand the present level of service by investigating and applying for available funding.

Goal - Area XV

2) Provide a transportation system which avails an adequate level of public transit to the transportation disadvantaged in Area XV.

Goal

2) Design a total transit system that integrates private and public transit systems into a non-competitive system with areas of operation delineated on the basis of optimum economic cost.

CHART I (continued)

1977 AREA XV RTDP  
GOALS & OBJECTIVES

Objectives

- 1) Provide daily door-to-door transportation service to the ten counties in Area XV.
- 2) Improve the transit system's communications between operating vehicles.
- 3) Keep a record file of vehicle maintenance costs.
- 4) Provide opportunities for special activities trips.

MODIFICATIONS

Objectives

- 1) Identify specific areas of operation for the existing transit systems.
- 2) Foster adjustments in existing transit systems to keep responsive to the transportation needs of the public within a feasible, affordable economic framework.
- 3) Implement a preventive maintenance schedule for all service vehicles to reduce operating costs and increase equipment reliability.
- 4) Continually monitor and evaluate the operation of the regional transit system.
- 5) Develop multiple financing mechanisms.

ADOPTED GOALS  
& OBJECTIVES



CHART I (continued)

1977 AREA XV RTDP  
GOALS & OBJECTIVES

MODIFICATIONS

ADOPTED GOALS  
& OBJECTIVES

Goal - Area XV

Goal

- 3) Implement a regional transit system capable of providing an affordable transportation alternative to the private auto.

- 3) Optimize the utilization of existing services.

Objectives

Objectives

- 1) Expand transit service to permit daily service to commuters in Area XV.
- 2) Minimize the necessity for a family needing two cars.
- 3) Develop feeder lines to support the primary commuter routes.
- 4) Provide commuter service on a monthly or weekly subscription basis at reasonable rates.

- 1) Increase system awareness through marketing of the convenience and availability of transit.
- 2) Increase awareness of existing special services for the transportation disadvantaged.
- 3) Increase awareness of transit usage.

CHART I (continued)

1977 AREA XV RTDP  
GOALS & OBJECTIVES

MODIFICATIONS

ADOPTED GOALS  
& OBJECTIVES

Goal - Area XV

Goal

- 4) Integrate and coordinate all components of the regional transit system.

- 4) Eliminate physical, economic, and geographic barriers in achieving independence for the transportation disadvantaged.

Objectives

Objectives

- 1) Use both demand responsive and scheduled route pick-up and delivery systems.
- 2) Establish efficient routing to serve clientel.
- 3) Involve private operators in the regional system where possible.
- 4) Define the roles of public and private transportation systems and develop a mutually beneficial public/private system.
- 5) Coordinate intra-county movements with inter-county movements.

- 1) Provide transit to areas not currently served.
- 2) Make this transportation affordable and accessible to the physically handicapped and low income person.

CHART I (continued)

1977 AREA XV RTDP  
GOALS & OBJECTIVES

Goal - Area Agency on Aging

- 5) Provide transportation to the elderly throughout Area XV.

Objectives

- 1) Develop a maintenance record for the elderly service vehicles.
- 2) Maintain the present level of service.
- 3) Develop a schedule of regular county visitations.
- 4) Provide 10,600 one-way trips to low income elderly.
- 5) Investigate and apply for other funding sources.

MODIFICATIONS

Goal

- 5) Provide an attractive alternative to private automobile travel.

Objectives

- 1) Reduce the auto-related problems of traffic congestion, air pollution, noise pollution and energy consumption.
- 2) Provide peak hour service to the commuter.
- 3) Provide an alternative to the multiple car family.
- 4) Provide the opportunity for special activity trips.
- 5) Coordinate intra-county and inter-county transit.
- 6) Establish a responsive organizational structure.

ADOPTED GOALS  
& OBJECTIVES

CHART I (continued)

1977 AREA XV RTDP  
GOALS & OBJECTIVES

MODIFICATIONS

ADOPTED GOALS  
& OBJECTIVES

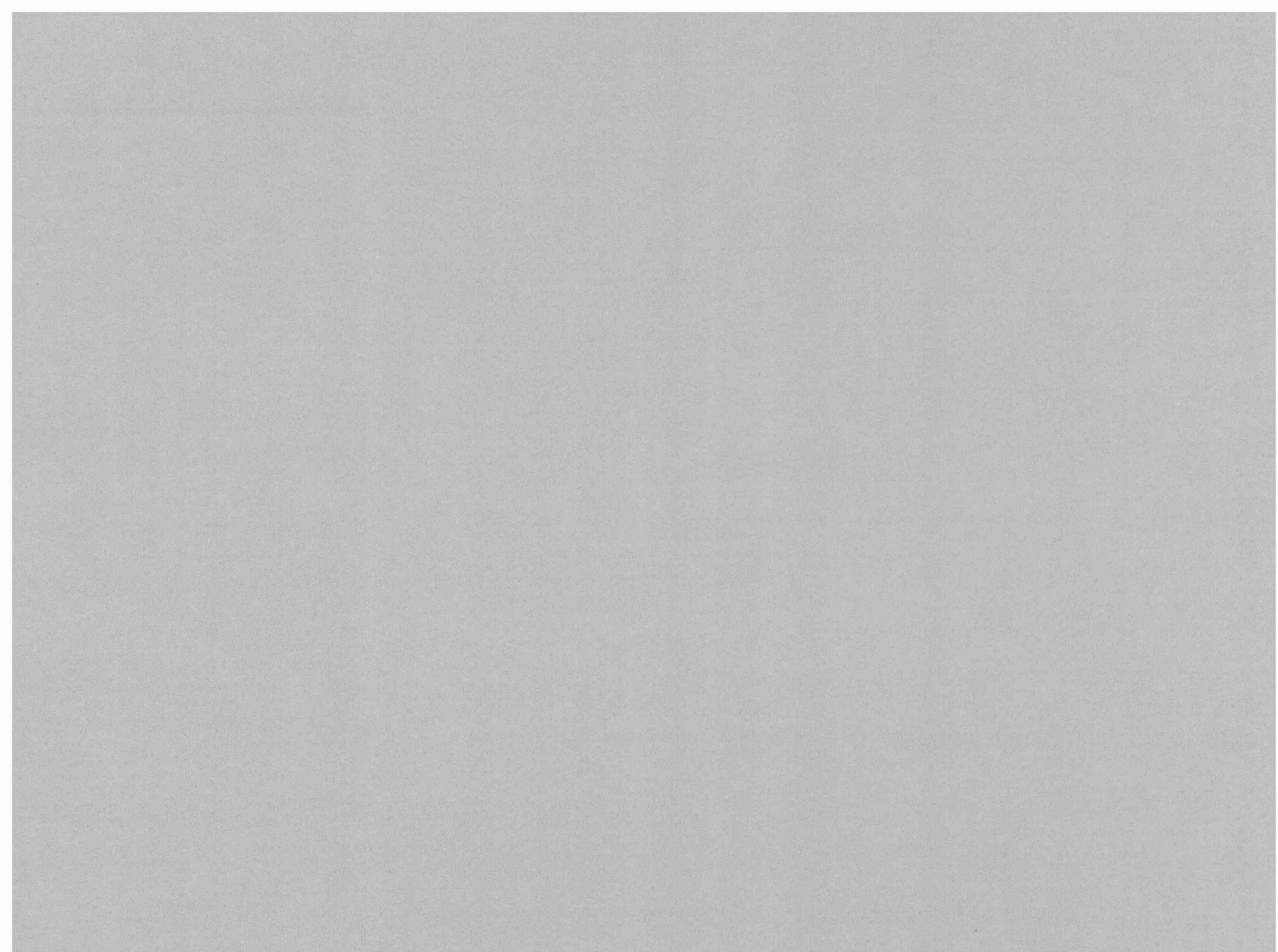
Goal - Demonstration Project

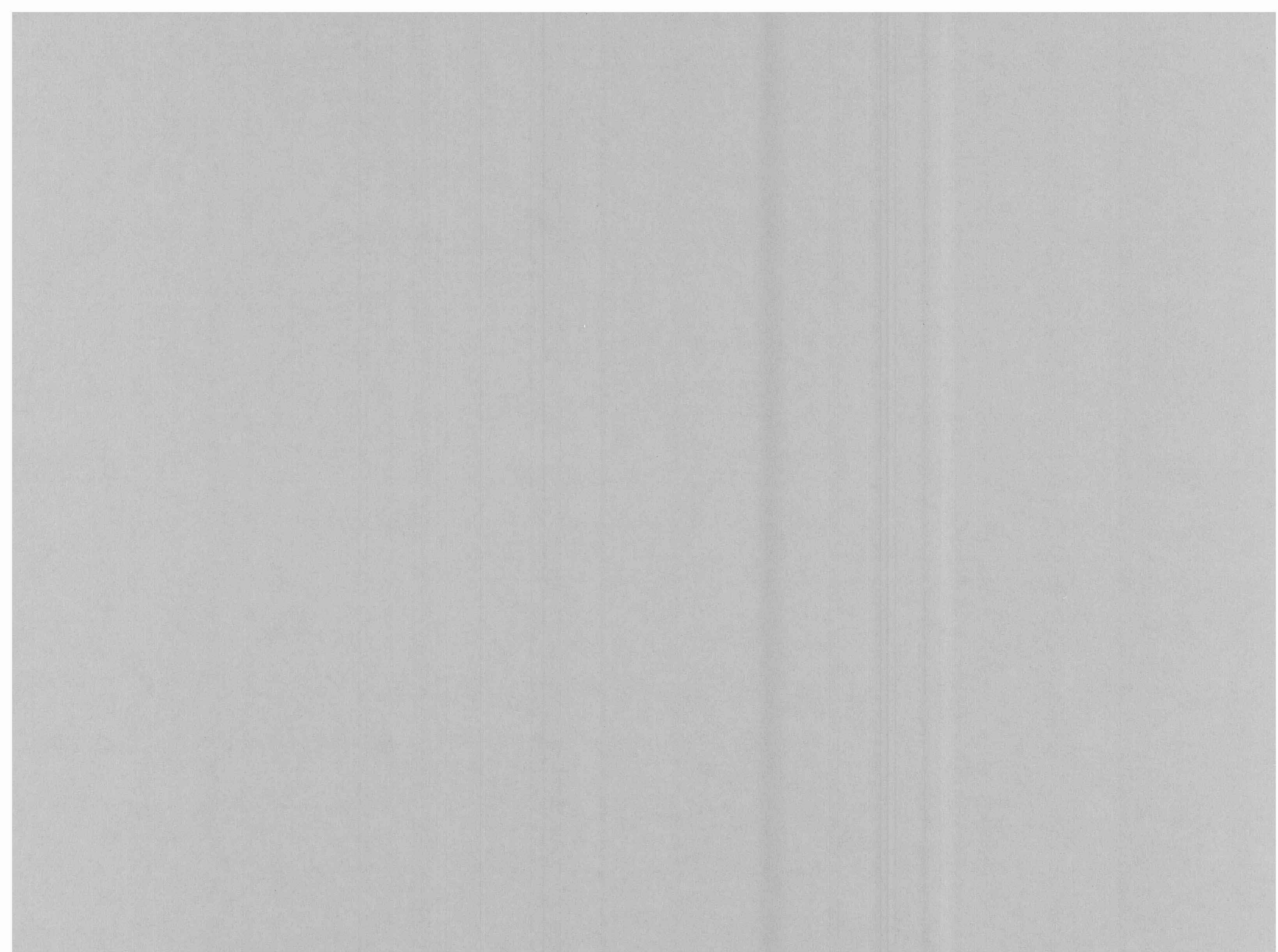
- 6) Provide a reliable and efficient rural public transportation system which will improve the level of mobility for the region's transportation disadvantaged, be available and attractive to all area residents and be operated within locally acceptable subsidy levels.

Objectives

- 1) Integrate existing special transit services.
- 2) Improve maintenance and operating systems.
- 3) Establish a responsive organizational structure.
- 4) Develop multiple financing mechanisms.

Ottumwa goals and objectives are inseparable from those listed above.





**SECTION I**





## SECTION I

### Existing Conditions

Area XV is comprised of ten counties in Southeast Iowa including Appanoose, Davis, Jefferson, Keokuk, Lucas, Mahaska, Monroe, Van Buren, Wapello, and Wayne Counties. The region extends 63 miles north-to-south and 96 miles east-to-west at its broadest points for a total area of 4,944 square miles.

A total population of approximately 153,825 persons inhabit Area XV, which is predominately rural in character. Three counties, Keokuk, Van Buren, and Wayne are classified as being 100% rural (i.e., they lack any communities with 2,500 or more residents), while the region as a whole is 56% rural. The City of Ottumwa in Wapello County, the area's largest community, has a population of nearly 30,000 persons and contains approximately 19% of the region's total population.

Area XV has a large number of elderly persons with 17% of the population being 65 years of age or over, which compares to a state average of 12%. The area also contains a high percentage of low income people. Thirteen percent of the region's total population has incomes below the poverty level, while the state average is 9%. Figures I and II provide a summary demographic and socioeconomic profile of the ten-county area.

No notable changes have occurred in the existing patterns of land use in Area XV during the last year. Existing locations of major activity centers in the region can be found in the 1977 Area XV Regional Transit Development Program.

FIGURE I

AREA XV

		Mahaska		Keokuk	
Lucas	Monroe		Wapello		Jefferson
Wayne	Appanoose		Davis		Van Buren

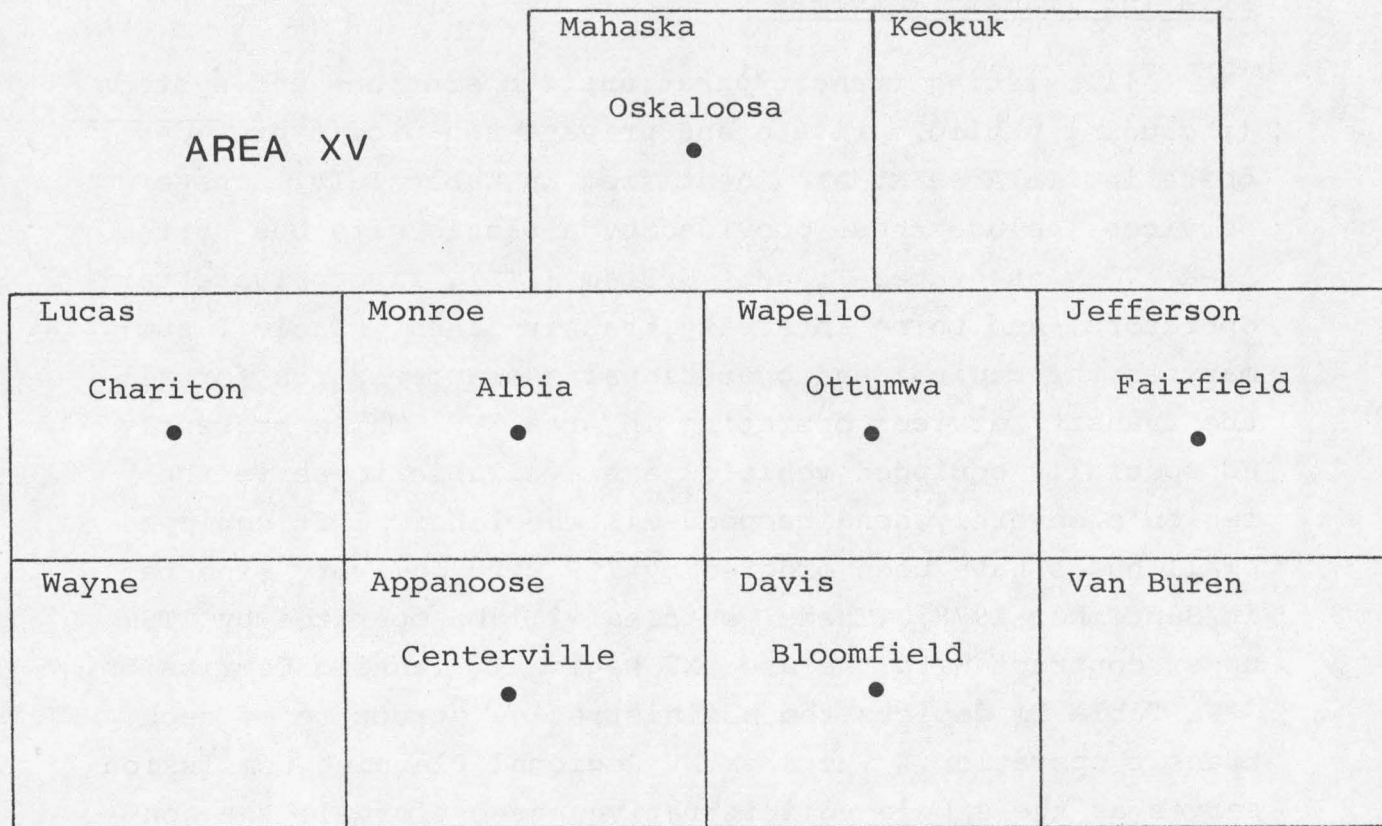
RURAL SOCIOECONOMIC DATA\*

Counties	Total Pop. 1970	Rural Pop. 1970	Rural %	Rural Area (Sq. Miles)	Rural Density (pop./mi <sup>2</sup> )	Rural Income les than Poverty Level**				Rural Age Characteristics			
						Families	%	Individual	%	Over 65	%	Below 18	%
1. Appanoose	15,007	8,476	56	519	16	476	19	1,907	22	1,421	17	2,650	31
2. Davis	8,207	5,489	67	507	11	260	17	951	17	695	13	1,916	35
3. Jefferson	15,774	7,059	45	431	16	157	8	692	10	930	13	2,425	34
4. Keokuk	13,943	13,943	100	579	24	559	15	2,470	18	2,499	18	4,610	33
5. Lucas	10,163	5,154	51	430	12	290	20	1,201	23	728	14	1,715	33
6. Mahaska	22,177	10,953	49	567	19	498	16	2,067	19	1,493	14	3,556	32
7. Monroe	9,357	5,206	56	431	12	240	17	1,051	20	731	14	1,845	35
8. Van Buren	8,643	8,643	100	487	18	430	18	1,832	22	1,605	19	2,702	31
9. Wapello	42,149	12,539	30	422	30	359	11	1,522	12	1,650	13	4,357	35
10. Wayne	8,405	8,405	100	532	16	437	18	1,832	22	1,842	22	2,306	27
Region Total	153,825	85,867	56	4,905	18	3,706	16	15,525	18	13,594	16	28,082	33

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

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

FIGURE II



URBAN SOCIOECONOMIC DATA\*

Counties	Total Pop. 1970	Urban Pop. 1970	Urban %	Urban Area (Sq. Miles)	Urban Density (pop./mi <sup>2</sup> )	Urban Income les than Poverty Level**				Urban Age Characteristics			
						Families		Individual		Over 65		Below 18	
						%	%	%	%	%	%		
1. Appanoose	15,007	6,531	44	4	1,633	235	14	1,173	19	1,411	22	1,769	27
2. Davis	8,207	2,718	33	2	1,359	86	11	446	16	683	25	681	25
3. Jefferson	15,774	8,715	55	5	1,743	216	10	1,146	14	1,330	15	2,315	27
4. Keokuk	13,943	--	--	--	--	--	--	--	--	--	--	--	--
5. Lucas	10,163	5,009	49	4	1,252	126	9	653	14	1,120	22	1,451	29
6. Mahaska	22,177	11,224	51	5	2,245	360	12	1,701	16	2,120	19	3,059	27
7. Monroe	9,357	4,151	44	4	1,038	140	13	772	19	1,015	24	1,137	27
8. Van Buren	8,643	--	--	--	--	--	--	--	--	--	--	--	--
9. Wapello	42,149	29,610	70	15	1,974	733	9	3,917	13	4,532	15	9,234	31
10. Wayne	8,405	--	--	--	--	--	--	--	--	--	--	--	--
Region Total	153, 825	67,958	44	39	1,743	1,896	11	9,808	14	12,211	18	19,646	29

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

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

## Existing Transit Services

All existing transit/paratransit operations and systems (including public, private and private-non-profit providers) operating in Area XV are identified in Table I-IV. These services include those provided by a single city bus system, Area XV's Integrated Transit System (ITS), five private taxi operators, and three intercity transit lines. Table I summarizes the capital and operational characteristics for all the transit services operating in Area XV. While presently no specially equipped vehicles are available to serve the region's severely handicapped, six wheelchair lift equipped small buses have been ordered by ITS with delivery expected in September 1978. These vehicles will be operated by ITS under contract with the Area XV Regional Planning Commission.

Table II depicts the administrative structure of each transit operation. The Area XV Regional Planning Commission serves as the single administrative agency for all the non-profit transit services provided in the region except Ottumwa Transit, which is administered by the City of Ottumwa's Transit Commission. Five taxi companies, as well as the intercity carriers (Greyhound, Missouri Transit, Continental Trailways) are the only other paratransit/transit services operating independently in Area XV.

Operating under a recently awarded Section 147 Demonstration grant, the Area XV Regional Planning Commission has recently established a single integrated regional transportation system, as well as expanded and developed new transit services. While the Area XV Commission serves as the administrative agency, it subcontracts the actual system operation with the Southern Iowa Economic Development Association (SIEDA). ITS provides transportation services for the Area Agency on Aging (AoA), Headstart program children, Tenco Workshop clients (developmentally disabled individuals), Day Activity Center and Center of Hope mentally handicapped clients and the general

TABLE I  
TRANSIT OPERATIONS - CAPITAL & OPERATIONAL CHARACTERISTICS

Name of Service	Service Area	Target Group	Type of Service	A	B	C	D	E	F	G	H	(G+H)	Radio Dispatch Center	Annual Revenue Miles	Days of Operation	Hours of Operation	Average Daily Passengers	# of Paid Staff (drivers)	Volunteers	Fare Structure			
				# of Buses	# of Vans	# of Station Wagons	# of Cars	# of Other Types of Vehicles	Total # of Vehicles A+B+C+D+	# of Vehicles to Handicapped	Type of Special Equipment	# of Standard Seating Capacity	# of Spaces for Persons in Wheelchairs	Total # of Seating Capacity on all Vehicles (G+H)									
Integrated Transit System (ITS)	All 10 Counties	E H G HS C	R F D	--	23	1	1	--	25	--	--	313	--	313	County Seat Communities	498,540	Mon.- Fri.	7:00 a.m. to 5:00 p.m.	702	24	--	Suggested contribution of \$.35 in town and \$.60 in country for E, H & G service  C & HS services financed through contract or purchase of service agreements	
Ottumwa Transit Authority/ Ottumwa Transit Lines, Inc.	Ottumwa	G	F	10	--	--	--	--	10	--	--	402	--	402	--	223,840	Mon.- Sat.	6:45 a.m. to 5:30 p.m. Sat. 8:45 a.m. to 6:00 p.m.	1000	10	.35 adult .30 senior cit. .25 student ticket .30 student cash		
City Cab, Inc. & Yellow Cab	Ottumwa	G	D	--	--	--	5	--	5	--	--	25	--	25	Ottumwa	NA	Mon.- Sun.	6:30 a.m.- Midnight Sun. 6:30 a.m. to 4:00 p.m.	NA	NA	--	\$1.97 average fare	
Gabel's Cab	Oskaloosa	G	D	--	--	--	2	--	2	--	--	10	--	10	Oskaloosa	NA	Mon.- Sun.	6:00 a.m. to 11:00 p.m. Sun. 6:00 a.m. to 6:00 p.m.	NA	NA	--	\$.80 per mile	
Sacco's Cab	Centerville	G	D	--	--	--	2	--	2	--	--	10	--	10	Center-ville	NA	Mon.- Sat.	7:00 a.m. to 6:30 p.m.	NA	NA	--	\$1.00 per trip	
Circle Cab	Chariton	G	D	--	--	--	1	--	1	--	--	5	--	5	Chariton	NA	Daily	24 hrs.	NA	NA	--	\$1.00 per trip	
Fairfield Cab	Fairfield	G	D	--	--	--	1	--	1	--	--	5	--	5	Fairfield	NA	Mon. - Sat.	7:00 a.m. to 6:00 p.m. Sat. 7:00 a.m. to 12 noon	NA	NA	--	\$1.00 per trip (\$1.50 for two people)	
Regional Totals				10	23	1	12	--	46	--	--	770	--	770		744,380							

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)Demand Response, (R)Reservation

Note: NA means not available.

Area XV is also served by three intercity private transit lines, which are not shown in this table. They include Greyhound, Missouri Transit and Continental Trailways.

**TABLE II  
ADMINISTRATIVE ORGANIZATIONAL CHART**

List all large & small urban & rural, private & non-profit & public operations in the Region.  List transit operations under the category showing their current status.  Operations Operating Independently	REGIONAL COORDINATION						URBAN COORDINATION					
	Receiving Public money	Plans to consolidate or subcontract w/out prior approval	Under Regional Transit Authority (RTA)  (Agency Name)	Consolidated Subcontract w/out prior DOT approval Subcontract with prior DOT approval Receiving public money	Under Single Administrative Agency  Area XV Regional Planning Commission (Agency Name)	Consolidated Subcontract w/out prior DOT approval Subcontract with prior DOT approval Receiving public money	Under Small Urban Area (Designate Recipient) Transit Board of Comm. City of Ottumwa - Ottumwa Transit Comm. (Agency Name)	Consolidated Subcontract w/out prior DOT approval Subcontract with prior DOT approval Receiving public money	Under Large Urban Area (Designate Recipient) Transit Board of Comm.  (Agency Name)	Consolidated Subcontract w/out prior DOT approval Subcontract with prior DOT approval Receiving public money		
1. Gabel's Cab Co. (Oskaloosa) 2. Sacco's Cab Co. (Centerville) 3. City Cab Inc., Yellow Cab (Ottumwa) 4. Circle Cab (Chariton) 5. Fairfield Cab Co. (Fairfield) 6. Greyhound Bus Lines 7. Continental Trailways 8. Missouri Transit	X <sup>1</sup>   X <sup>2</sup>			1. Integrated Transit System (ITS)  (Although ITS has consolidated services under a single administrative agency, it does not constitute an RTA since no formal 28E agreement has been signed.)	X X <sup>3</sup> X <sup>4</sup> X	1. Ottumwa Transit Lines, Inc. 2. City Cab, Inc. (Ottumwa) Yellow Cab 3. Integrated Transit System (ITS)	X  X		X <sup>1</sup>  X			

<sup>1</sup>Subcontracts with ITS to provide reduced fare service to elderly in Ottumwa and free fare service to low income One-third Part F project students to attend classes at Indian Hills Community College in Ottumwa.

<sup>2</sup>Subcontracts with ITS to provide reduced fare service to elderly and handicapped in Chariton.

<sup>3</sup>Five subcontracts were made without prior Iowa DOT approval.

<sup>4</sup>Eight subcontracts were made with prior Iowa DOT approval.

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public. In addition, ITS operates a medical shuttle for transporting area Title XIX and XX eligible recipients who lack alternative means of transportation to medical facilities in Iowa City and Des Moines.

The region's only urban area with a population greater than 20,000, the City of Ottumwa, is served by a fixed route bus system. Seven routes are used to provide transportation to the general public. This service is administered by the Ottumwa Transit Authority (Commission) on behalf of the city. It subcontracts the operation of the service with Ottumwa Transit Lines, Inc. Ottumwa is also served by a taxi cab service, City Cab, Inc./Yellow Cab. ITS currently subcontracts with the cab company to provide reduced fare service to elderly persons in Ottumwa who do not live near a bus route, and a free fare service to low income One-third Part F students attending Indian Hills Community College just outside of Ottumwa. In addition, ITS transports AoA, Headstart, Tenco Workshop and Center of Hope clients to their program site locations in Ottumwa.

Transit operations which cross between rural and urban areas on a regular basis are shown in Table III. All of ITS's services (AoA, Medical Shuttle, Headstart, Tenco Workshop, and Center of Hope) cross into Ottumwa from surrounding rural areas. The region's three intercity transit providers (Greyhound, Missouri Transit, and Continental Trailways) pass through Ottumwa on a daily basis.

As indicated in Table IV, the ITS medical shuttle service crosses regional boundaries on a regular basis in order to transport eligible clients to medical facilities in Iowa City and Des Moines. Also, the three private intercity transit services which serve Area XV cross regional boundaries on a daily basis.

TABLE III  
ADMINISTRATIVE ORGANIZATIONAL CHART

Transit operations which cross between rural and urban areas on a regular basis.	Nature of the relationship between administrative agencies involved. No relationship designated as N/A.
<p>1. Integrated Transit System (ITS)</p> <p>2. Greyhound Bus Lines</p> <p>3. Continental Trailways</p> <p>4. Missouri Transit</p>	<p>1. ITS vans transport elderly persons residing in rural Wapello County to the Senior Citizen Center in Ottumwa.</p> <p>ITS transports eligible Title XIX and XX recipients who lack alternative means of transportation to medical clinics in Iowa City and Des Moines.</p> <p>ITS transports Headstart program children residing in Wapello County to the school site in Ottumwa.</p> <p>ITS transports Tenco clients residing in five different counties to the workshop in Ottumwa on a contractual basis.</p> <p>ITS transports Center of Hope clients residing in Area XV to the Center located in Ottumwa.</p> <p>2. N/A</p> <p>3. N/A</p> <p>4. N/A</p>



TABLE IV  
ADMINISTRATIVE ORGANIZATIONAL CHART

<p>Transit operations which cross regional boundaries and/or state boundaries on a regular basis.</p>	<p>Nature of relationship between administrative agencies involved. No relationship designated as N/A.</p>
<ol style="list-style-type: none"> <li>1. Integrated Transit System (ITS)</li> <li>2. Greyhound Bus Lines</li> <li>3. Continental Trailways</li> <li>4. Missouri Transit</li> </ol>	<ol style="list-style-type: none"> <li>1. ITS provides transportation on a purchase of service basis for eligible Title XIX and XX Department of Social Service clients who lack alternative means of transportation to medical clinics in Iowa City and Des Moines.</li> <li>2. N/A</li> <li>3. N/A</li> <li>4. N/A</li> </ol>

There are no additional transit programs being conducted in Area XV (refer to Table V).

#### Financial Data

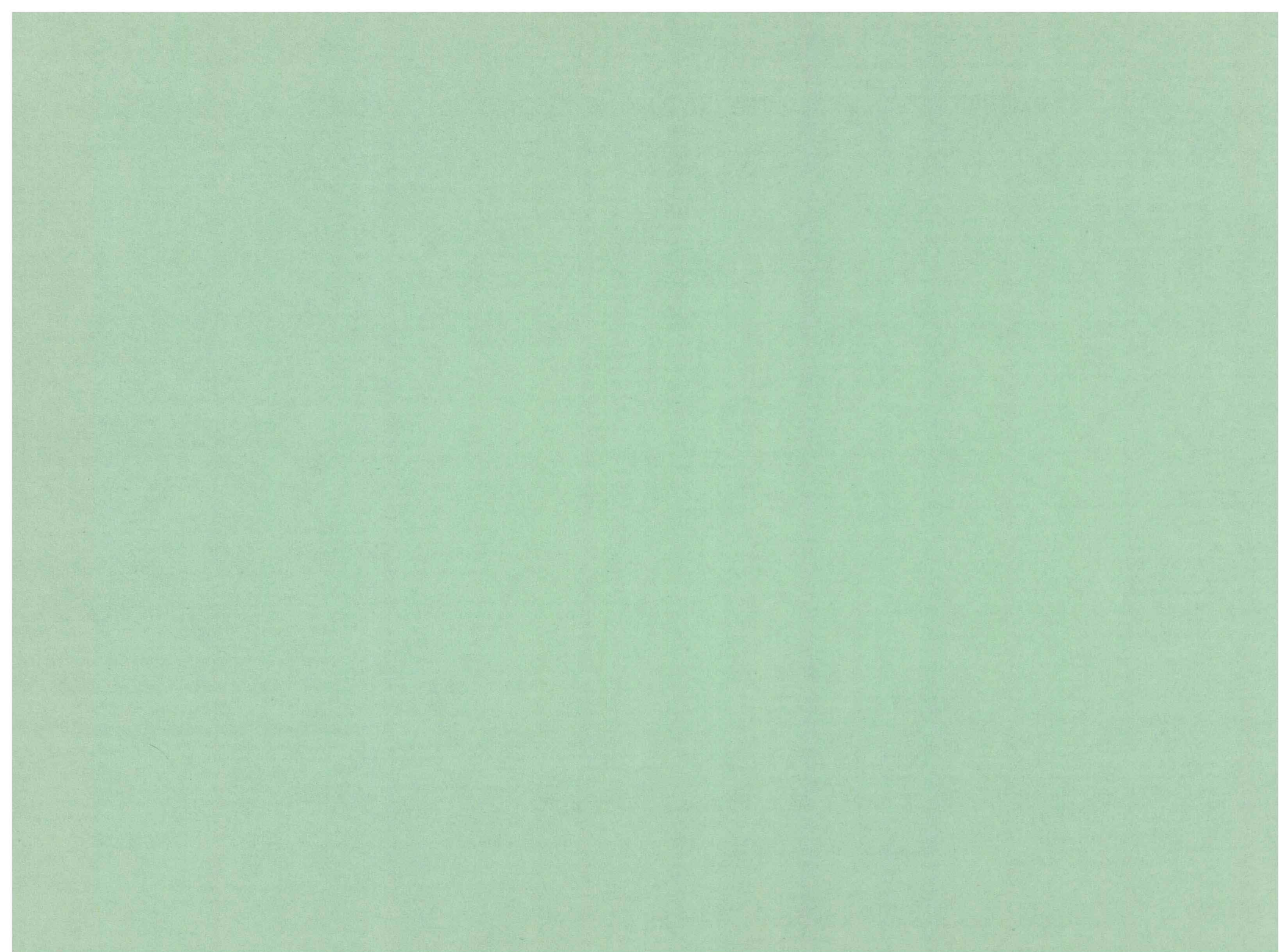
This 1978 Regional Transit Development Program Update marks a transitional year for the reporting of transit operation financial data. The Iowa Department of Transportation is developing a single uniform data monitoring package to be used by all the state's planning regions. Until this package is completed,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

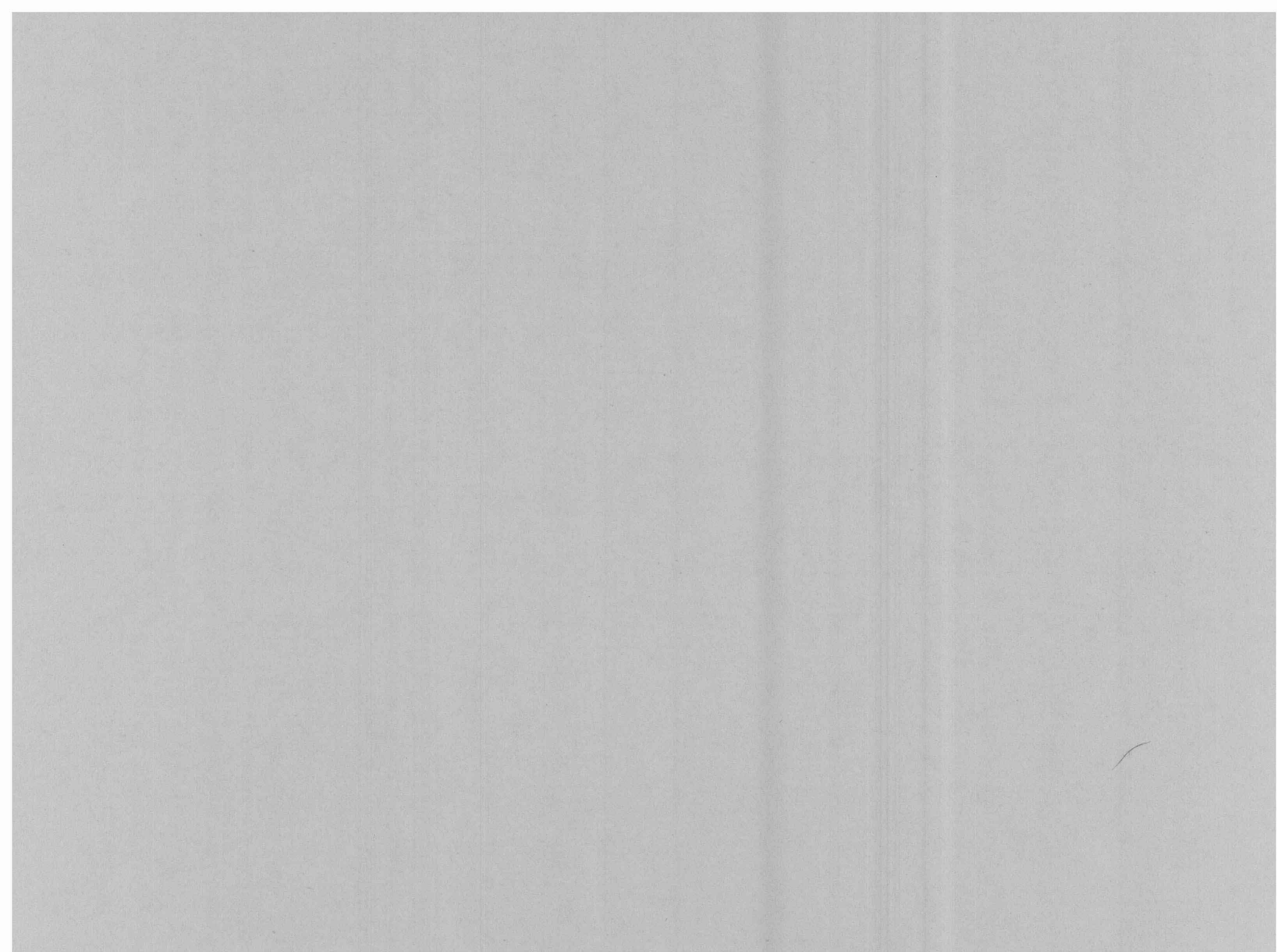
A limited amount of financial information using actual current operating expenses is provided in Tables VIII - XI of this Update (see Section IV). A more detailed breakdown of financial data will be reported when a final audit using the new monitoring package is completed.

TABLE V  
 ADDITIONAL TRANSIT PROGRAMS  
 BEING CONDUCTED IN THE REGION  
 (TDP, TIP, TSM & Other)

Name of Transit Program	Area Involved	Nature and Purpose of Program
None		







**SECTION II**





## SECTION II

### Ridership Characteristics - Rider Survey

During the last week of October and the first week of November 1977, a rider survey was conducted for each of the cooperating transit services in Area XV. Refer to page 39 for a copy of the rider survey. The purpose of the survey was to gather information on the passengers' socioeconomic characteristics, their trip purposes, and their general satisfaction with the existing service.

On October 13, 1977, an Area XV Regional Planning Commission Transit Advisory Committee meeting was held to discuss the purpose, procedures for administering, and use of the rider survey to local service providers. Instructions and tally sheets were explained and distributed to the operators, who were present, along with the survey forms. Ottumwa Retired Senior Volunteer Program (RSVP) members rode on the Ottumwa Transit buses during peak hours to help administer and gather the surveys. After the surveys were administered, they were collected and forwarded to the Iowa DOT for analysis.

Paratransit and transit services participating in the survey included:

- 1) SIEDA - Area Agency on Aging
- 2) SIEDA - Headstart
- 3) SIEDA - Medical Shuttle
- 4) Tenco Workshop
- 5) SCICAP-Headstart
- 6) Ottumwa Transit Lines, Inc. (Ottumwa)
- 7) City Cab, Inc. (Ottumwa)

It should be noted that the first five services listed above are no longer operating as separate systems, but are part of the newly established Integrated Transit System (ITS). Also, City Cab, Inc. currently contracts with ITS to provide reduced fare service to elderly persons in Ottumwa who do not live near a city bus route.

A summary of the rider survey results begins below. The reader should be aware that the actual number of surveys distributed by some of the service providers in Area XV remains unknown, since they did not all return their tally sheets indicating the actual number of surveys they distributed. Thus, the total number of surveys distributed figures provided in this summary often represent the initial number of forms given to the service operator and not the actual number of surveys they distributed. This circumstance no doubt accounts for the very low return rate indicated for some of the operators.

Service Name: SIEDA-Area Agency on Aging  
Target Group: Elderly  
Service Area: All ten counties in Area XV  
Total # of Surveys Distributed: 2633  
# of Surveys Returned: 442  
% Returned: 17%

Questions showing an outstanding number of similar responses:

Question 5: Was the vehicle on time?

265 persons (62.8%)\* indicated the vehicle arrived early. 140 persons (33.2%) indicated the vehicle was 0-5 minutes late.

Question 7: If this service was not available, would you have been able to make this trip?

361 persons (85.1%) responded no.

Question 1: (User profile) Do you have a valid driver's license?

349 (81.2%) responded no.

\*Note: Percents shown in parenthesis indicate the relative frequency of the indicated response (i.e., the total number persons responding to a particular question in the indicated manner divided by the total number of persons who answered the question). If the question was left unanswered on a returned survey, it was counted as missing data. Thus, the percents shown are based on the total number of persons answering the question and not the total number of surveys returned. For example, 265 persons out of the 422 who answered the question or 62.8% indicated the vehicle arrived early.

Question 3: (User profile) How many cars are in your household?  
303 persons (75.0%) indicated there were no cars in their household.

Question 5: (User profile) Sex?  
343 persons (82.9%) were female.

Question 6: (User profile) How old are you?  
378 persons (86.9%) indicated that they were 65 or over.

It is evident from the results of this survey that SIEDA's Area Agency on Aging transportation service is satisfying the needs of predominately transit dependent persons. This is illustrated by the fact that 85% of the persons responded that they would not have taken the trip had the service not been available. In addition, 75% of the respondents indicated that there were no cars in their household. SIEDA-AoA seems to be serving an established clientele, since over 56% of the users ride more than once a week. This service is definitely serving its target group with nearly 87% of the riders being 65 years of age or older.

Trip purpose fell into four major groups with congregate meals being the primary purpose followed by shopping, medical and recreation/social. Two-thirds of the riders indicated that they planned to travel within their county, while 33% planned to travel to another county.

Rider satisfaction can be illustrated by the fact that when averaging across all ride characteristic variables, 78.1% responded "very good" to their rating of the service in comparison to an average of less than 1% responding "poor." The characteristic receiving the highest rating was "courtesy of personnel", which 89.4% of the respondents rated "very good."

Service Name: SIEDA-Headstart

Target Group: Headstart Students

Service Area: Appanoose, Jefferson, Keokuk, Van Buren and  
Wapello Counties

Total # of Surveys Distributed: 180

# of Surveys Returned: 22

% Returned: 12%

Questions showing an outstanding number of similar responses:

Question 1: How far do you plan to travel on this vehicle?  
10 persons (47.6%) indicated between 26-30 miles.

Question 5: Was the vehicle on time?  
16 persons (72.7%) indicated the vehicle arrived early. 6 persons (27.3%) indicated the vehicle arrived 0-5 minutes late.

Question 7: If this service was not available would you have been able to make this trip?  
18 persons (90.0%) responded no.

Question 4: (User profile) Was there a car available for this trip?  
15 persons (83.3%) responded no.

The need for this service is apparent with 90% of the respondents indicating they would not have been able to make the trip had the service not been available. SIEDA-Headstart ridership is composed of pre-school Headstart program children and parent volunteers who ride along to assist the vehicle driver. Most of the trips are made within-county. Eighty percent of the riders indicated they did not plan to travel to another county.

Service Name: SIEDA-Medical Shuttle

Target Group: Department of Social Service Clients

Total # of Surveys Distributed: 14

# of Surveys Returned: 14

% Returned: 100%

Questions showing an outstanding number of similar responses:

Question 5: Was the vehicle on time?  
12 persons (85.7%) indicated the vehicle arrived early.

Question 7: If this service was not available would you have been able to make this trip?  
12 persons (85.7%) responded no.

Question 1: (User profile) Do you have a valid driver's license?  
9 persons (64.3%) responded yes.

Question 4: (User profile) Was a car available for this trip?  
12 persons (92.3%) responded no.

Question 8: (User profile) Do you have a physical disability  
which makes travel difficult?

Question 11: (User profile) Do you have a driver's license?  
7 persons (50.0%) responded yes.

The medical shuttle service involves lengthy trip distances, since eligible clients are transported from Area XV to medical facilities in Des Moines and Iowa City. All medical shuttle riders who responded to the survey indicated that they would travel at least 90 miles in the vehicle.

A high degree of rider satisfaction was indicated by the survey with over 80% of the riders rating each ride characteristics "very good."

The distribution of males and females was nearly even with 6 males and 7 females responding. The user age groups represented were also fairly evenly distributed with 3 persons between 25-39 years of age, 5 persons between 40-59, and 4 persons 65 or over.

The need for a medical shuttle in Area XV is illustrated by the fact that 85.7% of the respondents indicated they would not have been able to make the trip had the service not been available, and 50% stated they have a physical disability which makes travel difficult.

Service Name: Tenco Workshop

Target Group: Handicapped

Service Area: Davis, Jefferson, Keokuk, Lucas, Mahaska and  
Wapello Counties

Total # of Surveys Distributed: 183

# of Surveys Returned: 26

% Returned: 14%

Questions showing an outstanding number of similar responses:

Question 7: If this service was not available would you have been able to make this trip?

20 persons (80%) responded no.

Question 8: Why did you use this service to make this trip?

20 persons (71.4%) indicated the reason was that they were unable to operate a car due to physical disabilities.

Question 1: (User Profile) Do you have a valid driver's license?

21 persons (80.8%) responded no.

Question 8: (User Profile) Do you have a physical disability which makes travel difficult?

21 persons (80.8%) responded yes.

Seventy percent of the respondents indicated that they travel between 11-20 miles a day. This distance is necessary in order to transport clients from surrounding counties to the workshop in Ottumwa and two other smaller satellite centers. Tenco Workshop clients indicated a definite need for specialized transportation service with 71.4% responding that they are unable to operate a car due to physical disabilities and 80% responding that they have a physical disability which makes travel difficult.

Service Name: SCICAP-Headstart

Target Group: Headstart Students

Service Area: Lucas, Monroe, and Wayne Counties

Total # of Surveys Distributed: 100

# of Surveys Returned: 71

% Returned: 71%

Questions showing an outstanding number of similar responses:

Question 5: Was the vehicle on time?

34 persons (69.4%) indicated the vehicle arrived early.

Question 7: If this service was not available would you have been able to make this trip?

68 persons (100%) responded no.

Question 3: (User profile) How many cars are in your household?  
68 persons (100%) indicated there were no cars in their household.

Question 4. (User profile) Was there a car available for this trip?

62 persons (100%) responded no.

Question 6: (User Profile) How old are you?

71 persons (100%) indicated they were under 18 years old.

About one third (32.6%) of the survey respondents indicated they would travel 99 or more miles on the vehicle, and all persons responded that they would travel to another county on the vehicle. It is anticipated that after SCICAP-Headstart transportation services are integrated into the regional system (Fall 1978) these excessive travel distances will be reduced.

It appears that SCICAP-Headstart serves mainly transit dependent persons. All those responding to the survey indicated that there was no car available for the trip, and that if this service was not available they would not be able to make the trip.

Service Name: Ottumwa Transit

Target Group: General Public

Service Area: City of Ottumwa

Total # of Surveys Distributed: 1518

# of Surveys Returned: 546

% Returned: 36%

Questions showing an outstanding number of similar responses:

Question 4: How did you get to the location where you were picked up?

464 persons (86.9%) indicated they walked.

Question 5: Was the vehicle on time?

266 persons (52.3%) indicated the vehicle arrived early.

- Question 6: How often do you ride this service?  
358 persons (67.2%) indicated they ride 3 or more days a week.
- Question 7: If this service was not available would you have been able to make this trip?  
341 persons (65.6%) responded no.
- Question 1: (User profile) Do you have a valid driver's license?  
375 persons (73.2%) responded no.
- Question 4: (User profile) Was there a car available for this trip?  
364 persons (73.2%) responded no.
- Question 5: (User Profile) Sex?  
371 persons (73.3%) responded female.

Ottumwa Transit, the area's only fixed route transit service, appears to have a relatively fixed rider clientele with 67% of the respondents indicating they ride 3 or more days a week. A large number are students riding the bus to and from school. Thirty-one percent of the riders indicated they were under 18 years of age, and 23% of the trip purposes were for school. Elderly riders also constitute a significant portion of the total ridership with 28% of the persons indicating they were 65 years of age or over. Approximately three quarters of the riders (73.3%) indicated that they were female. Shopping was the most frequently cited trip purpose, given by over 28% of the survey respondents.

Apparently a large portion of riders on the system are captive riders with 66% responding that they would not be able to make the trip had the service not been available. In addition, 73.2% of the respondents indicated that they did not have a valid driver's license. Nearly 37% responded that there were no cars in their household, and 73% indicated there was no car available for their trip.



An item of concern raised by the survey was that 52.3% of the respondents indicated the bus arrived early. It is important that with a fixed route system the bus does not leave before its scheduled departure time and thus miss persons arriving at the stop at the correct time. It is better for a bus to leave a minute or two late than for it to leave early.

General rider satisfaction was indicated from an analysis of service ratings of ride characteristics. The characteristics of the actual vehicle (i.e., comfort in vehicle, pleasantness of ride, vehicle cleanliness) received the lowest ratings. This reinforces the need, as documented in the 1977 RTDP, to replace Ottumwa's antiquated fleet of buses with new, more attractive vehicles.

Service Name: City Cab, Inc.  
Target Group: General Public  
Service Area: City of Ottumwa  
Total # of Surveys Distributed: 400  
# of surveys returned: 9  
% returned: 2.25%

Questions showing an outstanding number of similar responses:

Question 7: If this service was not available would you have been able to make this trip?  
8 persons (100%)\*responded no.

Question 1: (User profile) Do you have a valid driver's license?  
7 persons (77.8%) responded no.

\*Note: Keep in mind that the percents shown in parenthesis indicate the relative frequency of the indicated response (i.e., the number of persons responding to a particular question in the indicated manner divided by the total number of persons who answered the question).

- Question 3: (User profile) How many cars are in your household?  
7 persons (87.5%) indicated that there were no cars in their household.
- Question 4: (User profile) Was there a car available for this trip?  
8 persons (88.9%) responded no.
- Question 5: (User profile) Sex?  
9 persons (100%) responded female.
- Question 6: (User profile) How old are you?  
4 persons (44.4%) indicated they were 65 or over.
- Question 8: (User profile) Do you have a physical disability which makes travel difficult?  
4 persons (44.4) responded yes.

One must be very careful when attempting to identify any outstanding responses from a sample of only nine survey respondents. Keeping this in mind, a few generalizations are possible. First, a high percentage of City Cab users are transit dependent with 87.5% of the respondents indicating there were no cars in their household. Secondly, the clientele is mainly female, and a high proportion (55.6%) is elderly. Also, 78% of the respondents use this service one or more days per week.

Shopping and other were the most frequently mentioned trip purposes followed by medical. Ride characteristics were rated quite favorably.



AREA XV REGIONAL PLANNING  
COMMISSION RIDER SURVEY

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

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

RIDE CHARACTERISTICS:

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

	IN MY OPINION THIS SERVICE IS:				
	VERY GOOD	GOOD	FAIR	POOR	VERY POOR
Total time spent waiting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comfort in vehicle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dependability of on-time arrival	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pleasantness or ride	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vehicle Cleanliness	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Total time of trip	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cost of trip	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Courtesy of personnel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schedule information	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transfer convenience	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Area served	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 FY78 the Iowa DOT conducted a handicapped self-identification survey throughout Iowa, including Area XV. Newspapers located within each region were requested to participate by running the standard self-identification form developed by the Iowa DOT (refer to the Appendix for a copy of this form). The results from this survey proved to be extremely disappointing. As far as can be determined none of news media contacted in Area XV ran the ad and no responses were received.

A separate survey of the handicapped in Ottumwa and Area XV was conducted by the University of Iowa's Institute of Urban and Regional Research in cooperation with the Iowa DOT as a part of an Iowa Office for Planning and Programming (OPP) funded research project entitled, Transportation Needs of the Handicapped in Iowa. The purpose of this research was to examine the transportation problems and needs of handicapped persons in Iowa, and identify methods of resolving these problems and responding to identified needs. A case study approach focusing on particular urban and rural settings was utilized.

A key element of this research project centered on a survey of the handicapped population in the selected target areas, including Ottumwa and Area XV. In order to gather information on the transportation needs of the handicapped, a survey procedure was developed. The adopted survey methodology consisted of a two-phase process. First, a telephone survey (refer to page 49) of households was conducted to screen them for handicapped members, and as to whether or not these handicapped members experienced transportation difficulties. Households containing identified handicapped members were also asked if they would consent to receiving a follow-up mail-out questionnaire. Thus, the telephone screen component provided a means for identifying the overall incidence of handicapped persons in the target area population and the incidence of handicapped persons who experience

transportation problems, as well as serving as a means for obtaining a population subsample to receive the mail-out questionnaire.

The second phase consisted of sending a more in depth mail-out questionnaire (see page 50) to those handicapped persons identified through the household telephone screen who agreed to receive it. Questions on this survey form were used to gather the following information on handicapped persons: travel behavior, awareness of available transportation services, mobility limitations and barriers encountered, satisfaction with existing transportation, and socioeconomic characteristics.

In February, the Institute staff began making arrangements with the Iowa DOT to conduct separate telephone screens of households in Ottumwa and the rest of Area XV. Due to the long distance calling required and the considerable expense that this would entail, it was felt that the most effective procedure would be for the calls to be made at the Iowa DOT in Ames, where WATS line facilities could be used to avoid any telephone expenses. Thus, an arrangement was worked out whereby the Institute would fund the salaries of the telephone screen interviewers, who would be hired, trained and supervised by Iowa DOT staff.

The Institute staff drew the Area XV telephone screen sample from the area telephone directories and the Iowa DOT staff pulled the sample for the Ottumwa screen from the Ottumwa telephone directory. All materials needed to conduct the telephone screen and mail-out survey were supplied by the Institute, including: telephone screen forms, interviewer instructions, mail-out surveys, cover letters and envelopes. In addition, a press release was submitted to the Ottumwa Courier and twenty-two other newspapers in the region to increase public awareness of the upcoming household telephone survey.

On the evening of March 6, 1978, the telephone screen of Ottumwa households was begun, and completed at the end of the

following week. The telephone screen of Area XV households (excluding Ottumwa) was conducted from March 18 through April 3. One thousand households were called in both Ottumwa and Area XV. A comparative summary of the two telephone screen results is provided in Exhibit I.

EXHIBIT I

OTTUMWA AND AREA XV TELEPHONE SCREEN SUMMARY

	<u>Ottumwa</u>		<u>Area XV</u>	
Total households called	1000		1000	
No. & % of households with handicapped member	299	29.9%	185	18.5%
No. of handicapped persons & % of target area population	305	11.0%	191	6.7%
No. & % with orthopedic condition	104	34.1%	64	33.5%
No. & % with neurological condition	12	3.9%	14	7.3%
No. & % with heart-vascular condition	50	16.4%	22	11.5%
No. & % with respiratory condition	19	6.2%	12	6.3%
No. & % with visual condition	13	4.3%	11	5.8%
No. & % with hearing condition	19	6.2%	15	7.9%
No. & % with mental condition	5	1.6%	4	2.1%
No. & % with speaking condition	----	----	----	----
No. & % with other condition	12	3.9%	4	2.1%
No. & % with unidentified condition	6	2.0%	6	3.1%
No. & % with multiple condition	58	19.0%	31	16.2%
No. & % with movement aid only	7	2.3%	8	4.2%
No. & % of handicapped persons experiencing transportation difficulty	66	21.6%	42	22.0%

Out of the 1000 households contacted by phone in each target area, 299 or 29.9% of the Ottumwa households called and 185 or 18.5% of the Area XV households indicated that they had a member(s) with a health problem, physical or mental disability or used a movement aid (i.e., cane, walker, wheelchair, etc.). These household members were thus broadly categorized as handicapped. It should be noted, however, that this group includes persons with only minor health problems, as well as those with serious disabilities. Six households in each target area indicated that they contained two members with handicapping conditions. Thus, a total of 305 handicapped persons were identified from the Ottumwa telephone screen and 191 from the Area XV survey.

The most frequently mentioned health problems or disabilities in both telephone screens were orthopedic conditions such as arthritis, rheumatism, fractures, back problems, etc. Approximately 34% of the identified handicapped persons in the Ottumwa and Area XV surveys had orthopedic conditions. Persons with heart and vascular problems constituted the second largest group, if one discounts the large number of identified handicapped with multiple conditions. Over 16% of the Ottumwa handicapped and about 12% of the Area XV disability group indicated that they had a heart condition or related vascular problem. In both screens the least reported handicap was speaking problem followed by mental condition.

Sixty-six persons or 21.6% of the screen identified Ottumwa handicapped and 42 persons or 22.0% of the Area XV handicapped stated that their condition caused them difficulty in obtaining or using transportation. Utilizing information from the U.S. Census on the average number of persons per household and the total population in households (excluding those in group quarters) for Ottumwa and Area XV along with the above incidence



rates, one can estimate the total number of handicapped persons in Ottumwa and Area XV who experience transportation difficulty because of their condition. Carrying out the necessary computations indicates that 691 handicapped persons or approximately 2.4% of the Ottumwa population experience transportation difficulties due to a health problem or disability. For Area XV the comparable figures are about 1,779 handicapped persons or 1.5% of the region's population (excluding Ottumwa).

Mail-out questionnaires were distributed during March and the first week in April to those screen identified handicapped who agreed to receive them. In order to increase the return rate, a follow-up reminder and enclosed survey was also sent. Out of 138 surveys that were distributed in Ottumwa, 93 usable surveys were returned for a usable return rate of 67%. Forty usable questionnaires were received from Area XV out of the 54 sent for a return rate 74%. Exhibit II provides an abbreviated look at some of the survey results.

Approximately 44% of the Ottumwa handicapped who returned questionnaires indicated that they did not possess a valid driver's license. This compares with 43% for the Area XV handicapped. The survey results also showed that about 27% of Ottumwa handicapped and 28% of the Area XV handicapped resided in households without a motor vehicle. In addition, around one-third of the handicapped persons in the two target areas made two or fewer trips by motor vehicle during an average week.

According to the survey results, 17.2% of the Ottumwa handicapped and 20.0% of the Area XV handicapped stated that their travel needs were not being adequately met by their current means of transportation. Applying the above incidence rates to the total number of handicapped persons in the two target areas (3,193 persons in Ottumwa and 8,093 in Area XV, based on the telephone screen) indicates that about 549 handicapped persons in Ottumwa and 1,619 in Area XV are not

EXHIBIT II

CAPSULE SUMMARY OF OTTUMWA AND AREA XV MAIL-OUT SURVEY RESULTS

	<u>Ottumwa</u>		<u>Area XV</u>	
Total surveys distributed	138		54	
No. & % of usable returns	93	67.4%	40	74.1%
No. & % of HP* without drivers license	41	44.1%	17	42.5%
No. & % of HP without a vehicle in the household	25	26.9%	11	27.5%
No. & % of HP who make 2 or less round trips by motor vehicle a week	34	36.6%	13	32.5%
No. & % of HP whose travel needs are not being adequately met by their current means of transportation	16	17.2%	8	20.0%
No. & % of HP who find it very difficult or impossible to "go up steps" in using public transportation	21	22.6%	11	27.5%
No. & % of HP who would find it very difficult or impossible to travel without personal assistance of driver or companion	19	20.5%	8	20.0%
No. & % of HP who cannot walk past their driveway to catch a bus	21	22.6%	12	30.0%
No. & % of HP confined to wheelchair	1	1.1%	1	2.5%
No. & % of HP who have difficulty walking	41	44.1%	22	55.0%
No. & % of HP who use a cane	16	17.2%	8	20.0%
No. & % of HP who use a walker	5	5.4%	5	12.5%
No. & % of HP who use a brace	3	3.2%	1	2.5%
No. & % of HP who use crutches	1	1.1%	4	10.0%
No. & % of HP who use walking tripod	3	3.2%	--	--
No. & % of HP who have artificial limb	1	1.1%	1	2.5%

EXHIBIT II continued

	<u>Ottumwa</u>		<u>Area XV</u>	
No. & % of HP who have difficulty climbing steps	59	63.4%	24	60.0%
No. & % of HP who have difficulty with balance	29	31.2%	14	35.0%
No. & % of HP who have difficulty seeing	16	17.2%	8	20.0%
No. & % of HP who have difficulty hearing	14	15.1%	8	20.0%
No. & % of HP who have difficulty speaking	5	5.4%	2	5.0%
No. & % of HP who have mental difficulty	8	8.6%	--	---
No. & % of HP whose condition makes it difficult to meet their transportation needs	32	34.4%	16	40.0%
Most frequently mentioned major medical problem - orthopedic	36	38.7%	14	35.0%
Second most frequently mentioned major medical problem - heart/vascular	19	20.4%	12	30.0%
No. & % of HP by sex:				
male	34	36.6%	17	42.5%
female	53	57.0%	22	55.0%
No. & % of HP by age:				
under 18	4	4.3%	1	2.5%
18-24	1	1.1%	2	5.0%
25-39	7	7.5%	3	7.5%
40-59	19	20.4%	10	25.0%
60-64	8	8.6%	4	10.0%
65 or over	47	50.5%	19	47.5%
No. & % of HP with annual household incomes under \$7,000	47	50.5%	24	60.0%

\*Note: HP stands for handicapped persons (i.e., those indicating in the telephone screen that they had a health problem, physical or mental disability or used a movement aid).

having their travel needs met by their current means of transportation. This amounts to approximately 1.9% of the Ottumwa population and about 1.3% of the Area XV population (excluding those persons residing in group quarters).

Between approximately one-fifth and one-fourth of the handicapped survey respondents in both target areas stated it would be very difficult or impossible to "go up steps" or travel without personal assistance when using public transportation. In addition, almost 23% of the Ottumwa handicapped and 30% of the Area XV handicapped indicated they would not be able to walk past their driveway in order to catch a bus. The condition or difficulty most often experienced by the survey respondents was difficulty climbing stairs. Sixty percent or over from each target area stated that they experienced this problem. The second most frequently mentioned condition was difficulty walking. Only one handicapped person from each area indicated being confined to a wheelchair. The cane was the movement aid most often used.

Thirty-four percent of the Ottumwa respondents and 40% from Area XV stated that their condition made it difficult for them to meet their transportation needs. Again, applying these rates to the identified handicapped population in each area yields a total of 1,098 handicapped persons in Ottumwa\* (3.8% of Ottumwa's population) and 3,237 in Area XV\*(2.7% of Area XV's population), whose disability or handicapping condition makes it difficult for them to meet their transportation needs.

As in the case of the telephone screen, the most frequently mentioned major medical problems were orthopedic conditions followed by heart/vascular conditions. Exhibit II also indicates that the handicapped populations in Ottumwa and Area XV contain a significant proportion of females, elderly and low income persons.

\*Note: Based on the total Ottumwa and Area XV populations residing in households. It does not count those persons living in group quarters (i.e., inmates of institutions and five or more unrelated persons sharing living quarters).

HANDITRANSP TELEPHONE SCREENING INSTRUMENT

Hello. This is \_\_\_\_\_ on behalf of the Iowa Department of Transportation and the University of Iowa. We are conducting a joint study to determine the transportation needs of Iowans with health problems, disabilities or handicaps. All information will be considered strictly confidential.

Would you be willing to answer a few short questions?

1.

- a. Do you or does any member of your household have a health problem, such as arthritis, a heart condition, breathing difficulties or other health disabilities?

\_\_\_\_\_ yes

What is the nature of this health problem? \_\_\_\_\_

Is this condition serious? \_\_\_\_\_ yes \_\_\_\_\_ no

\_\_\_\_\_ no

- b. Do you or does any member of your household have a physical disability, such as paralysis, epilepsy, hearing or seeing difficulties?

\_\_\_\_\_ yes

What is the nature of this disability? \_\_\_\_\_

Is this condition serious? \_\_\_\_\_ yes \_\_\_\_\_ no

\_\_\_\_\_ no

- c. Do you or does any member of your household use a wheelchair, walker, crutches, cane or have artificial limbs to aid movement?

\_\_\_\_\_ yes

Which movement aid is being used? \_\_\_\_\_

\_\_\_\_\_ no

- d. Does any member of your household have a mental disability, such as a learning disability or retardation?

\_\_\_\_\_ yes

What is the nature of this disability? \_\_\_\_\_

Is this condition severe? \_\_\_\_\_ yes \_\_\_\_\_ no

\_\_\_\_\_ no THANK YOU VERY MUCH FOR YOUR COOPERATION.

2. (yes from 1a, 1b, 1c and/or 1d) Does this condition cause difficulty in obtaining or using transportation to work, school, shopping, church, recreation, or any other activity?

\_\_\_\_\_ yes

\_\_\_\_\_ no

3. May we send a questionnaire

\_\_\_\_\_ to you

\_\_\_\_\_ to the person, who (mention problem indicated above) to help us determine (your, his/her) transportation needs.

\_\_\_\_\_ yes

\_\_\_\_\_ no THANK YOU VERY MUCH FOR YOUR COOPERATION.

4. (yes) To whom should the follow-up questionnaire be addressed?

\_\_\_\_\_

5. What is your address? \_\_\_\_\_

( \_\_\_\_\_ )

PHONE

THANK YOU VERY MUCH FOR YOUR COOPERATION!

TRANSPORTATION NEEDS SURVEY

This questionnaire has been prepared by the Iowa Department of Transportation and the Institute of Urban and Regional Research at the University of Iowa to help determine the transportation needs of Iowans with health problems, handicaps or disabilities. Your cooperation in answering the following questions is appreciated. All information will be considered strictly confidential.

Please Note: Keep in mind that the "You" or "Your" designation in each survey question refers to the person with the health problem, disability or handicap and should be answered just as if that person were filling out the form.

(6) 1. a) DO YOU HAVE A VALID DRIVER'S LICENSE? (Circle one)

1. yes                                  2. No

(7) b) HOW MANY OTHER MEMBERS IN YOUR HOUSEHOLD ARE LICENSED TO DRIVE?

(Fill in) \_\_\_\_\_

(8) c) CIRCLE THE NUMBER OF VEHICLES (CARS, TRUCKS, CAMPERS, CYCLES) IN YOUR HOUSEHOLD.

0                  1                  2                  3 or more

(9)(10) 2. a) HOW MANY ROUND TRIPS DO YOU MAKE BY MOTOR VEHICLE (CAR, BUS, VAN, TAXI, PICKUP, ETC.) IN AN AVERAGE WEEK? (FOR EXAMPLE, GOING TO AND FROM WORK IS CONSIDERED ONE ROUND TRIP)

\_\_\_\_\_ total round trips per week.

b) HOW MANY DAYS PER WEEK DO YOU TRAVEL FOR THE FOLLOWING PURPOSES DURING AN AVERAGE WEEK? (Please indicate number of days in blank spaces)

	<u>Purpose</u>	<u>Days per week</u>
(11)	work	_____
(12)	shopping	_____
(13)	recreation/social	_____
(14)	school/training	_____
(15)	medical/dental	_____
(16)	church	_____
(17)	personal business	_____
(18)	congregate meals	_____
(19)	other	_____

3. a) BELOW IS A LIST OF PUBLIC TRANSPORTATION SERVICES. PLEASE MAKE A CHECK (✓) ON THE LEFT TO INDICATE WHICH OF THESE SERVICES ARE AVAILABLE TO SERVE YOU.

		(1) Very Poor	(2) Poor	(3) Average	(4) Good	(5) Very Good
18) (39)	<input type="checkbox"/> city bus	_____	_____	_____	_____	_____
10) (41)	<input type="checkbox"/> taxi	_____	_____	_____	_____	_____
42) (43)	<input type="checkbox"/> special public van	_____	_____	_____	_____	_____
44) (45)	<input type="checkbox"/> other (fill in) _____	_____	_____	_____	_____	_____
46)	<input type="checkbox"/> none available	_____	_____	_____	_____	_____

b) NOW, AT THE ABOVE RIGHT, PLEASE RATE EACH AVAILABLE SERVICE THAT YOU CHECKED. (Check the appropriate column(s))

(47) c) CAN YOU AFFORD TO USE AVAILABLE PUBLIC TRANSPORTATION (BUS, VAN OR TAXI) AS OFTEN AS YOU WOULD LIKE? (Circle one)

1. Yes                      2. No

4. FOR EACH ITEM, PLEASE PLACE A CHECK (✓) TO INDICATE HOW DIFFICULT IT WOULD BE FOR YOU TO TRAVEL BY PUBLIC TRANSPORTATION (BUS, VAN OR TAXI).

		(1) Not Difficult	(2) Somewhat Difficult	(3) Very Difficult	(4) Impossibl
(48)	a. go up steps	_____	_____	_____	_____
(49)	b. go up a ramp (incline)	_____	_____	_____	_____
(50)	c. board quickly	_____	_____	_____	_____
(51)	d. sit down & rise from a vehicle seat	_____	_____	_____	_____
(52)	e. grasp a handrail	_____	_____	_____	_____
(53)	f. maintain balance in a moving vehicle	_____	_____	_____	_____
(54)	g. move through vehicle aisle to a seat	_____	_____	_____	_____
(55)	h. call for dial-a-ride service	_____	_____	_____	_____
(56)	i. ask directions	_____	_____	_____	_____
(57)	j. hear or understand driver	_____	_____	_____	_____
(58)	k. read bus schedule & street signs	_____	_____	_____	_____
(59)	l. travel without personal assistance of driver or traveling companion	_____	_____	_____	_____

(60) 5. HOW FAR WOULD YOU BE ABLE TO WALK TO A BUS STOP? (Circle one)

1. to the end of your driveway
2. about 1 block
3. about 2 blocks
4. more than 2 blocks
5. cannot walk

(61) 6. HOW LONG WOULD YOU BE ABLE TO STAND AND WAIT FOR A BUS? (Circle one)

1. less than 5 minutes
2. 5 - 15 minutes
3. 16 - 30 minutes
4. not at all

(62) 7. WOULD YOU HAVE DIFFICULTY CARRYING A GROCERY SACK OR PACKAGE INTO A BUS OR VAN? (Circle one)

1. Yes
2. No

(63) 8. DOES YOUR HEALTH REQUIRE THAT YOU TRAVEL IN AN AIR-CONDITIONED VEHICLE? (Circle one)

1. Yes
2. No

9. a) WHICH OF THE FOLLOWING CONDITIONS DO YOU EXPERIENCE? (Check all that apply)

- 64) \_\_\_\_\_ confined to bed
- 65) \_\_\_\_\_ confined to wheelchair
- 66) \_\_\_\_\_ difficulty walking (Please check the following that apply)
- |              |              |      |                       |
|--------------|--------------|------|-----------------------|
| Use of: (67) | _____ cane   | (70) | _____ crutches        |
| (68)         | _____ walker | (71) | _____ walking tripod  |
| (69)         | _____ brace  | (72) | _____ artificial limb |
- 73) \_\_\_\_\_ difficulty climbing steps
- 74) \_\_\_\_\_ difficulty with balance
- 75) \_\_\_\_\_ difficulty seeing
- 76) \_\_\_\_\_ difficulty hearing
- 77) \_\_\_\_\_ difficulty speaking
- 78) \_\_\_\_\_ mental difficulty
- 79) \_\_\_\_\_ other difficulty (Fill in) \_\_\_\_\_
- 80) \_\_\_\_\_ have none of the above conditions

6) b) DO ANY OF THE ABOVE CONDITIONS MAKE IT DIFFICULT FOR YOU TO MEET YOUR TRANSPORTATION NEEDS? (Circle one)

1. Yes
2. No



- (7)(8) 10. PLEASE INDICATE YOUR MAJOR MEDICAL PROBLEM (ARTHRITIS, PARALYSIS, HEART CONDITION, ETC.) (Fill in the blank) \_\_\_\_\_
- (9) 11. a) WHAT IS YOUR PRESENT EMPLOYMENT STATUS? (Circle one)
1. work full or part-time
  2. student full or part-time
  3. both a student and work
  4. retired
  5. not now employed
- (10) b) HAS THE LACK OF ADEQUATE TRANSPORTATION PREVENTED YOU FROM OBTAINING EMPLOYMENT, INCREASING YOUR EMPLOYMENT OPPORTUNITIES OR FURTHERING YOUR EDUCATION? (Circle one)
1. Yes
  2. No
- (11) 12. a) ARE YOU? (Circle one) 1. Male 2. Female
- (12) b) ARE YOU? (Circle one) 1. Single 2. Married 3. Widowed 4. Other
- (13) c) WHAT IS YOUR AGE? (Circle one)
1. under 18
  2. 18-24
  3. 25-39
  4. 40-59
  5. 60-64
  6. 65 & over
- (14) d) WHAT IS THE APPROXIMATE ANNUAL INCOME FOR YOUR HOUSEHOLD? (Circle one)
1. Under \$7,000
  2. \$7,000 - \$11,999
  3. \$12,000 - \$19,000
  4. \$20,000 or more
- (15)(16) 13. PLEASE INDICATE THE NAME OF THE COUNTY IN WHICH YOU LIVE. (Fill in) \_\_\_\_\_
- (17) 14. ARE THERE ANY ADDITIONAL COMMENTS YOU WISH TO MAKE?
- \_\_\_\_\_
- \_\_\_\_\_

Thank you for your cooperation.

Please turn this questionnaire over. Fold, then tape or staple it so that the Institute of Urban and Regional Research address is visible. Thank you.

## Household Survey

In order to help determine the transportation needs and characteristics of residents in Region XV a mail-back survey was distributed to a systematic sample (drawn from area telephone directories) of rural and small urban households. It differs from the rider survey in that its respondents were not necessarily aware of or making use of existing services. The primary purpose of the household survey was to measure the potential demand for various types of transportation within Area XV.

A list of names and addresses of households selected for sampling was forwarded by the Area XV Regional Planning Commission to the Iowa DOT for distribution. Two hundred and ninety-seven surveys were mailed to Ottumwa households and 1,179 were distributed to rural Area XV households. An example of the survey form is provided on pages 68 - 71 .

The following pages contain the Iowa DOT's preliminary analysis of the Area XV rural and urban household survey results.

PRELIMINARY ANALYSIS OF HOUSEHOLD  
SURVEY OF TRANSPORTATION NEEDS

REGION 15 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 42,428 households in non-urban Region 15 was 1,179. The return rate for an initial mailing with a second wave follow-up was approximately 22%\*\*\* For Region 15R. 254 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	20.1
2	33.5
3	15.0
4	9.8
5 or more	16.9
no report	4.7

INCOME:

HOUSEHOLD INCOME:

<u>INCOME LEVEL</u>	<u>% OF THOSE HOUSEHOLDS ANSWERING QUESTION**</u>	<u>ADJUSTED 1970 CENSUS FOR IOWA***</u>
Less than \$5,000	13.9	10.2
\$ 5,000-\$ 9,999	24.5	20.5
\$10,000-\$14,999	20.4	22.7
\$15,000-\$19,999	15.7	15.1
\$20,000-\$49,999	22.7	28.3
\$50,000 or more	2.8	3.2

\* Percent is based on an N of 254.

\*\* Percent is based on an N of 216 (38 households did not answer this question).

\*\*\* 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.

\*\*\*\* Very low response rate as compared with that in other regions.

**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	46.1	53.9 = 100
Investment	18.5	81.5 = 100
Self-employment	33.1	66.9 = 100
Social Security	31.9	68.1 = 100
Other Income Sources	6.7	93.3 = 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	22.4	77.6 = 100
Age 11-17	20.9	79.1 = 100
Age 18-59	61.0	39.0 = 100
Age 60-64	15.4	84.6 = 100
Over age 65	28.3	71.7 = 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	3.1
1	26.8
2	29.9
3 or more	35.0
no report	5.2
	100.0

\* Percentage is based on an N of 254.

NUMBER OF DRIVERS' LICENSES  
BY HOUSEHOLD

PERCENT OF HOUSEHOLDS\*

0	2.8
1	23.6
2	47.6
3 or more	19.3
no report	6.7
	100.0

92.1 percent of the respondents currently have valid drivers' licenses and 78.7 percent of them have no limitations on their ability to drive. Bad weather is the most common deterrent to drivers (10.2% of respondents). Other limitations reported were unwillingness to drive at night (7.5% of respondents) and unwillingness to drive long distances (8.3% of respondents). Only 4.7% 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	14.2	85.8 = 100
Vision difficulties	14.6	85.4 = 100
Hardness of hearing	11.8	88.2 = 100
Difficulty in speaking	1.6	98.4 = 100
Difficulty in grasping with hands	2.4	97.6 = 100
Problems with tremor	3.1	96.9 = 100
Difficulty in walking	6.3	93.7 = 100
Difficulty in under-standing bus schedules	.4	99.6 = 100

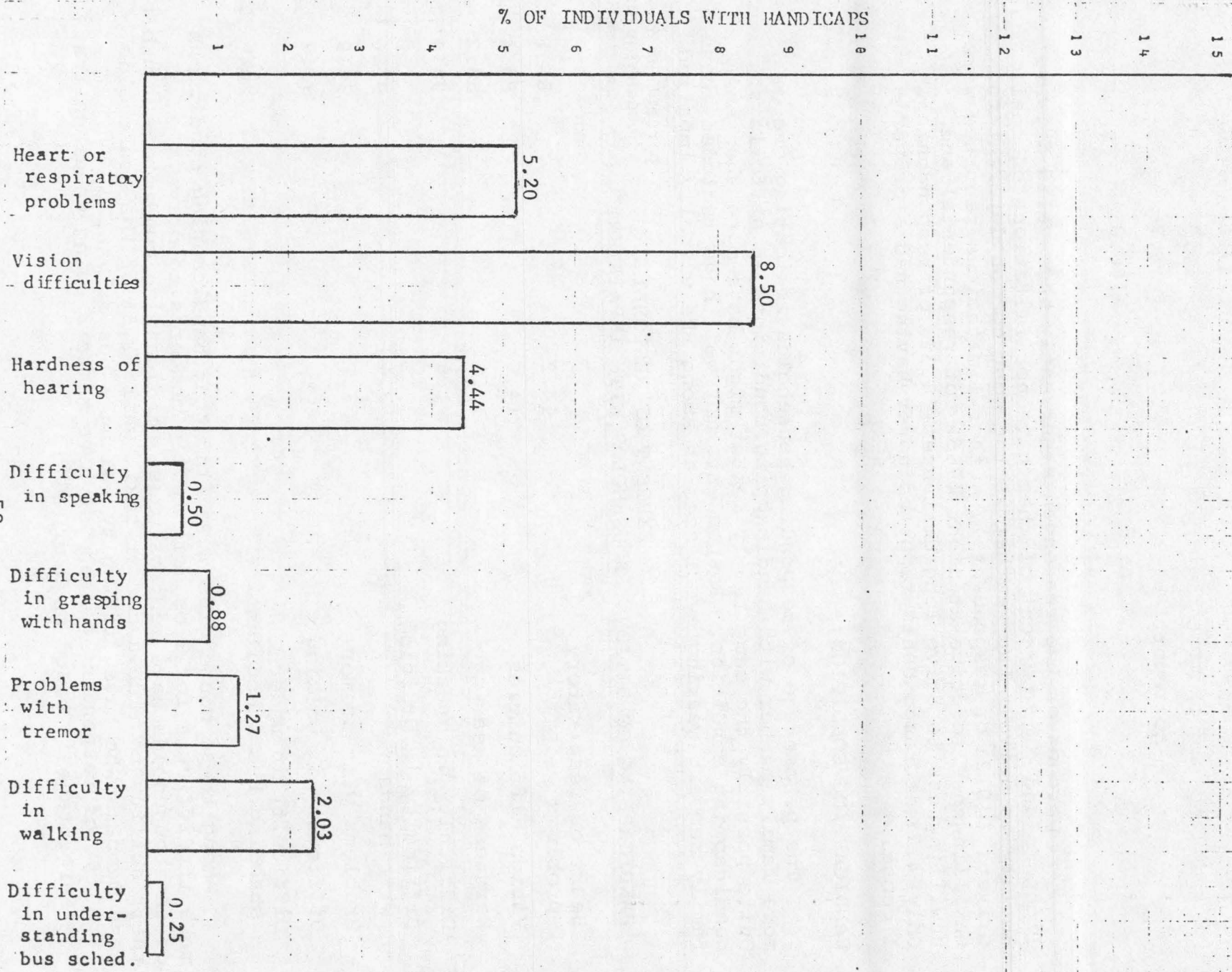
Among these households 4.3% find that handicapping conditions make it difficult for 1 or more family member/s to drive. 2.4% of the households have members whose handicapping conditions inhibit their ability to ride a car or taxi, while 3.5% of the households have members who have difficulty taking a bus or van.

1.6% of responding households have members using wheel chairs.

\* Percentage is based on N of 254.

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

FIGURE 1



## TRAVEL PATTERNS:

### TRIP FREQUENCY

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

### TRIP PURPOSE

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

75.2 % of the respondents indicated making one or more shopping trip a week. 73.6% indicated one or more trips per week for business purposes while 51.2% made one or more trips a week for church.

Other trip purposes as indicated by responding households were:

	<u>PERCENT*</u>
Recreation	50.8
Medical	22.0
Meals	7.5
Other	23.6

### TRAVEL TIME

Key travel times indicated by respondents were:

	<u>PERCENT*</u>
6-8 A.M.	24.0
4-7 P.M.	18.1
1-4 P.M.	17.7
Saturday 8 A.M.-Noon	17.3

12.2 percent of respondents will travel any time.

### TRANSPORTATION MODE:

5.9 percent of the respondents indicate that members of their household rely on others for transportation. 4.7 percent of respondents feel that they lack adequate transportation for shopping and 5.1 percent feel that they cannot reach medical services as often as needed.

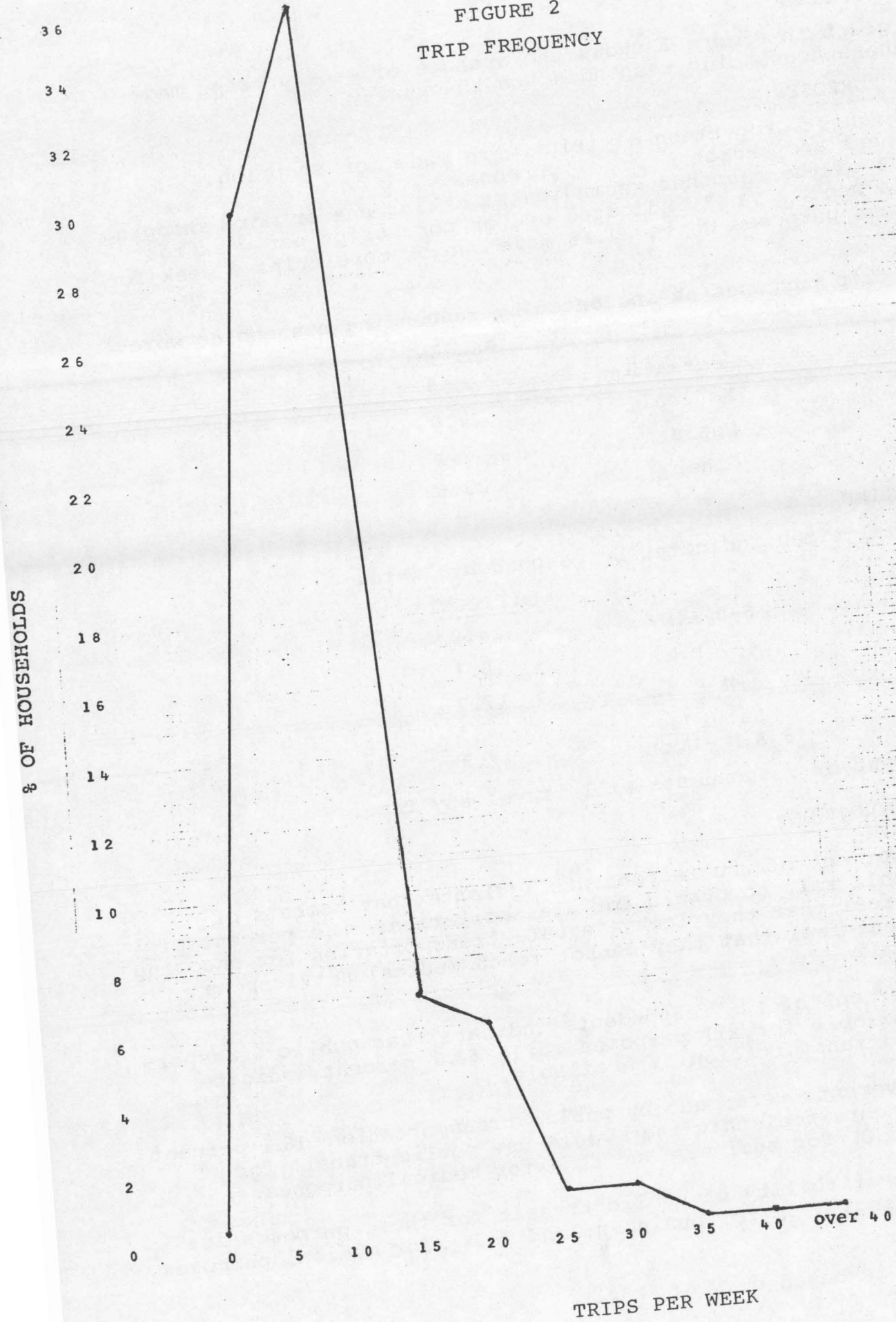
8.7 percent of the respondents indicate that public transportation is available for all purposes while 64.6 percent indicate the no public transportation is available.

If improvements were made by public transportation 16.1 percent of the respondents feel that they would use public transit for shopping and 11.8% for business and 11.0% for medical purposes.

Present availability of public transit for these purposes is: 9.1% for shopping; 7.5% for business; and 5.9% for medical purposes.

\* Percentage is based on N of 254.

FIGURE 2  
TRIP FREQUENCY



TRIPS PER WEEK



To further define the transportation needs of the region 15R 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 142.

As Figure 3 shows drivers tend to come from households in higher income groups. They generally make more trips than non drivers (Figure 4). 5.63% of the drivers indicate reliance on others for one or more trips, while 2.11% 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 43. 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	11.62
4-7 PM	9.30
1-4 PM	20.93
<u>SATURDAYS</u>	
8-Noon	2.32

4.65% indicated a willingness to travel anytime. 9.30% of the households with potential users already use public transit. 13.95% indicated a lack of transportation for shopping, 11.62% for recreation, and 13.95% for medical purposes.

Among the households identifying one or more members as being handicapped the trip frequency is as follows in Figure 8 with the most common trip purposes being shopping, recreation and business. Figure 9 shows the variation in trip frequency for these purposes between the households with handicapped members and other households. The preferred travel times of these households are very similar to others in the potential transit rider group. 19.40% will travel anytime. 17.91% of the households in this group have members

relying on others for one or more trips each week. Of those households with handicapped members 61.19% 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. 4.22% of the households with members over age 60 currently generate one or more public transit trips a week. The preferred travel times for these households are: Weekdays 1-4 PM (19.71%); 4-7 PM (19.71%); and 8-Noon (18.30%). 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>8.1</u>	<u>31.3</u>
\$ 5,000-\$ 9,000	<u>22.6</u>	<u>31.3</u>
\$10,000-\$14,999	<u>21.8</u>	<u>12.5</u>
\$15,000-\$19,999	<u>17.7</u>	<u>15.6</u>
\$20,000-\$49,000	<u>26.6</u>	<u>3.1</u>
\$50,000 or more	<u>3.2</u>	<u>6.2</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>3.4</u>	<u>19.4</u>
3- 5	<u>18.6</u>	<u>32.3</u>
6-10	<u>42.4</u>	<u>25.8</u>
11-15	<u>12.7</u>	<u>9.7</u>
16-25	<u>13.6</u>	<u>9.7</u>
over 25	<u>9.3</u>	<u>3.1</u>

FIGURE 5

POTENTIAL TRANSIT RIDERS

<u>INCOME LEVEL</u>	<u>% OF RIDERS *</u>	<u>% OF NON RIDERS *</u>
Less than \$5,000	<u>35.3</u>	<u>6.6</u>
\$ 5,000-\$ 9,999	<u>32.4</u>	<u>22.1</u>
\$10,000-\$14,999	<u>14.7</u>	<u>21.3</u>
\$15,000-\$19,999	<u>8.8</u>	<u>19.7</u>
\$20,000-\$49,000	<u>5.9</u>	<u>26.2</u>
\$50,000 or more	<u>2.9</u>	<u>4.1</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		94	16	110
		51.93	8.84	60.77
		85.45	14.55	
		68.12	37.21	
YES		44	27	67
		24.31	14.92	39.23
		61.97	38.03	
		31.88	62.79	
TOTAL		138	43	181
		76.24	23.76	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		96	18	114
		53.04	9.94	63.98
		84.21	15.79	
		69.57	41.86	
YES		42	25	67
		23.20	13.81	37.02
		62.69	37.31	
		30.43	58.14	
TOTAL		138	43	181
		76.24	23.76	100.00

FIGURE 8  
TRIP FREQUENCY PER WEEK  
FOR HOUSEHOLDS WITH HANDICAPPED MEMBERS

<u>TRIPS PER WEEK</u>	<u>% OF HOUSEHOLDS WITH HANDICAPPED MEMBERS *</u>	<u>% OF WITHOUT HANDICAPPED MEMBERS *</u>
1- 2	<u>7.0</u>	<u>6.5</u>
3- 5	<u>33.3</u>	<u>14.1</u>
6-10	<u>29.8</u>	<u>44.6</u>
11-15	<u>10.5</u>	<u>13.0</u>
16-25	<u>14.1</u>	<u>12.0</u>
over 25	<u>5.3</u>	<u>9.8</u>

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

<u>TRIPS PER WEEK</u>	<u>% OF HOUSEHOLDS WITH HANDICAPPED MEMBERS *</u>	<u>% OF WITHOUT HANDICAPPED MEMBERS *</u>
	<u>shopping</u>	
1	<u>32.7</u>	<u>36.0</u>
2	<u>30.6</u>	<u>43.0</u>
3-4	<u>30.6</u>	<u>14.0</u>
5-6	<u>6.1</u>	<u>4.7</u>
7-8	<u>0.0</u>	<u>1.2</u>
9 & over	<u>0.0</u>	<u>1.1</u>
	<u>business</u>	
1	<u>38.3</u>	<u>15.1</u>
2	<u>10.6</u>	<u>9.7</u>
3-4	<u>8.5</u>	<u>7.5</u>
5-6	<u>14.9</u>	<u>25.8</u>
7-8	<u>4.3</u>	<u>14.0</u>
9 & over	<u>23.4</u>	<u>27.9</u>
	<u>recreation</u>	
1	<u>34.2</u>	<u>32.3</u>
2	<u>34.2</u>	<u>33.9</u>
3-4	<u>21.1</u>	<u>24.2</u>
5-6	<u>5.3</u>	<u>6.5</u>
7-8	<u>5.2</u>	<u>0.0</u>
9 & over	<u>0.0</u>	<u>3.1</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>35.1</u>	<u>31.7</u>
2	<u>29.7</u>	<u>36.5</u>
3-4	<u>24.4</u>	<u>22.2</u>
5-6	<u>8.1</u>	<u>4.8</u>
7-8	<u>2.7</u>	<u>1.6</u>
9 & over	<u>0.0</u>	<u>3.2</u>
	<u>shopping</u>	
1	<u>40.0</u>	<u>31.3</u>
2	<u>29.0</u>	<u>45.0</u>
3-4	<u>25.5</u>	<u>16.3</u>
5-6	<u>5.5</u>	<u>5.0</u>
7-8	<u>0.0</u>	<u>1.2</u>
9 & over	<u>0.0</u>	<u>1.2</u>
	<u>business (personal)</u>	
1	<u>40.0</u>	<u>13.3</u>
2	<u>14.0</u>	<u>7.8</u>
3-4	<u>8.0</u>	<u>7.8</u>
5-6	<u>14.0</u>	<u>26.6</u>
7-8	<u>6.0</u>	<u>13.3</u>
9 & over	<u>18.0</u>	<u>31.2</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    | _____ congregate meals  |
| _____ business   | _____ church            |
| _____ recreation | _____ all of the above  |
| _____ shopping   | _____ none of the above |

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

WEEK-DAYS (M-F) WEEK-ENDS (SAT. & SUN.)

None needed	_____	_____
6:00 to 8:29 A.M.	_____	_____
8:30 to 11:59 A.M.	_____	_____
12:00 Noon to 1:29 P.M.	_____	_____
1:30 to 4:29 P.M.	_____	_____
4:30 to 6:59 P.M.	_____	_____
7:00 to 9:29 P.M.	_____	_____
9:30 P.M. to 6:00 A.M.	_____	_____
Will travel anytime	_____	_____

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

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

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

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

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

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

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

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

\_\_\_\_\_

\_\_\_\_\_

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

Purpose

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



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

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

b) How many members of your household use wheelchairs? \_\_\_\_\_

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

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

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

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

8. a) What is the approximate combined gross income of all members of your household?

( ) Under \$5,000; ( ) \$5,000-\$9,999; ( ) \$10,000-\$14,999;  
( ) \$15,000-\$19,999; ( ) \$20,000-\$49,999; ( ) \$50,000 or more

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

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

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

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

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

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

10. What is your address?

Township \_\_\_\_\_  
City \_\_\_\_\_ County \_\_\_\_\_  
Zip Code \_\_\_\_\_

This completes the questionnaire. Thank you for your cooperation.

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

PRELIMINARY ANALYSIS OF HOUSEHOLD  
SURVEY OF TRANSPORTATION NEEDS

REGION 15 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 10,477 households in urban Region 15 was 297. The return rate for an initial mailing with a second wave follow-up was approximately 46% for Region 15U. 136 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	25.0
2	34.6
3	12.5
4	11.8
5 or more	8.8
no report	7.3

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	19.5	10.2
\$ 5,000-\$ 9,999	24.8	20.5
\$10,000-\$14,999	14.2	22.7
\$15,000-\$19,999	15.5	15.1
\$20,000-\$49,999	17.7	28.3
\$50,000 or more	4.4	3.2

\* Percent is based on an N of 136.

\*\* Percent is based on an N of 113 (23 households did not answer this question)

\*\*\* 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	47.8	52.2 = 100
Investment	19.9	80.1 = 100
Self-employment	11.0	89.0 = 100
Social Security	37.5	62.5 = 100
Other Income Sources	11.0	89.0 = 100

Some households reported more than 1 income source.

AGE:

AGE OF HOUSEHOLD MEMBERS:

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

<u>AGE GROUP</u>	<u>% OF HOUSEHOLDS WITH MEMBERS IN GROUP</u>	<u>% of households with no member in group</u>
Less than age 10	25.0	75.0 = 100
Age 11-17	11.8	88.2 = 100
Age 18-59	51.5	48.5 = 100
Age 60-64	16.2	83.8 = 100
Over age 65	40.4	59.6 = 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	8.8
1	32.4
2	28.7
3 or more	19.1
no report	11.0
	100.0

\* Percentage is based on an N of 136

NUMBER OF DRIVERS' LICENSES  
BY HOUSEHOLD

PERCENT OF HOUSEHOLDS\*

0	6.6
1	19.9
2	44.1
3 or more	12.5
no report	16.9
	<b>100.0</b>

79.4 percent of the respondents currently have valid drivers' licenses and 66.9 percent of them have no limitations on their ability to drive. Bad weather is the most common deterrent to drivers (11.0% of respondents). Other limitations reported were unwillingness to drive at night (4.4% of respondents) and unwillingness to drive long distances (9.6% of respondents). Only 12.5% 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.

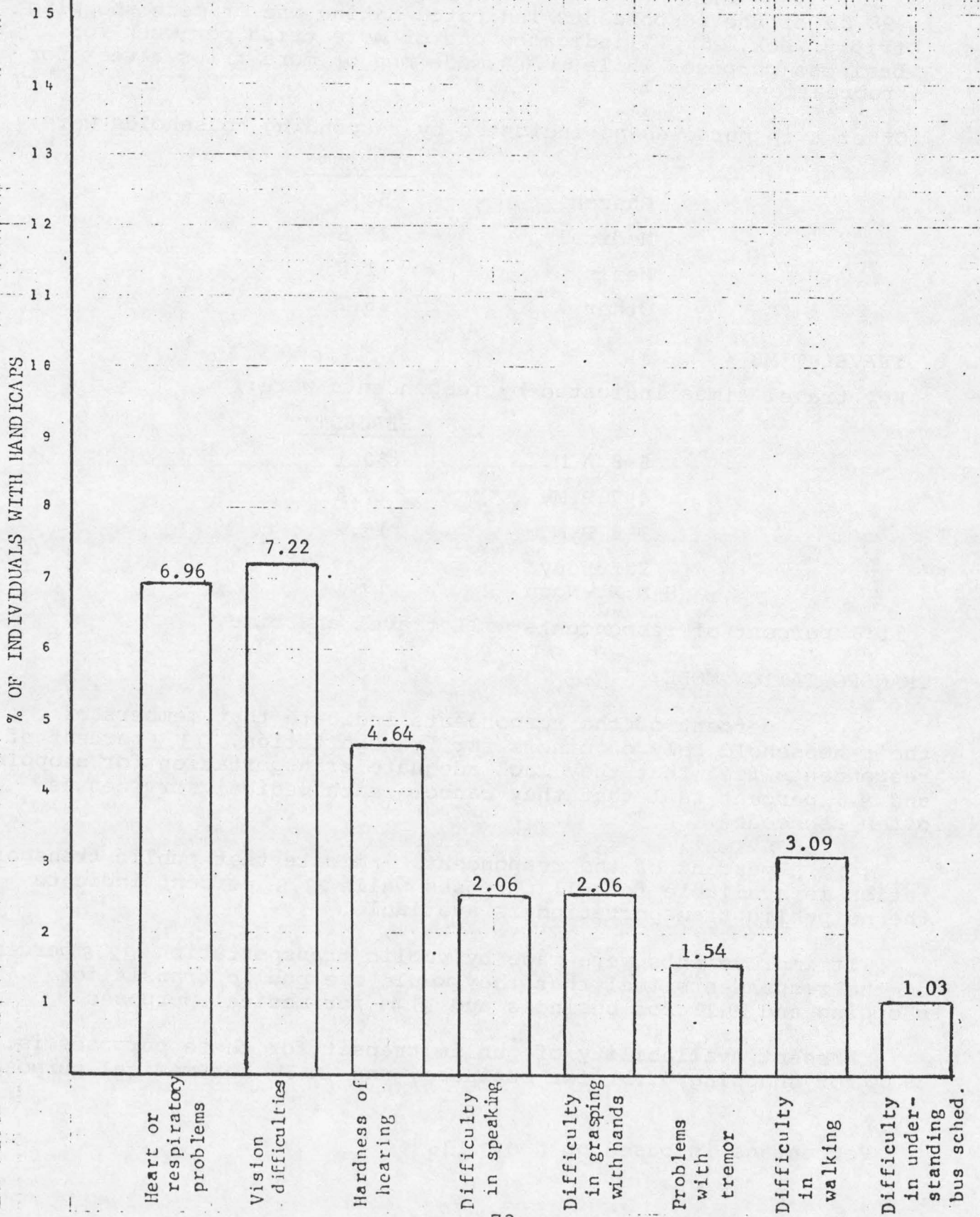
<u>HANDICAPPING CONDITION</u>	<u>PERCENT OF RESPONDING HOUSEHOLDS WITH IMPAIRMENT*</u>	<u>percent of respondi households without impairment</u>
Heart or respiratory problems	18.4	81.6 = 100
Vision difficulties	12.5	87.5 = 100
Hardness of hearing	11.0	89.0 = 100
Difficulty in speaking	5.1	94.9 = 100
Difficulty in grasping with hands	5.9	94.1 = 100
Problems with tremor	4.4	95.6 = 100
Difficulty in walking	8.8	91.2 = 100
Difficulty in under- standing bus schedules	2.2	97.8 = 100

Among these households 2.2% find that handicapping conditions make it difficult for 1 or more family member/s to drive. 4.4% of the households have members whose handicapping conditions inhibit their ability to ride a car or taxi, while 7.4% of the households have members who have difficulty taking a bus or van. 1.5% of responding households use a wheelchair

\* Percentage is based on N of 136

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 purposes.

98.0% of the respondents indicated making one or more shopping trip a week. 65.4% indicated one or more trips per week for business purposes while 61.0% made one or more trips a week for recreation.

Other trip purposes as indicated by responding households were:

	<u>PERCENT*</u>
Church	54.4
Medical	23.5
Meals	11.8
Other	25.7

### TRAVEL TIME

Key travel times indicated by respondents were:

	<u>PERCENT*</u>
6-8 A.M.	30.1
4-7 P.M.	17.6
1-4 P.M.	16.2
Saturday 8 A.M.-Noon	19.1

11.8 percent of respondents will travel any time.

### TRANSPORTATION MODE:

9.6 percent of the respondents indicate that members of their household rely on others for transportation. 13.2 percent of respondents feel that they lack adequate transportation for shopping and 9.6 percent feel that they cannot reach medical services as often as needed.

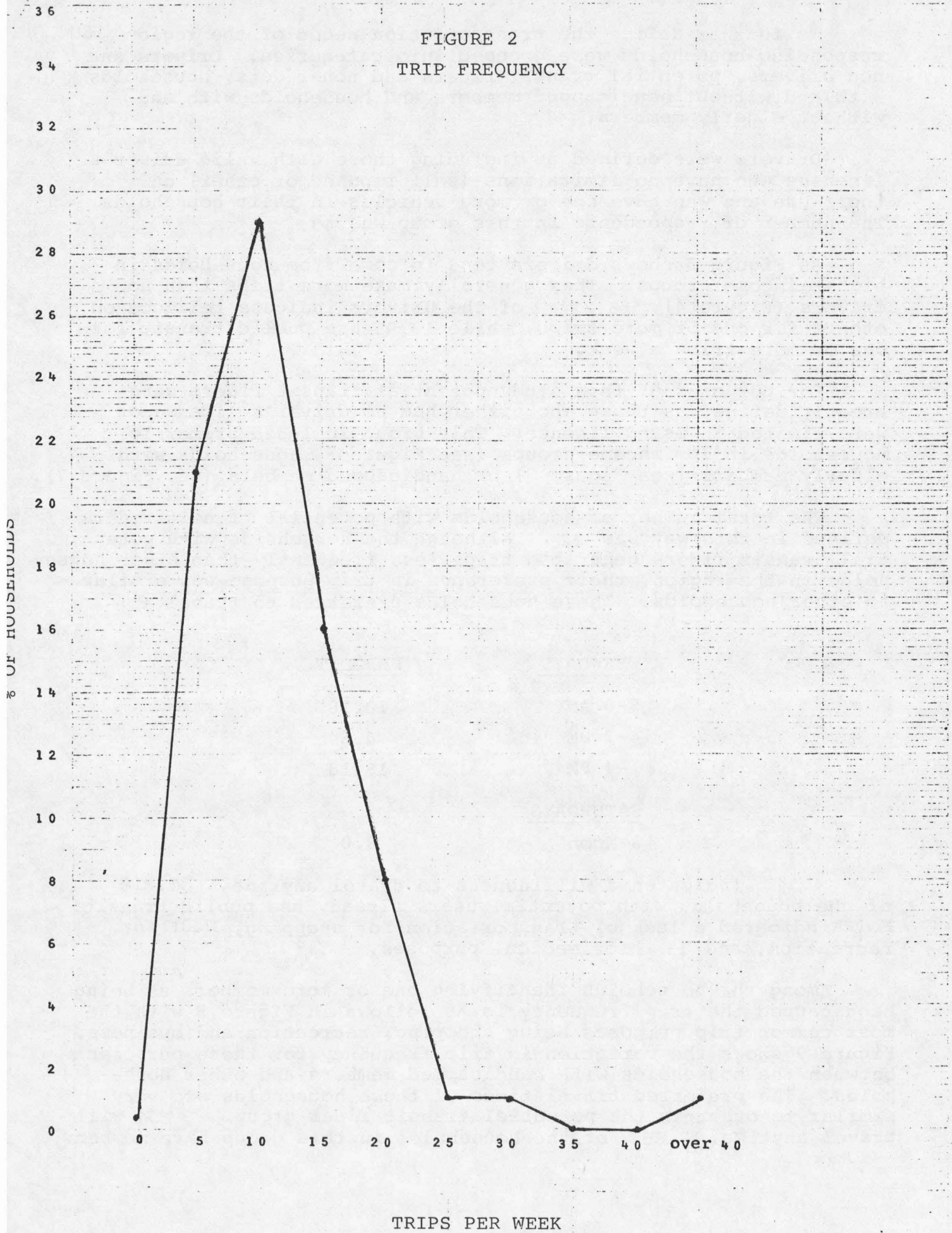
19.1 percent of the respondents indicate that public transportation is available for all purposes while 23.5 percent indicate the no public transportation is available.

If improvements were made by public transportation 22.8 percent of the respondents feel that they would use public transit for shopping and 19.1% for business and 15.4% for medical purposes.

Present availability of public transit for these purposes is: 36.0% for shopping; 22.1% for business; and 24.3% for medical purposes.

\* Percentage is based on N of 136

FIGURE 2  
TRIP FREQUENCY



To further define the transportation needs of the region 150 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 43.

As Figure 3 shows drivers tend to come from households in higher income groups. They generally make more trips than non drivers (Figure 4). 16.27% of the drivers indicate reliance on others for one or more trips, while 13.95% 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 22. 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	18.18
4-7 PM	4.54
1-4 PM	18.18
<u>SATURDAYS</u>	
8-Noon	0.0

4.54% indicated a willingness to travel anytime. 31.81% of the households with potential users already use public transit. 22.72% indicated a lack of transportation for shopping, 31.81% for recreation, and 13.63% 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. 3.57% will travel anytime. 17.85% of the households in this group have members



relying on others for one or more trips each week. Of those households with handicapped members 75% 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. 21.62% 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 6-8 a.m. (24.32%); 1-4 P.M. (21.62%). 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>0.0</u>	<u>31.3</u>
\$ 5,000-\$ 9,000	<u>27.0</u>	<u>31.3</u>
\$10,000-\$14,999	<u>13.5</u>	<u>6.2</u>
\$15,000-\$19,999	<u>29.7</u>	<u>0.0</u>
\$20,000-\$49,000	<u>24.3</u>	<u>31.2</u>
\$50,000 or more	<u>5.5</u>	<u>0.0</u>

FIGURE 4

TRIP FREQUENCY PER WEEK FOR DRIVERS

<u>TRIPS PER WEEK</u>	<u>% OF DRIVER*</u>	<u>% OF NON DRIVER*</u>
1- 2	<u>5.6</u>	<u>17.6</u>
3- 5	<u>5.6</u>	<u>5.9</u>
6-10	<u>22.2</u>	<u>47.1</u>
11-15	<u>30.5</u>	<u>11.8</u>
16-25	<u>27.8</u>	<u>5.9</u>
over 25	<u>8.3</u>	<u>0.0</u>

FIGURE 5

POTENTIAL TRANSIT RIDERS

<u>INCOME LEVEL</u>	<u>% OF RIDERS*</u>	<u>% OF NON RIDERS*</u>
Less than \$5,000	<u>26.7</u>	<u>2.6</u>
\$ 5,000-\$ 9,999	<u>40.0</u>	<u>23.7</u>
\$10,000-\$14,999	<u>6.7</u>	<u>13.2</u>
\$15,000-\$19,999	<u>6.6</u>	<u>26.3</u>
\$20,000-\$49,000	<u>20.0</u>	<u>28.9</u>
\$50,000 or more	<u>0.0</u>	<u>5.3</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		25	3	28
		38.46	4.62	43.08
		89.29	10.71	
		58.14	13.64	
YES		18	19	37
		27.69	29.23	56.92
		48.65	51.35	
		41.86	86.36	
TOTAL	43	22	65	
	66.15	33.85	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		29	8	37
		44.62	12.31	56.92
		78.38	21.62	
		67.44	36.36	
YES		14	14	28
		21.54	21.54	43.08
		50.00	50.00	
		32.56	63.64	
TOTAL	43	22	65	
	66.15	33.85	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>3.8</u>	<u>14.8</u>
3- 5	<u>3.8</u>	<u>7.4</u>
6-10	<u>34.7</u>	<u>25.9</u>
11-15	<u>26.9</u>	<u>22.2</u>
16-25	<u>23.1</u>	<u>18.5</u>
over 25	<u>0.0</u>	<u>11.2</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>17.4</u>	<u>32.3</u>
2	<u>39.1</u>	<u>25.8</u>
3-4	<u>17.4</u>	<u>22.6</u>
5-6	<u>17.4</u>	<u>12.9</u>
7-8	<u>8.7</u>	<u>3.2</u>
9 & over	<u>0.0</u>	<u>3.2</u>
	<u>business</u>	
1	<u>15.0</u>	<u>8.0</u>
2	<u>10.0</u>	<u>4.0</u>
3-4	<u>15.0</u>	<u>16.0</u>
5-6	<u>20.0</u>	<u>24.0</u>
7-8	<u>15.0</u>	<u>4.0</u>
9 & over	<u>25.0</u>	<u>40.0</u>
	<u>recreation</u>	
1	<u>5.6</u>	<u>11.1</u>
2	<u>38.9</u>	<u>29.6</u>
3-4	<u>22.2</u>	<u>33.4</u>
5-6	<u>22.2</u>	<u>18.5</u>
7-8	<u>5.6</u>	<u>3.7</u>
9 & over	<u>5.5</u>	<u>3.7</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>4.0</u>	<u>15.0</u>
2	<u>44.0</u>	<u>20.0</u>
3-4	<u>24.0</u>	<u>35.0</u>
5-6	<u>20.0</u>	<u>20.0</u>
7-8	<u>4.0</u>	<u>5.0</u>
9 & over	<u>4.0</u>	<u>5.0</u>
	<u>shopping</u>	
1	<u>25.0</u>	<u>27.3</u>
2	<u>37.5</u>	<u>22.7</u>
3-4	<u>15.6</u>	<u>27.3</u>
5-6	<u>15.6</u>	<u>13.6</u>
7-8	<u>6.3</u>	<u>4.5</u>
9 & over	<u>0.0</u>	<u>4.6</u>
	<u>business (personal)</u>	
1	<u>21.7</u>	<u>0.0</u>
2	<u>8.7</u>	<u>4.5</u>
3-4	<u>21.8</u>	<u>9.1</u>
5-6	<u>21.7</u>	<u>22.7</u>
7-8	<u>4.3</u>	<u>13.6</u>
9 & over	<u>17.5</u>	<u>50.1</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	_____ congregate meals
_____ business	_____ church
_____ recreation	_____ all of the above
_____ shopping	_____ none of the above

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

WEEK-DAYS (M-F)      WEEK-ENDS (SAT.& SUN.)

None needed	_____	_____
6:00 to 8:29 A.M.	_____	_____
8:30 to 11:59 A.M.	_____	_____
12:00 Noon to 1:29 P.M.	_____	_____
1:30 to 4:29 P.M.	_____	_____
4:30 to 6:59 P.M.	_____	_____
7:00 to 9:29 P.M.	_____	_____
9:30 P.M. to 6:00 A.M.	_____	_____
Will travel anytime	_____	_____

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

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

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

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

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

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

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

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

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

Purpose

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

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

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

b) How many members of your household use wheelchairs? \_\_\_\_\_

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

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

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

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

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

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

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

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

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

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

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

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.



The high percentage of low income families in Area XV documented by the U.S. Census information in Section I is also reflected in the household survey results. Over 44% of the Ottumwa households sampled and 38.4% of the rural households reported an income below \$10,000. The state average is 30.7% of all households have an income less than \$10,000.

Results from the survey indicate that Area XV contains a high proportion of elderly persons living on fixed incomes. About 37.5% of the urban (Ottumwa) households and 31.9% of rural households responding, indicated their income source consisted of Social Security benefits. In addition, 40.4% of the urban households and 28.3% of the rural households stated that at least one member was over age 65.

The highest proportion of both urban and rural trips were for shopping and business purposes, while 6 to 8 a.m. was the time given by the most households for the need to travel.

Only a small proportion of respondents indicated that public transportation was available to them. Approximately 9% of rural and 19% of the urban households felt public transportation was available to meet their needs. If improvements were made in public transportation in Area XV, 16.1% of rural and 22.8% of urban households indicated they would use the service for their shopping needs.

The household survey results obtained from Ottumwa and rural Area XV correspond fairly well with the statewide urban and rural household survey findings. However, a number of noticeable differences appear. As might be expected, the households surveyed in Region XV contained a greater proportion of single member, low income, social security dependent, autoless, members without driver's licenses, and elderly households. The differences were especially significant between Ottumwa and the statewide urban average. Twenty-five percent of the Ottumwa households surveyed contained only one member, compared to 15.8% for the statewide urban average. Approximately 44.3% of the Ottumwa households had incomes below \$10,000 and 37.5% indicated that

their principal source of income was social security or some other public program, while the statewide urban average was 25.7% and 23.7%, respectively. Close to 9% of Ottumwa households did not own a motor vehicle and 6.6% did not have any members with a driver's license, compared to 2.8% and 2.2% for the statewide urban average. In addition, 40.4% of the Ottumwa households had a member 65 or over compared to 23.7% for the average urban area.

While the Area XV rural household survey results also contained a higher proportion of households belonging to the above categories than were encountered for the statewide rural average, the differences were not as great as those obtained for Ottumwa. One statistic of interest, however, was the fact that 8.7% of the rural Area XV households indicated that public transportation was available for all trip purposes, compared to 5.6% for the rural households statewide. The relatively high level of public transportation service already provided in rural Area XV probably accounts for this difference.

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

The 1977 Area XV Regional Transit Development Program (RTDP) contains an extensive description and evaluation of existing services operating in the ten-county region. This service description begins on page 38 of the 1977 RTDP. Starting on page 46, existing services are evaluated in terms of their efficiency and effectiveness in meeting the transit needs of the area. A detailed review of the Ottumwa Transit system can be found on pages 53-71. Transit service standards and needs for the region are discussed on pages 75-87. Beginning on page 91, a detailed analysis of various transit service alternatives is provided.

While the 1977 Area XV RTDP focuses on a description and evaluation of existing transit services in terms of identified goals, objectives and service standards, the 1978 Area XV RTDP Update evaluates existing transit services in relationship to the results of the three transportation surveys. As expected, results from the rider survey show that a very high proportion of the rider's surveyed are transit dependent persons. A large percentage of the ridership from each of the seven services indicated: they did not have a driver's license, they did not have a car in their household, a car wasn't available for their trip, and they would not have been able to make their trip without this service available. Populations served by the surveyed transit services were characterized by elderly, female, children, disabled and low income persons. Most riders surveyed rated the ride characteristics of their service quite favorably.

While the handicapped telephone screen results reveal that a large number of persons in Ottumwa and Area XV have a health problem, physical or mental disability or use a movement aid (approximately 11% of Ottumwa's population and 6.7% of Area XV's population), the actual number of these handicapped persons who experience transportation difficulty is considerably smaller.

Approximately 22% of this "handicapped" population stated that their condition made it difficult for them to use or obtain transportation. This means that about 2.4% of Ottumwa's population and 1.5% of Area XV's population experience transportation difficulties due to a health problem or disability. Results from the handicapped mail-out survey appear to support these figures. About 17.2% of the Ottumwa handicapped and 20.0% of the Area XV handicapped stated that their current means of transportation was inadequate to meet their travel needs. This amounts to 1.9% of Ottumwa's population and 1.3% of Area XV's population. An even larger group, 34% of Ottumwa survey respondents (or 3.8% of Ottumwa's population) and 40% of the Area XV respondents (or 2.7% of Area XV's population) stated that their condition made it difficult for them to meet their transportation needs. Thus, it appears reasonable to assume that the actual "transportation handicapped" population in Ottumwa falls somewhere between 1.9% and 3.8% of the city's population. And Area XV's "transportation handicapped" population lies somewhere between the 1.3% and 2.7% range.

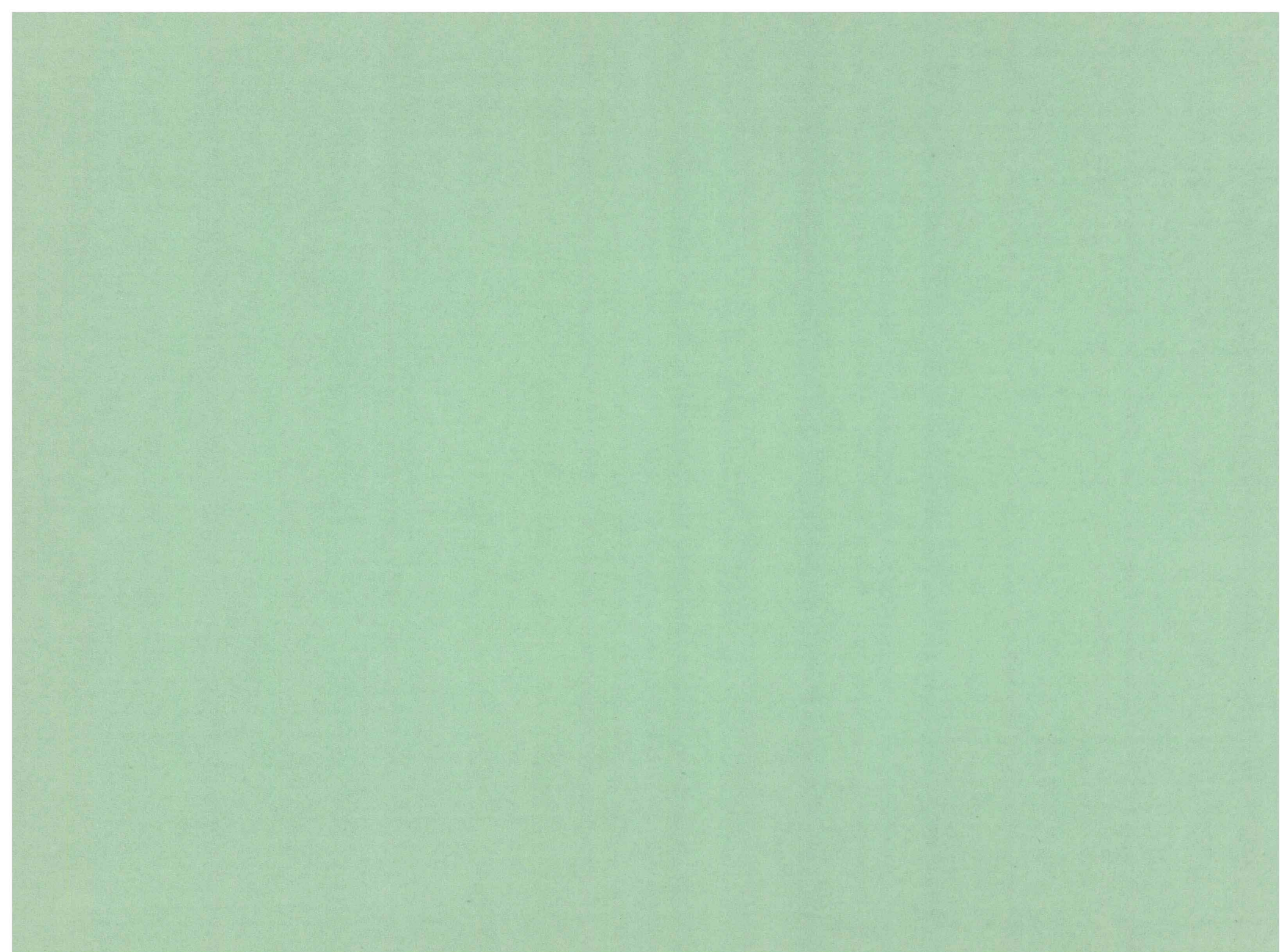
Results from the mail-out questionnaire show that the handicapped population experiencing transportation difficulty is characterized by the following traits: no driver's license, no car in the household, makes fewer trips, elderly, low income and female. The survey also indicates that a large number of handicapped persons experience difficulty walking and climbing steps, and require driver or companion assistance in order to use public transportation. Approximately 22.6% of the Ottumwa questionnaire respondents stated that they could not walk beyond the end of the driveway to catch a bus, and this same percentage stated that it would be very difficult or impossible to "go up steps" if using public transportation. Thus, it appears that Ottumwa's fixed route transit system would not be able to serve the transportation needs of this handicapped population subgroup.

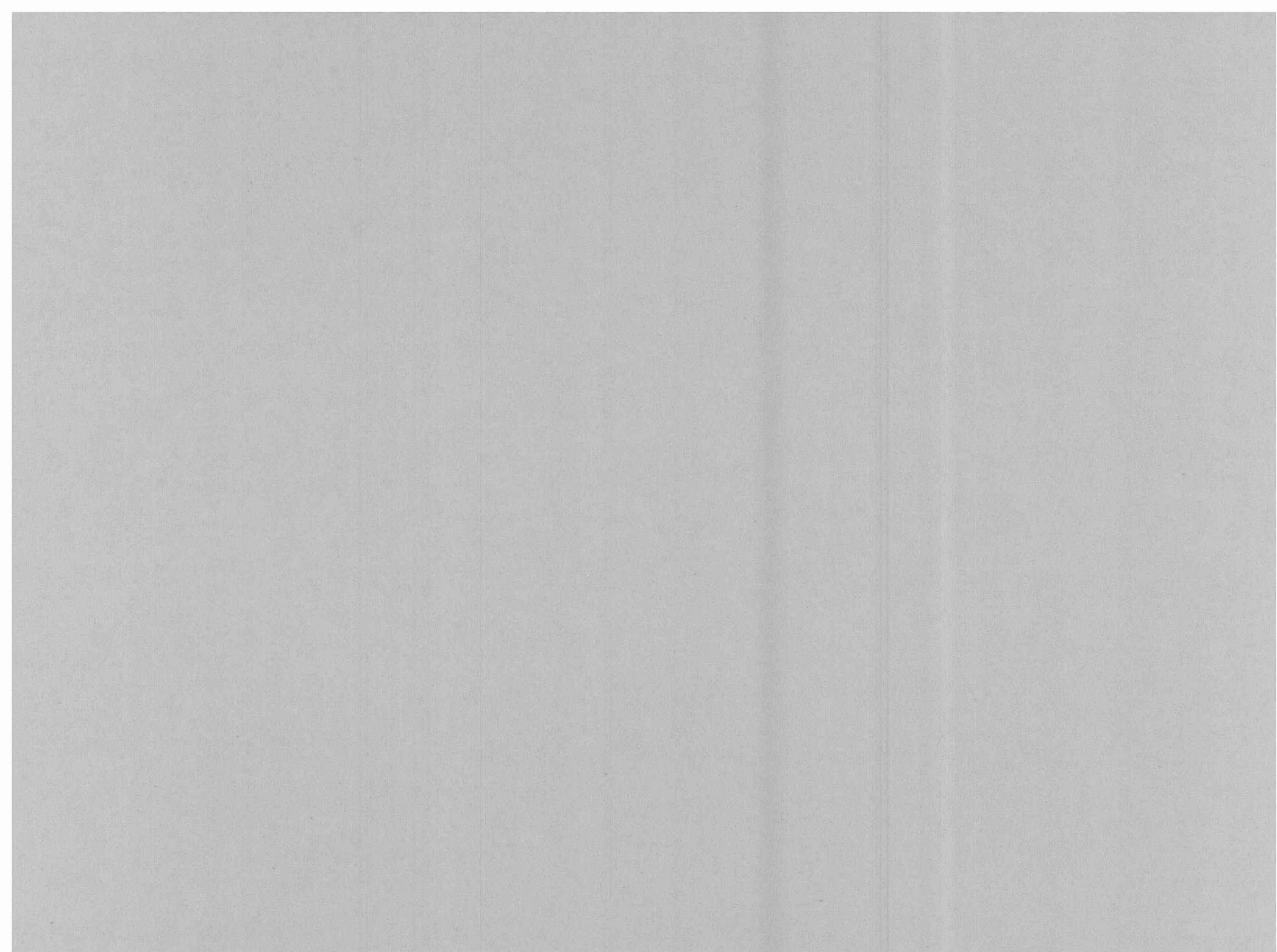
Information provided by the household survey on potential transit riders (defined as those persons who have no driver's license or are limited in using a license), who include primarily low income, elderly and the handicapped, supports the results obtained from the rider and handicapped surveys. Those persons who ride paratransit and transit services are primarily elderly, low income, disabled, and without a driver's license. They constitute the transit dependent population and thus make up the largest proportion of the transit ridership. According to the handicapped survey, handicapped persons who experience the the greatest transportation difficulty are also primarily those with transit dependent characteristics. They did not have a driver's license or access to a car.

The small number of returns received from the Area XV handicapped mail-out and rural household surveys reduced the statistical validity of the results. Nevertheless, while some of these results should be viewed with caution, they are probably fairly representative of the region. Also, the household survey form's omission of work and school trip purposes, as well as its failure to define a trip, may reduce the comparability and usefulness of some of its results.

Two principle gaps in service appear to exist in Area XV. First, with the exception of the Ottumwa Transit system and taxis operating in five communities, no public transportation service is available to serve the carless, low income and handicapped members of general population who are neither elderly nor clients of particular programs. Secondly, no ramp or lift equipped vehicles are available to serve the severely handicapped who cannot use standard vehicles. Both of these gaps are expected to be filled in the near future. The Area XV Regional Planning Commission has recently established a single integrated transit system, which will be available to the general population. In addition, the Area XV Commission has recently ordered six wheelchair accessible vehicles with its Section 147 Demonstration Project funds.









**SECTION III**



### SECTION III

#### Refinement of the Selected Alternative

Major revisions in the funding structure of the region's Integrated Transit System (ITS) do not appear feasible at this time. Agreements with current funding sources are already well established and few alternative revenue sources now exist. Present sources include the following: farebox revenues, agency contracts, local government contributions, state transit assistance, federal Section 147 Demonstration funds, and other federal funds (Office of Child Development, Title III, Title XX, Title XIX). However, it is expected that the institution of a regular fare structure for general population riders and the increased use of ITS by persons from the general population will result in increased farebox revenue in the future.

Additional experience needs to be gained from the region's newly integrated transit system before revisions in service standards are considered. As more information is obtained, ridership, cost and revenue data, as well as other service characteristics can be evaluated in relation to region's goals and objectives. This evaluative information can then be used to identify any gaps in service and necessary modifications in service standards.

A number of benefits are being provided by the recently established ITS. Service duplication is being eliminated, while a higher level of service is being provided with fewer vehicles. Vehicle idle time is being reduced considerably through increased coordination and vehicle utilization. These improvements in turn are helping to meet increased ridership needs. With the establishment of ITS, service is being expanded to the following unserved groups: handicapped, low income, carless, general population and commuters. Implementation of the Integrated Transit System is also helping to meet the region's revised goals and objectives, which are discussed in the introduction to this report.

Using results from the three surveys, ITS service characteristics are being tailored to fit the transportation needs of Area XV's transit dependent residents. Data from the surveys verifies that a significant proportion of the region's population is transit dependent due to one or more of the following circumstances: age, condition or disability, low income, lack of a driver's license, no car in their household and/or no access to an automobile. Thus, these survey results have confirmed the need, as documented in the 1977 RTDP, for transportation to serve handicapped, low income and carless residents of Area XV. ITS is now beginning to offer service to handicapped, low income and carless members of the general population, as well as to the elderly and special program clients.

Outside funding sources have permitted the Area XV Regional Planning Commission to meet the region's transportation capital improvement needs. Iowa Commission on Aging Title III funds and federal Section 147 Demonstration project monies were used to purchase seven new standard vans for the ITS fleet as replacements for worn-out vehicles. In order to serve the severely handicapped, six wheelchair lift-equipped small buses have been ordered with Section 147 funds. Additional Section 147 income will be used to finance a vehicle(s) for the commuter service, which is to be implemented in the near future.

Alternative routing networks are currently being examined in an attempt to decrease the excessive travel distances of SCICAP Headstart students, which were indicated by the rider survey. It is anticipated that when the SCICAP service is consolidated into ITS, these distances will be reduced. ITS has recently entered into a contract with the Van Buren School to transport one Tenco Workshop client, who does not live near the existing service routes. In addition, contracts have been developed with the Day Activity Center staff to transport isolated clients to the Center.

Various modifications in the region's transportation system have been adopted to increase the cost efficiency of providing service. Through the consolidation of independent services into one integrated regional system (ITS), greater vehicle utilization is being achieved. Prior to the integrated system, Tenco Workshop clients and Headstart children were transported by separate service vehicles. Under ITS the same vans serve both clients, reducing vehicle idle time and increasing utilization. Also, in communities where transportation providers already exist, efforts have been directed at enhancing existing service instead of introducing additional services. This is evident in Ottumwa and Chariton where reduced fare elderly transportation service has been arranged through contracts with local taxi operators.

Under the integrated system, a majority of the region's transit providers are being brought into compliance with the State Transit Plan. By Fall of 1978, all of Area XV's transit providers will be included in ITS with the exception of the intercity carriers (Continental Trailways, Greyhound, and Missouri Transit) and taxi companies in Centerville, Fairfield and Oskaloosa who are unwilling to participate at this time. Every effort has been made to give private transit providers a fair opportunity to supply transportation services. This is evidenced by the contracts with the taxi companies in Ottumwa and Chariton to provide reduced fair service to elderly persons in those communities. The contract for the commuter service portion of the selected RTDP alternative will initially be open to competitive bidding from private transit operators in the region. If no private operators are interested in providing the service, ITS would be responsible for operating the service.

Low-cost transportation for elderly persons is provided throughout Area XV, either by way of ITS's 24 hour advanced reservation service or through contractual agreements with local taxi companies. With the expected delivery of six wheelchair accessible vans in August 1978, transportation for the severely handicapped will be available throughout the

TABLE VI  
SERVICE STANDARD REFINEMENTS

	1977 Service Standards	1977 Selected Alternative	1978 Modifications or Refinements in Service Standards	1978 Refined Selected Alternative
<u>Total Ridership:</u>	535,400	536,312	515,400	516,312
Ridership breakdown				
Elderly	140,000	140,472	120,000	120,472
Non-Elderly Handicapped	58,800	58,875	---	58,875
Other (primarily low- income non-elderly)	68,600	68,965	---	68,965
Commuter	13,000	13,000	---	13,000
Ottumwa Transit	255,000	255,000	---	255,000
<u>Total Revenues</u> (estimated fare revenues only)	\$150,000	\$154,587	\$144,000	\$148,587
<u>Operating expenses:</u>				
Running costs	\$450,000	\$461,526	---	\$461,526
Administrative costs	50,000	54,226	---	54,226
<u>Total Operating costs:</u>	\$500,00	\$515,752	---	\$515,752
<u>Annualized capital costs</u>	\$125,000	\$120,260	---	\$120,260
<u>Total operating and annualized capital costs:</u>	\$625,000	\$636,012	---	\$636,012
<u>Subsidy:</u> per ride subsidy	\$475,000 .89	\$481,425 .90	\$481,000 .93	\$487,425 .94
<u>Area served:</u>	Area XV	Area XV	---	Area XV
<u>Total vehicles in service</u>	50	49	---	49
<u>Annual vehicle miles:</u>	800,00	797,840	---	797,840

Note: Ridership, revenue and cost figures for the 1977 selected alternative and the 1978 refined selected alternative were extrapolated from available 1977 ridership, revenue, and cost data (refer to pages 129-139 of the 1977 Area XV RTDP).

### Implementation of the Five Year Program

Table VII summarizes the steps taken by the Area XV Regional Planning Commission toward implementing the five year program outlined in the 1977 RTDP. As can be seen from this table, considerable progress has been made in initiating and carrying out elements of the region's transit program.

TABLE VII  
 IMPLEMENTATION OF FIVE YEAR PROGRAM  
 (Accomplishments Made Between June 30, 1977 & June 30, 1978)

Steps initiated on the part of the Planning Agency toward implementation.	Tangible results made on implementation.
<p>1. The Area XV Regional Planning Commission assumed the role of the single administrative agency for the provision of area transportation services and established the region's Integrated Transit System (ITS).</p>	<p>1. The Area XV Commission has entered into contractual agreements with the following providers to supply the services described below.</p> <p>A. <u>SIEDA</u> provides transportation for:</p> <ul style="list-style-type: none"> <li>•Elderly persons throughout Area XV.</li> <li>•Headstart students in Appanoose, Jefferson, Keokuk, Van Buren, Wapello Mahaska, Monroe and Lucas Counties.</li> <li>•Tenco Workshop clients in Davis, Jefferson, Keokuk, Lucas, Mahaska, and Wapello Counties.</li> <li>•Eligible Title 19 &amp; 20 clients in Area XV who require transportation to medical clinics in Des Moines and Iowa City.</li> <li>•Day Activity Center (Centerville) clients.</li> <li>•Center of Hope (Ottumwa) clients.</li> </ul> <p>B. <u>City Cab, Inc./Yellow Cab</u> contracts to provide reduced fare service to elderly persons in Ottumwa who do not live near a bus route, and a free fare service to low income One-third Part F students attending Indian Hills Community College.</p>



TABLE VII  
 (Continuation)  
 IMPLEMENTATION OF FIVE YEAR PROGRAM  
 (Accomplishments Made Between June 30, 1977 & June 30, 1978)

<p>2. The Area XV Regional Planning Commission has integrated all individual public transportation providers into ITS.</p> <p>3. Administrative and operational cost efficiencies are anticipated from the newly established Integrated Transit System as a result of consolidation and coordination of previously individualized services.</p> <p>4. A marketing and promotion program for ITS is being conducted by the Area XV Commission staff.</p>	<p>C. <u>Circle Cab</u> contracts to provide reduced fare service for elderly and handicapped persons in Chariton.</p> <p>D. The <u>Van Buren County School</u> system contracts to provide transportation for one isolated Tenco Workshop client.</p> <p>E. <u>Day Activity Center Staff</u> contract to provide transportation for isolated Center clients.</p> <p>2. Former separate transportation services provided by SIEDA, Tenco Workshop and SCICAP are now consolidated into ITS.</p> <p>3. Documentation of cost savings achieved will not be possible until after the end of fiscal year audit is conducted.</p> <p>4. Newspaper advertisements are being run in local newspapers informing the public of the availability of ITS and encouraging its use. Television commercials, brochures and printed schedules are being planned for use in the near future.</p>

TABLE VII  
 (Continuation)  
 IMPLEMENTATION OF FIVE YEAR PROGRAM  
 (Accomplishments Made Between June 30, 1977 & June 30, 1978)

<p>5. The Area XV Regional Planning Commission is working towards the initiation of a commuter service within the region.</p> <p>6. Service gaps identified in the 1977 Area XV RTDP are being filled through ITS.</p> <p>7. A comprehensive study of Ottumwa Transit's operations is being conducted by the Iowa DOT's Public Transit Division in an attempt to identify service gaps and recommend alternative administrative and operation arrangements (see Appendix).</p> <p>8. A number of capital improvements for ITS were implemented in FY 78.</p>	<p>5. Major commuting corridors have been identified and cost comparisons for various commuter vehicles have been generated. Preliminary contacts with major employers in the Ottumwa area have also been made.</p> <p>6. ITS services are now available to serve the transportation needs of the region's low income and carless residents; and with the purchase of six wheelchair lift equipped vans, ITS will be able to serve the severely handicapped.</p> <p>7. In addition to the rider and household surveys conducted as part of this RTDP Update, during March 1978 the Iowa DOT conducted a survey of Ottumwa Transit riders. These results are currently being analyzed and recommendations are expected in the near future.</p> <p>8. Using Section 147 and Title III funds, seven vans were purchased for ITS to replace worn-out vehicles. Also, six lift-equipped small buses were ordered with Section 147 monies.</p>
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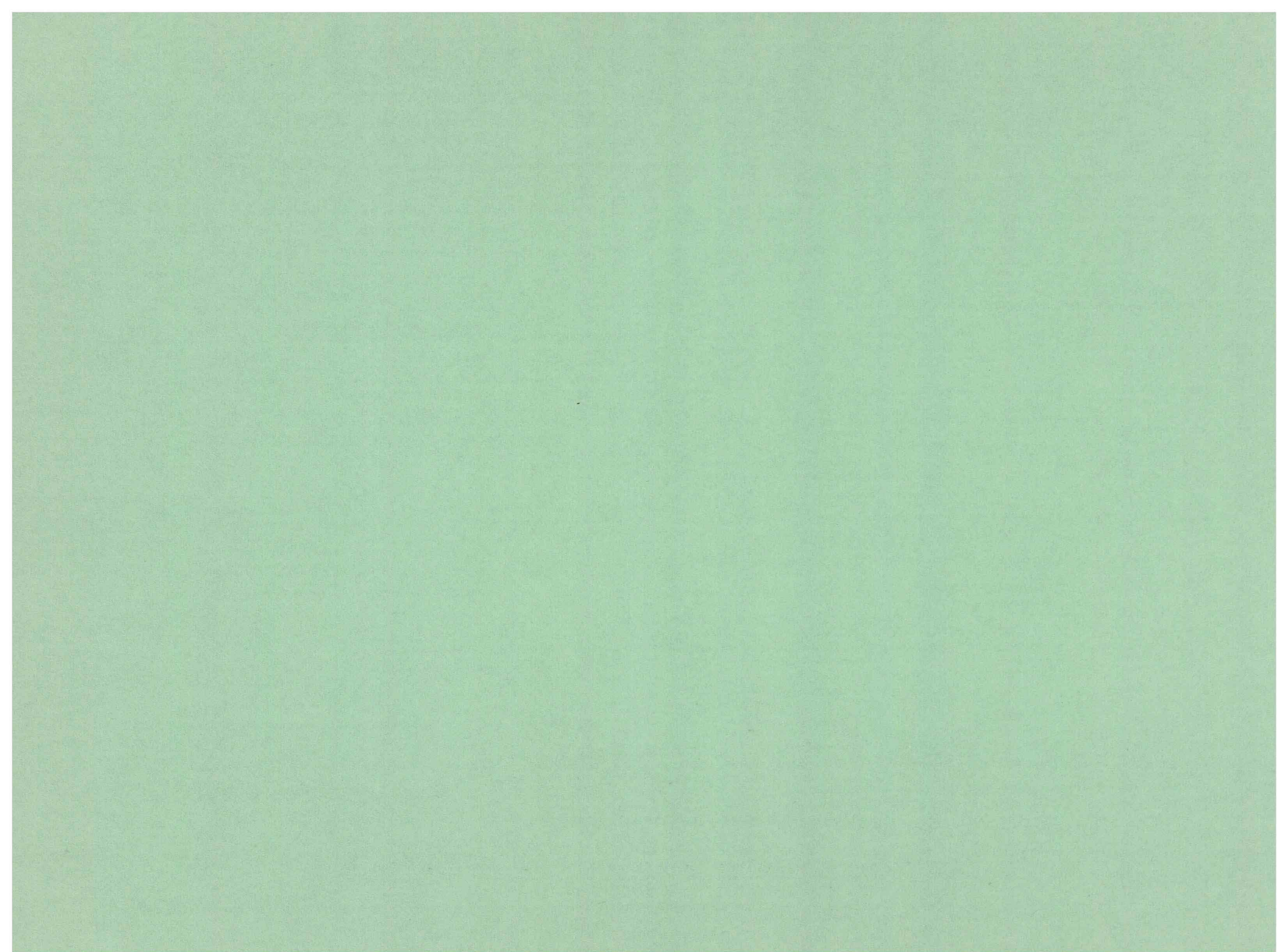
## Conclusions

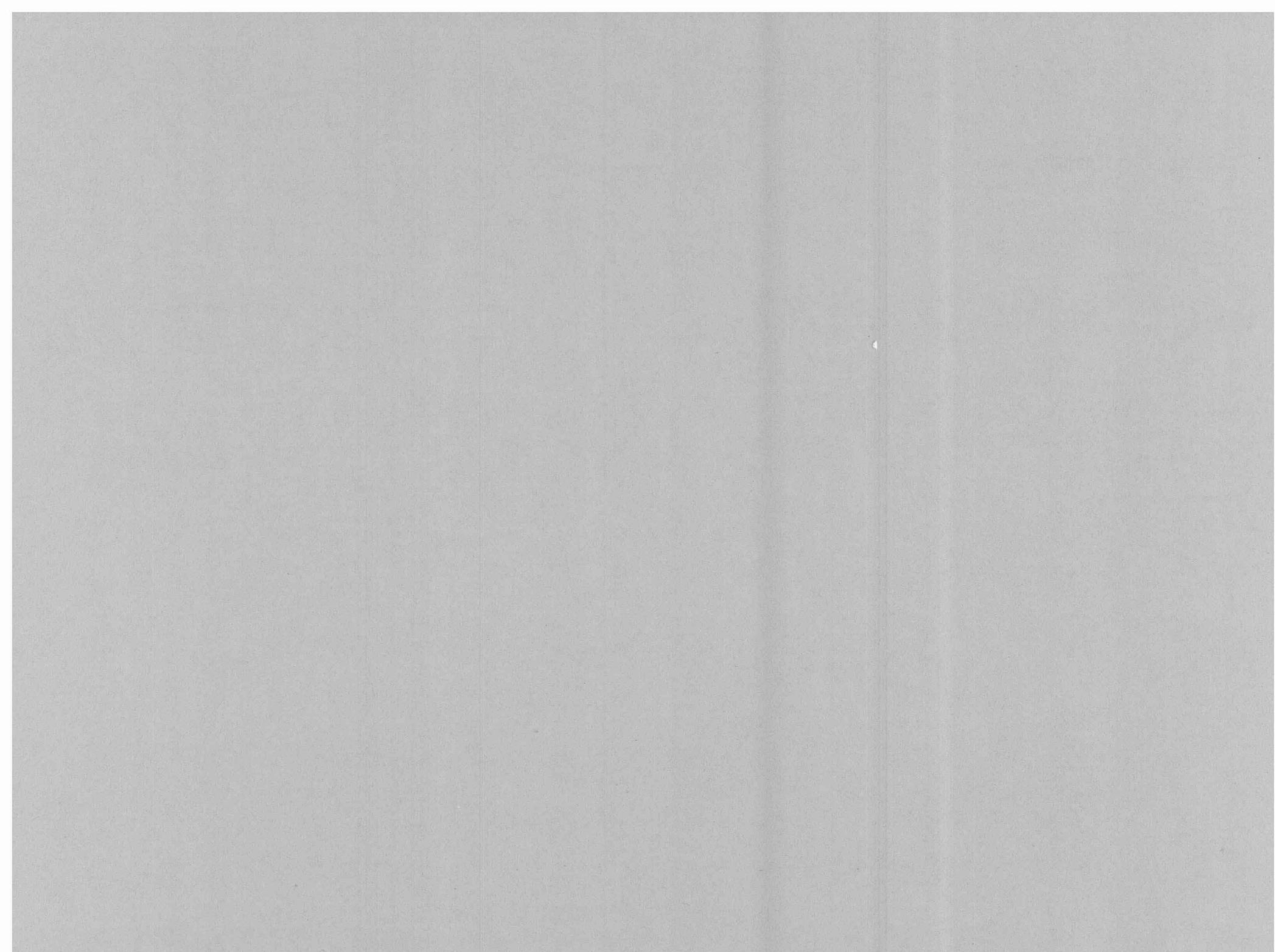
A single administrative agency, the Area XV Regional Planning Commission, provides the administrative and overhead support services for the region's newly established Integrated Transit System (ITS). The Area XV Commission is directly responsible for the following administrative tasks: overall system management, record keeping, planning, marketing, and monitoring and evaluation. Actual service operations are provided by SIEDA, local taxi companies and others through contractual agreements with the Area XV Commission.

Benefits provided by the single administrative agency over past multiple agency arrangements include a reduction of administrative service duplication, its associated costs, and the competition between agencies for limited public funds. The single agency also has more flexibility to modify services, transfer available resources and develop new programs. And most importantly, the designation of a single administrative agency was a necessary precondition for the coordination and consolidation of various separate regional transit services into a single integrated system.

The RTDP planning process provides the context necessary to ensure that decisions affecting transit in Area XV will be directed to meet federal, state and local needs and objectives. This process in turn helps to assure the effective use of existing transit program resources and available funds. The 1978 Area XV RTDP Update documents actions taken by the region to bring it into compliance with the State Transit Plan. Thus in order to remain in compliance with the State Plan and meet local goals and objectives effectively, it is important that the 1977 and 1978 RTDP's serve as the only justification for transit projects slated for implementation in Area XV. Projects that fail to comply with the above RTDP's should not be approved.







**SECTION IV**





## SECTION IV

### Revised Five Year Program

This section documents the revised five year Area XV transit budget program based on the modifications and accomplishments made in implementing the 1977 selected alternative. In the 1977 RTDP, this information was presented in a "lump-sum" regional total only, while in this 1978 Update, capital and operating programs are provided for each individual transit service as well as the overall regional totals.

Operational Forecast. Table VIII provides the projected five year operating program for each para-transit/transit service in Area XV.

Past Year (FY77). Prior to the establishment of the Integrated Transit System (ITS), SIEDA and Tenco Workshop operated their own individual transportation services. SIEDA's major funding sources for providing transit services during FY77 included: Title III of the Older Americans Act (\$72,000), Iowa DOT transit assistance monies (\$53,859), farebox revenue (\$30,560), HEW's Office of Child Development (\$29,870), and Title XX of the Social Security Act (\$3,669). Tenco Workshop financed its transportation services with Title XX funds (\$37,542). SCICAP relied on monies from the Office of Child Development (\$7,800) in order to provide service to Headstart children.

Ottumwa Transit's operating expenses in FY77 were covered by three funding sources, a local two mill property tax levy (\$92,000), farebox revenues (\$72,412), and Iowa DOT transit assistance (\$42,932).

Present Year (FY78). During FY78, SIEDA's and Tenco Workshop's transportation services were consolidated under ITS, existing services were expanded and new services were implemented. ITS utilized

several funding sources to cover operating expenses during FY78, including: \$94,722 in Title III funds (approximately \$5,000 of this amount was used to contract with City Cab, Inc./Yellow Cab in Ottumwa to provide reduced fare service to the elderly), \$72,000 in Iowa DOT Transit assistance, \$30,000 in farebox revenue, \$11,119 from a Section 147 grant, \$29,699 from the Office of Child Development, \$19,314 in contract income (primarily Title XX funds from Tenco Workshop), and approximately \$11,457 in Title XIX and Title XX funds. In addition, about \$300 from the region's Section 147 grant was budgeted to cover the initial two months' costs of a six month trial demonstration project with Circle Cab in Chariton. The Area XV Regional Planning Commission agreed to subsidize the rides of elderly and handicapped persons using Circle Cab.

SCICAP, which maintained its own separate transportation service in FY78, continued to rely on Office of Child Development funds (\$7,850) to cover operating costs.

Ottumwa's Transit's annual operating expenses during FY78 totaled \$236,778. Revenues used to cover these costs included \$96,300 in local property taxes, about \$83,838 from fares and \$56,640 in transit assistance monies from the Iowa DOT.

Year 1 (FY79). In FY79 SCICAP's transportation services will be consolidated into ITS, thus increasing the total revenue ITS receives from the Office of Child Development to \$42,192. Farebox revenue is projected to increase to approximately \$45,688 (of which \$38,736 will be used for operating expenses and \$6,952 for capital costs) as a result of increased ridership. Section 147 funds used to offset the cost of operating the proposed commuter service as well as other operating expenses will be increased to \$49,300 to reflect the cost of a full year's service and the contract with City Cab in Ottumwa using Title III funds will be boosted to \$6,000, again to reflect the cost of a full year's service. An additional \$700 in Section 147 monies will be utilized to subsidize Chariton's Circle Cab for the remaining four months of the trial demonstration project, and another \$76,975 in Title III funds will be available

to support services provided by ITS. Other projected revenue sources that will be used by ITS to meet operating expenses in FY79 include: \$134,503 in transit assistance from the Iowa DOT, \$4,267 from local governments, about \$10,500 in Title XIX and Title XX monies, another \$7,875 in Title VII funds and a total of \$52,100 in contract income (\$46,800 from Tenco Workshop, \$1,800 from the Day Activity Center and \$3,500 from the Center of Hope).

In FY79 Ottumwa Transit's annual operating expenses are projected to increase to \$242,600 and are expected to remain at approximately this level over the next three years (discounting the effects of inflation). Local property taxes (\$105,000), fare revenue (\$75,000) and Iowa DOT transit assistance (\$62,600) will be used to offset these costs.

Year 2 (FY80). During FY80, existing services will be maintained as will the major funding sources. The two year Section 147 demonstration project terminates on November 30, 1979, thus reducing the Section 147 available operating money to \$19,005. It is anticipated that after this date the commuter service will be self-supporting and will not have to rely on outside funding. Farebox revenue collected by ITS is expected to remain at \$45,688 (\$38,249 for operating and \$7,439 for capital expenses).

Years 3 & 4 (FY81 & 82). The level of service provided and its associated operating costs are expected to stabilize during FY's 81 and 82. Revenue sources and amounts are also expected to remain about the same as experienced in FY80.

Capital Purchase Forecast. Table IX shows the projected five year capital program for each paratransit/transit operation in Area XV.

Past Year (FY77). During FY77, SIEDA was the only transportation provider in the region to purchase new vehicles. SIEDA purchased seven regular vans as replacements for older worn out vehicles in its fleet. Four of these vans were purchased with Office of

TABLE VIII  
FIVE YEAR OPERATING PROGRAM  
ITS

Project Title	Termini (general description)	Length or Equipment	Type of Work	Funding Source	Past Year FY 77	Present Year (Annual Element) FY 78	Year 1 FY 79	Year 2 FY 80	Year 3 FY 81	Year 4 FY 82	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Maintenance of existing service SIEDA	24 hr. advanced reservation & fixed route service		4	Iowa DOT Fares Title III Title XX Office of Child Dev.	\$53,859 30,560 72,000 3,669 29,870						
Tenco	Fixed route service			Title XX	37,542						
Establish Integrated Transit System (ITS)	Consolidation of services under single administrative agency, expansion of existing services & provision of new services; 24 hr. advanced reserva-		9	Iowa DOT Fares Title III Local Title XIX & Title XX Office of Child Dev. Sec. 147 Title VII		\$72,000 30,000 89,722 11,457 29,699 11,119	\$134,503 38,736 76,975 4,267 10,500 42,192 49,300 7,875	\$134,503 38,249 76,975 4,267 10,500 42,192 19,005 7,875	\$134,503 36,136 76,975 4,267 10,500 42,192 7,875	\$134,503 45,688 76,975 4,267 10,500 42,192 7,875	\$610,012 188,809 397,622 17,068 53,457 198,467 79,424 31,500
<b>TYPE OF WORK</b>					<b>Total</b>	Continued on next page					

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

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

TABLE VIII  
FIVE YEAR OPERATING PROGRAM  
ITS continued

Project Title	Termini (general description)	Length or Equipment	Type of Work	Funding Source	Past Year FY 77	Present Year (Annual Element) FY 78	Year 1 FY 79	Year 2 FY 80	Year 3 FY 81	Year 4 FY 82	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
	tion, fixed route & demand-response service			Contract Income							
				Tenco		\$19,314	\$46,800	\$46,800	\$46,800	\$46,800	\$206,514
				DAC			1,800	1,800	1,800	1,800	7,200
				C. of Hope			3,500	3,500	3,500	3,500	14,000
Contract with City Cab, Inc./ Yellow Cab to provide reduced fare service to elderly in Ottumwa	24 hr. advanced reservation service		9	Title III		5,000	6,000	6,000	6,000	6,000	29,000
Contract with Circle Cab to provide reduced fare service to elderly & handicapped in Chariton	Demand-response service		9	Sec. 147		300*	700*				1,000
<b>Total</b>					\$227,500	\$268,611	\$423,148	\$391,666	\$370,548	\$380,100	\$1,834,073

TYPE OF WORK

Work Code Operational

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

Work Code Operational

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

\*Based on six month trial demonstration project (May - Oct. 1978).

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TABLE VIII continued  
 FIVE YEAR OPERATING PROGRAM  
 SCICAP

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Maintenance of existing service	Fixed route service		4	Office of Child Dev.	\$7,800	\$7,850					\$7,850
				Total	\$7,800	\$7,850					\$7,850

112

TYPE OF WORK

Work Code    Operational

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

Work Code    Operational

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

TABLE VIII continued  
 FIVE YEAR OPERATING PROGRAM  
 Ottumwa Transit

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)	
Maintenance of existing service	Fixed route bus service		4	Local Iowa DOT Fares	\$92,000 42,932 72,412	\$96,300 56,640 83,838	\$105,000 62,600 75,000	\$105,000 62,600 75,000	\$105,000 62,600 75,000	\$105,000 62,600 75,000	\$516,300 307,040 383,838	
<b>TYPE OF WORK</b>					<b>Total</b>	<b>\$207,344</b>	<b>\$236,778</b>	<b>\$242,600</b>	<b>\$242,600</b>	<b>\$242,600</b>	<b>\$242,600</b>	<b>\$1,207,178</b>

Work Code    Operational

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

Work Code    Operational

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

TABLE VIII continued  
 FIVE YEAR OPERATING PROGRAM  
 City Cab, Inc./Yellow Cab (Ottumwa)

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Refer to Table VIII-ITS											
<u>TYPE OF WORK</u>				Total							

114

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

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



TABLE VIII continued  
 FIVE YEAR OPERATING PROGRAM  
 Circle Cab (Chariton)

Project Title	Termini (general description)	Length or Equipment	Type of Work	Funding Source	Past Year FY 77	Present Year (Annual Element) FY 78	Year 1 FY 79	Year 2 FY 80	Year 3 FY 81	Year 4 FY 82	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Refer to Table VIII-ITS											
				Total							

TYPE OF WORK

Work Code    Operational

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

Work Code    Operational

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

TABLE VIII continued  
 FIVE YEAR OPERATING PROGRAM  
 Gabel's Cab (Oskaloosa)

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

TYPE OF WORK

Work Code    Operational

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

Work Code    Operational

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

TABLE VIII continued  
 FIVE YEAR OPERATING PROGRAM  
 Sacco's Cab (Centerville)

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

117

TYPE OF WORK

Work Code    Operational

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

Work Code    Operational

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

TABLE VIII continued  
 FIVE YEAR OPERATING PROGRAM  
 Fairfield Cab (Fairfield)

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

811

Work Code    Operational

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

Work Code    Operational

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

Child Development funds (\$28,685) and the other three were obtained with Title III monies (\$21,513).

Present Year (FY78). ITS bought seven replacement vans in FY78 using Title III (\$33,501) and Section 147 (\$18,509) funds. In addition, six lift-equipped small buses were purchased using Section 147 monies (\$98,305) in order to be able to provide transportation for the severely handicapped. No other transportation provider in Area XV made capital purchases during FY78.

Year 1 (FY79). During FY79, ITS will purchase five lift-equipped small buses as replacement vehicles using UMTA 16(b)(2) monies (\$84,273), Iowa DOT funds (\$14,116) and fare revenues (\$6,952). ITS is also slated to buy a commuter vehicle using Section 147 funds (\$22,686).

Ottumwa Transit is programmed to purchase eight new buses during FY79 to replace their old, antiquated vehicles. The total cost of this project is estimated to be approximately \$585,000 and will be funded using UMTA Section 3 grant money (\$468,000), Iowa DOT transit assistance (\$78,000) and local contributions (\$39,000).

Year 2 (FY80). ITS is scheduled to purchase five lift-equipped small buses in FY80 as replacement vehicles. Funding sources will include UMTA Section 3 grant monies (\$90,169), Iowa DOT funds (\$15,103) and fare revenue (\$7,439).

Year 3 (FY81). During FY81, ITS is programmed to purchase six lift-equipped small buses as replacement vehicles at a cost totaling approximately \$144,718. Revenues to finance this purchase will include \$115,774 from an UMTA Section 3 grant, \$19,392 in Iowa DOT assistance and \$9,552 in fare revenue.

Year 4 (FY82). No capital purchases are programmed for FY82 at this time.

TABLE IX  
FIVE YEAR CAPITAL PROGRAM  
ITS

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Fleet replacement	Replace old vans	7 vans	11	Office of Child Dev. Title III	\$28,685 21,513						
Fleet replacement	Replace old vans	7 vans	11	Title III Sec. 147		\$33,501 18,509					\$33,501 18,509
Fleet expansion	Addition of lift-equipped vehicles	6 lift-equipped small buses	11	Sec 147		98,305					98,305
Fleet expansion	Commuter vehicle	1 bus	11	Sec. 147			\$22,686				22,686
Fleet replacement	Replace old vans	5 lift-equipped small buses	11	UMTA 16(b)2 Iowa DOT Fares			84,273 14,116 6,952				84,273 14,116 6,952
Fleet replacement	Replace old vans	5 lift-equipped small buses	11	UMTA-Sec. 3 Iowa DOT Fares				\$90,169 15,103 7,439			90,169 15,103 7,439
<b>TYPE OF WORK</b>				<b>Total</b>	Continued on next page						

Work Code    Capital

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

TABLE IX  
FIVE YEAR CAPITAL PROGRAM  
ITS continued

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Fleet replacement	Replace old vans	6 lift-equipped small buses	11	UMTA-Sec. 3 Iowa DOT Fares					\$115,774 19,392 9,552		\$115,774 19,392 9,552
<b>TYPE OF WORK</b>					<b>Total</b>	\$50,198	\$150,315	\$128,027	\$112,711	\$144,718	\$535,771

Work Code    Capital

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

TABLE IX continued  
 FIVE YEAR CAPITAL PROGRAM  
 SCICAP

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

122

TYPE OF WORK

Work Code    Capital

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



TABLE IX continued  
 FIVE YEAR CAPITAL PROGRAM  
 Ottumwa Transit

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)
Fleet replacement	Replace old buses	8 buses	11	UMTA- Sec.3 Local Iowa DOT			\$468,000 39,000 78,000				\$468,000 39,000 78,000
<u>TYPE OF WORK</u>				Total			\$585,000				\$585,000

Work Code    Capital

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

TABLE IX continued  
 FIVE YEAR CAPITAL PROGRAM  
 City Cab Inc./Yellow Cab (Ottumwa)

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

124

TYPE OF WORK

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

TABLE IX continued  
 FIVE YEAR CAPITAL PROGRAM  
 Circle Cab (Chariton)

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

Work Code    Capital

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

TABLE IX continued  
 FIVE YEAR CAPITAL PROGRAM  
 Gabel's Cab (Oskaloosa)

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

Work Code    Capital

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

TABLE IX continued  
 FIVE YEAR CAPITAL PROGRAM  
 Sacco's Cab (Centerville)

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

Work Code    Capital

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

TABLE IX continued  
 FIVE YEAR CAPITAL PROGRAM  
 Fairfield Cab (Fairfield)

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

Work Code    Capital

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

Regional Totals-Operating. Table X contains the regional totals for the projected five year transportation operating program in Area XV. The total revenue available to cover operating costs in FY78 was approximately \$513,239. Thus in order to operate a variety of paratransit services throughout Area XV and provide public transit in Ottumwa, it was necessary to secure over one-half million dollars worth of revenue.

Iowa DOT transit assistance made up the largest single source of income, \$128,640. Passenger fares and contributions (\$113,838), local government monies (\$96,300) and Title III grant funds (\$94,722) also constituted major sources of operating revenue. Smaller amounts of income were obtained from the Office of Child Development, contract income, Title XIX and Title XX and a Section 147 grant. The growth in operating expenses from FY77 (\$405,102) to FY78 can be attributed to the expanded service provided by ITS, administrative and evaluation costs associated with the Section 147 project and the understanding of administrative costs by some service providers in FY77.

Operating costs and matching revenues in FY79 are projected to total approximately \$665,748. In order to cover these higher costs, revenue increases are expected from the following sources: Iowa DOT assistance (\$197,103), revenue from local governments (\$109,267), contract income (\$52,100), Section 147 funds (\$50,000), and Office of Child Development monies (\$42,192). Also, a new revenue source, Title VII, will provide approximately \$7,875. Amounts of income received from all sources are expected to be similar to FY78.

By FY80, \$634,266 in projected revenue will be required to provide paratransit/transit services in Area XV. This decline in revenues from FY79 stems in large part from the termination of the Section 147 Demonstration project at the end of November 1979. Thus, the additional administrative and evaluation expenses will cease and the commuter service should be self-supporting.

TABLE X  
FIVE YEAR OPERATING PROGRAM  
Regional Totals

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year FY 77 (6)	Present Year (Annual Element) FY 78 (7)	Year 1 FY 79 (8)	Year 2 FY 80 (9)	Year 3 FY 81 (10)	Year 4 FY 82 (11)	Total 5 yr. Program (12)	
Maintenance of existing service	Fixed route & 24hr. advanced reservation service		4	Title III Title XX Office of Child Dev. Iowa DOT Local Fares	\$72,000 3,669 37,670 96,791 92,000 102,972	\$7,850 56,640 96,300 83,838	\$62,600 \$62,600 105,000 75,000	\$62,600 \$62,600 105,000 75,000	\$62,600 \$62,600 105,000 75,000	\$62,600 \$62,600 105,000 75,000	\$7,850 307,040 516,300 383,838	
Establish Integrated Transit System (ITS) & contracts with City Cab, Inc./ Yellow Cab & Circle Cab	Consolidation of services under single administrative agency, expansion of existing services & provision of new services; 24 hr. advanced reservation, fixed route & demand-response service		9	Iowa DOT Title III Title XIX & Title XX Office of Child Dev. Local Sec. 147 Fares Contract Income Title XXI		72,000 94,722 11,457 29,699 4,267 11,419 30,000 19,314	134,503 82,975 10,500 42,192 4,267 50,000 38,736 52,100	134,503 82,975 10,500 42,192 4,267 19,005 38,249 52,100	134,503 82,975 10,500 42,192 4,267 36,136 7,875	134,503 82,975 10,500 42,192 4,267 45,688 7,875	610,012 426,622 53,457 198,467 17,068 80,424 188,809 227,714 31,500	
<b>TYPE OF WORK</b>					<b>Total</b>	<b>\$405,102</b>	<b>\$513,239</b>	<b>\$665,748</b>	<b>\$634,266</b>	<b>\$613,148</b>	<b>\$622,700</b>	<b>\$3,049,101</b>

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

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



Approximately \$613,148 and \$622,700 in funding support will be necessary to maintain the programmed services during FY81 and FY82. Existing revenue sources are expected to remain stable during this period.

The estimated total operating budget for Area XV's five year program is expected to cost \$3,049,101.

Regional Totals-Capital. The five year capital program regional totals for Area XV are provided in Table XI. During the past year (FY77), seven replacement vans costing \$50,198 were purchased by SIEDA using Office of Child Development and Title III funds. In FY78 ITS purchased seven standard vans as replacement vehicles with Title III and Section 147 monies. ITS also expanded its vehicle fleet through the purchase of six lift-equipped small buses using Section 147 funds. The total capital cost of these 13 vehicles was \$150,315.

Eight new buses for Ottumwa Transit are budgeted in FY79 to replace the existing aged fleet. Income from an UMTA Section 3 grant, Iowa DOT transit assistance and local funds will be used to finance this \$585,000 capital purchase. In addition, five lift-equipped small buses and a small commuter vehicle are slated to be purchased by ITS using Section 147, Section 16(b)(2), Iowa DOT, local and fare revenue sources for a total capital budget of \$713,027 in FY79.

ITS is scheduled to buy five lift-equipped small buses as replacement vehicles during FY80. These vehicles will be funded using UMTA Section 3, Iowa DOT and farebox revenues for a total cost of \$112,711. During FY81, six lift-equipped small buses are slated for purchase by ITS as replacement vehicles. This \$144,718 capital cost will be financed with income from an UMTA Section 3 grant, Iowa DOT transit assistance and fare revenue. No capital purchases are budgeted for FY82 at this time.

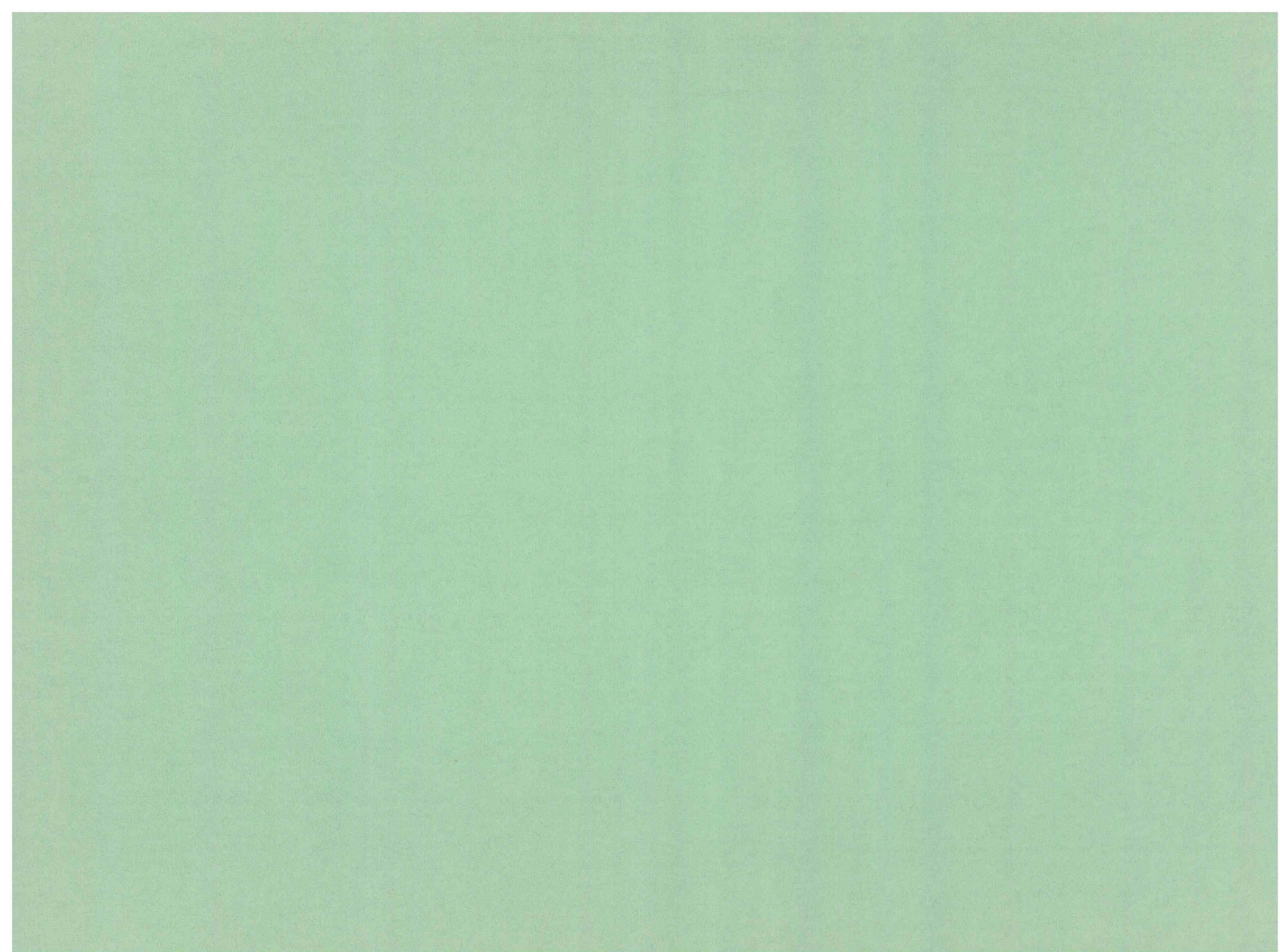
Area XV's five year capital program is projected to cost \$1,120,771.

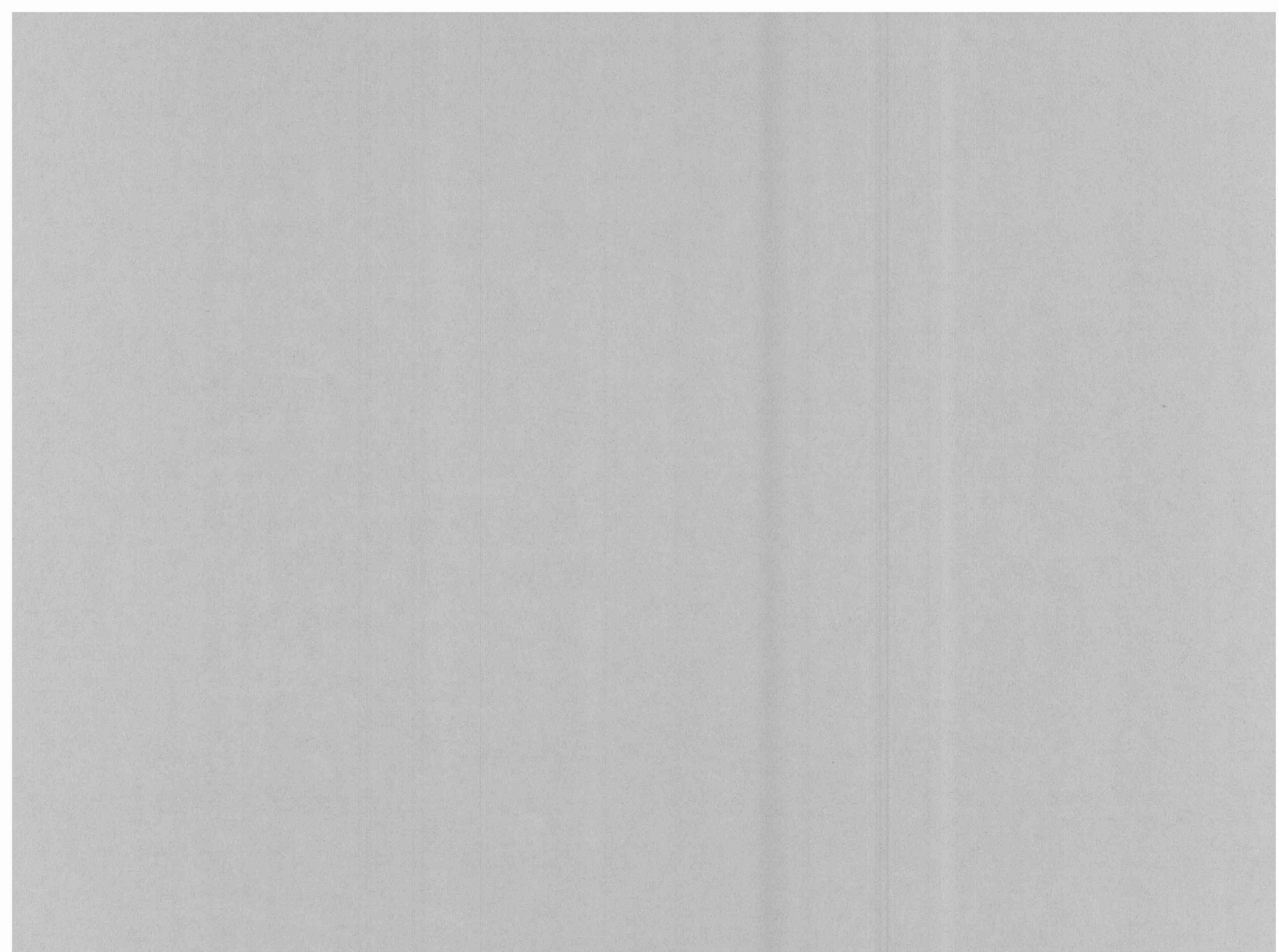
TABLE XI  
FIVE YEAR CAPITAL PROGRAM  
Regional Totals

Project Title	Termini (general description)	Length or Equipment	Type of Work	Funding Source	Past Year FY 77	Present Year (Annual Element) FY 78	Year 1 FY 79	Year 2 FY 80	Year 3 FY 81	Year 4 FY 82	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Fleet replacement	Replace old vans	7 vans	11	Office of Child Dev. Title III	\$28,685						
Fleet replacement	Replace old vans & old buses	7 vans, 16 lift-equipped small buses & 8 buses	11	Title III Sec. 147 UMTA 16(b)2 UMTA-Sec. 3 Iowa DOT Local Fares	21,513	\$33,501 18,509	\$84,273 468,000 92,116 39,000 6,952	\$90,169 15,103 7,439	\$115,774 19,392 9,552		\$33,501 18,509 84,273 673,943 126,611 39,000 23,943
Fleet expansion	Addition of lift-equipped vehicles & a commuter vehicle	6 lift-equipped small buses & 1 bus	11	Sec. 147		98,305	22,686				120,991
<b>TYPE OF WORK</b>					<b>Total</b>	<b>\$50,198</b>	<b>\$150,315</b>	<b>\$713,027</b>	<b>\$112,711</b>	<b>\$144,718</b>	<b>\$1,120,771</b>

Work Code    Capital

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





# APPENDIX



IOWA DOT SELF-IDENTIFICATION FORM

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

Courier  
Ottumwa, Ia 52501  
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MAY 12 1978

# Revised bus service is proposed

By RUSS BAUER  
Courier staff writer

The Ottumwa City Council and Ottumwa Transit Authority are reviewing a proposal to revise city bus service and reduce operating costs by \$42,000 per year.

Riaz Chaudry, operations analyst for the Iowa Department of Transportation, told city officials Thursday afternoon about results of a DOT study of the bus service which was initiated Feb. 15.

He said the goal is to improve the transit system in view of declining ridership and increasing operational costs.

The suggested revision includes beginning weekday service one-half hour earlier, at 6:15 a.m., to give riders sufficient time to get to work.

The proposal calls for reducing the number of buses used during peak periods of the day from seven to five.

This, Chaudry said, can be accomplished by combining two south-side routes: Chester-Richmond and Sheridan Avenue.

The city bus service presently has three south-side routes. The third is Milner-Ward.

He said two buses would be sufficient to

handle the south routes because the combined peak ridership of the existing three routes is 65 persons.

The east route would be cut off at North Street instead of Herrmann Avenue, the analyst said, because only six persons a day use the service east of North Street.

The North-Court route would remain the same, but buses would make two trips to Ottumwa Heights College in the morning and two trips at the end of the day. The on-board survey showed no ridership from the college at mid-day.

The mid-day schedule would be operated with one bus alternating between the West End route and Jefferson-Van Buren and another bus would alternate between the Court Street route and the two south-side routes.

Chaudry said the proposed route changes would reduce the number of actual bus hours to 60 percent which would save the city \$160 per day or \$800 per week.

The city presently leases buses from Ottumwa Transit Lines on an hourly basis.

The specialist told local officials if the city ever decides to buy its own buses the study shows it could get by with six buses instead of eight.

The DOT officials met with local officials this week to obtain their ideas and suggestions before making a final draft of the proposal.

Jerry Rollins of the transit board said a public hearing would be held before any changes are made in local bus service.

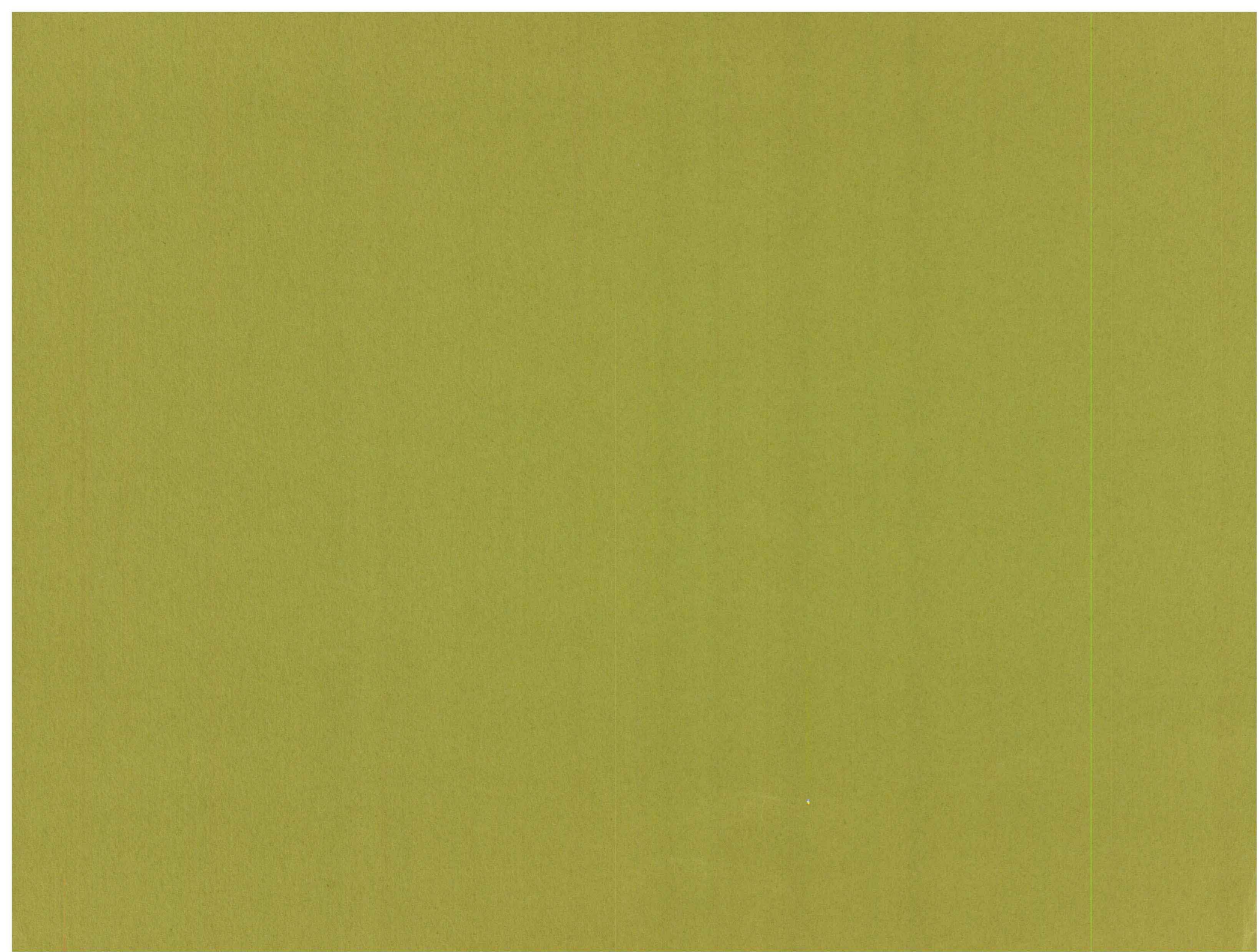
Rollins said the cost of city bus service for the fiscal year ending June 30 will be about \$235,000.

Recently, fares have paid about one-third of the operating costs while the balance was paid from the two-mill levy authorized by Ottumwa citizens and additional money from the Iowa DOT.









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