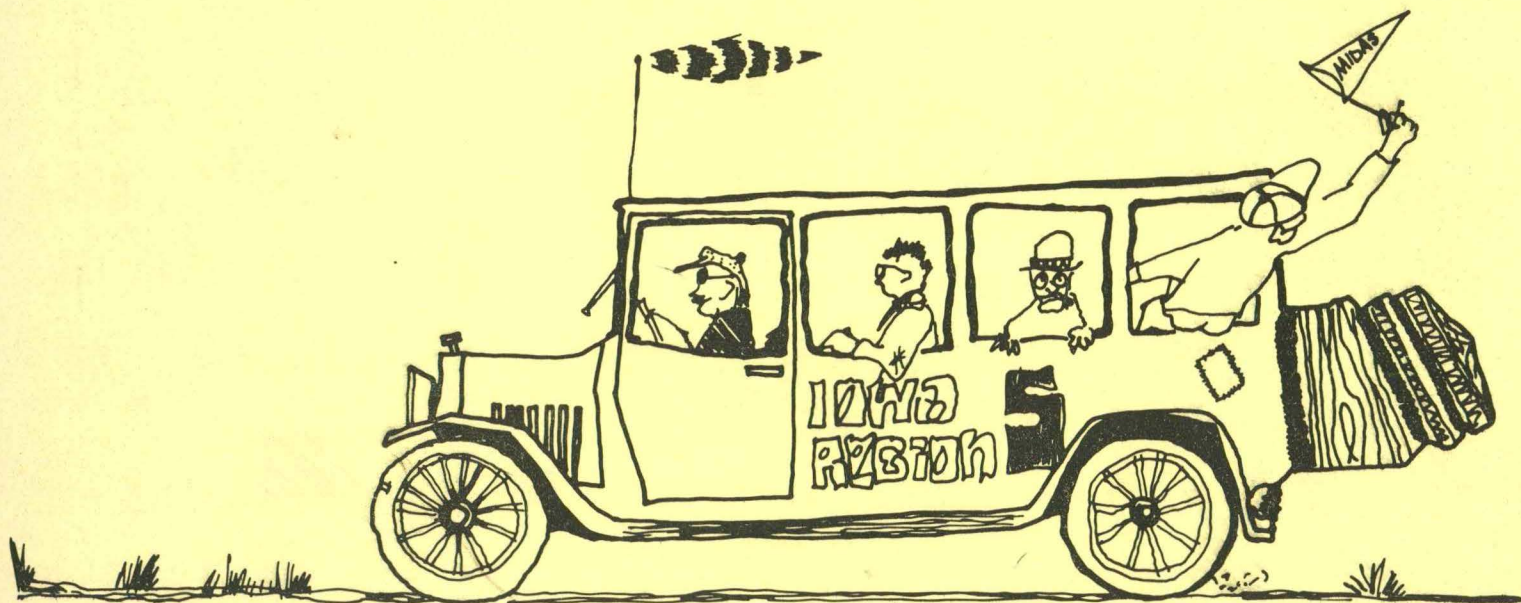


HE
5633
.I8
M53
1977

REGIONAL TRANSIT DEVELOPMENT PROGRAM

REGION V



MIDAS COUNCIL OF GOVERNMENTS - 1977

ACKNOWLEDGMENT

The preparation of this document was financed, in part, through state transportation planning funds from the Iowa Department of Transportation and a Section 9 (Urban Mass Transportation Act, as amended) Technical Studies Grant from the United States Department of Transportation, Urban Mass Transportation Administration (IA-09-8002).

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.

BEFORE THE
MID IOWA DEVELOPMENT ASSOCIATION
COUNCIL OF GOVERNMENTS
RESOLUTION NO. 77-01

IN THE MATTER OF A
REGIONAL TRANSIT
DEVELOPMENT PROGRAM

A RESOLUTION AUTHORIZING THE
MIDAS COUNCIL OF GOVERNMENTS
TO ADOPT THE IOWA SUB-AREA 5
REGIONAL TRANSIT DEVELOPMENT
PROGRAM

WHEREAS, the Iowa Department of Transportation contracted with the MIDAS Council of Governments on December 16, 1976 for the purpose of providing funding and technical assistance for the preparation of a Regional Transit Development Program and,

WHEREAS, the Mid Iowa Development Association (MIDAS) is a Council of Governments formed under Iow- Code Chapter 28E and,

WHEREAS, the MIDAS Council of Governments is an eligible recipient of Local, State and Federal funds and,

WHEREAS, the MIDAS Council of Governments has completed its obligations under the Contract with the Iowa Department of Transportation and,

WHEREAS, MIDAS Council of Governments' Executive Committee believes that a comprehensive public transit program will promote the effectiveness of public transit services in Region 5 and program cooperation;

NOW, THEREFORE, BE IT RESOLVED, that the Mid Iowa Development Association Council of Governments hereby adopts the Mid Iowa Regional Transit Development Program of 1977, as approved by the U.S. Department of Transportation Urban Mass Transit Administration.

SIGNED: Richard L. Fleming

Supervisor, Richard L. Fleming
Chairman, MIDAS Council of Governments

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Mid Iowa Development Association Council of Governments duly adopted at a meeting thereof held on the 30th day of November, 1977.

SIGNED: Clarence E. Rice

Clarence Rice, Secretary

TRANSIT DEVELOPMENT PROGRAM

FOR THE

MID-IOWA-AREA 5 REGION

THE PREPARATION OF THIS DOCUMENT WAS FINANCIALLY AIDED BY THE IOWA DEPARTMENT OF TRANSPORTATION THROUGH PROJECT PLANNING FUNDS MADE AVAILABLE AS A RESULT OF SECTION 9 OF THE URBAN MASS TRANSPORTATION ACT OF 1964.

PREPARED BY:

MIDAS COUNCIL OF GOVERNMENTS
12 SOUTH 10TH STREET
FORT DODGE, IA 50501

MIDAS REGIONAL COUNCIL OF GOVERNMENTS

EXECUTIVE COMMITTEE

NAME

REPRESENTING

Chairman Richard Fleming	Supervisor - Webster County
Vice-Chairman Marilyn McCrary	Lake City
Secretary Clarence Rice	Area 5 Extension
Dale Hillyer	Citizen
Ramon Hinde	Pocahontas City
Herman Rubel	Supervisor - Pocahontas County
Earl Underbrink	Past President
Ben Bjornson	Humboldt County
Richard Lanning	Citizen
Jerry Weber	Calhoun County
Larry E. Olson	Wright County
Mayor Alvin Pettit	Badger
Mayor Herbert Conlon	Fort Dodge
Stuart Schlafke	Supervisor - Hamilton County
Paul Niebur	Treasurer

STAFF

Jonathan M. Rutstein	Executive Director
Peter H. Olson	Director of Planning
Margaret Vonderhaar	Assistant Regional Planner
Gary Mahannah	Assistant Regional Planner
Susan Pedersen	Transportation Coordinator
Pearl Bradley	Bookkeeper
Mary Jo DeLanoit	Secretary II
Nancy Junkman	Secretary I
Kay Wellner	Draftperson

REGIONAL TRANSPORTATION DEVELOPMENT PLAN
COMMITTEE

1. John Evans	Fort Dodge Transportation	Fort Dodge, IA
2. Jay Harnbeight	Jefferson Lines, Inc.	Joplin, MO
3. Bill Keller	Jefferson Lines, Inc.	Des Moines, IA
4. Bill Ankrum	601 Webster Street	Webster City, IA
5. Clyde Knight	Senior Aide Area Agency on Aging	Goldfield, IA
6. Doris Godfrey	Eagle Grove/Goldfield Dis.	Eagle Grove, IA
7. Louis Labus	E.G./Goldfield Bus Driver	Eagle Grove, IA
8. Larry Olson	Board of Supervisors	Clarion
9. Cynthia R. Olsen	VISTA-YOUR, Inc.	Webster City, IA
10. Dorothy Rhinehart	Outreach-YOUR, Inc.	Webster City, IA
11. Melinda Petersen	Wright Co. Opportunities-Dir.	Clarion, IA
12. Norma Frakes	Hamilton Co. Social Services	Webster City, IA
13. Charles Wood		Webster City, IA
14. J. R. Johnson	R.S.V.P.-Director	Webster City, IA
15. Paul Niebur	City Clerk	Eagle Grove, IA
16. Gerald Knight	City of Rowan	Rowan, IA
17. Virgil Smith	City Councilman	Humboldt, IA
18. Jean Kleve	Humboldt Mayor	Humboldt, IA
19. Catherine Cain	Dir.-Ft. Dodge Sr. Center	Fort Dodge, IA
20. Morris M. Kirchof	IA State Services for Crippled Children	Fort Dodge, IA
21. Carol Reeves	IA Children & Family Services	Fort Dodge, IA
22. Alice Edge	Humboldt/Dakota City Busing	Humboldt, IA
23. Lynda Overson	Dir.-Livermore Oppor.	Humboldt, IA
24. H. D. Black	City Representative	Rockwell City, IA
25. Ed Bangtson	Area Agency on Aging	Fort Dodge, IA
26. Marie Peel	Calhoun County AAA	Pomeroy, IA
27. Jim Clark	Pocahontas Busing	Pocahontas, IA
28. Vergene Bailey	Good Samaritan Home	Laurens, IA
29. Cindy Fraser	Good Samaritan Home	Laurens, IA
30. Don Dowling	City Clerk	Lake City, IA
31. Ron Walrod	Calhoun Co.-D.S.S.	Somers, IA
32. Jim Elling	Iowa Coaches	
33. J. R. Slaw	Iowa Coaches	
34. Herman Rubel	Pocahontas Supervisor	Laurens, IA
35. Richard Bush	Pocahontas Supervisor	Plover, IA
36. Robert Rohrer	Ft. Dodge Transit Authority	Fort Dodge, IA
37. Catherine Osterman	AAA-Sr. Aide	Fort Dodge, IA
38. Larry Purcell	Ia. Central Rehab. Center	Fort Dodge, IA
39. Dee Kruger	Area V Dev. Disabilities	Fort Dodge, IA
40. Herb Conlon	Mayor	Fort Dodge, IA
41. Greg Malmstrom	Dir.-Public Works	Webster City, IA
42. Jane Moore	Public Health Nursing	Calhoun County
43. Judith Youngren	AAA-Webster City	Dayton, IA
44. Gene Sturgeon	Wright Co. Board of Super.	Dows, IA
45. Dr. Joseph Schoofs	Mayor	Pocahontas, IA
46. Leonard Hansch	Webster County Board of Supervisor	Fort Dodge, IA

TABLE OF CONTENTS

SECTION I

Existing Condition

1. Introduction.....1
2. Goals & Objectives.....3

A. Area Description

1. Demographic and Socioeconomic Characteristics.....5

- Table 1 - Urban/Rural Population for Counties 1960-1970.....7
- Table 2 - Region Population.....8
- Table 3 - Population Densities.....8
- Table 4 - Population Distribution by Age.....9

- Figure 1 - Persons Under 18 by Township.....11
- Figure 2 - Persons 65 and Older by Township.....12
- Figure 3 - Number of Persons 65 + in Inc. Areas.....13

- Table 5 - Family Income.....14
- Table 6 - Auto Availability.....15
- Table 7 - Estimated Distribution of Households w/o Auto.....15

2. Activity Centers

- Figure 3a - Fort Dodge Land Use (Only Community over 20,000)....16
- Figure 4 - Regional Service Centers.....17
- Figure 5 - Medical Services.....18
- Figure 6 - Long Term Care Facilities.....19
- Figure 7 - Nutrition Centers.....20
- Figure 8 - Government and Social Service.....21

B. Existing Transit Services

1. Capitol Equipment and Operations.....22,

- Table 8 - Survey of Capitol Equipment and Operational Characteristics..26

2. Costs and Revenue Data

- Table 9 - Cost and Revenue Data.....27
- Figure 9a Intercity Bus Routes.....28

Table of Contents
page 2

Section I

C. Evaluation of Existing Transit Service.....31

1. Level of Service

 Figure 9 - Intercity Bus Routes.....33

 Figure 10 Rural and Special Services.....34

2. Overlapping Service Areas

 Figure 11 - Overlapping Service Areas.....35

 Figure 12a - Overlapping Service to Elderly, Handicapped
 and Low Income Individuals.....36

 Figure 12b - Overlapping Service to General Public.....36

Section II

Transit Service Standards and Needs

A. Service Standards

 1. Definition of Service Standards.....37

 2. Comparison to Local Goals and Objectives.....37

B. Transit Needs

 1. Definition of Needs.....40

 Table 10 Demand Estimation for Non-Elderly Handicapped.....42

 Table 11 Demand Estimation for Edlerly.....43

Section III

Transit Service Alternatives

A. Alternative Rural County System

 Table 12 Service Standards for Region 5.....45

 Proposed Alternative I.....45

 Proposed Alternative II.....48

 Proposed Alternative III.....50

 Table 13 Rural Alternatives Comparison.....53

 Selection of an Alternative.....54

Section III continued

Alternatives Fort Dodge System

Table 14 Service Standards for Fort Dodge.....	55
Present System.....	55
Proposed Alternative I	56
Proposed Alternative II.....	58
Figure 13 Bus Route A.....	60
Figure 14 Bus Route B.....	61
Figure 15 Bus Route C.....	62
Proposed Alternative III.....	63
Table 15 Fort Dodge Alternatives Comparison.....	65
Selection of an Alternative.....	66

Section IV - Five Year Program

A.	1. Capital Equipment Needs	
	Project Financing.....	67
	Regional System - 5 Year Budget	
	Table 16 Regional System Rural.....	68
	Table 17 Regional System - Fort Dodge.....	69
	Table 18 Total Regional System.....	70
	2. Implementing Responsibility.....	71
B.	Operational Forecast	
	1. Program Financing.....	71
	2. Management and Operation.....	71
C.	Marketing and Promotion Strategies	
D.	Program Maintenance	
	1. Surveillance.....	72
	2. Continuation of the Planning Process.....	73

GLOSSARY

APPENDIX

INTRODUCTION AND PURPOSE

In cooperation with the Iowa Department of Transportation, MIDAS (Mid Iowa Development Association) is preparing a Regional Transit Development Program (TDP) to begin planning to increase coordination of services and reduce duplication.

One hundred and twenty-five years old, Mid-Iowa is the six-county area centering upon Fort Dodge. Comprised of Calhoun, Hamilton, Humboldt, Pocahontas, Webster, and Wright Counties, these 3,600 square miles are 2.2 million acres of Iowa's richest agricultural land. On this land according to the 1970 census, in the six counties and sixty-one municipalities reside 123,603 persons.

With an economy derived from agriculture and its associated industries, Mid-Iowa has a stable base upon which to develop for the future. In 1970, there were 45,812 persons employed in the regions work force: 7,197 (15.7%) in manufacturing; 2,418 (5.3%) in construction and mining; 2,506 (5.5%) in transportation, communications and utilities; 10,900 (23.8%) in wholesale and retail trade; 11,181 (24.4%) in service employment; 1,589 (3.5%) in government; 1,543 (3.4%) in finance, insurance and real estate; and 8,012 (17.5%) in agricultural employment. In the period from 1960 to 1970, Mid-Iowa's population declined by 5.3%. Of the indicated 2.2 million acres of Mid-Iowa, 96.8 percent are prime agricultural land. Urbanized land consists of 26,400 acres of 1.2%

Not surprisingly the rural transportation network for moving people to their destinations is largely confined to the private automobile and intercity bus. Though intercity bus services may be available, they usually are infrequent and in no way adequate for the kinds of interface required by the rural disadvantaged for the facilities and services needed. This type of service restricts availability of transit to those who need it the most, namely elderly, handicapped and low income.

A regional Citizens Advisory Committee has been formed to assist MIDAS in accurate preparation of this document to adequately reflect the unique needs of Area V. The Advisory Committee includes representatives of local, county and regional government, planning agencies, transit operators, agencies whose clients need transportation, transit riders, and representatives from the general public including elderly, handicapped and low-income individuals.

As we in Area V, are already the recipient of a demonstration grant from IDOT as funded through S.F. 573 of the 66th Iowa General Assembly. The Advisory Committee quickly concluded we can not be all things to all persons, therefore we are adopting and re-defining the goals for S.F. 573 to apply to this regional plan, giving preference to elderly and handicapped.

This plan, upon completion will show a continuity of service within the community by indentifying all transit operations, the needs that each system meets, and the extent of coordination among transit services. All projects intended for UMTA funding must be included in the transit plan. The regional transit plan will meet the requirements of Section 3 and Section 16 (b) (2), establishing those areas under 50,000 population and private non-profit agencies as eligible for UMTA grants. The primary purpose is to provide a planning mechanism to provide better service and more efficient use of existing services in Area V. This plan will be the measuring tool for all IDOT Public Transit funding.



GOALS AND OBJECTIVES

The following Goals and Objectives are applicable to Fort Dodge as well as the Regional System.

GOAL 1. Develop, improve, and coordinate public and private transportation systems which meet the needs of all Area V residents.

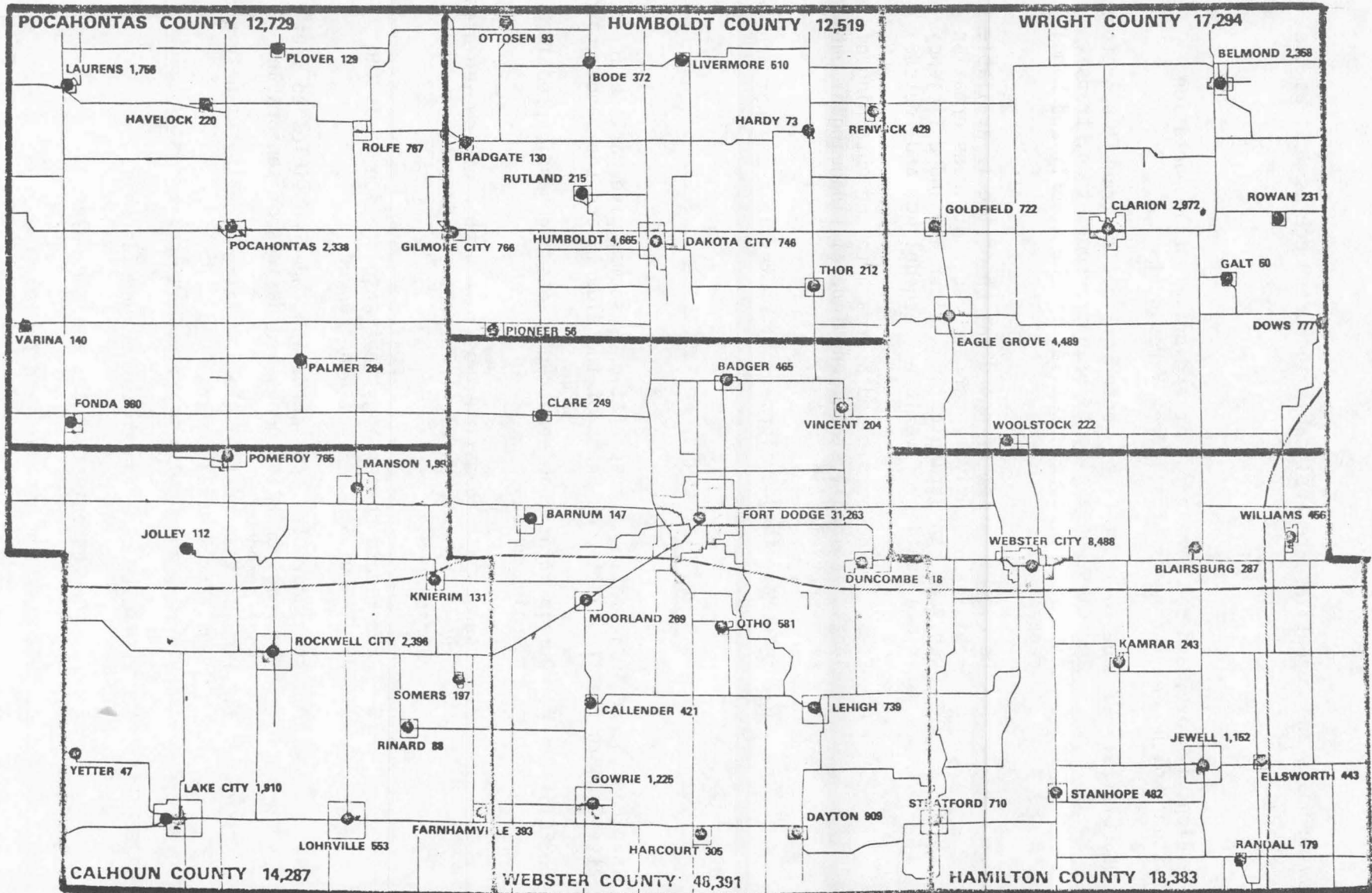
- OBJECTIVES:
- A. Obtain input from elected officials, transit operators, agencies whose clients need transportation, transit riders, and representatives of the elderly and handicapped.
 - B. Develop a system of coordination of the 17 available vehicles and private carriers so that transportation services can attain optimum ridership and efficiency in utilization of vehicles, scheduling, and routes.
 - C. Establish a coordinated approach to the obtaining of local, regional, state, and federal financing of public transportation in Area V.
 - D. Encourage the development of routes in areas not presently served.
 - E. Develop inter-county routes.

GOAL 2. In planning and implementing transportation systems, give particular attention to the transportation needs of the elderly and the handicapped.

- OBJECTIVES:
- A. Obtain input from senior citizens and handicapped in planning process.
 - B. Ensure that the maximum possible number of new vehicles are equipped to safely transport senior citizens and handicapped.
 - C. Gather data concerning the transportation needs and desires of seniors and handicapped.
 - D. Arrange routes and scheduling, when possible, to meet the transportation needs and desires of seniors and handicapped.
 - E. Provide that cost of transportation for the elderly and handicapped shall be low.

GOAL 3. Encourage use of public transportation systems in Area V.

- OBJECTIVES:
- A. Publicity campaign to encourage ridership.
 - B. Develop convenient routes and schedules.
 - C. Low cost and standardized fares.
 - D. Safety and reliability.



AREA V

SECTION I - EXISTING CONDITIONS

Area Description

Area Five, located in Central Iowa includes Calhoun, Hamilton, Humboldt, Pocahontas, Webster and Wright Counties. The Region is predominantly rural as most of the residents reside in Cities of less than 2,000 or in unincorporated areas. Mid-Iowa is dominated by rich agricultural lands and has reflected a strong agricultural economic base for the past 125 years. The Area, of the indicated 2.2 million acres of Mid-Iowa, 96.8% are prime agricultural land. Urbanized land consists of 26,400 acres or 1.2% encompasses an area of some 3,600 square miles with a population of 123,603 in 1970.

In Area 5, after four regional meetings, we have agreed to build on the demonstration project of S.F.573 that MIDAS has been administrating this past year. The service is designed to provide transportation for rural elderly and handicapped persons and all others as space is available. Presently, this service is available Monday through Friday in Humboldt and Pocahontas and the Cities of Fort Dodge and Webster City. In addition, Webster and Calhoun Counties are served two days a week each which provides for one day a week service for each community. After July 1, 1977, persons of any age will be encouraged to ride.

It is the conclusion of the regional participants that by and large the general public will not avail themselves of public transit as long as the private auto is so popular. Therefore, our main thrust will be in the area of special services. Whenever possible, an additional effort will be made to provide link ups with the authorized intercity carriers.

Presently, there are 17 different vehicles providing service in Area 5. Only four of these vehicles are owned and operated without the primary funding source of the state or federal government.

The atmosphere thus far has been one of cooperation. As the dollar shrinks, those agencies concerned with transportation as a support service, are looking towards a pooling of resources in order to free up their primary service dollar.

The intercity carriers, have been in attendance throughout the planning process. Their requests are reasonable, that we provide feeder service with their current scheduled routes, that we do not duplicate their charter service with our subsidized vehicle at a lower cost; and that we utilize purchase of service wherever possible.

Whenever there is regional planning, a fear develops that local control will be lost. The Public Transit Division of IDOT has in their policy that control shall remain with each county, through the County Board of Supervisors. Secondly, that public transit would not compete with private enterprise.

In addition to a regional plan, a regional authority may be established. The purpose could be to be the funding mechanism, plus the center for pooling of resources in order to reduce administration and maximize utilization of service vehicles.

Of the 17 vans and buses in Area V, over half are for clients only. Some of the vehicles are used very few hours of the week, thus having the potential to be available for purchase of service contracts.

One of the purposes of this plan and the regional committee will be to review requests for funding for replacement of additional vehicles. Sometimes a vehicle is not the answer to a transportation problem.

Demographic and Socioeconomic Characteristics

General demographic and socioeconomic characteristics of the Area comprise a significant element in the initial stages of the Regional Transit Development Program. In the following pages, graphic illustrations and tables will present data in relation to population trends, income and auto availability.

TABLE I.

URBAN/RURAL POPULATION FOR COUNTIES 1960-1970

	1960	1970	%Change
<u>Calhoun County</u>	15,923	14,287	-10.3%
Rural Resident	7,169	5,702	
% Rural Resident	45%	39.9%	-20.5%
Urban Resident	8,754	8,585	
% Urban Resident	55%	60.1%	- 1.93%
<u>Hamilton County</u>	20,032	18,383	-8.2%
Rural	7,496	5,943	
% Rural	37.4%	32.3%	-20.7%
Urban	12,536	12,440	
%Urban	62.6%	67.7%	- 0.76%
<u>Humboldt County</u>	13,156	12,519	-4.8%
Rural	6,068	5,018	
% Rural	46.1%	40.1%	- 17.3%
Urban	7,088	7,501	
% Urban	53.9%	59.9%	5.83%
<u>Pocahontas County</u>	14,234	12,729	-10.6%
Rural	6,981	5,341	
% Rural	49%	41.9%	-23.5%
Urban	7,253	7,388	
% Urban	51%	58.1%	1.87%
<u>Webster County</u>	47,810	48,391	1.2%
Rural	13,851	11,196	
% Rural	29%	23%	-19.1%
Urban	33,959	37,195	
% Urban	71%	77%	9.53%
Fort Dodge	28,399	31,263	10.08%
<u>Wright County</u>	19,447	17,294	-11.1%
Rural	6,916	5,272	
% Rural	36%	30.4%	-23.8%
Urban	12,531	12,022	
% Urban	64%	69.6%	- 4.06%

This table indicates the overall decrease in total population from 1960 to 1970. Specifically only Webster County has had a very small increase of 1.2%. In addition the rural population has decreased as the older resident moves into the nearby town, or out of the area to be with their family.

Total Regional Population	130,602	123,603	-5.36%
Regional Rural Resident pop.	48,481	38,472	-20.65%
Regional Urban Resident pop.	82,121	85,131	+3.67%

Source: 1970 Bureau of Census

TABLE 2.

REGION POPULATION

	1960	1970	1960 - 1970 % Change	1974-75	1970-1975 Change
Calhoun County	15,923	14,287	-10.3%	13,700	-4.2%
Hamilton	20,032	18,383	- 8.2%	17,700	-3.6%
Humboldt	13,156	12,519	- 4.8%	12,300	-1.4%
Pocahontas	14,234	12,729	-10.6%	11,900	-6.7%
Webster	47,810	48,391	1.2%	47,200	-2.5%
* Fort Dodge	28,399	31,263	+10.08%	N/A	
Wright	18,447	17,294	-11.1%	16,700	-3.2%
REGION TOTAL	130,602	123,603	-5.36%	119,500	-3.2%

The Fort Dodge area increased in population 10.08% from 1960 to 1970. This is the only community in Area V over 10,000 population and serves as the medical and retail center of Area V. Fort Dodge is located in Webster County, the only county that showed an increase in 1960 to 1970. However, Webster County has declined in the last period of 1970-1975 to below its 1960 level.

SOURCE: Quality of Life in Iowa - 1970

TABLE 3.

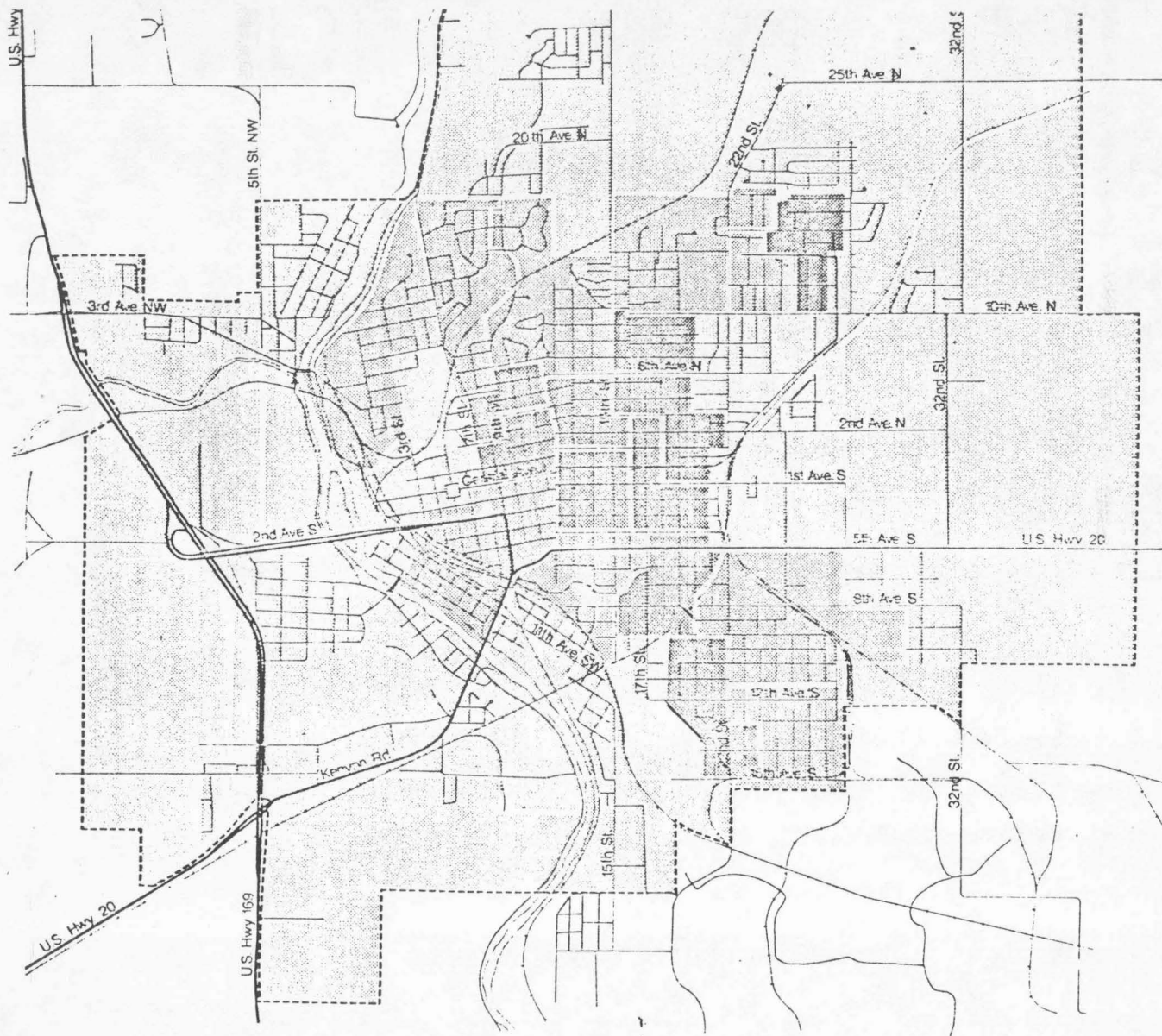
POPULATION DENSITIES

	1970	Area	Person/Sq. Mile
Calhoun County	14,287	576 Sq. mile	24.8
Hamilton	18,383	576 Sq. mile	31.9
Humboldt	12,519	432 Sq. mile	29
Pocahontas	12,729	576 Sq. mile	22.1
Webster	48,391	720 Sq. mile	67.2
* Fort Dodge	31,263	14.5 Sq. mile	2156
Wright	17,294	576 Sq. mile	30
REGION TOTAL	123,603	3456 Sq. mile	35.8

The highest density is Webster County with the City of Fort Dodge contributing 31,263 of the total population. Second high is Hamilton County with Webster City's population of 8,488. In Webster, Pocahontas, and Hamilton County, the highest density is in the county seat. In Humboldt, the county seat of Dakota City is joined by Humboldt to be one population base. In Wright County, three areas split the county, Belmont, Clarion, the county seat, and Eagle Grove. Calhoun County, doesn't have one community over 2,500 population. The three cities are Rockwell City, the county seat, Lake City and Manson.

SOURCE: Quality of Life in Iowa - 1970

* Fort Dodge totals included on Webster County Total, therefore not included in totals for the region.



Population Density

Fort Dodge, Iowa

LEGEND

Persons per Square Mile

Less than 3,000

3,000 to 7,000

Over 7,000

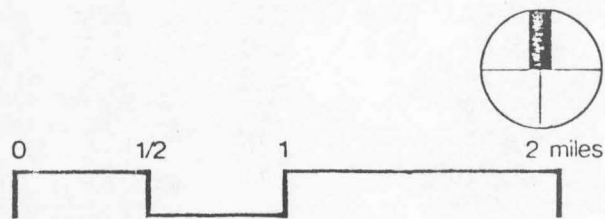


TABLE 4.

POPULATION DISTRIBUTION BY AGE

		1960	1970			1960	1970
<u>CALHOUN</u>	UNDER 5	1,622	969	<u>HAMILTON</u>	UNDER 5	2,145	1,329
	5-9	1,309	1,702		5-9	2,072	1,790
	10-14	1,511	1,575		10-14	1,994	1,914
	15-19	1,277	1,110		15-19	1,466	1,695
	20-24	590	682		20-24	960	1,032
	24-29	661	720		24-29	997	982
	30-34	656	846		30-34	1,258	969
	35-39	695	950		35-39	1,331	924
	40-44	988	771		40-44	1,286	1,125
	45-49	946	860		45-49	1,144	1,127
	50-54	884	910		50-54	1,039	1,100
	55-59	833	837		55-59	1,005	992
	60-64	845	781		60-64	913	885
	65-69	752	726		65-69	826	810
	70-74	638	658		70-74	697	662
	75-79	434	515		75-79	476	530
	80-84	221	330		80-84	233	322
	85- OVER	155	231		85-OVER	190	195
	TOTAL 65-over	2,200	2,460		TOTAL 65-over	2,411	2,519
	% 65-over	14.6%	16.2%		% 65-over	12%	13.7%

TABLE 4.

POPULATION DISTRIBUTION BY AGE

		1960	1970			1960	1970
<u>HUMBOLDT</u>	UNDER 5	1,486	896	<u>POCAHONTAS</u>	UNDER 5	1,569	972
	5-9	1,521	1,261		5-9	1,588	1,312
	10-14	1,269	1,469		10-14	1,482	1,422
	15-19	934	1,210		15-19	1,048	1,182
	20-24	595	536		20-24	572	538
	25-29	626	599		25-29	637	592
	30-34	784	605		30-34	761	617
	35-39	813	626		35-39	820	598
	40-44	878	739		40-44	927	690
	45-49	744	779		45-49	834	729
	50-54	691	802		50-54	737	779
	55-59	619	644		55-59	743	691
	60-64	590	619		60-64	746	604
	65-69	571	506		65-69	650	613
	70-74	443	465		70-74	500	540
	75-79	435	387		75-79	324	405
	80-84	151	209		80-84	155	277
	85-OVER	96	147		85-OVER	141	168
	TOTAL 65-over	1,606	1,714		TOTAL 65-over	1,770	2,003
	% 65-over	12.2%	13.7%		% 65-over	12.4%	15.7%

SOURCE: General Population Characteristics - Iowa; U.S. Dept. of Commerce, 1970

TABLE 4.

POPULATION DISTRIBUTION BY AGE

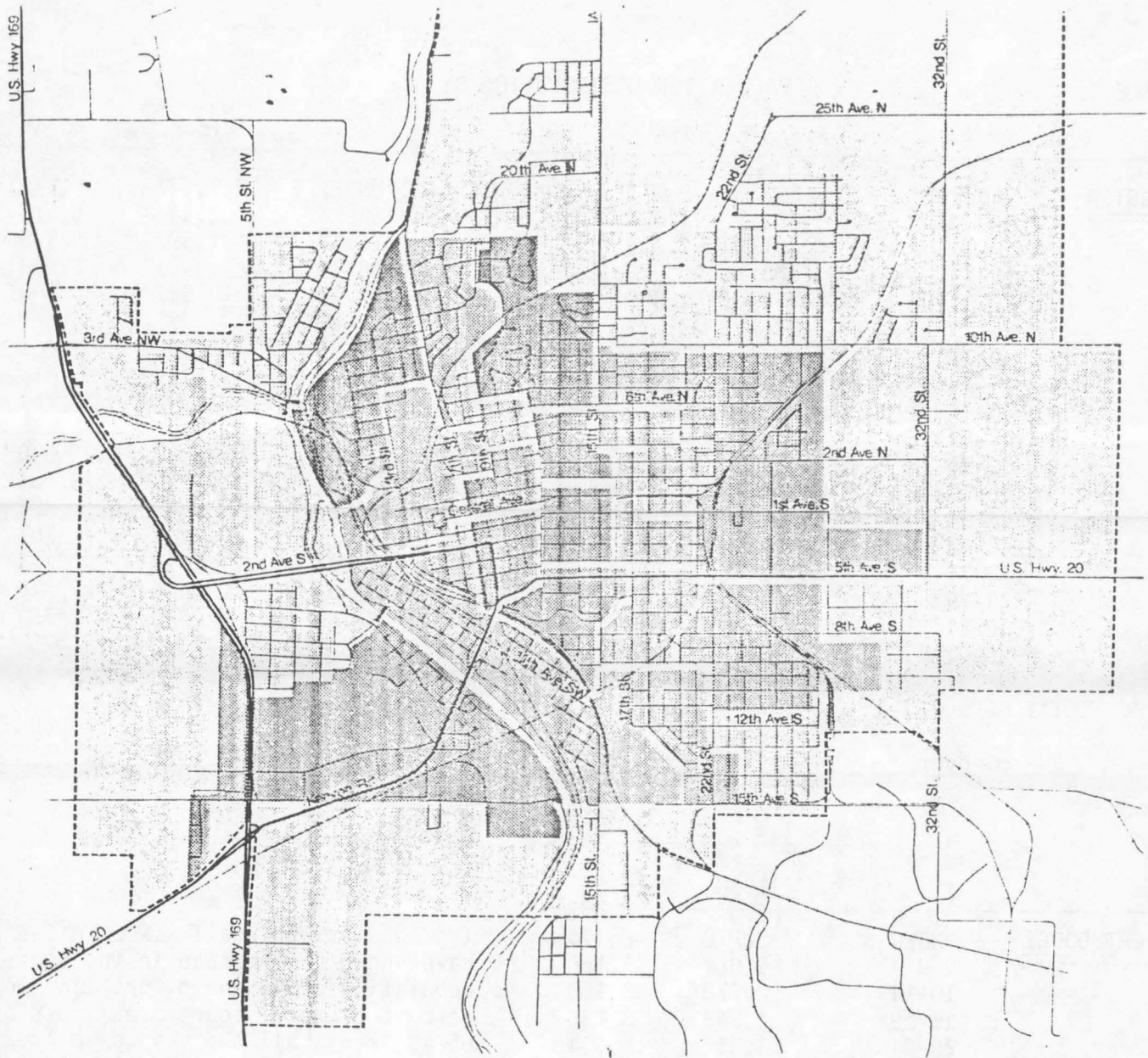
		1960	1970			1960	1970
<u>WEBSTER</u>	UNDER 5	5,699	3,931	<u>WRIGHT</u>	UNDER 5	2,141	1,177
	5-9	5,381	5,017		5-9	2,144	1,618
	10-14	4,481	5,237		10-14	1,896	1,873
	15-19	3,300	4,908		15-19	1,403	1,597
	20-24	2,466	2,890		20-24	877	769
	25-29	2,721	2,775		25-29	973	859
	30-34	2,972	2,383		30-34	1,127	861
	35-39	2,986	2,498		35-39	1,167	818
	40-44	2,829	2,723		40-44	1,243	1,014
	45-49	2,648	2,793		45-49	1,136	1,058
	50-54	2,387	2,611		50-54	1,013	1,090
	55-59	2,285	2,412		55-59	939	1,034
	60-64	2,093	2,144		60-64	918	892
	65-69	1,931	1,752		65-69	858	763
	70-74	1,509	1,560		70-74	714	682
	75-79	1,108	1,279		75-79	470	570
	80-84	633	826		80-84	299	354
	85-OVER	381	652		85-OVER	129	265
	TOTAL 65-over	5,562	6,069		TOTAL 65-over	2,470	2,634
	% 65-over	11.6%	12.5%		% 65-over	12.7%	15.2%

		1960	1970
<u>FORT DODGE</u>	UNDER 5	3,278	2,574
	5-9	3,087	3,156
	10-14	2,570	3,158
	15-19	1,848	3,266
	20-24	1,511	2,034
	25-29	1,646	1,837
	30-34	1,795	1,494
	35-39	1,825	1,520
	40-44	1,680	1,719
	45-49	1,559	1,824
	50-54	1,410	1,710
	55-59	1,332	1,512
	60-64	1,284	1,350
	65-69		1,095
	70-74	3,574	1,034
	75-79		890
	80-84		585
	85 over		505
	TOTAL 65-over	3,574	4,109
	% 65-over	12.6%	13.1%

The population in all six counties have shown an increase in the elderly population of 65 and older. The lowest percent of total county residents over 65 is 12.5%, all the way up to 17.2%. If this figure is dropped to 60 and older, the percent raises dramatically to 18.1% all the way to 24.7% of the individual county total population.

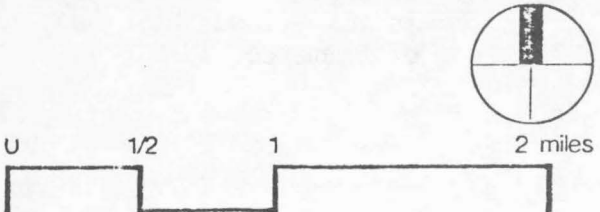
This information is further illustrated in Figures 2 and 3.

SOURCE: General Population Characteristics - Iowa; U.S. Dept. of Commerce, 1970



Fort Dodge, Iowa

Persons 62 Years and Older



LEGEND

Percent of
Total Persons
62 Years
and Older

Less than 3%	
3% to 4%	
Over 4%	

SOURCE: General population characteristics - Iowa

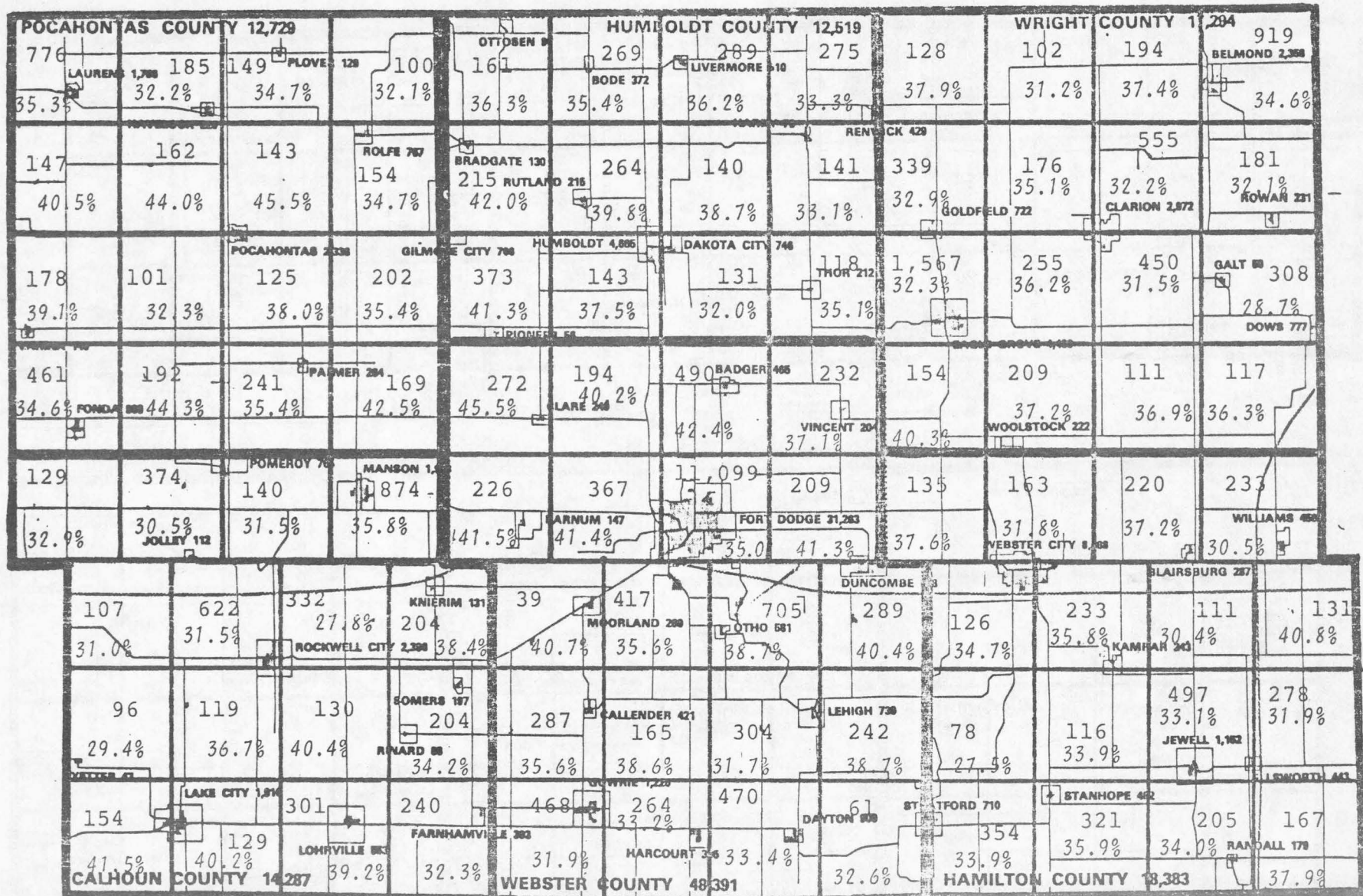


FIGURE 1 - PERSONS UNDER 18 BY TOWNSHIP (1970)

SOURCE: General Population Characteristics - Iowa

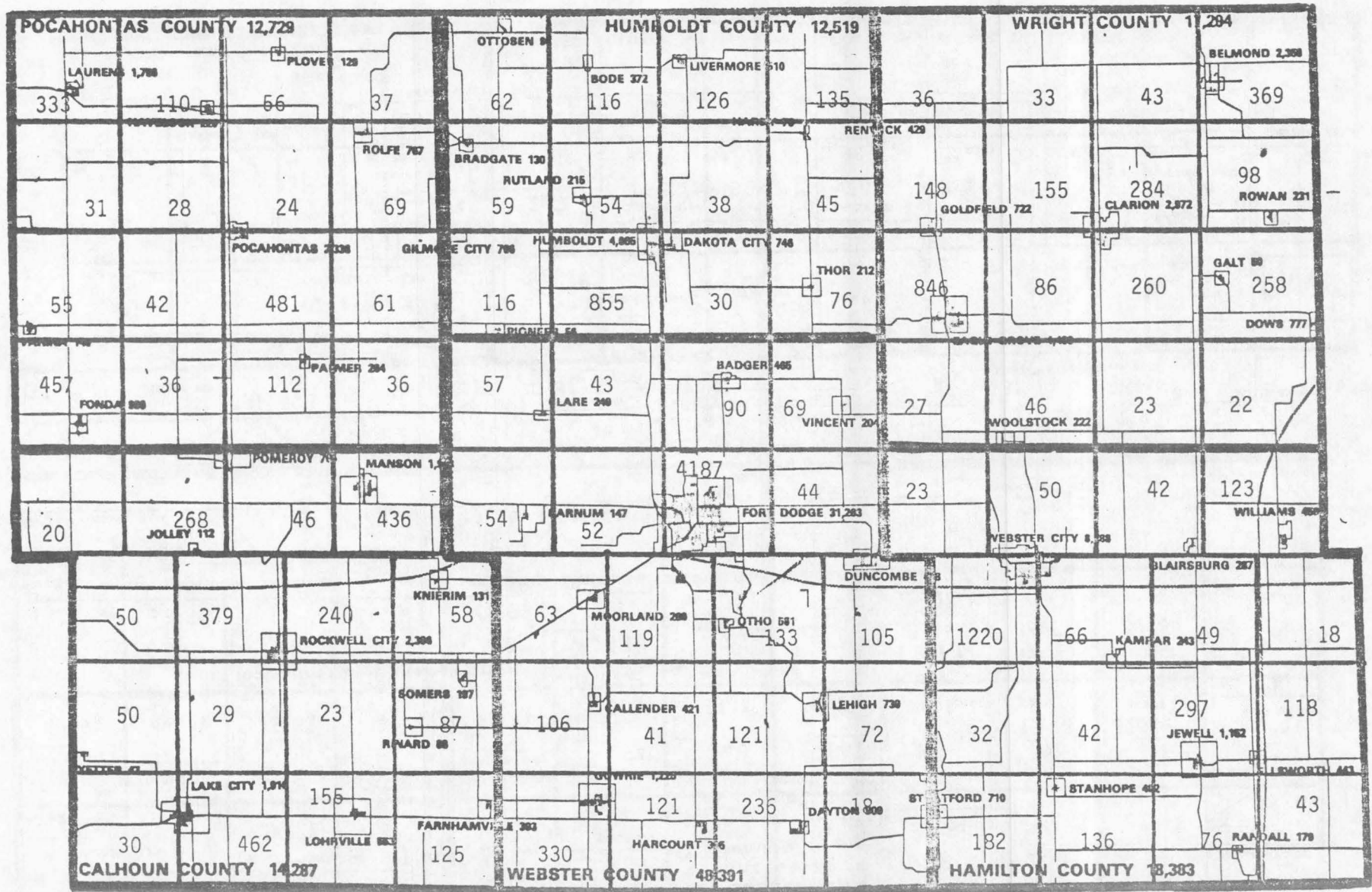


FIGURE 2 - 65 YEARS OF AGE AND OLDER BY TOWNSHIP (1970)

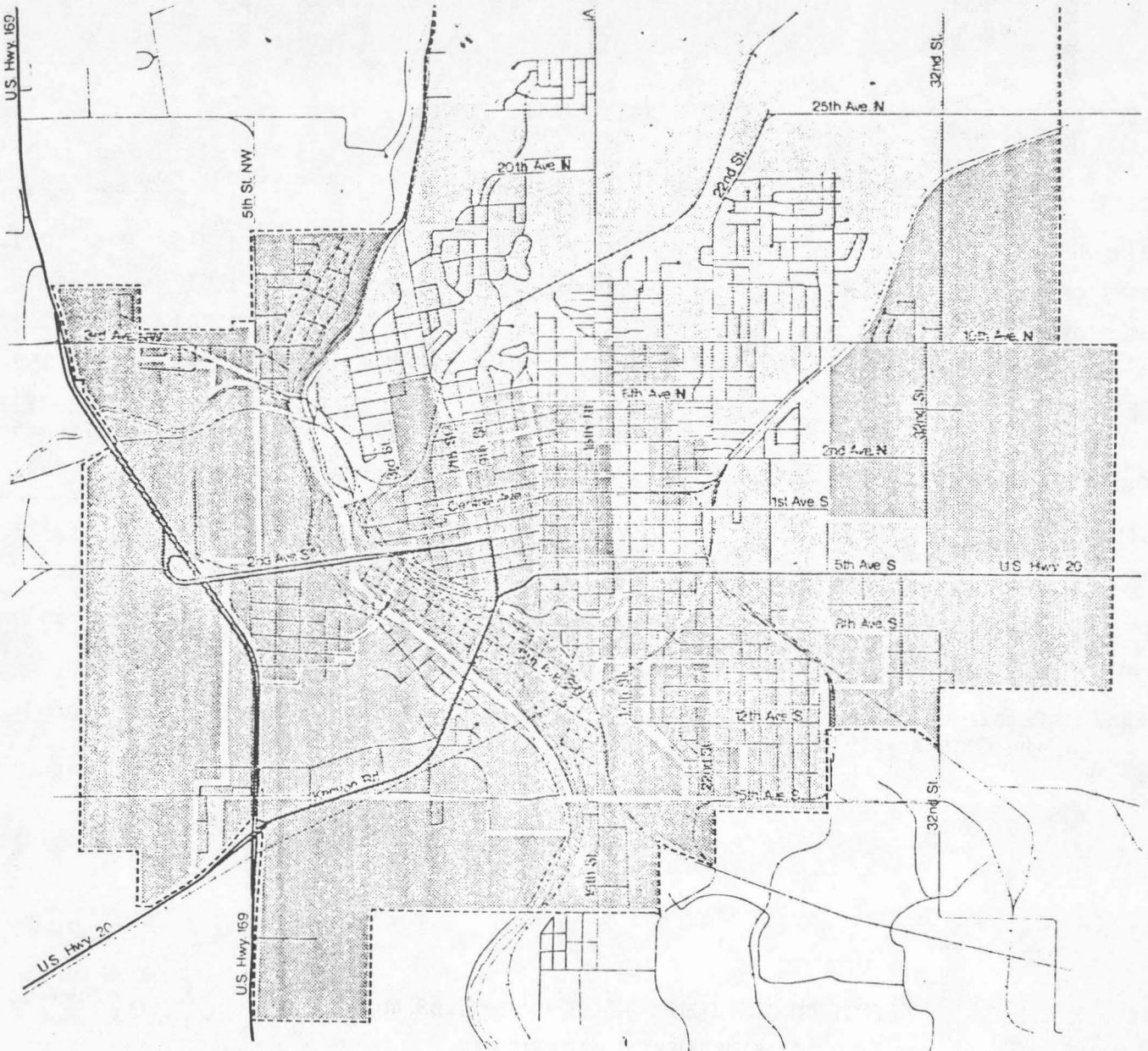
TABLE 5.

FAMILY INCOME

		FAMILY INCOME			
		No. of families	% of families	No of families	% of families
Calhoun			Hamilton		
UNDER \$5,000	1,093	29%	UNDER \$5,000	1,073	22%
\$5,000-9,999	1,463	38%	\$5,000-9,999	2,019	41%
\$10,000-14,999	832	22%	\$10,000-14,999	1,116	23%
\$15,000-24,999	312	8%	\$15,000-24,999	518	11%
over- \$25,000	122	3%	over - \$25,000	166	3%
% under poverty level 11.4%			% under proverty level 8.9%		
Median income \$7,741			Median income \$8,333		
Humboldt			Pocahontas		
UNDER \$5,000	733	22%	UNDER	838	26%
\$5,000-9,999	1,402	43%	\$5,000-9,999	1,349	41%
\$10,000-14,999	748	23%	\$10,000-14,999	676	21%
\$15,000-24,999	339	10%	\$15,000-24,999	308	9%
over - \$25,000	81	2%	over - \$25,000	113	3%
% under poverty level 9.6%			% under proverty level 9.9%		
Median income \$8,268			Median income \$7,686		
Webster			Wright		
UNDER \$5,000	2,315	19%	UNDER \$5,000	961	21%
\$5,000-9,999	4,640	38%	\$5,000-9,999	1,622	35%
\$10,000-14,999	3,369	28%	\$10,000-14,999	1,008	22%
\$15,000-24,999	1,515	12%	\$15,000-24,999	611	13%
over - \$25,000	337	3%	over - \$25,000	455	9%
% under proverty level 7.8%			% under proverty level 8.8%		
Median income \$9,136			Median income \$9,061		
Fort Dodge					
UNDER \$5,000	1,324	17.3			
\$5,000-9,999	2,787	36.4			
\$10,000-14,999	2,234	29.1			
\$15,000-24,999	1,066	13.9			
over - \$25,000	256	3.3			
% under poverty level 7.4%					
Median income \$9,549					

As the cost to operate a vehicle continues to climb, those families with incomes under 5,000.00 will have difficulty maintaining a private auto. The percent per county varies from 19% to 26%. For Data on Table 5, number of families includes all families, no matter the size.

SOURCE: General Social and Economic Characteristics - Iowa; U.S. Dept. of Commerce, Bureau of the Census - 1970






Fort Dodge, Iowa

Average Family Income

LEGEND

Average Annual Family Income

Over \$12,000	
\$8,750 - \$12,000	
Less than \$8,750	

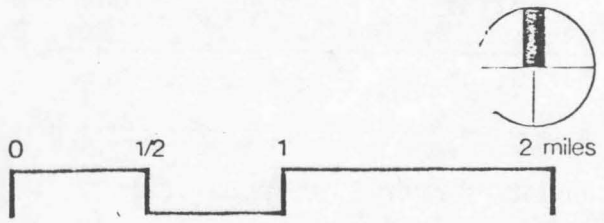


TABLE 6

AUTO AVAILABILITY (1970)

	# household Wo/auto	%household wo/auto	1. car house	2 car house	3 or more
Calhoun	467	9.6	2,872	1,316	171
Hamilton	598	9.7	3,571	1,622	368
Humboldt	401	10.0%	2,026	1,364	211
Pocahontas	338	8.3%	2,377	1,195	156
Webster	1,925	12.6%	7,822	4,538	997
Fort Dodge	1,541	15.2%	4,906	3,039	626
Wright	473	8.2%	3,463	1,565	243
TOTAL	4,202	10.5%	22,131	11,600	2,146

It is interesting to note in this day of high mobility 9% of the total households in Area V are without any vehicle whatsoever.

SOURCE: Detailed Housing Characteristics - Iowa, U.S. Dept. of Commerce, Bureau of the Census - 1970

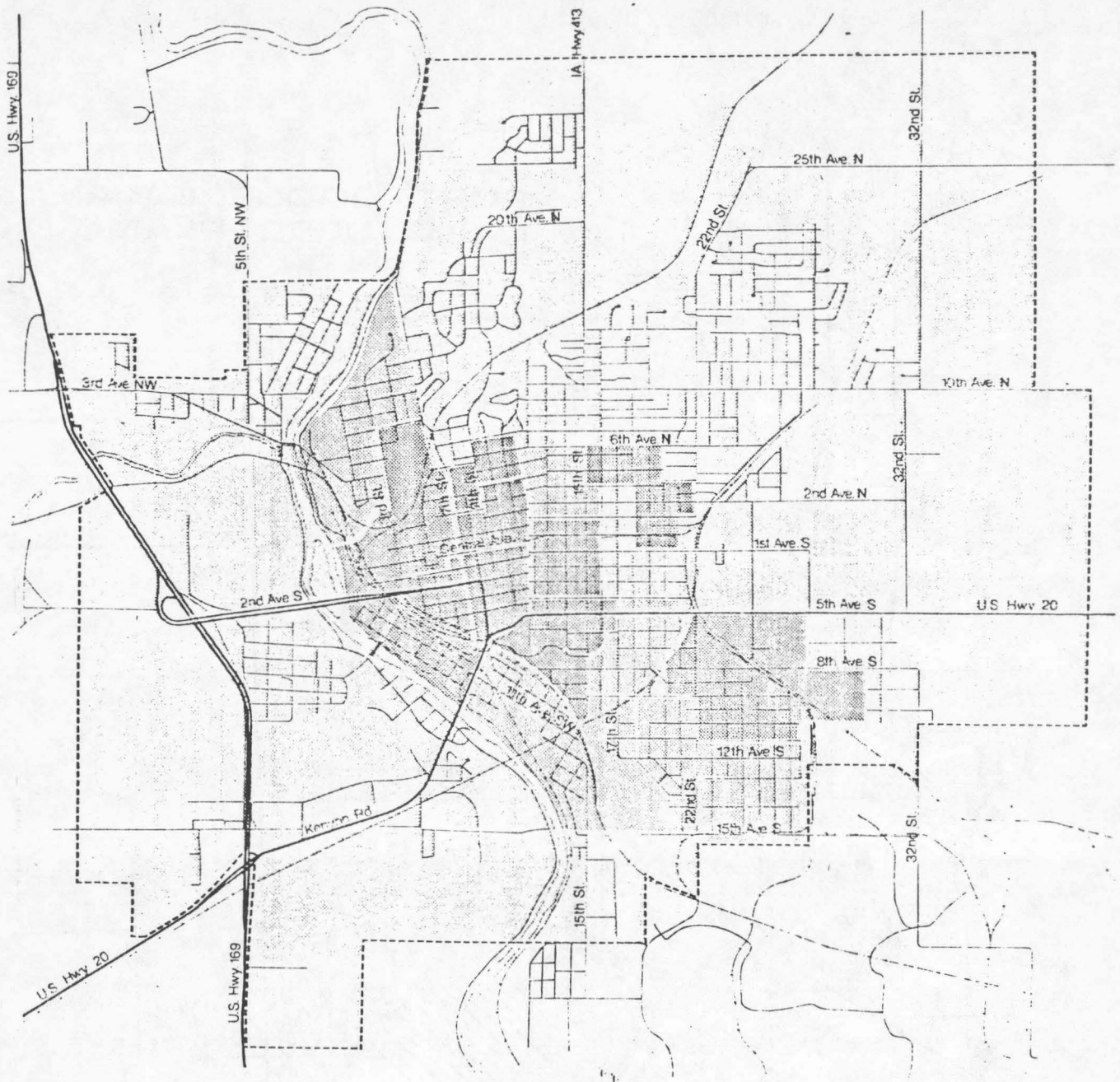
TABLE 7

ESTIMATED DISTRIBUTIONS OF HOUSEHOLDS WO/AUTO
% HOUSEHOLD WITHOUT CAR

	Urban	Rural	Total
Calhoun	0%	100%	100%
Hamilton	60.3%	39.7%	100%
Humboldt	53.7%	46.3%	100%
Pocahontas	0%	100%	100%
Webster	80.1%	19.9%	100%
Fort Dodge	100%	0%	100%
Wright	68.8%	31.2%	100%
TOTAL	58.1%	41.9%	100%

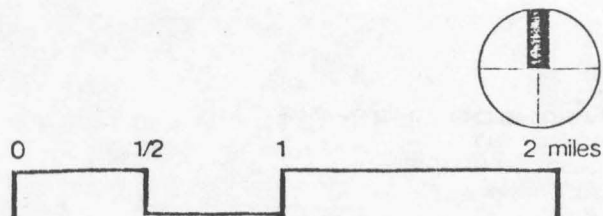
There are no communities in Calhoun or Pocahontas Counties over 2,500 population according to 1970 Census.

SOURCE: Detailed Housing Characteristics - Iowa - 1970 Bureau of Census



Fort Dodge, Iowa

Occupied Dwelling Units Without an Automobile



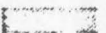
LEGEND

Percent of total units in enumeration district without an automobile

Less than 10%

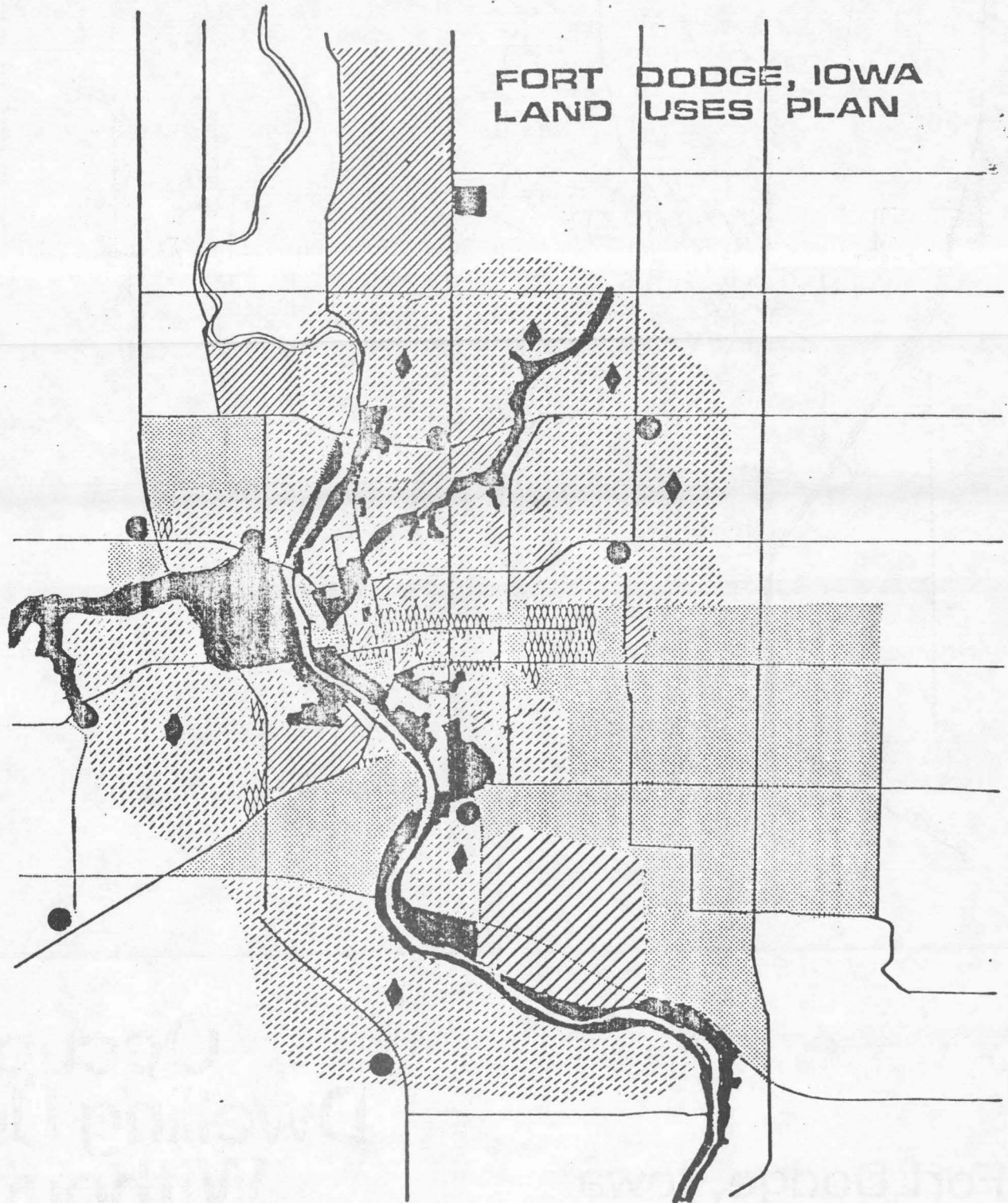
10 to 15%

Over 15%



FORT DODGE LAND USE

FIGURE 3a



FORT DODGE, IOWA
LAND USES PLAN

- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PARKS & OPEN SPACE
- PUBLIC & SIMI-PUBLIC
- HIGHWAY SERVICE & NEIGHBOR SHOPPING
- FUTURE PARK & SCHOOL SITE
- EXISTING MAJOR THOROUGHFARE
- FUTURE MAJOR THOROUGHFARE

B - BANK

G - GROCERY STORE

P - PHARMACY

L - LIBRARY

17

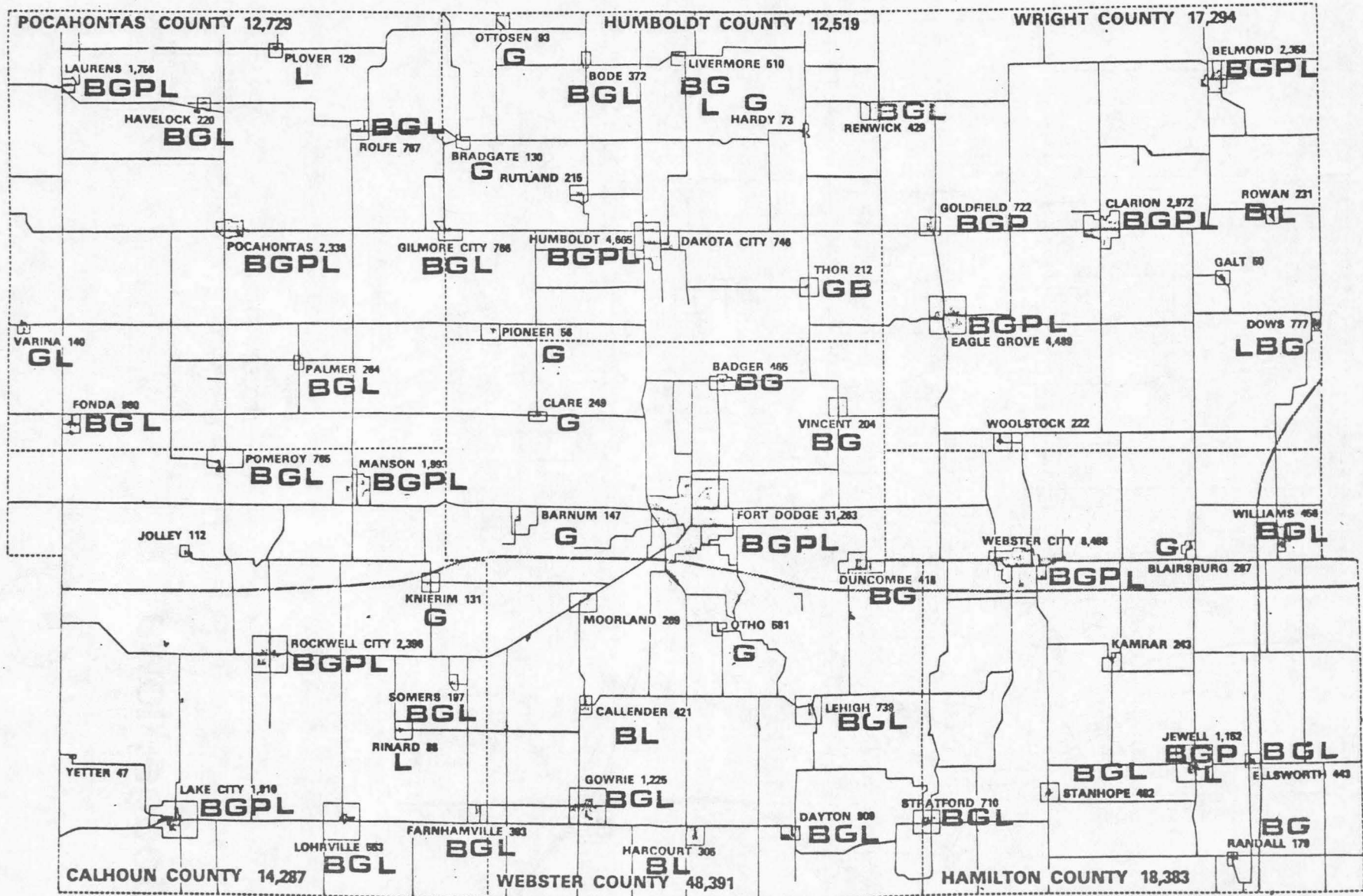
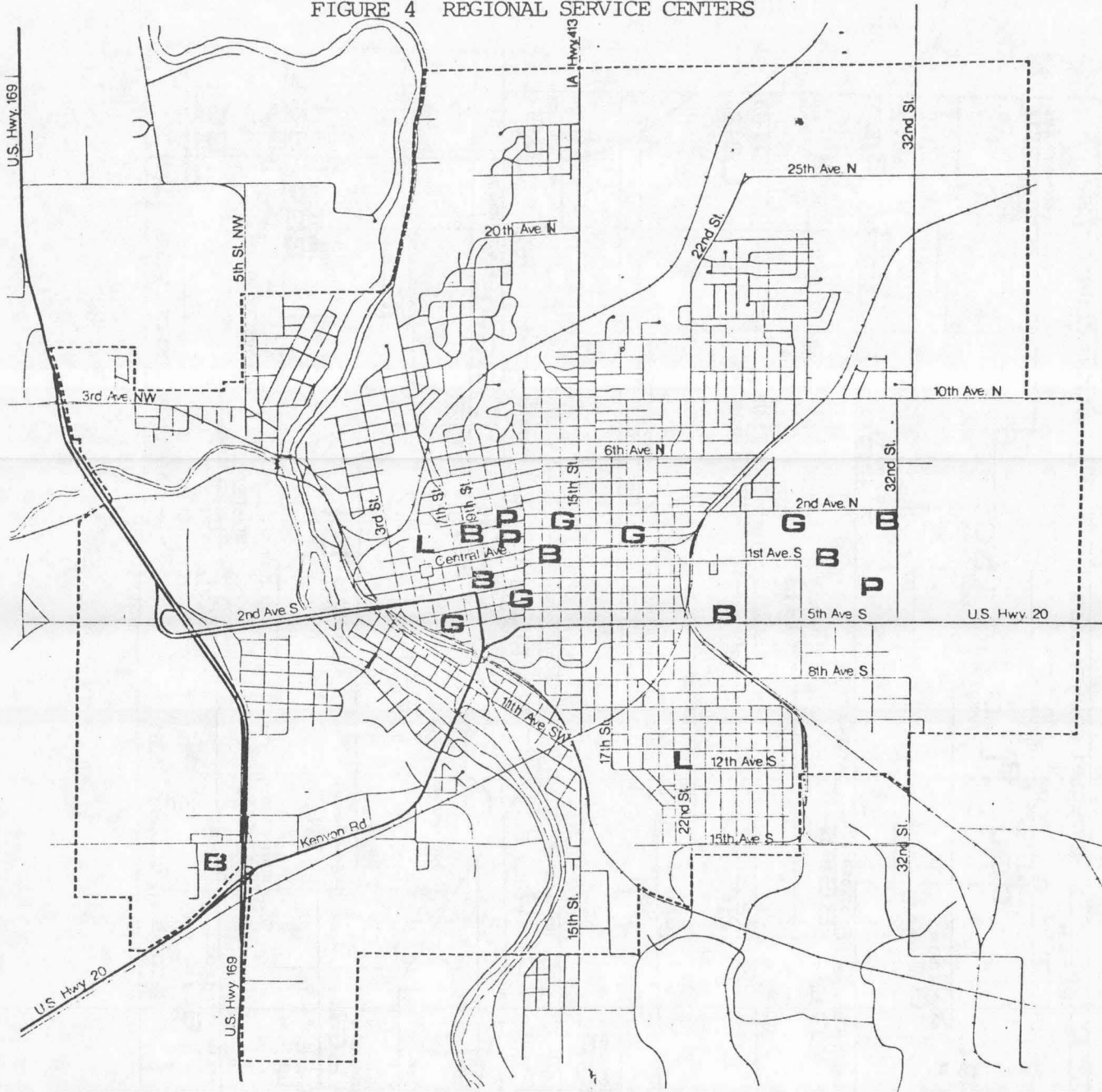


FIGURE 4 REGIONAL SERVICE CENTERS

FIGURE 4 REGIONAL SERVICE CENTERS

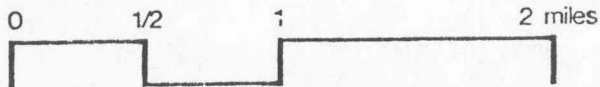


- B** - BANK
- G** - GROCERY STORE
- P** - PHARMACY
- L** - LIBRARY

LEGEND

City Limits and Study Area -----

Fort Dodge, Iowa



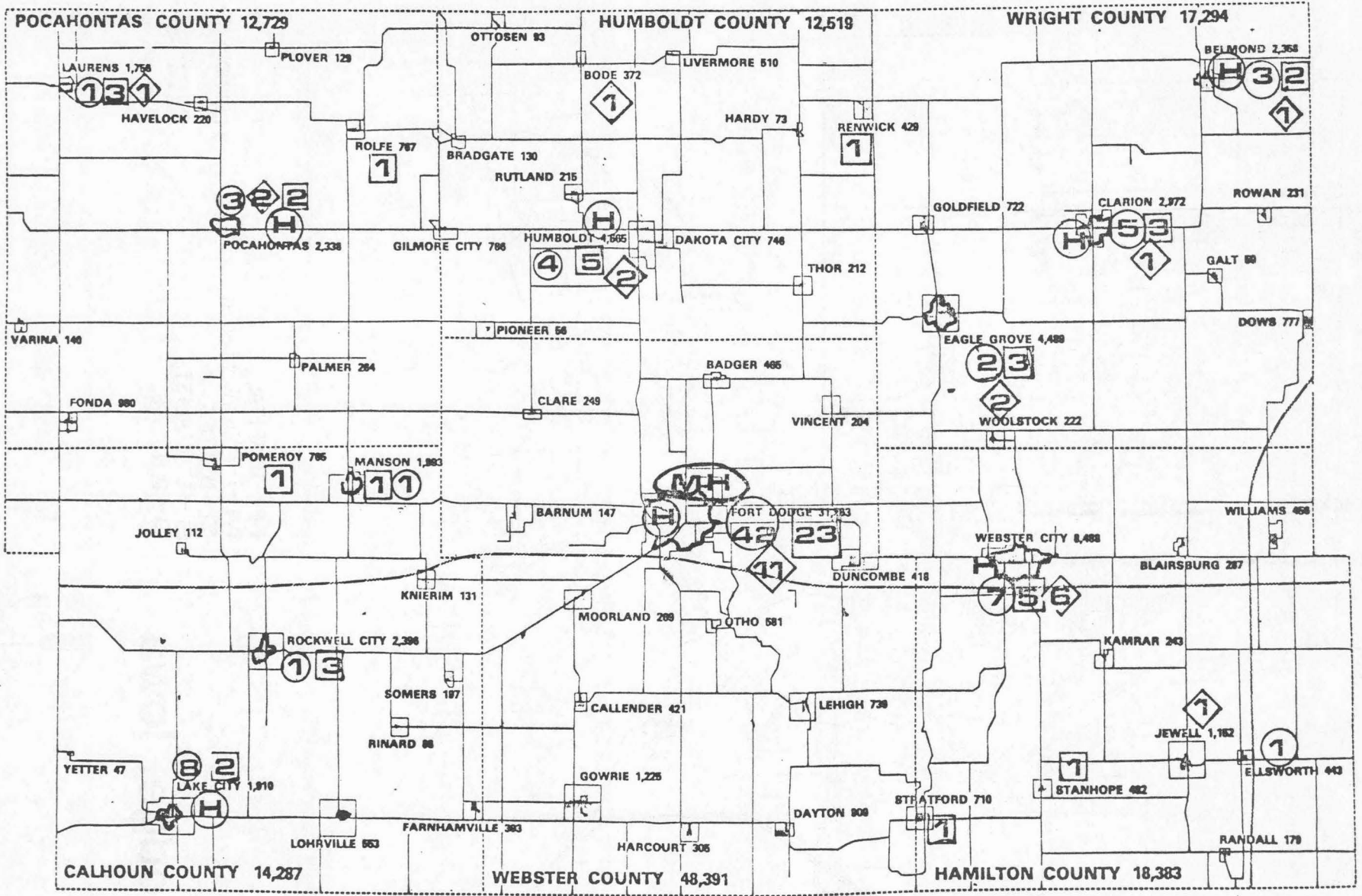
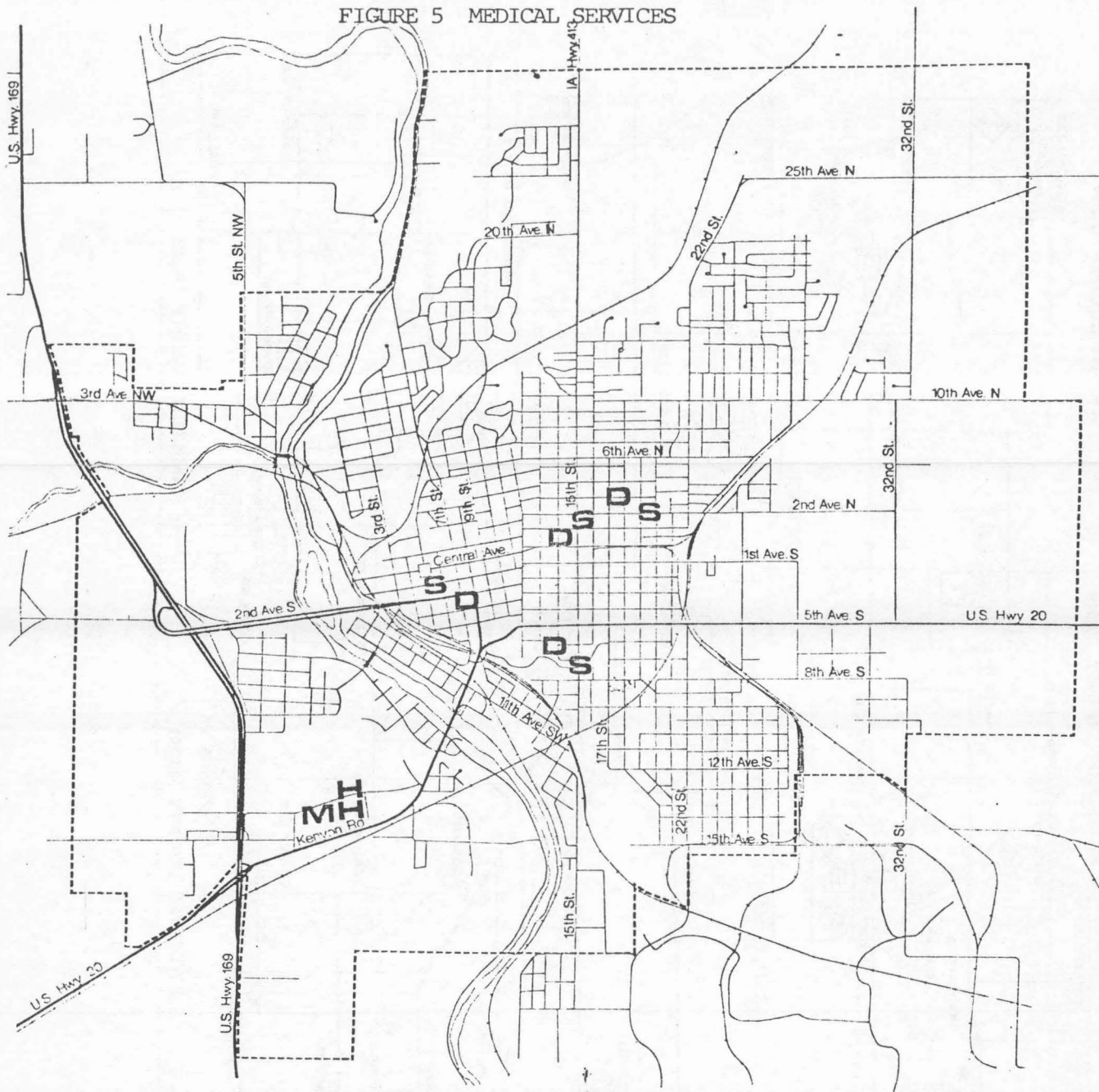


FIGURE 5 - MEDICAL SERVICES

HOSPITAL
 MENTAL HEALTH
 DOCTORS
 SPECIALISTS (osteopaths, chiropractors and optometrist)
 DENTISTS

FIGURE 5 MEDICAL SERVICES

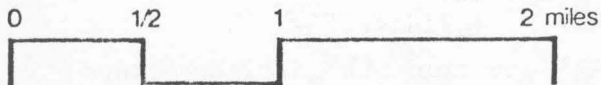


Fort Dodge, Iowa

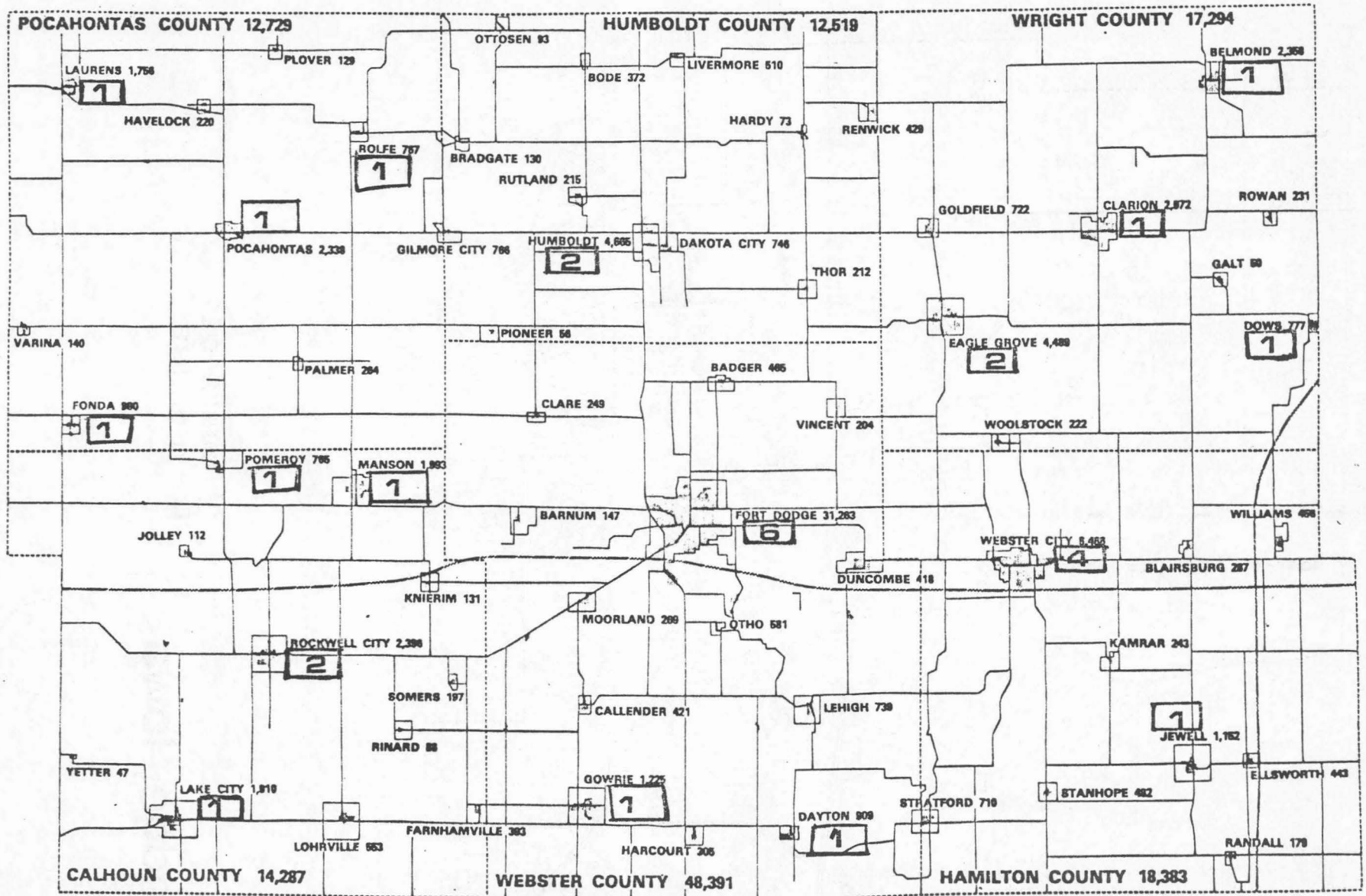
- H** - HOSPITAL
- MH** - MENTAL HEALTH
- D** - DOCTORS
- S** - SPECIALISTS
- D** - DENTISTS

LEGEND

City Limits and Study Area - - - - -



19
LONG TERM CARE FACILITY OR COUNTY HOME



EXISTING



20

PROJECTED

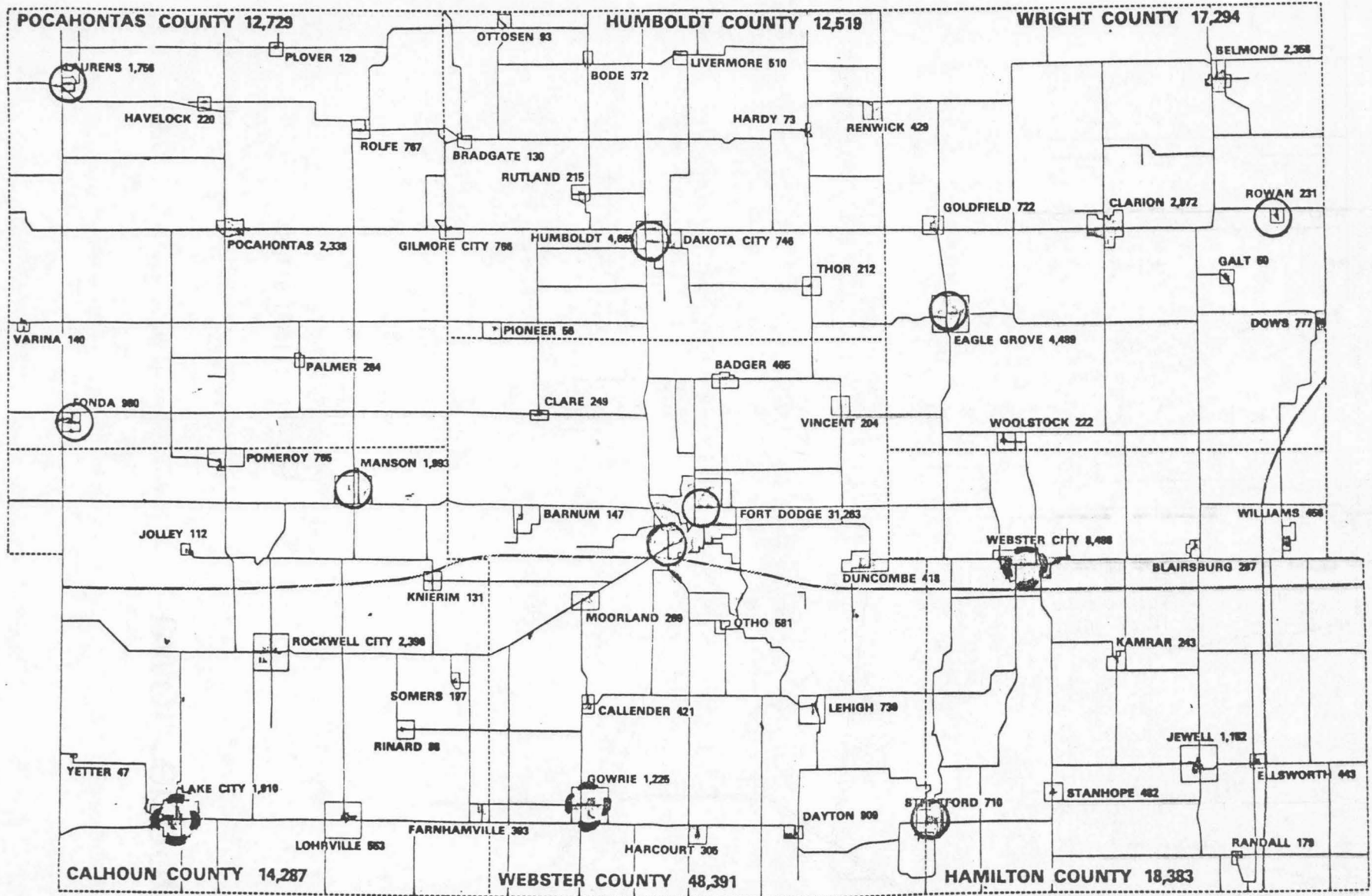
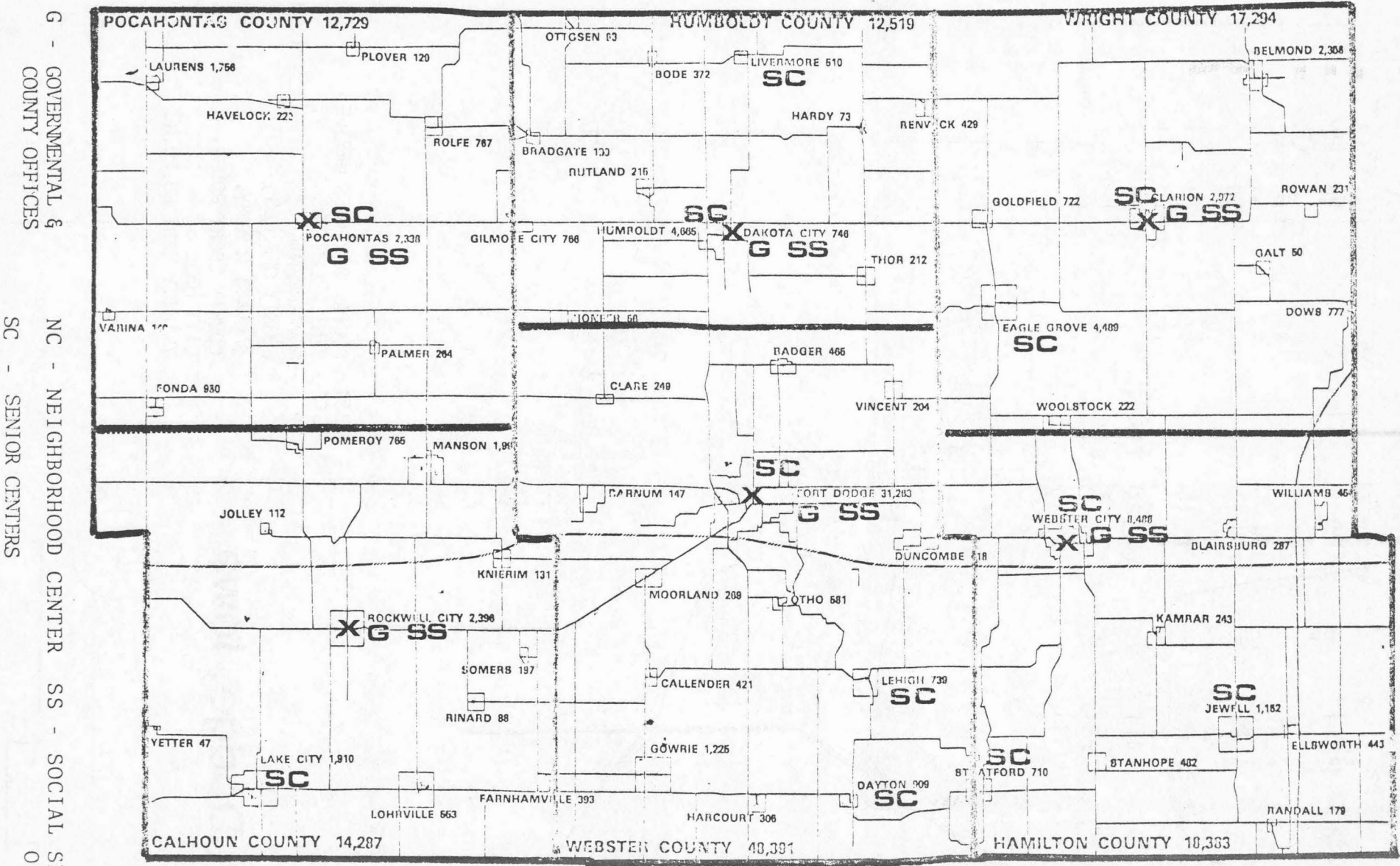


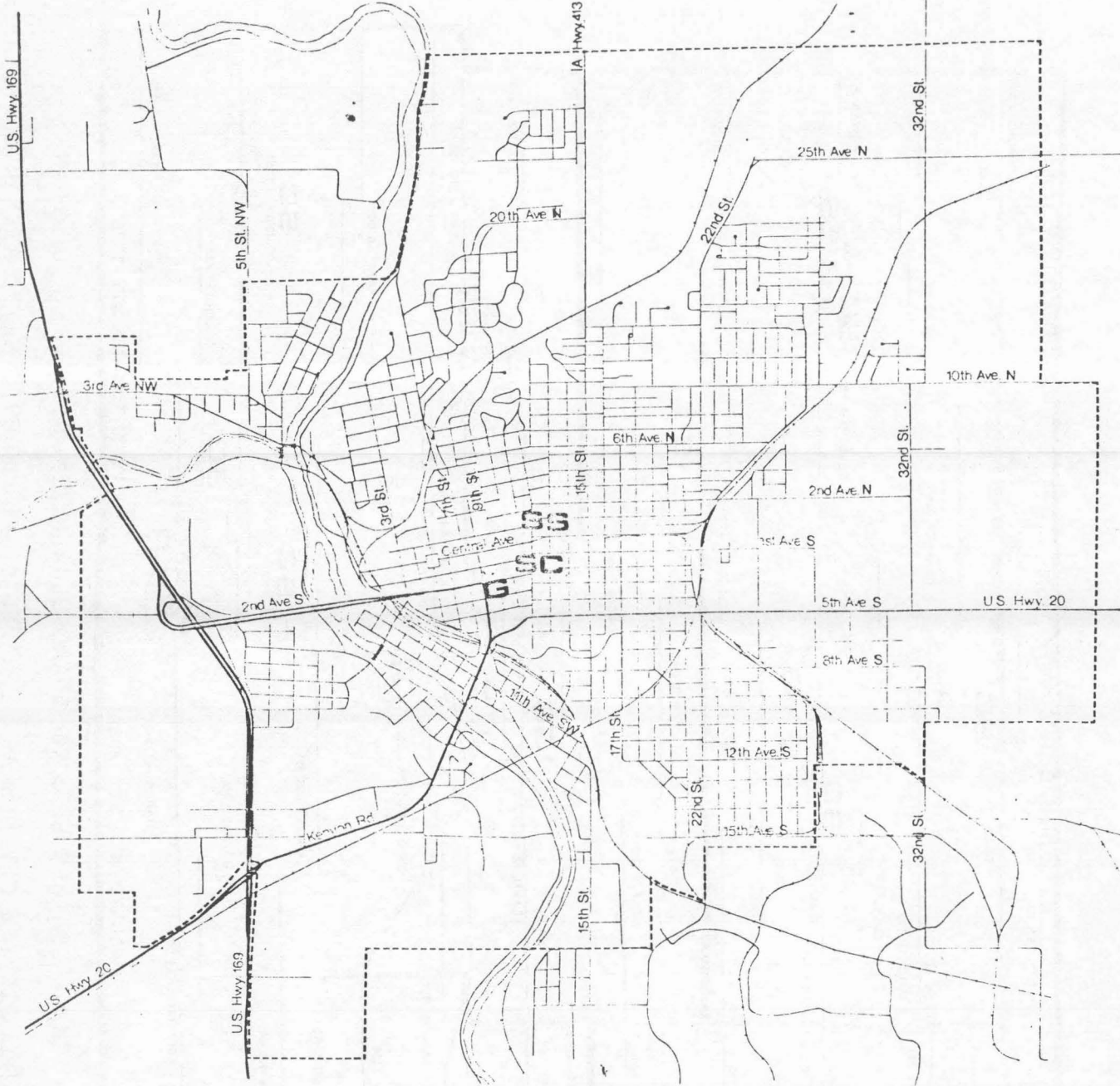
FIGURE 7 - NUTRITION SITES

FIGURE 8 - GOVERNMENT AND SOCIAL SERVICE CENTERS



ALL COMMUNITIES HAVE NEIGHBORHOOD CENTERS. THESE ARE USUALLY IN THE CENTER OF TOWN
 ALL GOVERNMENT AND SOCIAL SERVICE OFFICES ARE LOCATED IN THE COUNTY SEATS AS MARKED BY AN X

FIGURE 8 Government and Social Service Centers

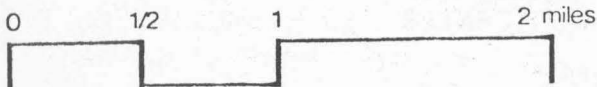


- SS - SOCIAL SERVICES OFFICES
- SSC - SENIOR CENTERS
- G - GOVERNMENTAL & COUNTY OFFICES, SALVATION ARMY, COUNTY COURT HOUSE, CITY HALL, TRINITY EAST BUILDING

LEGEND

City Limits and Study Area - - - - -

Fort Dodge, Iowa



EXISTING TRANSIT SERVICES

The identification of existing transit services, both private and public is a crucial first step in development of a regional service system. There are a variety of services presently now in existence.

<u>NAME</u>	<u>CITY</u>	<u>COUNTY</u>
1. Union Cab Company	Fort Dodge	Webster
2. City Cab	Webster City	Hamilton

INTERCITY BUS SERVICES

1. Fort Dodge Transportation Company, Inc.
2. Greyhound
3. Iowa Coaches
4. Jefferson Lines

RURAL AND SPECIAL SERVICES

1. MIDAS	Fort Dodge Webster County Calhoun County Pocahontas County Humboldt County Webster City	Webster Hamilton
2. Marion Nursing Home	Fort Dodge	Webster
3. Friendship Haven	Fort Dodge	Webster
4. Developmental Learning Center	Fort Dodge	Webster
5. Webster County Care Facility	Fort Dodge	Webster
6. Salvation Army	Fort Dodge	Webster
7. Jerry Rabiners Boys Ranch	Fort Dodge	Webster
8. Urban Ministry	Fort Dodge	Webster

9. Iowa Central Re- habilitation Center	Fort Dodge	Webster
10. Girl Scouts	Fort Dodge	(14 County Area)
11. Wright County Op- portunities Center	Clarion	Wright
12. Eagle Grove Senior Citizens	Eagle Grove	Wright
13. YOUR, Inc.	Webster City	Hamilton
14. Livermore Opportunities	Livermore	Humboldt
15. Rockwell City Women's Reformatory	Rockwell City	Calhoun

OTHER SERVICES

There are three areas not covered here. They are the Department of Social Services, whose staff provides client transportation. The school systems, which not only provide daily transportation, but special education transportation as well. Also, there is no inventory of the church owned school buses.

EVALUATION OF EXISTING TRANSIT SERVICES

All six counties are served by inter-city carriers in addition to special services as listed by county.

POCAHONTAS COUNTY

MIDAS System has purchased one - 15 passenger bus which provides service Monday through Friday throughout Pocahontas County. The service is primarily available for those persons 55 years of age and older, however, all persons may ride as space is available. MIDAS also reimburses all operational expenses for the first year of operation. The City of Pocahontas has assumed financial responsibility for the second year. This is a part of the MIDAS Multi-county system.

The Good Samaritan Home of Laurens has applied for a 16(b)(2) - 35 passenger vehicle with a wheelchair lift from fiscal year '76 funding. They anticipate a September or October arrival date. They have agreed to provide service to handicapped persons of Pocahontas County as needed.

CALHOUN COUNTY

The Rockwell City Women's Reformatory has a van for client use only.

Calhoun County is served by the MIDAS System on Wednesday and Thursday. This service provides one day a week per community, within the county. This vehicle is not equipped with wheelchair lift.

HUMBOLDT COUNTY

Humboldt is served by a combination of public non-profit agencies. The Humboldt/Dakota City Senior Citizens, Inc., have purchased a 16(b)(2) vehicle from FY'75 funds for use for persons 60 years of age and older. The MIDAS System covers the entire cost of operation for this year. The Humboldt/Dakota City Senior Citizens, Inc. has assumed responsibility for the 2nd year. This vehicle provides service primarily to persons 55 years of age and older, however, anyone may ride as space is available. This project serves the entire county.

Humboldt County Activity Center in Livermore provides education, self-help skills, activities, counseling and training, and is located in Humboldt County. Their capacity is 20 and they serve approximately 15 clients per day. Presently there is no age requirement, however, most are adults. They presently operate 2 vehicles, one with a wheelchair lift. Because of the nature of their clientele they usually need to have transportation readily available. They also provide pickup and delivery service Monday through Friday.

YOUR, Inc. operates a Head Start Station Wagon out of Humboldt.

WRIGHT COUNTY

Presently, Wright County has no countywide service, but there are 3 special

Denotes part of the MIDAS Rural Multi-County Transportation System.


services in operation. The City of Eagle Grove sponsors an Area Agency on Aging grant for 12 hours a week. This grant utilizes a 42 passenger school bus to provide rides on a demand responsive basis for 60+ population of Eagle Grove and Goldfield. This service is being expanded to 20 hours a week and the use of a former police car is being utilized as a taxi.

The Belmond School Board also has a grant with the Area Agency on Aging to provide transportation 3 days a week to the congregate meal site in Rowan. The service utilizes a school bus.

Wright County Opportunities, Inc. - This facility which is located in Clarion provides work training through CETA, activities, counseling, education and self-help skills. Their capacity is 20 and they serve approximately 18 adult clients per day. They presently provide daily pickup and delivery services to all their clients scattered throughout Wright County. They are presently using 1 van and 1 station wagon which they hope to replace with one 20 passenger 16(b)(2) vehicle. That application is still pending.

YOUR, Inc. operates a Head Start Vehicle out of Eagle Grove.


HAMILTON COUNTY


 The City Cab Company of Webster City is the only formalized transit system in Hamilton. Presently, it is receiving subsidy on a monthly basis from MIDAS for rides given to persons 55+ years of age and handicapped persons of any age. The subsidized portion is part of the MIDAS Rural Multi-County System.


YOUR, Inc. has a private auto for Head Start. Other clients may have transportation provided by the outreach worker, who has her mileage reimbursed. These rides are primarily for medical purposes both in and out of Hamilton County.

Community Health Transportation of Webster City is a volunteer organization that provides free transportation for elderly and handicapped for medical purposes only.

WEBSTER COUNTY

 As Fort Dodge is located in Webster County, many of the agencies with vehicles are located in the largest City in Area 5. Nine out of the ten vehicle owners listed are for clients only. The MIDAS System through June 30th, is for persons 55 years of age and older and handicapped of any age. MIDAS provides one day a week service to the rural communities on Monday and Tuesday of each week. The county rider is entitled to a free transfer to one round trip ride in Fort Dodge. The MIDAS system allows anyone to ride as space is available.

 The City of Fort Dodge has guaranteed funding for the second year for the Call-A-Bus System. This year, MIDAS, through IDOT grant from State S.F.573, has funded both the total operation and the purchase of two wheelchair equipped 14 passenger mini-buses. The Call-A-Bus System provides the widest use as it serves the heaviest population base. Through June 30th, the system shall serve elderly and handicapped first, and all others as space is available. The vendor for this service is Fort Dodge Transportation Company.

 Denotes part of the MIDAS Rural Multi-County Transportation System

The only other CAB System in Area 5 is the Union Cab Company. Originally in the MIDAS System, Union Cab was the vendor until the change in ownership on November 12th - 1976. The Union Cab provides 24 hour service, seven days a week. Mr. Schmoker estimates 30% of his total weekly business is for persons 60 years of age and older.

The Lakota Girl Scouts, based in Fort Dodge serving a 14 county area owns a 12 passenger van which they use for scheduled activities. Only salaried staff are allowed to drive the vehicle, therefore it is for girl scout use only. There is a period of 6 weeks during summer camp when a second vehicle would be desirable.

The Marion Nursing Home has recently purchased a 15 passenger van as a service for their residents. Primarily it is used for scheduled outings as well as individual special service for one or two residents at a time.

Friendship Haven of Fort Dodge has a 12 passenger van as a service for their residents. Its primary function is for two daily runs from the complex on the west end of town to the downtown area and out to the east edge of town to the shopping center and return.

Iowa Central Rehabilitation Industries

This facility which is located in Fort Dodge, provides work adjustment training, work experience which includes training, independent living skills, job seeking skills and basic entry skills. They also provide extended employment, evaluations, one-day assessments, including psychological. They also have an Adult Development Center. Iowa Central Rehabilitation Industries serves all six counties in Area V.

Capacity is 100 and approximately 57-100 clients are served each day. Of these clients 60-70% are developmentally disabled. The total program services persons 16 years of age and older. The program owns one vehicle a 20 passenger van. The State motor pool owns a 30 passenger bus with lift, for spaces for two wheelchair slots, which Iowa Central Rehabilitation operates. They provide transportation within the city limits of Fort Dodge only which the clients pay \$2.00 per week.

Salvation Army owns a van and a station wagon which they use seven days a week on demand by the staff for client use. They have on special occasion made their vehicles available to outside groups.

Jerry Rabiner Boys' Ranch which serves as a residential home for delinquent male juveniles, has two vans, one 16 passenger and one 10 passenger and two station wagons for use in their program. They are located out in the country.

Webster County Care Facility located outside Fort Dodge in rural Webster County has one eleven passenger van which is used 90% of the time for the mental health clients. The van is used quite extensively throughout the entire week with daytime as well as evening hours.

Urban Ministry is a non-profit agency set up as a church cooperative sponsoring the Ethnic School, among other projects. The Ministry owns a 1972-9 passenger Chevy van which although recently refurbished will be in need of replacement in the coming year. The main service is to transport 3, 4, and 5 year olds to and from school, Monday through Friday during the school calendar year. There are other activities which requires the use of the van afternoons and evenings. They are particularly concerned with providing rides home from after school activities for both elementary and high school students.

Developmental Learning Center - The Developmental Learning Center is located in Fort Dodge and serves children from Webster County and surrounding counties. They provide speech and language development, pre-academic, self-help skills, socialization, gross motor development, physical therapy, arts and crafts, recreation and transportation.

They are licensed for 20 and approximately 17 clients ages 2-17 are served. Of these, 14 are developmentally disabled and 3 are management problems referred by the Mental Health Center.

For this fiscal year, through June 30th, the D.L.C. has the use of a 12 passenger van, owned by the County Board of Supervisors. A shift will be made to Arrowhead Area Education Agency by August 1st. Various alternatives are being discussed as to the best way to transport these youngsters. The possibility of using the Call-A-Bus system, is a possibility at least for some of the children. The Webster County Board of Supervisors have not made a determination as to future use of the older model van.

TABLE 8 SURVEY OF CAPITAL EQUIPMENT AND OPERATIONAL CHARACTERISTICS

NAME	SERVICE AREA	# OF VEHICLES	# OF VEHICLES TO HANDICAPPED	TOTAL SEATING CAP.	RADIO DISPATCH C. M.	REVENUE MILES	DAYS OF OPERATIC	HOURS OF OPERATION	AVERAGE DAILY P. S.	# OF PAID STAFF AND VOLUNTEERS
MIDAS, Humboldt, Dakota City Senior Citizen, Inc	Hum. Poca. Cal. Web.	4	2	57	Yes	440	Mon.-Fri	8-5	170	8 2
City Cab (Approx 40%) +60 Senior Citizen Trans.	Webster City	3	1	15	Yes	N.A.	6 Days	5:30 a.m. 11:00 p.m.	50	5 0
Eagle Grove/Goldfield	Eagle Grove Goldfield	1	0	40	No	15 daily	Mon. Wed Fri.	9-12 (12 hrs)	20	2 1
Wright County Opportunities	Wright	2	0	18	No	90	Mon-Fri	8-4	40	2 0
YOUR Inc. (Headstart)	Ham. Hum. Web. Wri.	4	0	36	No	N.A.	Mon-Fri	2 hours	88	4 1
Livermore Opportunities	Humboldt Co.	2	0	24	Yes	440	Mon-Fri	8-4:30	36	3 0
Jerry Rabiner Boys Ranch	Fort Dodge Webster Co.	3	0	44	No	N.A.	7days	N.A.	N.A.	N.A. N.A.
Salvation Army	Fort Dodge	2	0	24	No	N.A.	Mon-Fri	Varies	N.A.	N.A. N.A.
Union Cab (30%) +60	Fort Dodge	6	0	30	Yes	N.A.	7 days	24 hours	350	7 N.A.
Marion Nursing Home	Fort Dodge	1	0	15	No	N.A.	Mon-Fri	Varies	N.A.	2 N.A.
Girl Scouts	14 County	1	0	12	No	N.A.	Varies	Varies	Not Comp. daily	Varies
Development Learning Center	Fort Dodge	1	0	12	No	80	Mon-Fri	8-3:30	16	2 N.A.
Friendship Haven	Fort Dodge	1	0	12	No	14	Mon-Fri	8-5	50	2 N.A.
Urban Ministry	Fort Dodge	1	0	9	No	N.A.	Mon-Fri	8-2	40	1 N.A.
Iowa Central Rehab. Center	Fort Dodge	2	1	56	No		Mon-Fri			
Webster County Care Facility	Webster Co.	1	0	11	No	Varies	7 days	varies	varies	
Rockwell City Womens Reform.	Rockwell City Cal. Web.		0							
REGIONAL TOTALS	* 6 counties	35	4	415	4 Yes 12 NO				860 **	38 3

* 1 school bus, 3 mini buses, 11 vans, 8 stations wagons, 9 cabs, 3 mini buses w/lift, 1 large bus w/lift

** 400 are from cabs

NAME

FAREBOX REVENUES

FARE STRUCTURE

OTHER REVENUE

FEDERAL SUBSIDY

STATE SUBSIDY

OTHER SUBSIDIES

TOTAL REVENUE

TOTAL OPERATING EXPENSE

TOTAL NON-OPERATING INCOME (interest, advertising, etc.) and NET INCOME (loss)

NAME	FAREBOX REVENUES	FARE STRUCTURE	OTHER REVENUE	FEDERAL SUBSIDY	STATE SUBSIDY	OTHER SUBSIDIES	TOTAL REVENUE	TOTAL OPERATING EXPENSE	TOTAL NON-OPERATING INCOME (interest, advertising, etc.) and NET INCOME (loss)
* Senior Citizen MIDAS, Humboldt-Dakota City	18,000	Varie	None	None	158,140.00		18,000	158,140	
Wright County Opprtunities (w)	None		Purchase of Services D.S.S.						
Senior Citizen Transportation Eagle Grove/Goldfield (w)	25¢ Avg.	Donations		AAA Grant 10,000 Title III		700.00	14,000.		
City Cab (ha)	N.A.	\$1.15-1.25			135.00 mor avg. 2.7.77				
YOUR Inc. (ha)	None	Free		NOT AVAILABLE					
Livermore Opportunitites (ha)	None	-----	-----PURCHASE OF SERVICE	D.D.S.	-----				
Jerry Rabiner Boys Ranch	None	None	NOT AVAILABLE						
Salvation Army	None	Free-clients	NOT AVAILABLE						
Union Cab	N.A.	miles zones	-----	NONE	-----				
Marion Home	None	None							
Girl Scouts	None	None							
Developmental Learning Center	1								
Friendship Haven		None							
Urban Ministry	None	Free							
Iowa Central Rehb Center	2.00/wk	2:00/wk per client	(PURCHASE OF SERVICE)						
Webster County Care Facility	None	Free	(PURCHASE OF SERVICE)		County Board of Supervisors				
Rockwell City Womens Reform.	None	Free	(PURCHASE OF SERVICE)						
* estimated operation for full year									

ALL AGENCIES GAVE SOME INFORMATION FREELY. THE FORMS PROVIDED ASKED FOR VERY EXTENSIVE DETAILED INFORMATION WHICH MOST AGENCIES DID NOT EITHER HAVE THOSE FIGURES AVAILABLE OR DO NOT FEEL OBLIGATED TO DIVULGGE.

TABLE 9a

INTERCITY BUS SCHEDULES

FORT DODGE TRANSPORTATION COMPANY

WORTHINGTON - ESTHERVILLE - ALGONA - HUMBOLDT - FORT DODGE

Number * (Daily) (South and East bound)

Fort Dodge	11:30 a.m.
Humboldt	11:45 a.m.
Algona	12:15 p.m.
Worthington, Minn.	2:45 p.m.

Fort Dodge	6:25 p.m.
Humboldt	6:45 p.m.
Algona	7:25 p.m.
Spirit Lake	9:00 p.m.

Spirit Lake	8:05 a.m.
Algona	9:40 a.m.
Humboldt	10:35 a.m.
Fort Dodge	11:00 a.m.

Worthington, Minn	2:55 p.m.
Algona	5:15 p.m.
Humboldt	5:45 p.m.
Fort Dodge	6:10 p.m.

POCAHONTAS-HUMBOLDT-EAGLE GROVE-CLARION-HAMILTON

East - West Daily

Hampton	4:00 p.m.
Clarion Cross	4:35 p.m.
Clarion	4:45 p.m.
Goldfield	4:55 p.m.
Eagle Grove	5:05 p.m.
Thor	5:15 p.m.
Humboldt	5:35 p.m.
Gilmore City	6:25 p.m.
Pocahontas	6:40 p.m. Discharge Stop Only

Table 9a
Continued

INTERCITY BUS SCHEDULES

POCAHONTAS-HUMBOLDT-EAGLE GROVE-CLARION-HAMILTON

East - West Daily

Gilmore City	6:25 p.m.
Humboldt	6:45 p.m.
Thor	7:00 p.m.
Eagle Grove	7:10 p.m.
Goldfield	7:20 p.m.
Clarion	7:35 p.m.
Clarion Cross	HIGHWAY STOP
Hampton	8:25 p.m.

GREYHOUND

East - South bound Fort Dodge - Webster City - Ames

1st Leave		2nd Leave
Fort Dodge	9:45 a.m.	1:25 p.m.
Flag Stop Duncombe		
Flag Stop Highview		
Webster City	10:15 a.m.	1:55 p.m.
Blairsburg	10:30 a.m.	2:10 p.m.
Jewell	10:45 a.m.	2:25 p.m.
Ames	11:25 a.m.	3:05 p.m.

North - West Ames - Webster City - Fort Dodge

1st Leave		2nd leave
Ames	9:50 a.m.	6:25 p.m.
Jewell	10:30 a.m.	7:05 p.m.
Blairsburg	10:45 a.m.	7:20 p.m.
Webster City	11:00 a.m.	7:35 p.m.
Fort Dodge	11:30 a.m.	8:05 p.m.

IOWA COACHES Daily

Highway 20

Fort Dodge	8:30 a.m.
Rockwell City	9:00 a.m.
Litton Corners Flag	
Sioux City	12:10 p.m.

Table 9a
Continued

IOWA COACHES

Fort Dodge	6:20 p.m.
Barnum Corners Flag Stop	
Manson	6:43 p.m.
Pomeroy	6:55 p.m.
Fonda	7:10 p.m.
Sioux City	9:45 p.m.

JEFFERSON LINES

Minneapolis Daily

Belmond	4:20 a.m.
Clarion Crossroads Flag Stop	
HY 69 - Blairsburg Flag Stop	
Jewell	5:10 a.m.
Ames	5:40 a.m.
Des Moines	6:30 a.m.

Belmond	4:15 p.m.
Clarion Crossroads Flag Stop	
Blairsburg	4:20 p.m.
Jewell Flag Stop	
Ames	5:40 p.m.
Des Moines	6:25 p.m.

Des Moines	12:35 p.m.
Ames	1:30 p.m.
Jewell	1:55 p.m.
Blairsburg	2:10 p.m.
Clarion Crossroad Flag Stop	
Belmond	2:55 p.m.
Minneapolis	7:15 p.m.

Intercity Bus Services

Four intercity bus companies are providing transit services in Area 5. The routes and schedules for each of these services can be noted in Figure 9 and Table 9 - respectfully.

FORT DODGE TRANSPORTATION COMPANY

Fort Dodge Transportation is operating in the Central and Northern parts of the Region. Service areas include parts of Humboldt, Webster, Wright and Pocahontas Counties. Normal capacity of the vehicles ranges from 12 to 39 passengers with estimated ridership in terms of capacity at 15 percent. No special rates are provided for the elderly or handicapped, however, the drivers do aid the elderly and handicapped in boarding. The company receives no Federal, State, or local subsidy for these services. Charter service is available to all states. Fort Dodge Transportation Company is presently under a Purchase of Service Contract to MIDAS for \$3,500 monthly for special services to Webster and Calhoun Counties, including the City of Fort Dodge.

GREYHOUND LINES

Greyhound Lines offers intercity transit services through the central and Western part of the Region. The route serves portions of Webster and Hamilton Counties. Capacity of the vehicles averages 40. No special rates are provided for the elderly, however, the drivers are instructed to aid elderly and handicapped in boarding. The company receives no Federal, State, or local subsidy.

IOWA COACHES, INC.

Iowa Coaches offers intercity transit services through Calhoun, Pocahontas and Webster Counties. The capacity of the Iowa Coaches, Inc. buses range from 39 to 57 passengers. No special rates are provided the elderly and handicapped, although blind and handicapped persons are aided by the driver. In addition, the blind may transport a seeing eye dog or they are carried free with an adult escort. Similarly, a handicapped rider may travel with an adult escort for the price of one. The company has charter authority anywhere in the United States and Canada.

JEFFERSON LINES

Jefferson Lines operates in the extreme Eastern portion of Area 5. They provide service to Hamilton and Wright Counties along Highway #69. They connect with Greyhound and Iowa Coaches. Normal capacity of vehicles is 47. No special rates are provided for the elderly or handicapped, however, the drivers do aid the elderly and handicapped in boarding. The company receives no Federal, State or local subsidy for these services. Charter service is available to all states.

As of April 12, 1977 Jefferson Lines has filed a petition to drop service through Rockwell City due to low ridership.

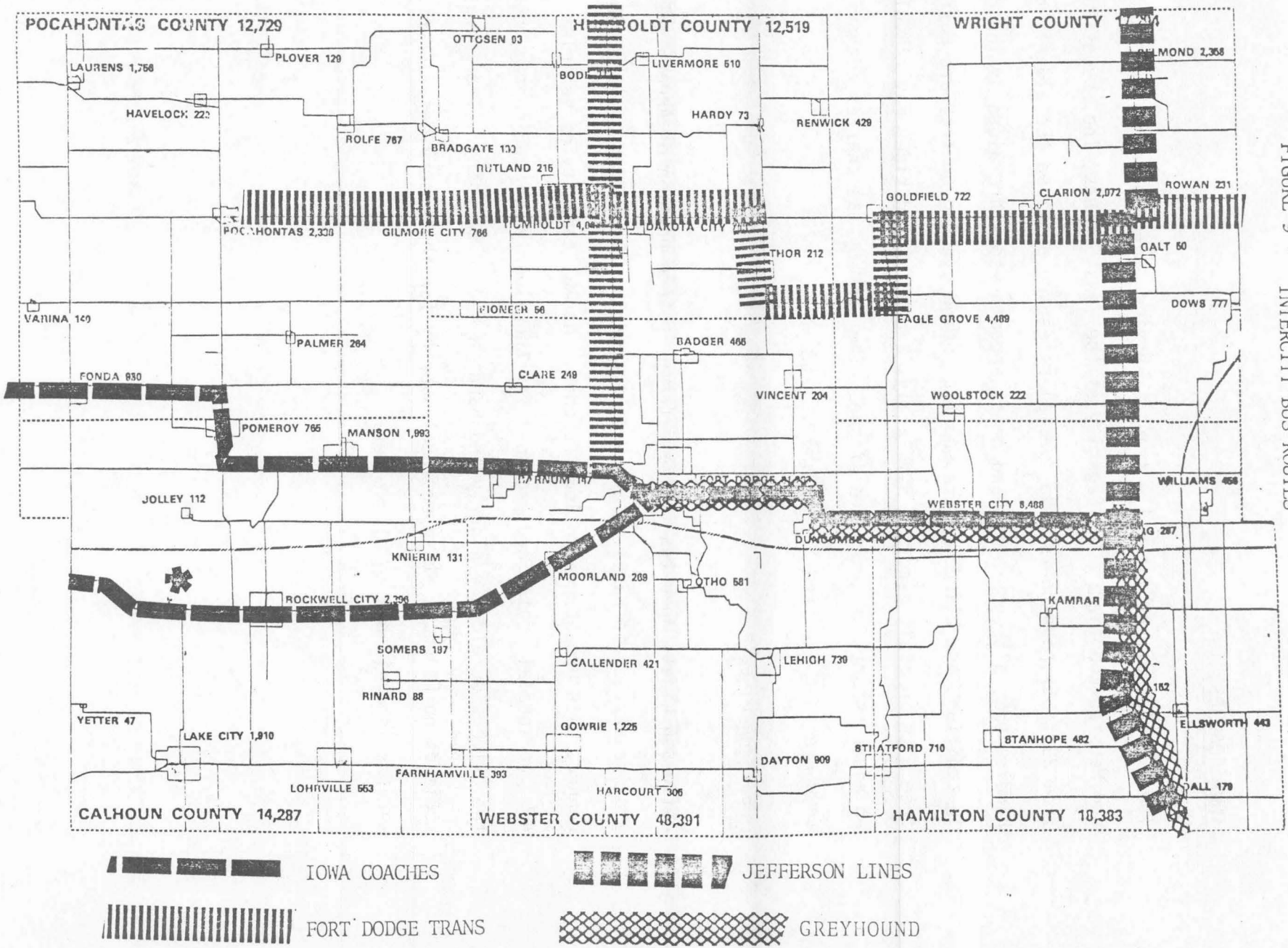
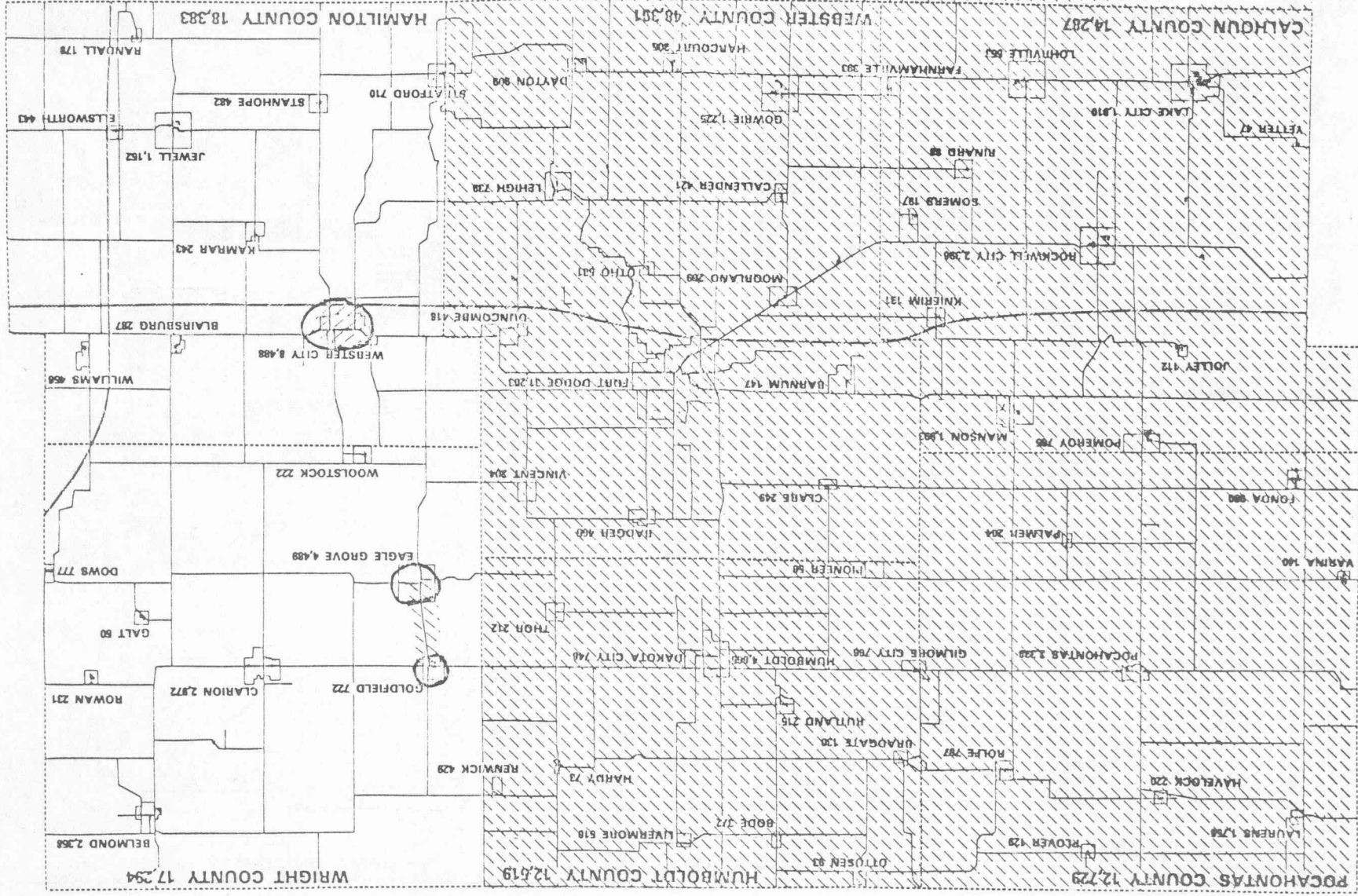


FIGURE 9 - INTERCITY BUS ROUTES

FIGURE 10 - RURAL AND SPECIAL SERVICE



I.C.C. / VOC REH - PROVIDE CLIENT PICKUP
 WRIGHT COUNTY OPPORTUNITIES CENTER IN CLARION PROVIDES CLIENT PICKUP IN WRIGHT COUNTY

ALL OF CALHOUN, HUMBOLDT, POCAHONTAS AND WEBSTER COUNTIES, IN ADDITION, A SUBSIDIZED TAXI-SERVICE IN WEBSTER CITY. THE AREA AGENCY ON AGING SPONSORS A LIMITED SERVICE IN EAGLE GROVE AND GOLDFIELD.

FIGURE 12-A

OVERLAPPING SERVICE TO ELDERLY HANDICAPPED AND LOW
INCOME INDIVIDUALS

THESE SERVICES ARE THE SAME AS FIGURE 11. THE POINT OF CLARIFICATION HERE IS THAT ALTHOUGH THERE IS OVERLAPPING SERVICE AREAS, MANY AGENCIES ARE LIMITED IN PROVIDING SERVICES ONLY TO THEIR CLIENTS. LIKEWISE SOME OF THESE SAME CLIENTS ARE UNABLE TO AFFORD PRIVATE TRANSPORTATION. OFTEN INTERCITY CARRIERS AND TAXIS ARE NOT EQUIPPED TO PROVIDE SERVICE TO HANDICAP PERSONS

FIGURE 12-B

OVERLAPPING SERVICE TO THE GENERAL PUBLIC

SAME AS FIGURE 11

SERVICE STANDARDS

I. A. 1. Composition of Regional Transit Advisory Council

One Supervisor/County

One Mayor/County - 3 from towns under 2,500 - 3 from towns over 2,500

Director of MIDAS System

Chairperson, Fort Dodge Transit Authority (Mayor's Commission)

Chairperson, Humboldt/Dakota City Senior Citizen's Center Transportation

Chairperson, Senior Citizen Transportation, Eagle Grove/Goldfield

Representative, Dept. of Social Services, Regional Office

Representative, Area V Developmental Disabilities Council

Representative, Area V Agency on Aging

Representative, Senior Citizen's retirement homes/care centers, Fort Dodge

Representative, Senior Citizen's retirement homes/care centers, other than Fort Dodge

Senior Citizen Transit rider, Fort Dodge

Senior Citizen Transit rider, other than Fort Dodge

One handicapped transit rider or potential transit rider

Representative, Fort Dodge Transportation

Representative, Union Cab Company

Representative, City Cab Company

Pocahontas Busing Committee for the Elderly

2. Method of Input

Quarterly meetings, functions as Advisory Council to the Area V Transportation Development Program. Minutes sent to mailing list.

I. B. Options

1. Memorandums of Agreement, or Purchase of Services Agreements where suited, between private organizations owning transportation vehicles, so that, if one organization is not using a vehicle, that vehicle may be shared with a second agency.
2. Subsidized rural systems will provide feeder service to existing private carriers, bringing riders to an intercounty pickup point. Encourage private carriers to arrange convenient pickup times, and support them in any hearings they may need for the change in scheduling.

I. C. Establish a 28 E. Regional Transit Authority to coordinate local, regional, state, and federal financing of transportation in the area.

- I. D. 1. Expand service to unincorporated areas (farms) Pocahontas County - use as a pilot for similar rural services in the other counties. Service available, initially, one day/week on a request basis. Maintain accurate data relating to utilization and cost/effectiveness. Evaluate at the end of one year and provide data to the Regional Transit Advisory Council.
2. Expand service in Humboldt/Dakota City to county towns.
3. Obtain support from elected officials and the public in Wright and Hamilton Counties for increased public transportation services. Expand present system in Wright County to include potential funding sources for purchase of appropriate vehicles.

- I. E. 1. Provide feeder lines to private intercity carriers where possible.
2. Additional intercounty services be provided as follows:
 - a) a morning Pocahontas - Humboldt - Eagle Grove - Clarion run, one day/week. Connect with F.D.T.* return trip is already provided by F.D.T., leaving Clarion at 4:45 p.m.
 - b) early afternoon Clarion - Eagle Grove - Humboldt run, one day/week. Return trip is already provided by F.D.T., leaving Humboldt at 6:45 p.m.
 - c) afternoon Webster City - Fort Dodge run, one day/week, a morning and an early afternoon trip, Fort Dodge - Webster City, already provided by Greyhound, leaving Fort Dodge at 9:45 a.m. and 1:25 p.m.
 - d) afternoon Fort Dodge - Webster City run, one day/week. Return trip is already provided by Greyhound, leaving Webster City at 7:35 p.m.
 - e) A Manson - Fort Dodge run in the early afternoon, one day/week. Return trip already provided by Iowa Coaches, leaving Fort Dodge at 6:20 p.m.
 - f) A Lake City - Rockwell City - Fort Dodge run, and return can be offered one day/week.
3. Maintain accurate data relating to utilization and cost/effectiveness. Evaluate at the end of one year and provide data to the Transit Authority Council.

*Fort Dodge Transportation Company

- II. A. Included in I. A.: Composition of Transit Advisory Council
- II. B. 1. Any new vehicles or replacement vehicles shall be equipped for the handicapped, if funded by state or federal funds.
- II. C. 1. Assist or conduct a random survey sampling survey of Area V senior citizens and handicapped to determine their travel needs and desires.
- II. D. 1. Based on the survey mentioned in C. and usage data of the current system(s) arrange routes and schedules to meet the needs of senior citizens and the handicapped as much as possible.
- II. E. 1. Provide low-cost rural and city transportation systems.
 2. Subsidize the elderly and handicapped when riding private inter-city carriers from point to point within the region.
- III.A. 1. Publicize, through radio, television, and newspapers (e.g. interview with riders) the progress of the regional transportation system. Publicize intercounty link-ups and schedules. Build system image of convenience, reliability, and the independence and self-worth of the ridership.

- III.A. 2. Publicize through churches, senior citizens centers, and agencies, and organizations, the convenience and scheduling of the regional transportation system.
- III.B. 1. Inter-county routing and scheduling needs included in I.E.2 a-f.
- 2. One day/week, county bus (where available) picks up rural residents (demand response) of one-half of county and brings to intercity private carriers pick-up point (usually county seat town) available in town on demand-response basis until inter-city bus returns. County bus returns rural residents to their homes. Next week, county bus picks up other one-half of county in same system.
- III.C. 1. Subsidize elderly and senior citizen riders on private, inter-city carriers from point to point within the region.
- 2. On the rural system, establish standard fares for the following types of rides:
 - a) urban
 - b) inter-city
 - c) rural/urban transfer
 - d) inter-county
 - e) unincorporated rural
- III.D. 1. All drivers shall receive a safe driver training course, (possibly with school bus drivers?).
- 2. All vehicles shall meet state and federal safety requirements.
- 3. Drivers and dispatchers shall be instructed as to the importance of courtesy, helpfulness, promptness, and reliability.

COMPARISON OF SERVICE STANDARDS TO LOCAL GOALS AND OBJECTIVES

Each of the above service standards is a direct response to the objective for which it is numbered.

TRANSIT NEEDS

1. Additional Intra-county service in Hamilton County.

At present, Hamilton County has no intra-county service other than Greyhound's Jewell - Blairsburg - Webster City run, which leaves less than a 2 hour turn-around time in Webster City (11 a.m. arrival, 1:55 p.m. departure), and Jefferson Lines' Jewell - Blairsburg flagstop run, the scheduling of which is appropriate for local use only from Jewell to Blairsburg and return, (with a 2 hour turn around time) and is not likely to serve local transportation needs to any great extent. Other Hamilton County towns have no service excepting the City Cab Company which serves Webster City.

2. Additional intra-county service in Wright County.

At present, Jefferson Lines' Belmond - Clarion Crossroads Flag Stop run is inappropriate for local use, unless feeder service is provided to and from the Clarion Crossroads and schedules are rearranged so that more convenient times are available to local residents. One can go from the Clarion Crossroads to Belmond and return the same day, but with only just over an hours turn around time. One cannot go from Belmond to Clarion and return the same day unless one leaves Belmond at 4:20 a.m.

Fort Dodge Transportation meets the 4:30 p.m. Clarion Crossroads flagstop of the Southbound Jefferson Lines bus from Belmond, and provides service to Clarion, Goldfield, and points west. Fort Dodge Transportation routes in Wright County operate only after 4:45 p.m., which does not likely meet the transit needs of residents of Clarion, Goldfield, and Eagle Grove. Intra-county service, earlier in the day, is needed.

Two other limited programs for senior citizens, from Belmond to Rowan for congregate meals, and in Eagle Grove and Goldfield, are sponsored by the Area Agency on Aging and the Eagle Grove City Council.

All other Wright County towns have no transportation service.

3. Increased intra-county utilization in Humboldt County.

Although Humboldt County has its own private vehicle, it is utilized mainly by Humboldt/Dakota City residents. Publicity and other encouragements are needed to increase utilization throughout the county.

4. Increased utilization of existing private inter-city carriers.

Private carriers within the region are operating at a substantial loss, and well below capacity. In some cases, minor schedule adjustments will make them more useful to local residents. Where cost may be a prohibitive factor. (e.g. senior citizens) Such riders' fares should be subsidized. Intra-county rural systems should provide feeder service to pickup points of the private inter-city carriers.

5. Pooling or sharing of vehicles owned by agencies and organizations.

Present use of many of these vehicles is inefficient with regards to regional transportation deficiencies. Cooperation and coordination of these resources

is needed.

6. Transportation for the handicapped other than to and from a handicapped program is minimal.

Vehicles equipped to serve the handicapped need to be shared and coordinated.

7. Increased utilization of existing transportation services in Calhoun and rural Webster County.

DEMAND ESTIMATION FOR NON ELDERLY HANDICAPPED

TABLE 10

Rural and Fort Dodge

	<u>Estimated¹</u>		<u>Presently Serving</u>		
Non-Elderly Handicapped Potential/ Month	3,943 47,316		1,860		
<u>TRIP PURPOSE</u>		<u>% of TOTAL TRIPS</u>		<u>% of TOTAL² TRIPS</u>	<u>% of Estimated presently serving</u>
Medical	3,785	8%	112	6%	3.0%
Employment	8,044	17%	409	22%	5.1%
Social-Recreation	6,624	14%	242	13%	3.7%
Education	946	2%	205	11%	21.7%
Shopping/Personal	4,732	10%	539	29%	11.4%
Other	23,185	49%	353	19%	1.5%
TOTAL	47,316		1,860		3.9%

1 Based on IDOT's formula for estimating Non-Elderly Handicapped Potential Per Month

2 Based on the Fort Dodge Bus System figures

TABLE 10. shows that the present system is only reaching 3.9 percent of its potential. Of the potential demand per month of 47,316, the present transportation systems of Region V are only serving 1,860 non elderly handicapped. Better advertising as well as more handicapped equipped buses would help reach more riders than what the system is presently serving.

TABLE 11

DEMAND ESTIMATION FOR ELDERLY

Rural and Fort Dodge

	<u>Estimated¹</u>		<u>Presently Serving</u>		
Elderly Population (65 and over With Mobility Limitations Demand/Month	17,396 9,046 72,368		7,840		
<u>TRIP PURPOSE</u>		<u>% of TOTAL TRIPS</u>		<u>% of TOTAL² TRIPS</u>	<u>% of Estimated presently serving</u>
Medical	3,619	5%	784	10%	21.7%
Economic	15,197	21%	392	5%	2.6%
Group Excursion	1,447	2%	78	1%	5.4%
Congregate Meals	14,473	20%	549	7%	3.8%
Recreation	3,619	5%			
Visiting	4,342	6%	2,352	30%	29.5%
Agency	1,447	2%	157	2%	10.9%
Other	28,244	39%	3,528	45%	12.5%
TOTAL	72,368		7,840		10.8%

1 Based on IDOT's formula for estimating Elderly Demand Potential Per Month

2 Based on trip purpose data collected by the Humboldt/Dakota City System, July, 1976 - April 1977

TABLE 11 shows that there are approximately 9,046 persons who are elderly and who also have mobility limitations. Their potential demand per month is 72,368. Presently the existing transportation systems are serving 7,840 elderly per month. The present system is only serving 10.8% of the total potential demand per month. Additional routes, services and buses will increase the ridership of the system.

PRESENT RURAL SYSTEM .

The present MIDAS system serves both Calhoun County and Webster County each two days a week, 8 hours per day. The system is radio dispatched demand responsive with each section of the county served one day per week. Pocahontas County system presently serves all incorporated areas in the county on a demand responsive radio dispatched system, it operates 5 days a week, 8 hours a day. Humbolt County is on a radio dispatched demand responsive system that serves the whole county, with primary service in the cities of Humbolt-Dakota City. In Hamilton County, the only organized service is in Webster City with a subsidized taxi service serving the elderly and handicapped.

In addition, although not part of the MIDAS system, in Wright County there is an Area Agency on Aging Grant for the City of Eagle Grove. This system serves the elderly and handicapped in Eagle Grove and Goldfield. This system is part-time, it runs twenty hours per week on a demand responsive basis. This project is already administered by MIDAS, and plans are being made to extend service on for the second year beginning October 1, 1977. Other communities in Wright County are now expressing an interest in providing some public transportation, for elderly.

The North Central Iowa Area Agency on Aging, whose main office is in Mason City with a branch office in Fort Dodge has worked very closely in the development of services thus far both in the area of technical assistance as well as financial.

The NCIAAA staff and the MIDAS staff are continuing to plan for additional merger of services. The NCIAAA staff anticipates for their coming fiscal year-October 1, 1977-September 1978 an estimated 42,000 rides for the 60+ population in Area V. The maximum subsidy would be 35¢ per ride in town and 75¢-\$1.00 out in the county. As this is just in the formulation stages at the time of this printing, it is difficult to estimate the actual participation. When the NCIAAA funds are utilized it must be used for 60+ population and in a donation basis only. This takes careful

careful planning to achieve a happy mixture between those under 60 who must pay a fixed fare and those over 60 who may donate what they wish.

In terms of the other existing transit services besides the narrative on page 24 , the following is a synopsis of participation.

The only other taxi service in the 6 county area is Union Cab Company in Fort Dodge. The the recommendation of the Fort Dodge Transit Advisory Committee, as of yet un-scheduled negotiations between the Mayor, the MIDAS Transportation Coordinator and the owner of Union Cab, have yet to be held to determine a possible user subsidy for 60+ population. It was never or is now the intent of public transportation to interfere with private enterprise.

Along this general policy, the MIDAS system is contracting for the second year for services from Fort Dodge Transportation Company, one of four private intercity carriers that travel through Area V. One of our alternatives is to further help finance a user subsidy on one of their regularly scheduled routes within Area V.

Of the rural and special services listed on pages 22 & 23 items 2, 3, 5, 6, 7, 10, 13, and 15 are basically for clients only and there are no plans for any major changes this coming year.

However, there are possible plans for a Purchase of Service among the Wright County Opportunity Center in Clarion, the Humboldt Opportunity Center in Livermore, and the Iowa Central Rehabilitation Center in Fort Dodge. Due to the complicity of their client group, often having both physical and mental deficiencies as well as difficult speech, it is necessary for these agencies to have readily available transportation. Wright County Opportunities has applied for one 16(b)(2) vehicle to replace their two worn out vehicles. There is no county wide transportation in Wright County. In addition, the Center Director would like to refer 3 clients to the only

sheltered workshop in Area V, namely in Fort Dodge, if transportation could be made available. Likewise the Humboldt Opportunity Center will be in need of replacement vehicles and will be making application for 16(b)(2) funds in the near future.

Likewise while the private vehicles are in use making daily pickups, the need for a Purchase of Service with other vehicles such as MIDAS, is needed, in order to minimize client time in transit.

The Good Samaritan Home of Laurens has applied for a 16(b) (2) - 35 passenger vehicle with a wheelchair lift from fiscal year '76 funding. They anticipate a September or October arrival date. They have agreed to provide service to handicapped persons of Pocahontas County as needed. This will supplement the present MIDAS bus in Pocahontas which is not equipped with a lift.

The proposed alternatives urge the utilization of existing resources by encouraging the pooling of handicapped equipped vehicles owned by private and other public agencies through Memorandums of Agreement and Purchases of Services contracts. Particular emphasis is being expended in include coordination of 16(b) (2) vehicles.

CURRENT ORGANIZATIONAL STRUCTURE

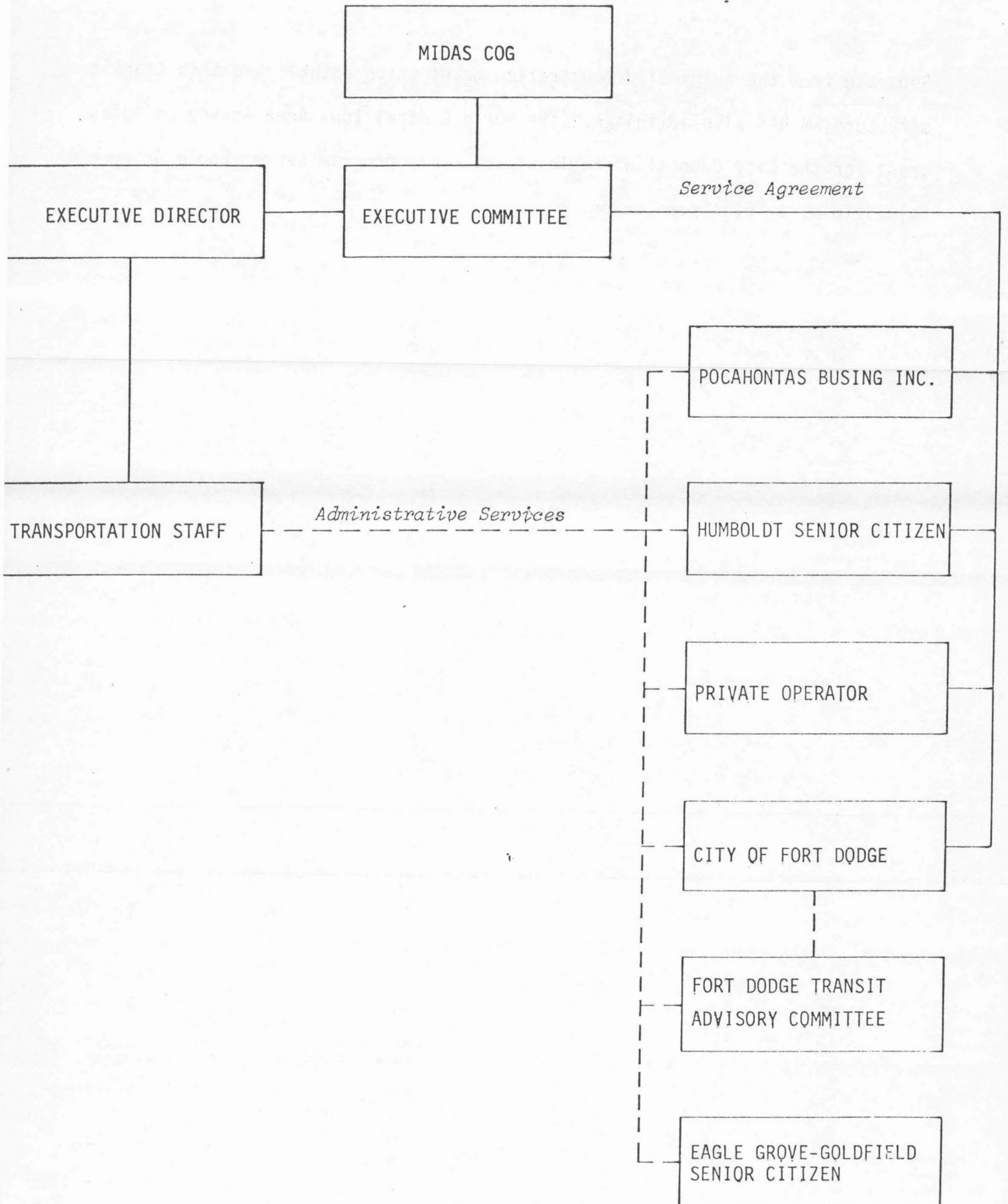
The only combined transit service in Area V is the MIDAS system, MIDAS Council of Governments has a contract with IDOT to provide services within Region Five. The MIDAS COG staff under the direction of the COG's Executive Committee oversees the day to day operations of the transit system.

The City of Fort Dodge has a contract with MIDAS to administer the City's transportation system. The Fort Dodge Transit Advisory Committee provides general guidance and operational recommendations to the Mayor of Fort Dodge and the MIDAS Transportation Coordinator. MIDAS, in turn, has a purchase of service agreement with a private provider, Fort Dodge, Transportation to provide actual services.

In addition to the Call-A-Bus system in Fort Dodge, MIDAS has a purchase of service contract with Fort Dodge Transportation to provide service in Webster and Calhoun Counties. Pocahontas Busing Incorporated and Humboldt Senior Citizens are entities which receive IDOT funding through MIDAS for the provision of transporting rural elderly and other citizens. MIDAS Council of Governments (COG) Transportation staff provides services for the administration of grants received for the provision of these services. MIDAS staff respect the wishes of the local sponsor in programming. In Hamilton County, the Webster City Senior Citizens Transportation Committee works with the MIDAS Transportation Coordinator to subsidize the privately owned City CAB Company for a rider subsidy for elderly and handicapped.

Separate from the original demonstration grant which established this transit structure, MIDAS also administers the North Central Iowa Area Agency on Agings grant for the City Council of Eagle Grove. This program serves Eagle Grove and Goldfield sixty plus population.

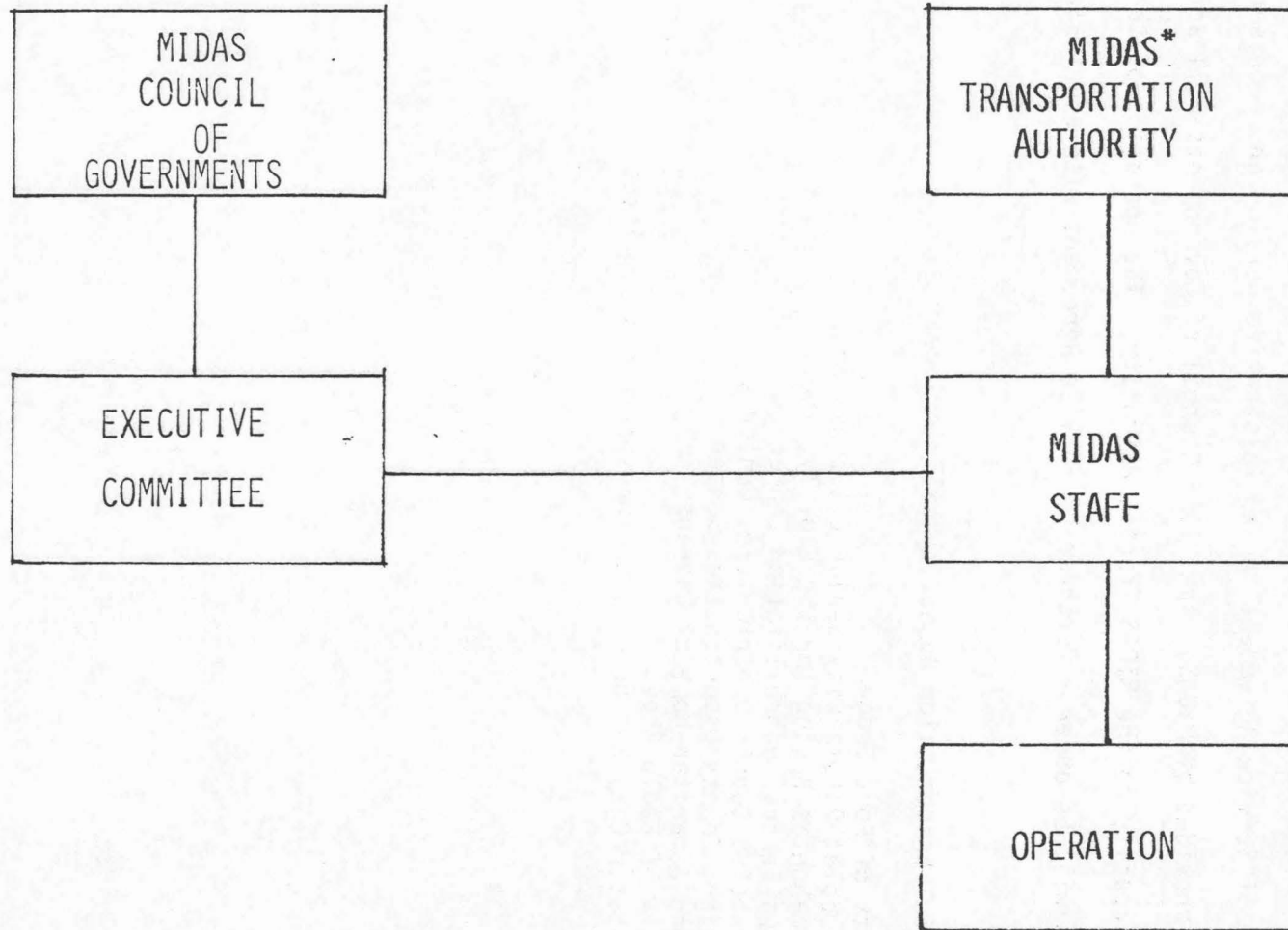
PRESENT ORGANIZATIONAL STRUCTURE OF TRANSIT OPERATION IN REGION V



PRESENT ORGANIZATIONAL STRUCTURE OF ALL OTHER EXISTING SERVICES

ALL OTHER -- EXISTING SERVICES ARE ALL SEPARATE ENTITIES WITH NO PRESENT SHARED ADMINISTRATION OR OPERATIONAL FACILITIES. RATHER THAN DIAGRAM -- SEPARATE ORGANIZATIONAL STRUCTURES, THIS STATEMENT WILL SUFFICE.

ORGANIZATIONAL ALTERNATIVE I



51

*MIDAS TRANSPORTATION AUTHORITY INCLUDES ALL PURCHASE OF SERVICE AGREEMENTS WITH OTHER CARRIERS.

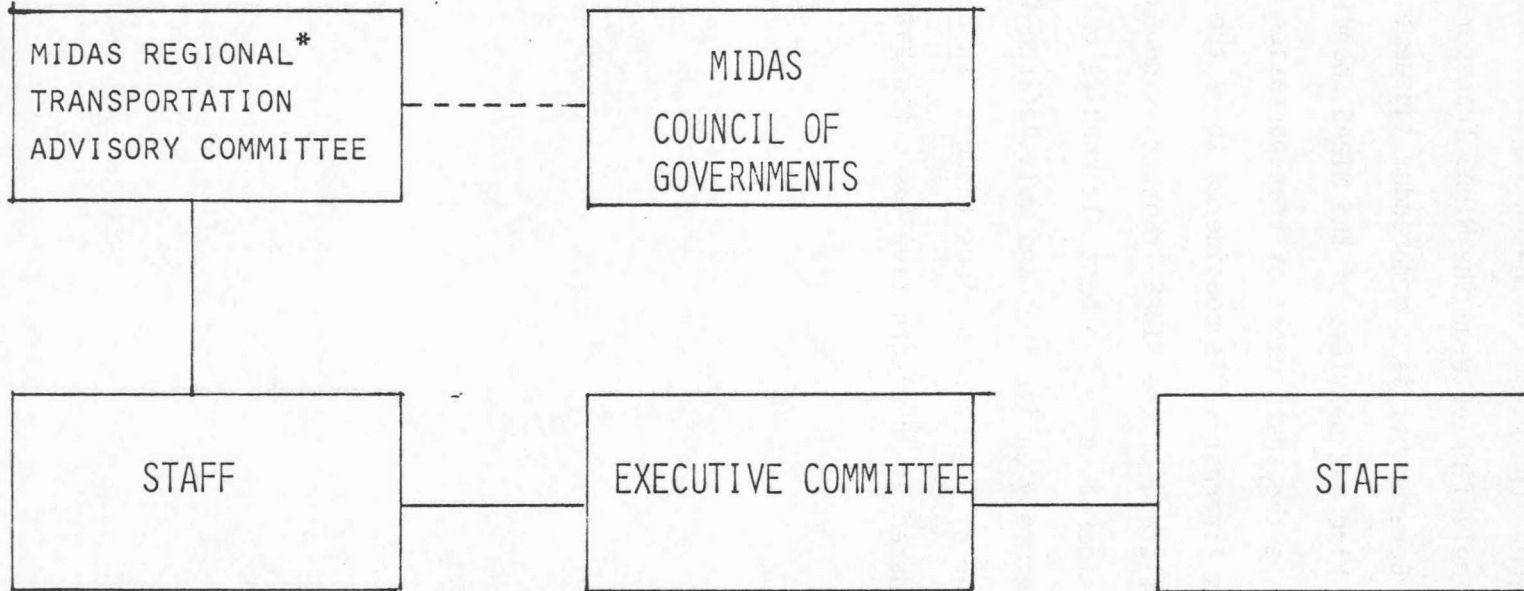
ORGANIZATIONAL ALTERNATIVE I

The Regional Transit Authority will assume responsibility related to general policy and overall operation of transportation services in the area. Through a Purchase of Service Agreement the administrative service and necessary staffing will be provided by MIDAS. The MIDAS Council of Governments will act in an advisory capacity to the MIDAS Transit Authority. The operation of three transit services will be under a Purchase of Service Agreement with a private operator.

* MIDAS Transportation Authority will include:

- City of Fort Dodge
- Humboldt-Dakota City Senior Citizens, Inc.
- Pocahontas Busing for the Elderly, Inc.
- Iowa Central Rehabilitation Center
- Humboldt County Opportunities Center
- Wright County Opportunities Center
- Good Samaritan Home of Laurens
- City of Eagle Grove
- Webster City Senior Citizen Transportation Committee

ALTERNATIVE II



53

*OTHER CARRIERS WHO HAVE A PURCHASE OF SERVICE AGREEMENT WITH THE MIDAS REGIONAL TRANSPORTATION ADVISORY COMMITTEE ARE INCLUDED HERE.

ORGANIZATIONAL ALTERNATIVE II

In Alternative #2, The MIDAS Transportation Authority is a separate entity with its own staff. The only link between the MIDAS Transportation Authority and the MIDAS Council of Governments is a memorandum agreement to coordinate transportation planning, hire out services of the MIDAS Council of Government Staff and jointly encourage the advancement of transportation in the MIDAS six-county region. This Alternative is considered to be the best alternative but because of the infant stage of the MIDAS Transportation Authority, the first Alternative is considered to be the best Alternative until MIDAS Transportation Authority is securely on its feet and well defined in function. Possibly in the fifth year of operation serious thought can be given for Alternative #2 to be considered as an alternative for organizational structure.

Table 12

Service Standards for Region 5

	<u>Present</u> ¹	<u>Proposed Standard</u>
Ridership - TOTAL	12,156	15,480
- Elderly	10,030	12,848
- Non-elderly handicapped	607	774
- All Other	1,519	2,012
Rides Per Capita	.17	.22
Vehicles Miles	45,563	58,050
Passenger Miles	33,293	42,377
Average Fare Charges or Suggested	.38	.40
Farebox Revenue	\$4,614	\$6,192
Agency Contracts		
Total Operating Cost	32,809.60	\$58,300.48
Direct Subsidy	\$ (28,195.60)	\$ (30,108.48)
Subsidy/Passenger	2.32	2.07

¹Based on the present MIDAS system

PROPOSED

ALTERNATIVE I

The present MIDAS county system will be in effect plus the additional routes noted later. The present system will serve 16,640¹ with an standardized average fare of .75¢ (50¢ city and \$1.00 county). Fare box Revenue estimated to be \$12,480. The system would run 62,400 miles. Costs are as follows:

Fuel	\$5,366.00
Maintenance	\$9,360.00
Insurance	\$3,120.00
Miscellaneous	\$6,240.00
	<hr/>
TOTAL	\$24,086.00

¹See Appendix

Drivers: 3 full time at \$3.25/hour, \$20,080 and one part-time at \$3.00/hour, 3,120. Dispatchers will be will be volunteer and the space for dispatchers will be donated. Total operating cost \$23,400.00.

PROPOSED NEW ROUTES/AREAS SERVED

A. Humboldt-Fort Dodge subsidized rural system will provide feeder service to private intercity carrier pickup points one day per week. Private carrier passengers, if elderly or handicapped, are subsidized. The private carrier will be encouraged to move up the time of the Fort Dodge to Humboldt run so that the bus arrives in Humboldt before 4:30 p.m. to allow the Humboldt bus ample time to return riders to their ultimate destinations. Subsidy of \$1.80 for 520 elderly and handicapped persons at (\$936.00 annually) will be needed for the Fort Dodge Humboldt run.

B. The Humboldt and Pocahontas buses shall meet in Gilmore City one day per week to exchange passengers, once in the morning and once in the afternoon. The Humboldt and Pocahontas run will be 88 miles in one week and 4,576 miles in a year. It will serve 520 persons at \$1.00 per trip, yeilding annual farebox revenue of \$520.00. Costs are as follows:

Fuel	\$394.00
Maintenance	\$686.00
Insurance	\$229.00
Miscellaneous	\$458.00
TOTAL	<u>\$1,767.00</u>

C. Unincorporated areas of Pocahontas county shall be served one day per week on a request basis. In 1970 there were 6,107 persons in the unincorporated areas of Pocahontas County. It is estimated that 1,344¹ will be served by this

¹See Appendix

new route per year. Additional costs to the existing system will be:

Additional miles 5,040 ¹ - Fuel	\$433.00
Maintenance	\$756.00
Insurance	\$252.00
Miscellaneous	\$504.00
	<hr/>
TOTAL	\$1,945.00

Revenue: 75¢ one way for all rides= \$1,008.00

In addition to the MIDAS System, there are four organizations that serve the developmentally disabled persons in Area V. These organizations have agreed to work in conjunction with the MIDAS Transportation System in order to increase services and reduce overhead and operating costs. The method of coordinating these services economically is described below.

Iowa Central Rehabilitation Center

Through Purchase of Service Agreements under-utilized MIDAS System vehicles and drivers will be used to help pick up clients of the Iowa Central Rehabilitation Center (Fort Dodge) from a four county area. According to a study done by Ryan Given and Company, transportation services cost an average \$9.30/hour. Taking this into consideration, Iowa Central Rehabilitation Center would need to purchase the services of a MIDAS System vehicle and driver approximately four hours per day, five days a week, 52 weeks a year. This would be a total cost of \$9,672.00. In addition to the Purchase of Service Agreement with the MIDAS Transportation System, Iowa Central Rehabilitation Center has two buses. One is a 35 passenger bus, the other is a 20 passenger bus. Total annual costs for these vehicles is \$2,163.00 plus \$3,640.00 for the driver and \$340.00 for fringe benefits. Total cost for Iowa Central Rehabilitation Center for the above described services is \$15,839.00.

Wright County Opportunities

To properly serve this agency's clientele, an agreement between MIDAS Transportation System and Wright County Opportunities for service is needed. This would provide transportation from Clarion to the facilities of Iowa Central Rehabilitation Center. This operation would utilize MIDAS vehicles 3 hours per day, 5 days a week, 52 weeks a year. This would cost \$7,254.00 using the \$9.30/hour factor discussed above. In addition to the Purchase of Service Agreement between this agency and MIDAS Transportation System, other transportation costs are incurred. Wright County Opportunities has a 22 passenger bus which annually costs \$2,506.00 for gas, insurance, and maintenance. It is estimated that \$1,520.00 in staff time goes to driving the bus. Total costs for the above described services would be \$11,280.00. There plans for Wright County Opportunities to buy a new bus (without lift) in the near future.

Laurens Good Samaritan Home

In Pocahontas County there presently exists no accessible vehicle for the handicapped. Laurens Good Samaritan Home, under Section 3, Part 16b(2) would provide the needed services to the handicapped as well as to the patients of the Good Samaritan Home. This service will be utilized by the Rural MIDAS System at an average of 10 hours per month at an expected cost of \$93.00 (reference: Ryan Gevin and Company). Total cost per year is \$1,116.00. *Currently the Laurens Good Samaritan Home has a 26 passenger bus with four wheel chair locks. Total costs of this vehicle is \$3,500.00 yearly. Drivers are personnel of the Home and drive when needed. Total cost for the new bus is based on the estimate that it will cover 2,000 miles its first year.

Fuel	\$172.00
Maintenance	300.00
Insurance	100.00
Misc.	200.00
	<u>\$772.00</u>

* The Good Samaritan Home has received notification they will receive this vehicle in September or October of '77 from '76 allocation for 16 (b)(2).

Total costs for the Laurens Good Samaritan Home transportation and wheel chair lift operation is \$5,388.00

 Through a Purchase of Service with Humboldt County Opportunities the MIDAS System will, with the under-utilized buses and drivers provide service that would pick up potential clientele who have recently been moved out of the service area that the opportunities vehicle cannot service within a reasonable time. It is estimated that this service would run 2 hours per day, 5 days a week, 52 weeks per year. Using the Ryan Given and Company cost of \$9.30 per hour for transit services, the cost of this service would be \$4,836.00. Humboldt Opportunities currently has a 16 passenger bus and an 8 passenger with 4 wheel chair locks. Total costs to run these vehicles runs \$2,379.48 yearly. Total cost would run Humboldt Opportunities \$7,215.48 a year. In the near future, Humboldt Opportunities will be needing 2 buses, one will be a van, the other will be a 16 passenger with a wheel chair lift.

Total operating cost of these cooperating operators in the six-county region that have agreed to work in conjunction with the MIDAS System is \$39,722.48.

Purchase of Service cost to MIDAS	\$1,116.00
Purchase of Service costs revenue to MIDAS	21,762.00
Running costs	<u>16,844.48</u>
	\$39,722.48

Capital Costs

1 Mini Bus @	\$21,990.30
Local Match	<u>4,398.06</u>
Federal Match	\$17,592.24

Operating Costs

RUNNING COSTS

Systems in conjunction with the MIDAS System and Purchase of Service contract total running costs: \$16,844.48

For present MIDAS System

Fuel	\$6,193.00	
Maintenance	\$10,802.00	
Insurance	3,601.00	
Miscellaneous	<u>7,202.00</u>	
TOTAL	\$27,798.00	\$ 26,910.15

Drivers	\$23,400.00	
Indirect Subsidy	<u>936.00</u>	
TOTAL	\$24,336.00	\$52,134.00

TOTAL RUNNING COSTS \$68,978.48

Purchase of Service costs \$ 1,116.00

ADMINISTRATIVE COSTS

Salaries	\$12,870.00
Marketing	2,000.00
Other	<u>1,000.00</u>
TOTAL	\$15,870.00

TOTAL OPERATING COSTS \$85,964.48

Fare Box Revenue \$14,008.00

TOTAL SUBSIDY w/o CAPITAL COSTS (\$71,956.48)

TOTAL SUBSIDY WITH CAPITAL COSTS (\$93,946.78)

TOTAL SUBSIDY WITH PURCHASE OF SERVICE AGREEMENTS (\$72,184.78)

¹See Appendix

PROPOSED ALTERNATIVE II

The present county system will be utilized with several additions: The present system will serve 16,640¹ at an average fare of 75¢, (50¢ in city and \$1.00 in county) yielding an annual farebox revenue of \$12,480.00.

The system would run 62,400 miles with annual costs as follows:

Fuel	\$5,360.00
Maintenance	\$9,360.00
Insurance	\$3,120.00
Miscellaneous	\$6,240.00
TOTAL	<u>\$24,086.00</u>

PROPOSED NEW ROUTES/AREAS SERVED

A. Subsidized rural buses will provide morning Pocahontas - Humboldt - Clarion service one day per week. Fort Dodge Transportation will provide return trip, but the present 4:45 p.m. departure time from Clarion must be moved up so that arrival in Pocahontas is by 4:30 p.m., so that the Humboldt and Pocahontas buses have ample time to return riders to their ultimate destination. One rural bus can make the trip west to east and east to west one morning per week. On both of these runs, elderly and handicapped must be subsidized on the Fort Dodge Transportation ride, at an annual cost of \$2,500. Total annual miles would be 5,564.¹ Annual ridership would be 1,040 with an average fare of \$1.33 based upon the following rates:

Pocahontas - Humboldt	\$1.00
Pocahontas - Clarion	\$2.00
Humboldt - Clarion	\$1.00

Total fare box revenue will be \$1,383.00. The cost of the bus and the drivers is reflected under the existing system.

¹See Appendix

Costs are as follows:	Fuel	\$478.50
	Maintenance	\$834.60
	Insurance	\$278.20
	Miscellaneous	\$556.40
		<hr/>
	TOTAL	\$2,147.70

B. Unincorporated areas of Pocahontas County shall be served one day per week on a requests basis: one half of the county one week; and one half the next week. In 1970 there were 6,107¹ persons in rural unincorporated Pocahontas County. It is estimated that 1,344/year will be served by this new route. An estimated 5,040 additional miles will be put on the vehicles. Fare is 75¢ for all rides. Costs are as follows:

	Fuel	\$433.00
	Maintenance	\$756.00
	Insurance	\$250.00
	Miscellaneous	\$504.00
		<hr/>
	TOTAL	\$1,945.00
	Revenue	\$1,008.00

¹See Appendix

In addition to the MIDAS System, there are four organizations that serve the developmentally disabled persons in Area V. These organizations have agreed to work in conjunction with the MIDAS Transportation System in order to increase services and reduce overhead and operating costs. The method of coordinating these services economically is described below.

Iowa Central Rehabilitation Center

Through Purchase of Service Agreements under-utilized MIDAS System vehicles and drivers will be used to help pick up clients of the Iowa Central Rehabilitation Center (Fort Dodge) from a four county area. According to a study done by Ryan Given and Company, transportation services cost an average \$9.30/hour. Taking this into consideration, Iowa Central Rehabilitation Center would need to purchase the services of a MIDAS System vehicle and driver approximately four hours per day, five days a week, 52 weeks a year. This would be a total cost of \$9,672.00. In addition to the Purchase of Service Agreement with the MIDAS Transportation System, Iowa Central Rehabilitation Center has two buses. One is a 35 passenger bus, the other is a 20 passenger bus. Total annual costs for these vehicles is \$2,163.00 plus \$3,640.00 for the driver and \$340.00 for fringe benefits. Total cost for Iowa Central Rehabilitation Center for the above described services is \$15,839.00.

Wright County Opportunities

To properly serve this agency's clientele, an agreement between MIDAS Transportation System and Wright County Opportunities for service is needed. This would provide transportation from Clarion to the facilities of Iowa Central Rehabilitation Center. This operation would utilize MIDAS vehicles 3 hours per day, 5 days a week, 52 weeks a year. This would cost \$7,254.00 using the \$9.30/hour factor discussed above. In addition to the Purchase of Service Agreement between this agency and MIDAS Transportation System, other transportation costs are incurred. Wright County Opportunities has a 22 passenger bus which annually costs \$2,506.00 for gas, insurance, and maintenance. It is estimated that \$1,520.00 in staff time goes to driving the bus. Total costs for the above described services would be \$11,280.00. There plans for Wright County Opportunities to buy a new bus (without lift) in the near future.

Laurens Good Samaritan Home

In Pocahontas County there presently exists no accessible vehicle for the handicapped. Laurens Good Samaritan Home, under Section 3, Part 16b(2) would provide the needed services to the handicapped as well as to the patients of the Good Samaritan Home. This service will be utilized by the Rural MIDAS System at an average of 10 hours per month at an expected cost of \$93.00 (reference: Ryan Gevin and Company). Total cost per year is \$1,116.00. *Currently the Laurens Good Samaritan Home has a 26 passenger bus with four wheel chair locks. Total costs of this vehicle is \$3,500.00 yearly. Drivers are personnel of the Home and drive when needed. Total cost for the new bus is based on the estimate that it will cover 2,000 miles its first year.

Fuel	\$172.00
Maintenance	300.00
Insurance	100.00
Misc.	200.00
	<u>\$772.00</u>

* The Good Samaritan Home has received notification they will receive this vehicle in September or October of '77 from '76 allocation for 16 (b)(2).

Total costs for the Laurens Good Samaritan Home transportation and wheel chair lift operation is \$5,388.00

Through a Purchase of Service with Humboldt County Opportunities the MIDAS System will, with the under-utilized buses and drivers provide service that would pick up potential clientele who have recently been moved out of the service area that the opportunities vehicle cannot service within a reasonable time. It is estimated that this service would run 2 hours per day, 5 days a week, 52 weeks per year. Using the Ryan Given and Company cost of \$9.30 per hour for transit services, the cost of this service would be \$4,836.00. Humboldt Opportunities currently has a 16 passenger bus and an 8 passenger with 4 wheel chair locks. Total costs to run these vehicles runs \$2,379.48 yearly. Total cost would run Humboldt Opportunities \$7,215.48 a year. In the near future, Humboldt Opportunities will be needing 2 buses, one will be a van, the other will be a 16 passenger with a wheel chair lift.

Total operating cost of these cooperating operators in the six-county region that have agreed to work in conjunction with the MIDAS System is \$39,722.48.

Purchase of Service costs to MIDAS	\$1,116.00
Purchase of service costs revenue to MIDAS	21,762.00
Running costs	<u>16,844.48</u>
	\$39,722.48

ALTERNATIVE II

Capital Costs

1 Mini Bus @	\$21,990.30
Local Match	<u>4,398.06</u>
Federal Match	\$17,592.24

Operating Costs

RUNNING COSTS

Systems in conjunction with the MIDAS System and Purchase of Service contract total running costs: \$16,844.48

For present MIDAS System

Fuel	\$ 6,278.00	
Maintenance	10,951.00	
Insurance	3,650.00	
Miscellaneous	<u>7,300.00</u>	
TOTAL	\$28,179.00	\$28,179.00

Drivers	\$23,400.00	
Indirect Subsidy	<u>3,000.00</u>	
TOTAL	\$26,400.00	\$54,579.00

TOTAL RUNNING COSTS \$71,423.48

Purchase of Service Costs \$ 1,116.00

ADMINISTRATIVE COSTS

Salaries	\$12,870.00
Marketing	2,000.00
Other	<u>1,000.00</u>
TOTAL	\$15,870.00

TOTAL OPERATING COSTS \$88,409.48

Fare Box Revenue \$14,871.00

TOTAL SUBSIDY w/o CAPITAL COSTS (\$ 73,538.48)

TOTAL SUBSIDY WITH CAPITAL COSTS (\$ 95,528.78)

TOTAL SUBSIDY WITH PURCHASE OF SERVICE AGREEMENT (\$73,766.78)

PROPOSED ALTERNATIVE III

The present county system will be utilized with several additions. The present system will serve 16,640¹ at an average fare of 75¢, (50¢ in the city and \$1.00 in the county). Fare box revenue would be \$12,480. The system would run 62,400 miles, costs are as follows:

Fuel	\$5,360.00
Maintenance	\$9,360.00
Insurance	\$3,120.00
Miscellaneous	\$6,240.00
<hr/>	
TOTAL	\$24,086.00

PROPOSED NEW ROUTES/AREAS SERVED

- A. Subsidized rural buses will provide morning Pocahontas - Humboldt - Clarion run one day per week. Fort Dodge Transportation will provide return trips, but the present 4:45 p.m. departure time from Clarion must be moved up so that arrival in Pocahontas is by 4:30 p.m., so that the Humboldt and Pocahontas buses have ample time to return riders to their ultimate destination. One rural bus can make the trip west to east and east to west one morning per week. On both of these runs, elderly and handicapped must be subsidized on the

¹See Appendix

Fort Dodge Transportation ride at an annual cost of \$2,500. Total annual miles would be 5,564; annual ridership would be 1,040¹ with an average fare of \$1.33 based upon the following rates:

Pocahontas - Humboldt and return	\$1.00
Pocahontas - Clarion and return	\$2.00
Humboldt - Clarion and return	\$1.00

Total fare box revenue will be \$1,383.00. The cost of the bus and the drivers is reflected under the existing system. Costs are as follows:

Fuel	\$478.50
Maintenance	\$834.60
Insurance	\$278.20
Miscellaneous	\$556.40
	<hr/>
TOTAL	\$2,147.70

B. Under this alternative there will be a Webster City - Fort Dodge run. The Greyhound bus company is presently serving morning customers. A afternoon bus run utilizing a Fort Dodge bus once a week for an hour between 3:00 p.m. and 4:00 p.m. should be started so that it would then pick these people up and return them to either Fort Dodge or Webster City. The bus would run once a week, with subsidy going to the elderly and the handicapped on the Greyhound run. It is estimated that 364 people annually will use the route and the fare will be \$1.00 on the public bus, with subsidy going to the elderly and handicapped on the private carrier. The subsidy would be \$1.10 for 298 elderly and handicapped, resulting in a yearly subsidy of \$327.80. The bus would travel 1,768 miles annually. The cost of this system would be:

Fuel	\$152.05
Maintenance	\$265.20
Insurance	\$ 88.40
Miscellaneous	176.80
	<hr/>
TOTAL	\$682.45

¹See Appendix

In addition to the MIDAS System, there are four organizations that serve the developmentally disabled persons in Area V. These organizations have agreed to work in conjunction with the MIDAS Transportation System in order to increase services and reduce overhead and operating costs. The method of coordinating these services economically is described below.

Iowa Central Rehabilitation Center

Through Purchase of Service Agreements under-utilized MIDAS System vehicles and drivers will be used to help pick up clients of the Iowa Central Rehabilitation Center (Fort Dodge) from a four county area. According to a study done by Ryan Given and Company, transportation services cost an average \$9.30/hour. Taking this into consideration, Iowa Central Rehabilitation Center would need to purchase the services of a MIDAS System vehicle and driver approximately four hours per day, five days a week, 52 weeks a year. This would be a total cost of \$9,672.00. In addition to the Purchase of Service Agreement with the MIDAS Transportation System, Iowa Central Rehabilitation Center has two buses. One is a 35 passenger bus, the other is a 20 passenger bus. Total annual costs for these vehicles is \$2,163.00 plus \$3,640.00 for the driver and \$340.00 for fringe benefits. Total cost for Iowa Central Rehabilitation Center for the above described services is \$15,839.00.

Wright County Opportunities

To properly serve this agency's clientele, an agreement between MIDAS Transportation System and Wright County Opportunities for service is needed. This would provide transportation from Clarion to the facilities of Iowa Central Rehabilitation Center. This operation would utilize MIDAS vehicles 3 hours per day, 5 days a week, 52 weeks a year. This would cost \$7,254.00 using the \$9.30/hour factor discussed above. In addition to the Purchase of Service Agreement between this agency and MIDAS Transportation System, other transportation costs are incurred. Wright County Opportunities has a 22 passenger bus which annually costs \$2,506.00 for gas, insurance, and maintenance. It is estimated that \$1,520.00 in staff time goes to driving the bus. Total costs for the above described services would be \$11,280.00. There plans for Wright County Opportunities to buy a new bus (without lift) in the near future.

Laurens Good Samaritan Home

In Pocahontas County there presently exists no accessible vehicle for the handicapped. Laurens Good Samaritan Home, under Section 3, Part 16b(2) would provide the needed services to the handicapped as well as to the patients of the Good Samaritan Home. This service will be utilized by the Rural MIDAS System at an average of 10 hours per month at an expected cost of \$93.00 (reference: Ryan Gevin and Company). Total cost per year is \$1,116.00. *Currently the Laurens Good Samaritan Home has a 26 passenger bus with four wheel chair locks. Total costs of this vehicle is \$3,500.00 yearly. Drivers are personnel of the Home and drive when needed. Total cost for the new bus is based on the estimate that it will cover 2,000 miles its first year.

Fuel	\$172.00
Maintenance	300.00
Insurance	100.00
Misc.	200.00
	<u>\$772.00</u>

* The Good Samaritan Home has received notification they will receive this vehicle in September or October of '77 from '76 allocation for 16 (b)(2).

Total costs for the Laurens Good Samaritan Home transportation and wheel chair lift operation is \$5,388.00

Through a Purchase of Service with Humboldt County Opportunities the MIDAS System will, with the under-utilized buses and drivers provide service that would pick up potential clientele who have recently been moved out of the service area that the opportunities vehicle cannot service within a reasonable time. It is estimated that this service would run 2 hours per day, 5 days a week, 52 weeks per year. Using the Ryan Given and Company cost of \$9.30 per hour for transit services, the cost of this service would be \$4,836.00. Humboldt Opportunities currently has a 16 passenger bus and an 8 passenger with 4 wheel chair locks. Total costs to run these vehicles runs \$2,379.48 yearly. Total cost would run Humboldt Opportunities \$7,215.48 a year. In the near future, Humboldt Opportunities will be needing 2 buses, one will be a van, the other will be a 16 passenger with a wheel chair lift.

Total operating cost of these cooperating operators in the six-county region that have agreed to work in conjunction with the MIDAS System is \$39,722.48.

Purchase of Service costs to MIDAS	\$1,116.00
Purchase of Service cost revenue to MIDAS	21,762.00
Running costs	<u>16,844.48</u>
	\$39,722.48

ALTERNATIVE I

Capital Costs

1 Mini Bus @	\$21,990.30
Local Match	<u>4,398.06</u>
Federal Match	\$17,592.24

Operating Costs

RUNNING COSTS

Systems in conjunction with the MIDAS System and Purchase of Service contract total running costs: \$16,844.48

For present MIDAS System

Fuel	\$ 5,990.55	
Maintenance	10,459.80	
Insurance	3,486.60	
Miscellaneous	<u>6,973.20</u>	
TOTAL	\$26,910.15	\$26,910.15

Drivers	\$23,400.00	
Indirect Subsidy	<u>2,827.80</u>	
TOTAL	\$26,227.80	\$53,637.95

TOTAL RUNNING COSTS \$ 69,982.43

Purchase of Service costs \$ 1,116.00

ADMINISTRATIVE COSTS

Salaries	\$12,870.00
Marketing	2,000.00
Other	<u>1,000.00</u>
TOTAL	\$15,870.00

TOTAL OPERATING COSTS \$186,968.43

Fare Box Revenue \$14,227.00

TOTAL SUBSIDY w/o CAPITAL COSTS (\$ 72,741.43)

TOTAL SUBSIDY WITH CAPITAL COSTS (\$ 94,731.43)

TOTAL SUBSIDY WITH PURCHASE OF SERVICE AGREEMENT (\$72,969.43)

¹See Appendix

TABLE 13

	Service Standards	Projected Results/Requirements of Alternatives		
		Alt. 1	Alt. 2	Alt. 3
<u>Total Rides</u>	15,480	19,024	19,024	18,044
<u>Rides by Type:</u>				
Elderly	12,848	15,600	15,600	14,796
Non-Elderly				
Handicapped	744	981	951	902
Other ¹	2,012	2,477	2,473	2,346
<u>% of Rider Demand Satisfied:</u>				
Total		15.9%	15.9%	12.4%
Elderly		21.6%	21.6%	20.4%
Non-Elderly				
Handicapped		.02%	.02%	.019%
Other ¹		N/A	N/A	N/A
<u>Other Local Objectives:</u>				
Area Served				
Activity Centers Served	45	47	49	45
Shelters				
Other				
<u>Revenue:</u>				
Average Fare Charged	.40	.74	.78	.79
% Riders Charged	100%	100%	100%	100%
Farebox Revenue	6,192.00	14,008.00	14,871.00	14,227.00
Agency Contract Revenue ²	22,000.00	21,762.00	21,767.00	21,762.00
Total Revenue	28,192.00	35,770.00	36,633.00	35,989.00
<u>Operations:</u>				
Vehicles in Service	4	4	4	4
Vehicle Miles	42,377	72,016	73,004	69,732
Vehicle Utilization				
Running Costs Contract	\$40,930.48	\$68,978.48	\$71,423.48	\$69,982.43
Trans. Costs	\$1,000.00	\$1,116.00	\$1,116.00	\$1,116.00
Administrative	\$12,870.00	\$12,870.00	\$12,870.00	\$12,870.00
Marketing	\$2,000.00	\$2,000.00	\$2,000.00	\$2,000.00
G & A				
All Other	\$1,500.00	\$2,436.00	\$4,000.00	\$4,327.80
Total Administrative Costs	\$16,370.00	\$15,870.00	\$15,870.00	\$15,870.00
Total Operating Costs:	\$58,300.48	\$85,964.48	\$88,409.48	\$86,968.43

TABLE 13, continued

	Service Standards	Projected Results/Requirements of Alternatives		
		Alt. 1	Alt. 2	Alt. 3
<u>Annualized Capital Costs:</u>				
Vehicles	\$21,990.30	\$21,990.30	\$21,990.30	\$21,990.30
Structures				
Total	\$21,990.30	\$21,990.30	\$21,990.30	\$21,990.30
TOTAL OPER. & ANN. CAP. COSTS	\$ 80,290.78	\$ 107,954.78	\$ 110,399.78	\$ 108,958.73
*DEFICIT				
Deficit per Ride	3.49	3.79	3.88	4.04
Deficit per Capita	.44	.58	.60	.59
TOTAL COST MINUS REVENUE		\$72,184.78	\$73,766.78	\$72,969.43
*Deficit per rides figured by $\frac{\text{total costs} - \text{revenue}}{\text{Riders of system}}$				

Deficit per capita figured by $\frac{\text{total costs} - \text{revenue}}{\text{Population}}$

*Agency contact revenues are revenues into the MIDAS System, but are cost to the total overall Transportation System in the MIDAS Region.

SELECTION OF ALTERNATIVE

The first alternative compares most favorably with the proposed standards. It has the lowest subsidy per rides and the lowest subsidy per capita. Judging from the past experience of the MIDAS Rural Transportation System, this Alternative seems to be justified. The proposed selected Alternative also utilizes less capital income to generally serve the same area. Deficit per ride is higher than the proposed standard, but yet is lower than the other Alternatives. Alternative I also serves a greater percentage of the needs earlier identified in Table 10 and 11.

ALTERNATIVES
FORT DODGE SYSTEM

Table 14

Service Standards for Fort Dodge

	<u>Present</u>	<u>Proposed Standard</u>
Ridership - TOTAL	22,537	32,258
- Elderly	22,315	22,315
- Non-elderly handicapped	222	350
- All Other		9,593
Rides Per Capita	.72	1.03
Vehicle Miles	43,276	61,942
Passenger Miles	31,680	45,345
Average Fare Charged or Suggested	.62	.62
Farebox Revenue	13,939.00	20,000.00
Agency Contracts		
Total Operating Cost	54,679.80	86,597.00
Direct Subsidy	(40,740.80)	(66,597.00)
Subsidy/Passenger	1.81	2.06

PRESENT SYSTEM

The present Call-A-Bus System serving the City of Fort Dodge utilizes two 14 passenger mini-buses, both with automatic wheelchair lifts. It is a demand responsive system Monday through Friday for 9½ hours each day. It is radio dispatched. Fares are reduced for handicapped and those elderly, over 55 years of age. It originally provided service on Saturdays and Sundays, but this proved not economically feasible. This is part of the demonstration project of S.F. 573 from IDOT. After July 1st, two more vehicles, without lifts will be purchased utilizing Area Agency on Aging funds.

PROPOSED ALTERNATIVE I

Fort Dodge will run a demand responsive, radio dispatched system. The system will run 9 hours a day - 5 days a week from 8 a.m. until 5 p.m. - 3 buses would run Monday through Thursday, and 4 buses would run on Friday, (the fourth being an under utilized bus from Webster and Calhoun County) with an average of 25.6 bus hours per day. The fare structures will be broken down as follows:

1. Elderly and Handicapped
 - Downtown Zone 25¢
 - Other Zones 75¢
2. Children 13 and under - 40¢ to anywhere
3. All 13 and above will pay 75¢

This would then breakdown in Fare Box Revenues as follows:

	<u>RIDES</u>	<u>REVENUE</u>
(60+) Elderly @ 50¢ average	23,655	11,827.50
Handicapped @ 50¢ average	372	186.00
13 and under @ 40¢	2,944	1,177.00
13 to 60 @ 75¢	<u>6,870</u>	<u>5,152.59</u>
	33,841	18,343.60

This alternative would have an hourly ridership of 16 persons.

The cost of the system is figured as follows annually at 64,982¹miles.

¹See Appendix

ALTERNATIVE I

Capital Costs

17 passenger bus	\$15,300.00
17 passenger bus	\$15,350.00
	<hr/>
	\$30,650.00
Local match	\$18,000.00
	<hr/>
Federal match	\$12,650.00

OPERATING COSTS

Running Costs

Fuel	\$5,588.50
Maintenance	\$9,747.00
Insurance	\$3,249.00
Miscellaneous	\$6,498.00
	<hr/>

TOTAL \$25,082.50

Bus Drivers \$20,280.00

Dispatcher \$ 7,800.00

\$28,080.00

TOTAL RUNNING COSTS \$53,162.50

ADMINISTRATIVE COSTS

Transportation Coordinator	\$6,000.00
Transportation Planner	750.00
Bookkeeper	3,120.00
Secretary	3,000.00
Rent	2,868.00
Marketing	5,000.00
Other	1,000.00
	<hr/>

TOTAL \$21,738.00

TOTAL OPERATING COSTS \$74,900.50

Fare Box Revenue -18,343.60

TOTAL SUBSIDY W/O CAPITAL COSTS \$56,556.90

TOTAL SUBSIDY with CAPITAL COSTS \$69,206.90

PROPOSED ALTERNATIVE II

The Fort Dodge system will run on a fixed route system. Three buses will run 8 hours per day, 5 days a week. The system would utilize 3 drivers and 1 dispatcher. In addition 5 bus shelters will be needed. They should be located as follows:

1. Village Green Parking Lot.
2. 10th Street and 3rd Avenue N.W.
3. 8th Avenue S.W. and 29th Street.
4. 18th Street and 12th Avenue South.
5. 10th Avenue North and 27th Street.

These shelters serve the area and act as a focal point for the systems in that area. In addition to the bus shelters bus stop signs will be incorporated along the bus routes.

There will be three routes. (see attached maps) The first route is 7.9 miles long and would have a headway of 40 minutes.

The second route is 6.8 miles and has a headway of 40 minutes.

The last route is 5.7 miles and also has a headway of 40 minutes.

All buses begin and end their runs at the MIDAS Transportation Office

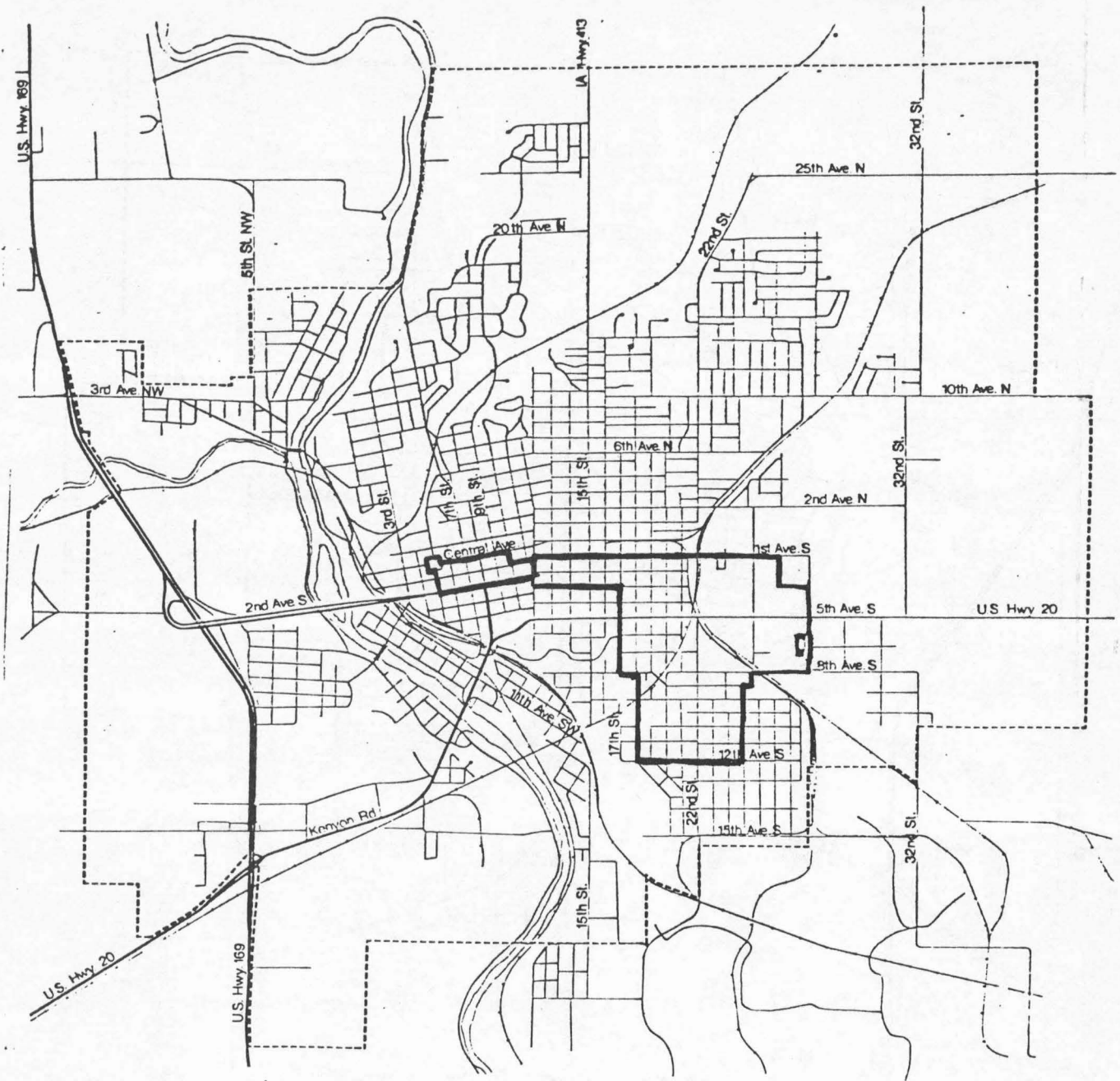
The system will run 63,648 miles.

Fare box revenue would be broken down as follows:

Elderly @ 40¢ =	12,055.60
Handicapped @ 40¢ =	193.60
All others @ 60¢ =	<u>7,600.20</u>
	19,849.40

COSTS

Fuel	5,455.00
Maintenance	9,547.00
Insurance	3,182.00
Misc.	<u>6,364.00</u>
SUB TOTAL	24,548.00



ALTERNATIVE II

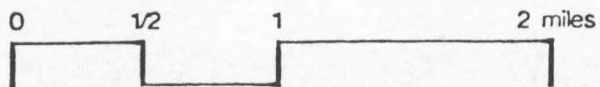
Figure 13

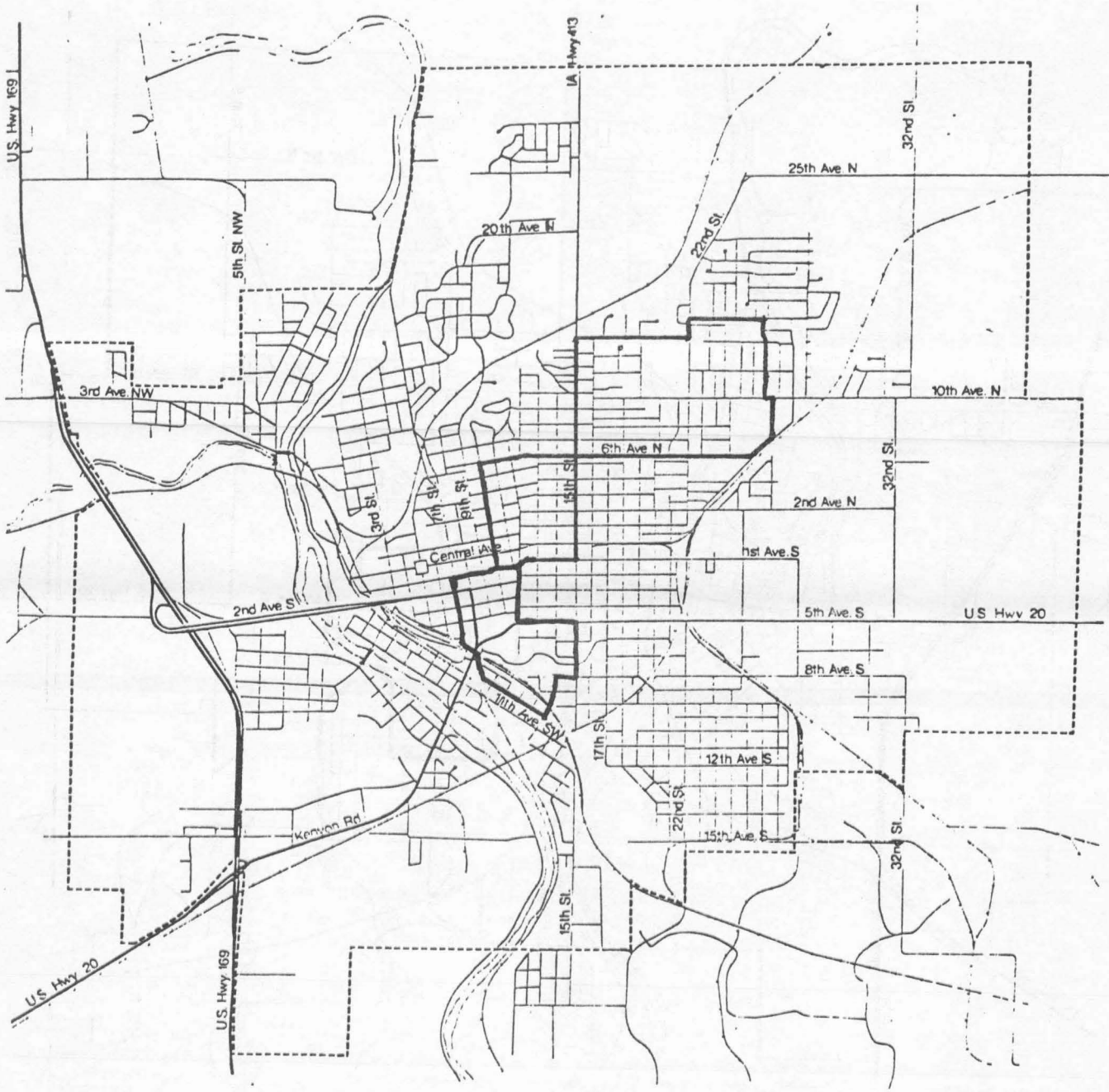
LEGEND

ROUTE A

BUS ROUTE

City Limits and
Study Area





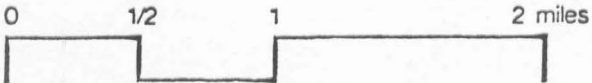
ALTERNATIVE II

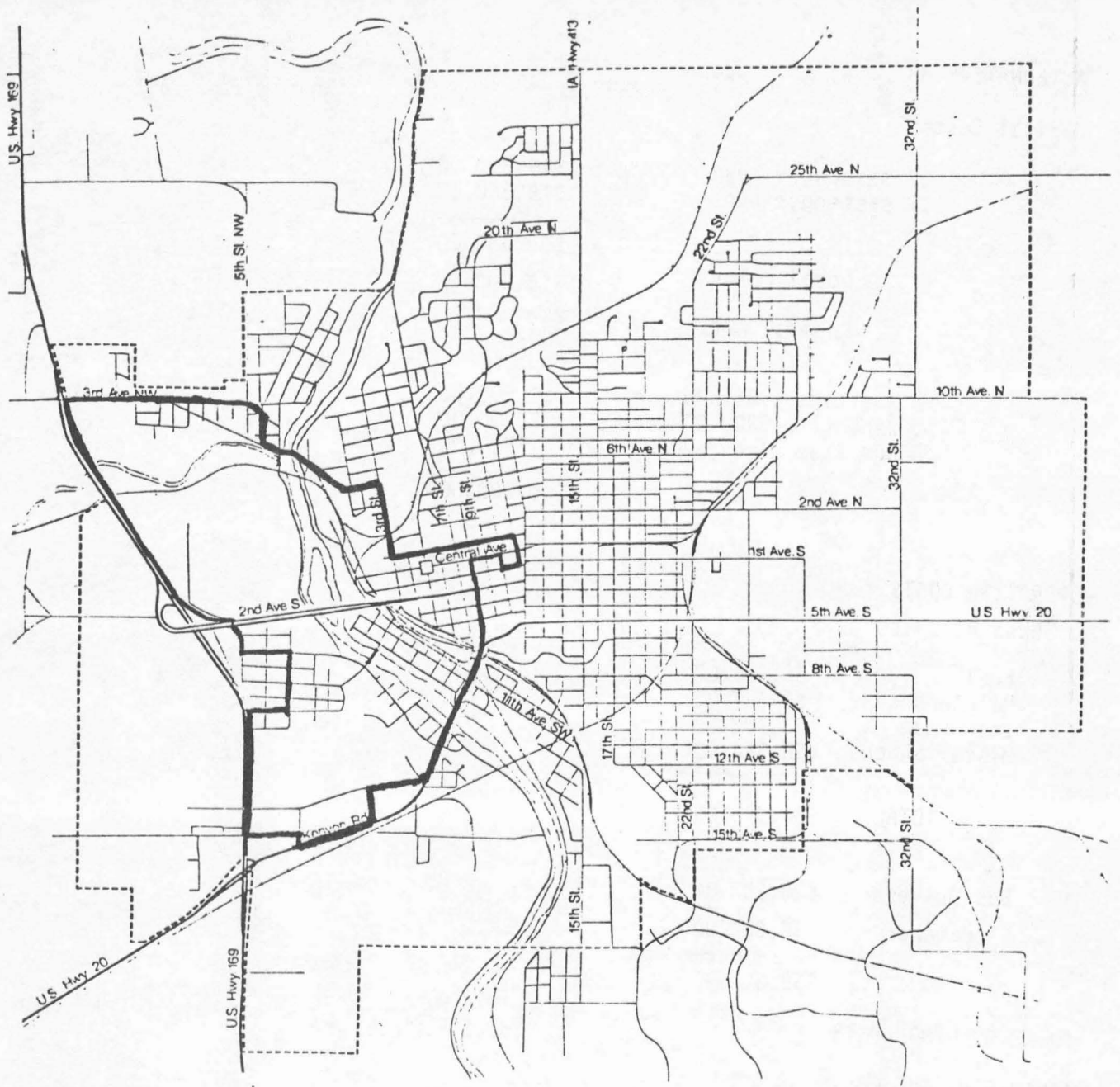
Figure 14

LEGEND

City Limit and Study Area - - - - -

ROUTE B
 BUS ROUTE ———





ALTERNATIVE II

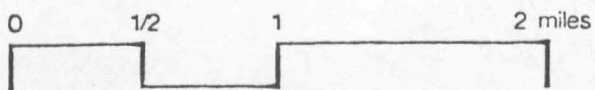
Figure 15

LEGEND

ROUTE C

BUS ROUTE ———

City Limit and Study Area - - - - -



ALTERNATIVE II

Capital Costs

17 passenger bus	\$15,300.00
17 passenger bus	\$15,350.00
	<hr/>
	\$30,650.00
Local match	\$18,000.00
	<hr/>
Federal match	\$12,650.00
5 Shelters @ \$1,500 each	\$1,500.00
11 Benches @ \$200.00 each	2,200.00
26 Bus Stop signs \$20.00 each	\$520.00
	<hr/>
	\$10,220.00

OPERATING COSTS

Running Costs

Fuel	\$5,455.00
Maintenance	\$9,547.00
Insurance	\$3,182.00
Miscellaneous	\$6,364.00
	<hr/>

TOTAL \$24,548.00

Bus Drivers \$20,280.00

Dispatcher \$7,800.00

\$52,628.00

TOTAL RUNNING COSTS \$52,628.00

ADMINISTRATIVE COSTS

Transportation Coordinator	\$6,000.00
Transportation Planner	750.00
Bookkeeper	3,120.00
Secretary	3,000.00
Rent	2,868.00
Marketing	5,000.00
Other	1,000.00
	<hr/>

TOTAL \$21,738.00

TOTAL OPERATING COSTS \$74,366.00

Fare Box Revenue -19,849.40 \$54,576.60

TOTAL SUBSIDY W/O CAPITAL COSTS \$54,576.60

TOTAL SUBSIDY with CAPITAL COSTS \$77,398.60

PROPOSED ALTERNATIVE III

This alternative would utilize a demand responsive, radio dispatched service that would run 11 hours Monday through Friday and 4 hours on Saturday. The bus service would start at 7:30 a.m. and run until 5:30 p.m. on weekdays with 3 buses. On Saturday service would start at 10 a.m. and stop at 2 p.m. with 2 buses. On Friday there would be 4 buses running. There would be one fulltime dispatcher and one part-time dispatcher. The part time dispatcher would work 20 hours per week. Three full time drivers and three part time drivers will also be needed. Full time drivers would work 40 hours/week and the part time driver would work 20 hours/week. The system would run 178,813 miles.

Fare Structure

Children (13 and under) 35¢		
Elderly (60+) 35¢	26,077.00	
Handicapped 35¢		
All others 13-60 - 50¢	<u>9,313.00</u>	
Fare Box Revenue		35,390.00

ALTERNATIVE III

Capital Costs

17 passenger bus	\$15,300.00
17 passenger bus	\$15,350.00
	<hr/>
	\$30,650.00
Local match	\$18,000.00
	<hr/>
Federal match	\$12,650.00

OPERATING COSTS

Running Costs

Fuel	\$15,327.00
Maintenance	26,822.00
Insurance	8,941.00
Miscellaneous	17,881.00
	<hr/>

TOTAL \$68,971.00

Full Time Drivers @ 3.25/hr.	\$20,280.00
Part Time Drivers @ 3.00/hr.	9,360.00
Full Time Dispatcher	7,800.00
Part Time Dispatcher	3,900.00

TOTAL \$41,340.00

TOTAL RUNNING COSTS \$110,311.00

ADMINISTRATIVE COSTS

Transportation Coordinator	\$6,000.00
Transportation Planner	750.00
Bookkeeper	3,120.00
Secretary	3,000.00
Rent	2,868.00
Marketing	5,000.00
Other	1,000.00
	<hr/>

TOTAL \$21,738.00

TOTAL OPERATING COSTS \$132,049.00

Fare Box Revenue \$35,390.00 \$96,659.00

TOTAL SUBSIDY W/O CAPITAL COSTS \$96,659.00

TOTAL SUBSIDY with CAPITAL COSTS \$109,309.00

FORT DODGE ALTERNATIVE COMPARISON

Table 15

	<u>Service Standards</u>	<u>Projected Results/Requirements of Alternatives</u>		
		<u>Alt. 1</u>	<u>Alt. 2</u>	<u>Alt. 3</u>
<u>Total Rides</u>	32,258	33,841	43,680	91,132
<u>Rides by Type:</u>				
Elderly	2,315	23,655	30,139	64,261
Non-Elderly				
Handicapped	350	372	484	743
Other	9,593	9,814	12,667	27,008
<u>%of Rider Demand Satisfied:</u>				
Total		28.0%	36.5%	76.1%
Elderly		32.7%	41.6%	88.8%
Non-Elderly				
Handicapped		.8%	1.0%	1.6%
Other		N/A	N/A	N/A
<u>Other Local Objectives:</u>				
Area Served	Fort Dodge	Fort Dodge	2/3Fort Dodge	Fort Dodge
Activity Centers Served		ALL	ALL	ALL
Shelters			5	
Other			11 Benches	
<u>Revenue:</u>				
Average Fare Charged	.62	.57	.45	.42
% Riders Charged	100%	100%	100%	100%
Farebox Revenue	20,000	18,343.60	19,849.40	35,390
Agency Contract Revenue				
Total Revenue	20,000	18,343.60	19,849.40	35,390
<u>Operations:</u>				
Vehicles in Service	3	Mon.- Thur. 3 Fri. 4	Mon.-Fri. 3	Mon.-Thur. 3 Fri. 4 Sat. 2
Vehicle Miles	61,942	64,902	63,648	178,813
Vehicle Utilization				
Running Costs	\$51,989.00	\$53,162.50	\$52,628.00	\$110,311.00
Contract				
Trans. Costs				
Administrative				
Marketing	5,000.00	5,000.00	5,000.00	5,000.00
G & A	\$15,738.00	\$15,738.00	\$15,738.00	\$15,738.00
All Other	1,000.00	1,000.00	1,000.00	1,000.00
Total Administrative Costs	\$21,738.00	\$21,738.00	\$21,738.00	\$21,738.00
Total Operating Costs:	\$73,727.00	\$74,900.50	\$74,366.00	\$132,049.00

TABLE 15, continued

	Service Standards	Projected Results/Requirements of Alternatives		
		Alt. 1	Alt. 2	Alt. 3
<u>Annualized Capital Costs:</u>				
Vehicles	\$30,650.00	\$30,650.00	\$30,650.00	\$30,650.00
Structures			10,220.00	
Total	30,650.00	30,650.00	40,870.00	30,650.00
TOTAL OPER. & ANN. CAP. COSTS	\$104,324.00	\$105,550.50	\$115,236.00	\$162,699.00
*DEFICIT				
Deficit per Ride	3.23	3.12	2.64	1.79
Deficit per Capita	3.34	3.38	3.69	5.20

*Deficit per ride figured by $\frac{\text{Total Cost} - \text{Revenue}}{\text{Riders in System}}$

Deficit per capita figured by $\frac{\text{Total Cost} - \text{Revenue}}{\text{Population}}$

SELECTION OF AN ALTERNATIVE

Alternative 1 compares the most favorably to the proposed standards. The first alternative also has the lowest amount of outside subsidy. The subsidy per rider on this alternative was 3.12 with a 3.38 subsidy per capita in Fort Dodge. This Alternative is the best Alternative in relation to the capital outlay and service received. The Alternative serves all the service areas of Fort Dodge, as well as meeting all the service standards projected for the Fort Dodge system. Although the first Alternative does not appear to serve the Elderly and Handicapped as well as the other Alternative, the other Alternatives become unrealistic when they start serving more than the population of Fort Dodge. As these projections become more unrealistic in this category they were discarded as impossible or untrue. Alternative I in all other areas of comparison appear to represent the best service per costs.

REGIONAL SYSTEM - FIVE YEAR BUDGET

- A. CAPITAL EQUIPMENT NEEDS - All capital expenditures for the first five years of the transportation system are those of vehicles. The year 1 vehicle for the regional system, represented on page 86, will be purchased through 16 (b) (2) funds, 80 percent federal money, 20 percent local money. All other vehicles throughout the following years of the budget will also be purchased using 16(b) (2) federal funds.

The City of Fort Dodge will enter into a contract to purchase two vehicles presently being leased under the demonstration project immediately following the June 30th ending date. The grant is a Title III Older Americans Act from the North Central Iowa Area Agency on Aging for \$30,650. Of this amount \$18,000 is federal dollars with the balance being matched by the City of Fort Dodge.

A.1. Project Financing

The cost of vehicles for the system will be borne basically by 16 (b) (2) federal funds, which are matched locally by 20 percent. The federal match will be \$174,392.24. Other funds will come from local non-profit organizations, revenue sharing from the cities and county's in the region. These funds will be used to supplement operating costs. To make up the rest of the transportation operations deficit there will be a state supplement from the Iowa Department of Transportation depending on annual appropriations.

A.2. Implementing Responsibility

Presently, this is with the Executive Board of MIDAS and will continue through June 30, 1978, in order to meet the responsibility as defined in the demonstration project. The MIDAS Executive Director as well as the MIDAS Transportation Coordinator are responsible to the Board for implementation. In addition, the TDP Advisory Committee will advise the Coordinator.

REGIONAL SYSTEM
5 YEAR BUDGET FORMAT

TAB E 16

	Fiscal '78 Year 1	Fiscal '79 Year 2	Fiscal '80 Year 3	Fiscal '81 Year 4	Fiscal '82 Year 5	Remarks
<u>CAPTIAL EXPENDITURES</u>						
Vehicles	\$33,392.00	\$37,000.00	\$20,000.00	\$20,000.00	\$42,000.00	
Buildings (rent)						
Office Equipment						
Shop Equipment						
Radio						
Shelters						
Other (Specify)marketing						
SUBTOTAL	\$33,392.00	\$37,000.00	\$20,000.00	\$20,000.00	\$42,000.00	
<u>OPERATING EXPENDITURES</u>						
Running Costs	\$68,978.48	\$75,875.00	\$83,462.00	\$109,088.00	\$119,996.00	
Administrative	15,870.00	17,457.00	19,202.00	21,122.00	23,234.00	
SUBTOTAL	\$85,964.48	\$43,332.00	\$102,664.00	\$130,210.00	\$143,230.00	
TOTAL EXPENDITURES	\$119,356.48	\$130,332.00	\$122,644.00	\$150,210.00	\$185,230.00	
<u>REVENUE</u>						
Farebox	\$14,008.00	\$16,109.00	\$18,525.00	\$21,304.00	\$25,565.00	
Agency Contracts	21,762.00	23,938.00	26,331.00	28,964.00	31,860.00	
Other (Specify)						
TOTAL REVENUE	\$35,770.00	\$40,047.00	\$44,856.00	\$50,268.00	\$57,425.00	
DEFICIT	(\$83,586.00)	(\$90,285.00)	(\$77,808.00)	(\$99,700.00)	(\$127,805.00)	
<u>PROJECTION OF OUTSIDE FUNDING TO COVER DEFICIT</u>						
Local	\$17,500.00	\$13,948.00	\$15,280.00	\$20,700.00	\$18,700.00	
Federal	19,500.00	37,600.00	19,280.00	24,700.00	38,700.00	
State - IDOT	46,586.00	38,737.00	43,284.00	55,542.00	70,405.00	
TOTAL	\$83,586.00	\$90,285.00	\$77,808.00	\$99,942.00	\$127,805.00	

Fort Dodge
REGIONAL SYSTEM
5 YEAR BUDGET FORMAT

Table 17	Fiscal '78 Year 1	Fiscal '79 Year 2	Fiscal '80 Year 3	Fiscal '81 Year 4	Fiscal '82 Year 5	Remarks
<u>CAPTIAL EXPENDITURES</u>						
Vehicles	\$30,650.00			\$35,000.00	\$42,000.00	
Buildings						
Office Equipment						
Shop Equipment						
Radio						
Shelters						
Other						
SUBTOTAL	\$30,650.00			\$35,000.00	\$42,000.00	
<u>OPERATING EXPENDITURES</u>						
Running Costs	\$53,162.50	\$61,136.88	\$70,307.41	\$80,853.52	\$97,024.22	
Administrative	21,738.00	24,998.70	28,748.51	33,060.78	39,672.94	
SUBTOTAL	\$74,900.50	\$86,135.58	\$99,055.92	\$113,914.30	\$136,697.16	
TOTAL EXPENDITURES	\$105,550.50	\$86,135.58	\$99,055.92	\$148,918.30	\$178,697.16	
<u>REVENUE</u>						
Farebox	\$18,343.60	\$21,061.00	\$24,220.00	\$27,853.00	\$33,424.00	
Agency Contracts						
Other (Specify)						
TOTAL REVENUE	\$18,343.60	\$21,061.00	\$24,220.00	\$27,853.00	\$33,424.00	
DEFICIT	\$87,207.10	\$65,074.58	\$74,835.92	\$121,065.30	\$145,273.16	
<u>PROJECTION OF OUTSIDE FUNDING TO COVER DEFICIT</u>						
Local	\$32,425.00	\$2,537.29	\$4,927.96	\$15,032.65	\$22,536.58	
Federal		\$2,537.27	\$4,927.96	\$36,032.15	\$47,736.58	
State - IDOT	\$54,781.10	\$60,000.00	\$65,000.00	\$70,000.00	\$75,000.00	
TOTAL	\$87,207.10	\$65,074.58	\$74,835.92	\$121,065.30	\$145,273.16	

TOTAL
REGIONAL SYSTEM
5 YEAR BUDGET FORMAT

Table 18	Fiscal '78 Year 1	Fiscal '79 Year 2	Fiscal '80 Year 3	Fiscal '81 Year 4	Fiscal '82 Year 5	Remarks
<u>CAPTIAL EXPENDITURES</u>						
Vehicles	\$64,042.00	\$37,000.00	\$20,000.00	\$55,000.00	\$84,000.00	
Buildings (rent)						
Office Equipment						
Shop Equipment						
Radio						
Shelters						
Other (Specify)marketing						
SUBTOTAL	\$64,042.00	\$37,000.00	\$20,000.00	\$55,000.00	\$84,000.00	
<u>OPERATING EXPENDITURES</u>						
Running Costs	\$ 122,104.00	\$ 137,011.00	\$ 153,769.41	\$ 189,941.52	\$ 217,020.22	
Administrative	37,608.00	42,455.70	47,950.51	54,182.78	62,906.94	
SUBTOTAL	\$ 159,748.00	\$ 179,466.70	\$ 201,719.92	\$ 244,124.30	\$ 279,927.16	
TOTAL EXPENDITURES	\$ 223,790.00	\$ 216,466.70	\$ 221,719.92	\$ 299,124.30	\$ 363,927.16	
<u>REVENUE</u>						
Farebox	\$32,351.00	\$37,170.00	\$42,745.00	\$49,157.00	\$58,989.00	
Agency Contracts	21,762.00	23,938.00	26,331.00	28,964.00	31,860.00	
Other (Specify)						
TOTAL REVENUE	\$54,113.00	\$61,108.00	\$69,076.00	\$78,126.00	\$90,849.00	
DEFICIT	(\$169,677.00)	(\$155,358.70)	(\$152,643.92)	(\$220,998.30)	(\$273,078.76)	
<u>PROJECTION OF OUTSIDE FUNDING TO COVER DEFICIT</u>						
Local	\$63,083.00	\$16,485.00	\$20,207.96	\$35,732.15	\$41,236.58	
Federal	19,500.00	40,137.00	24,207.96	60,732.15	86,436.58	
State - IDOT	\$101,367.00	\$98,737.00	\$108,284.00	\$125,542.00	\$145,405.00	
TOTAL	\$ 169,677.00	\$155,358.70	\$152,643.92	\$220,998.30	\$273,078.16	

FIVE YEAR PROGRAM

B. OPERATIONAL FORECAST

PROGRAM FINANCING

1. To be realistic in our planning we have projected operating costs and alternatives only for the system born out of the demonstration project from S.F. 573 awarded to MIDAS via IDOT Public Transit. It was the only system for which we have complete data from which to plan. Many other agencies who have vehicles, but whose primary service is other than transportation have indicated they would be interested in purchasing service from an existing service. In preparing sections one and two, we found most agencies willing to share some information, but many really do not have an actual cost either per ride or mile, or even a rough estimate.

The project financing as projected for the MIDAS system includes State and Local funding. After year one we will be able to better project the likelihood of purchase of service from other funds such as TITLE XX, of Social Security Act and TITLE VII and TITLE VIII of Older Americans Act as well as other sources of Federal funding.

MANAGEMENT AND OPERATING RESPONSIBILITY

2. Presently, Management and Operational Responsibility will still be with MIDAS Transportation Coordinator. The entire operational expenses plus capital for 3 vehicles as well as some radio equipment were covered from a grant from IDOT Public Transit as specified by the 66th Iowa Legislature in S.F. 573. The management is shared by a local interest group in three areas. The Humboldt Dakota City Senior Citizens Inc., the Pocahontas Busing for the Elderly Inc and the City of Fort Dodge all share in the management level.

For the first year of the TDP, the primary management and operational responsibility will still be with MIDAS. The possibility of setting up a 28E Transportation authority will again be pursued in March of '78. An informational meeting to discuss the possibility of a 28E authority was held in March of '77 prior to the completion of the plan.

C. MARKETING AND PROMOTION STRATEGIES

Just prior to the end of the demonstration project, we were able to launch a area wide campaign with posters and radio spots. The theme is "WHEELS FROM TOWN TO TOWN, FOR THOSE WHO WANT TO GET AROUND." It is adaptable for many services, and each county dispatcher can have all transportation services identified. There is a 10 second tie on for each radio spot as well as a special place to list dispatcher numbers on the poster.

What is needed in addition is a simple handout that can be left with potential riders.

D. Program surveillance

Standard record keeping forms will be developed and distributed to all existing services to cooperate in monthly reporting to the MIDAS Transportation Coordinator. This information will be presented on a quarterly basis to the Regional Transportation Advisory Committee.

Once a month, at random, an existing service will be chosen for a brief on-board survey. This data will be included in the quarterly reports.

The above information will be in addition to any reports necessary to various funding agencies.

D. PROGRAM MAINTENANCE

2. Continuation of the planning process.

With financial support from IDOT and UMTA, MIDAS will continue to provide a yearly update on the regional plan. The Transportation Committee will meet a minimum of twice a year, and hopefully quarterly to keep a constant review ongoing.

It is planned that an on board survey will be conducted in this first year. This will aid us in improvement of services.

GLOSSARY

GLOSSARY

<u>Administrative Costs</u> -	Expenditures necessary to meet the salaries of all personnel involved in the system.
<u>Demand Responsive System</u> -	This is a system that runs on a demand basis. There are no fixed routes or set times. The Buses work on a door to door basis. Riders are picked up at their doors and delivered to their destination.
<u>Direct Subsidy</u> -	Actual funds required to offset total program deficits.
<u>Fixed Route System</u> -	This is a system that runs on a disignated route at set times. The bus does not deviate from the prescribed route.
<u>Indirect Subsidy</u> -	Funds required to support the total cost of elderly - handicapped trips on private carriers included in system scheduling.
<u>Other Riders</u> -	Any system user under sixty years of age and not developmentally handicapped.
<u>Running Costs</u> -	Expenditures determined by the total of fuel (figured at 7 mile/gal - 60¢/gal) and maintenance (figured at 15¢/mile.
<u>Total Administrative Costs</u> -	Administrative costs as defined above plus office expenses, and marketing costs.

APPENDIX

Throughout this Transportation Plan ridership on the routes have been figured using the following formula.

$$\text{Riders/hour} = 22.6 + .0009 (\text{population served of AREA SERVED}) + .187 (\text{passenger seats per day}) - 72 (\text{average fare in dollars})$$

This equation takes into account three separate factors: an area's characteristics (population served), service characteristics (passenger seats per day) and a cost characteristic (the fare).

This formula was taken from "A Public Transit Study for Marshalltown, Iowa.
page 67.

STATE LIBRARY OF IOWA



3 1723 02044 0863