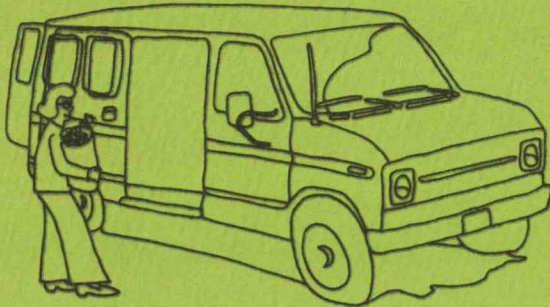


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**REGIONAL
TRANSIT DEVELOPMENT
PROGRAM
UPDATE**



INRCOG



AREA VII

1978-1982

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.

A RESOLUTION ADOPTING THE REGIONAL TRANSPORTATION
DEVELOPMENT PROGRAM AS PREPARED BY THE IOWA NORTHLAND
REGIONAL COUNCIL OF GOVERNMENTS AS THE OFFICIAL
TRANSPORTATION IMPROVEMENT PLAN FOR REGION VII


WHEREAS, the staff at the Iowa Northland Regional Council of Govern-
ments has worked on and completed the Regional Transportation Development
Program, and

WHEREAS, the Regional Transportation Development Program has been
reviewed by the Transportation Technical Advisory Committee, and

WHEREAS, the Regional Transportation Development Program has been
presented to and approved by the Council of Governments.

THEREFORE, BE IT RESOLVED by this Executive Board that this Regional
Transportation Development Program be adopted as the official program for transit
improvements within Region VII.

Passed and adopted this 14th day of July 1977.


Walter Wheaton, Chairman
Iowa Northland Regional
Council of Governments

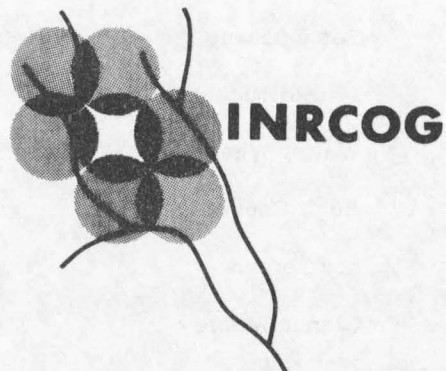
**TRANSIT DEVELOPMENT
PROGRAM
for the UPDATE
IOWA NORTHLAND REGION
(AREA VII)**

The preparation of this publication was financially
aided through a grant from the Iowa Department
of Transportation.

May 1977

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

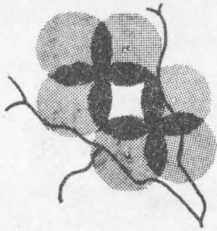
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IOWA NORTHLAND REGIONAL COUNCIL OF GOVERNMENTS

Suite N; Russell Lamson Building; 209 West Fifth Street; Waterloo, Iowa 50701; Telephone: 319-235-0311

November 1977

Citizens of the Iowa Northland Region:

It is with considerable pleasure that we present the Regional Transit Development Program for your review. This study is an update of the original Program, which was prepared last year. It offers a further review of all existing public and private transit operations within our region. The information gained will be used to evaluate the area's needs and to recommend a comprehensive program for meeting those needs.

It is the intent of this program to provide for more sufficient levels of mobility for the transportation disadvantaged, especially the elderly and handicapped, and in so doing, striving for maximum operational efficiency and a more effective utilization of the limited local, state and federal funds which support our endeavors.

We express our appreciation to all who assisted in the development of the study and urge that it be endorsed by our elected officials as a guide toward meeting the transportation needs of the region's citizens.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read 'Walter Wheaton'.

Walter Wheaton
Chairman

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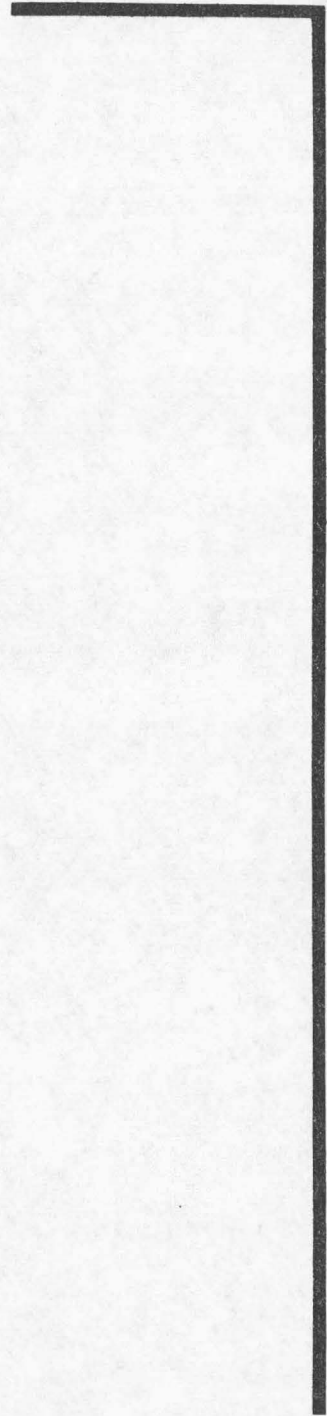
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INTRODUCTION



A. PURPOSE OF THE REGIONAL TRANSIT DEVELOPMENT PROGRAM UPDATE

The intent of this report is to update and maintain the transit planning effort initiated during FY 1976 within the Regional Transit Development Program (T.D.P.). A primary concern of this effort is to refine and re-format a regional transit development program for the INRCOG planning region for compatibility with the other regional transit programs being developed concurrently for assimilation by the Iowa Department of Transportation into a state-wide plan for transit.

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

B. LOCAL GOALS AND OBJECTIVES

Goals and objectives for the T.D.P. Update have been based upon the concepts contained in the original program report and from policy directions in previously adopted plans. The goals and objectives for this update have, however, been refined to reflect more specifically the transit improvements which should be attained during the program period. Additionally, they have been based upon the original Regional Transit Program concept of emphasizing the provision of service to the "transportation disadvantaged"--the elderly, handicapped, and low-income with a secondary emphasis on the provision and improvement of transit service for the general public.

Furthermore, the program objectives contained in this update reflect an expressed local concern to strive toward a comprehensive regional transit provider which will fill existing gaps in service, and which will utilize and be coordinated with existing services.

GOAL

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

Program Objectives

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

Implementive Guidelines

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

GOAL

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

Program Objectives

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

Implementive Guidelines

- Subsidized regional transit should complement and not duplicate private taxi and inter-city operations.
- A cost effectiveness evaluation shall be performed to determine whether service expansions or contracting with existing operators should be undertaken.
- A planning, programming, and monitoring process shall be maintained to effectively evaluate and refine transit operations within the region.
- A marketing and promotional effort should be initiated during FY 1978 to provide promotion of and information about regional transit services.
- Levels of service attained within the regional transit program will be based upon anticipated levels of operating revenues and local, state, and federal funding support.

Section I

EXISTING CONDITIONS

1980: 870

URBAN-RURAL POPULATION FOR COUNTIES
1960, 1970

	<u>1960</u>	<u>1970</u>	<u>Percent Change 1960-1970</u>
<u>Black Hawk</u>			
Urban	102,827	112,881	+ 9.8
% Urban	84.0	84.9	
Rural	19,655	20,035	+ 1.9
Total	122,482	132,916	
<u>Bremer</u>			
Urban	6,357	7,205	+13.3
% Urban	30.1	31.7	
Rural	14,751	15,532	+ 5.3
Total	21,108	22,737	
<u>Buchanan</u>			
Urban	5,498	5,910	+ 7.5
% Urban	24.7	27.2	
Rural	16,795	15,836	- 5.7
Total	22,293	21,746	
<u>Butler</u>			
Urban	-	-	-
% Urban	-	-	-
Rural	17,467	16,953	- 2.9
Total	17,467	16,953	
<u>Chickasaw</u>			
Urban	3,456	3,621	+ 4.8
% Urban	23.0	24.2	
Rural	11,578	11,348	- 2.0
Total	15,034	14,969	
<u>Grundy</u>			
Urban	-	2,712	
% Urban	-	19.2	
Rural	14,132	11,407	*-19.3
Total	14,132	14,119	
<u>Region Totals</u>			
Urban	118,138	132,329	+12.0
% Urban	55.6	59.2	
Rural	94,378	91,111	- 3.5
Total	212,516	223,440	

SOURCE: 1970 Census

*The large negative percentage change is due in part to an increase in the population of Grundy Center which changed its classification of rural to urban (2,500 population and above is considered urban).

TABLE 1

A. AREA DESCRIPTION

1. Demographic and Socio-Economic Characteristics

Table 1 shows regional population by county between 1960 and 1970, and further indicates the continuation of a rural to urban movement within the area. ("Urban" is defined as urbanized areas and places of 2,500 or more population.)

Current population estimates are shown in Table 2 for Area VII counties. The 1975 population estimates indicate that Black Hawk County's growth rate is slightly below that of the previous period, however, the growth rate for the region has increased slightly, and the downward trend in the "rural" counties population is currently stabilizing or increasing slightly within the region. It is interesting to compare the concentrations of population within Black Hawk County to the population of the region as a whole (Table 3).

INRCOG REGION POPULATION

	<u>1960</u>	<u>1970</u>	<u>% Change 1960-1970</u>	<u>1975¹</u>	<u>% Change 1970-1975</u>
Black Hawk	122,482	132,916	+8.5	135,712	+2.1
Bremer	21,108	22,737	+7.7	24,608	+8.2
Buchanan	22,293	21,746	-2.5	22,340	+2.7
Butler	17,467	16,953	-2.9	17,181	+1.3
Chickasaw	15,034	14,969	-0.4	15,250	+1.9
<u>Grundy</u>	<u>14,132</u>	<u>14,119</u>	<u>-0.1</u>	<u>14,127</u>	<u>+0.1</u>
Total	212,516	223,440	+5.1	229,218	+2.6

SOURCES: ¹O.P.P. Projections
1970 U.S. Census

TABLE 2

Although the county's area is 17.9 percent of the six county total, the 1970 population concentration within the urbanized area raised the county to 59.5 percent of the region total with a county-wide population density almost six times higher than that of the five non-metropolitan counties in the region.

POPULATION DENSITIES IN REGION 7

COUNTY	1970 Population	Area in Sq. Miles	Persons/ Sq. Mile
BLACK HAWK	132,916	567	234
BREMER	22,737	439	52
BUCHANAN	21,746	569	38
BUTLER	16,953	582	29
CHICKASAW	14,969	505	30
GRUNDY	14,119	501	28
TOTAL REGION	223,440	3,163	70.6 average

TABLE 3

SOURCE: 1970 Census and INRCOG Data.

The age structures of the region's counties are shown in Table 4. The trend between 1960 and 1970 indicates a higher proportion of the population in the non-working age groups, especially for the ages from 10-19 and 65 and above, groups which contain substantial numbers of persons without access to an automobile. In 1970, 39.9 percent of the region's population was under 20, 10.6 percent 65 or older, with 49.5 percent aged 20 to 64 (the age group from which the working population is primarily drawn).

Figures 1 and 2 give a further indication of the distribution of youth and elderly respectively, in 1970.

Of the region's population, 23,710 or 13.2 percent was 65 or over in 1970, and since the demands for public transportation can be anticipated to be substantial for this age group, relative to other age groups.

1960 and 1970 POPULATION OF AGE GROUPS BY COUNTIES

	<u>BLACK HAWK</u>		<u>BREMER</u>		<u>BUCHANAN</u>		<u>BUTLER</u>		<u>CHICKASAW</u>		<u>GRUNDY</u>		<u>REGION</u>	
	1960	1970	1960	1970	1960	1970	1960	1970	1960	1970	1960	1970	1960	1970
Under 5	15,579	11,682	2,269	1,867	2,556	2,058	1,819	1,345	1,748	1,339	1,423	1,033	25,394	19,322
5-9	14,303	13,687	2,141	2,226	2,500	2,471	1,805	1,588	1,647	1,710	1,440	1,354	23,836	23,036
10-14	11,720	13,789	1,933	2,297	2,431	2,583	1,752	1,779	1,561	1,766	1,385	1,490	20,782	23,704
15-19	8,852	14,459	1,952	2,430	1,713	2,062	1,254	1,487	1,099	1,334	1,005	1,211	15,314	22,983
20-24	8,059	12,638	1,549	1,915	1,100	1,207	838	943	705	699	683	752	12,934	18,154
25-29	7,401	8,413	1,063	1,319	1,026	1,198	879	849	682	771	709	814	11,860	13,364
30-34	8,074	7,021	1,128	1,234	1,214	1,139	993	809	846	794	842	774	13,097	11,771
35-39	8,106	6,452	1,243	1,093	1,346	1,015	1,109	878	850	683	891	701	13,545	10,866
40-44	7,401	7,254	1,235	1,129	1,320	1,102	1,044	960	870	823	981	806	12,851	12,074
45-49	6,762	7,384	1,191	1,196	1,305	1,210	1,029	1,013	870	779	957	793	12,114	12,375
50-54	6,033	6,863	1,122	1,126	1,148	1,170	977	978	799	784	811	925	10,890	11,846
55-59	5,225	5,985	1,018	1,123	1,031	1,090	945	959	725	772	679	869	9,623	10,798
60-64	4,301	5,149	877	1,038	995	943	798	919	748	697	617	733	8,411	9,479
65-69	3,796	3,937	824	844	902	781	768	804	658	620	587	539	7,555	7,525
70-74	2,979	3,065	679	713	727	710	583	616	505	563	514	500	5,987	6,167
75-79	2,080	2,390	435	539	533	492	432	524	382	398	335	379	4,157	4,722
80-84	1,101	1,619	264	377	287	315	272	324	205	241	174	246	2,303	3,122
85 and Over	710	1,129	185	271	159	200	170	178	134	196	99	200	1,457	2,174
Total 65 and Older	10,666	12,140	2,387	2,744	2,608	2,498	2,225	2,446	1,884	2,018	1,709	1,864	21,459	23,710
Percent 65 and Older	8.7	9.1	11.3	12.0	11.6	11.4	12.7	14.4	12.5	13.4	12.0	13.2	10.1	10.6

SOURCE: General Population Characteristics, 1960 and 1970, U.S. Bureau of Census.

TABLE 4

NUMBER OF PERSONS 65 & OVER BY TOWNSHIP IN 1970

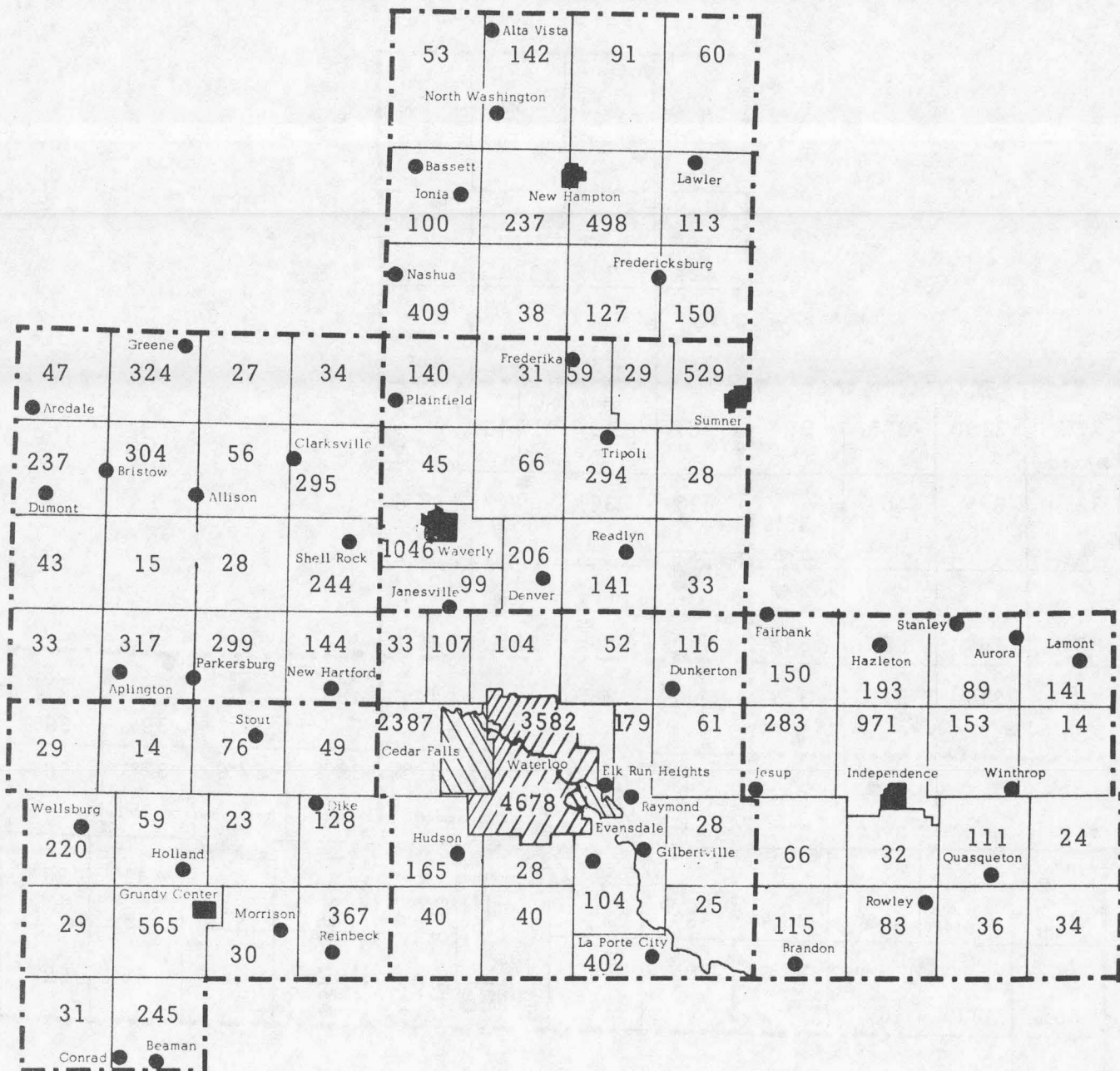
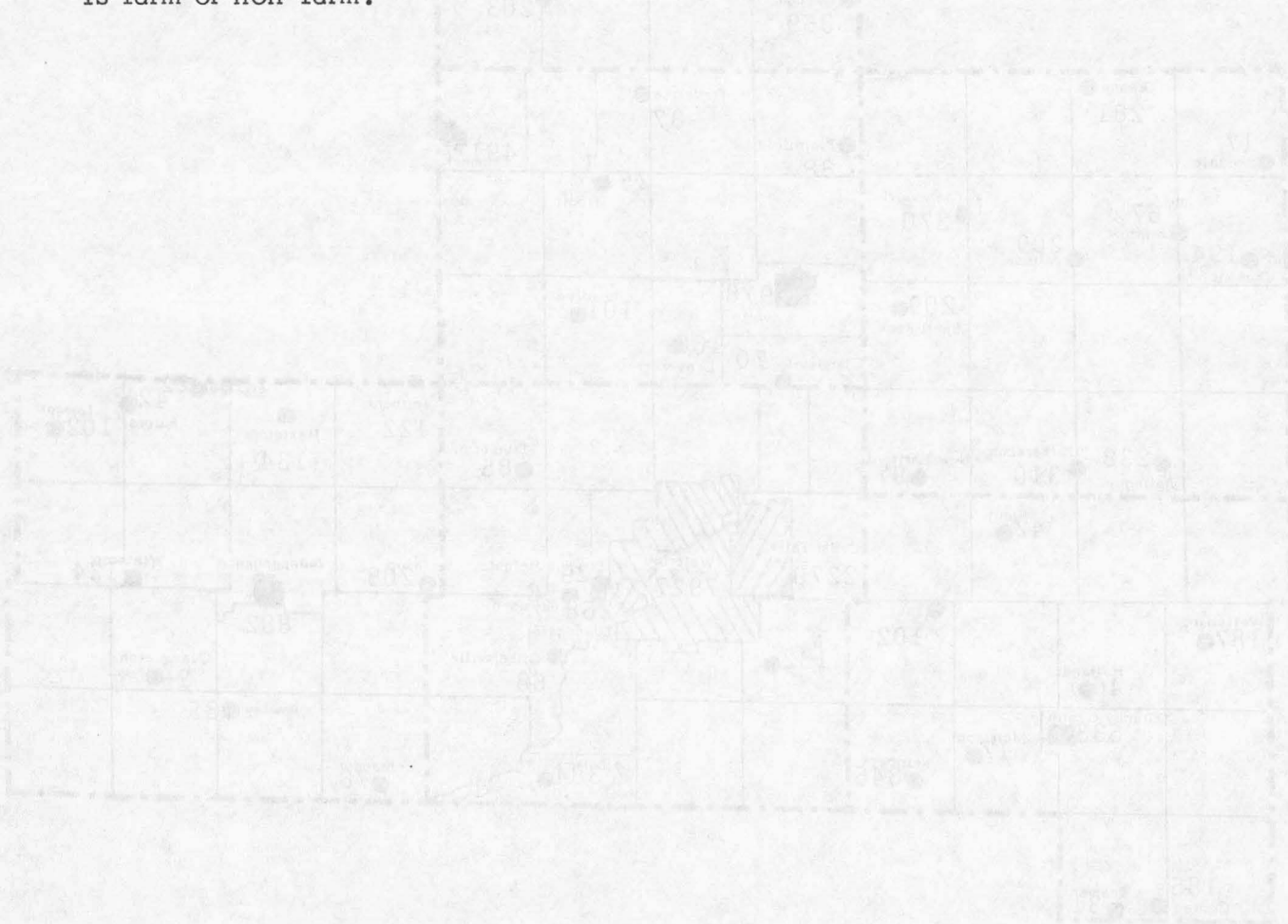


FIGURE 2

Source: 1970 Census

Slightly more than one-half of the region's elderly live within Black Hawk County, however, the five "rural" counties contain a higher proportion of elderly to total population. Additionally, there is a pronounced concentration of elderly persons within incorporated areas. While the percent of total persons in incorporated areas within counties range from 50.8 percent in Chickasaw County to 89.0 percent in Black Hawk. The elderly population percentage within cities ranges from 71.4 percent to 92.4 percent, again with Chickasaw and Black Hawk at the respective extremes. Figure 3 shows the number of elderly in each incorporated community in 1970.

A relative comparison of incomes by county can be seen in Table 5 for 1969. The percent of families with incomes less than poverty level is also shown in Table 5. These figures are based on a measure of poverty status which considers family size, age and sex of family head, and whether the residence is farm or non-farm.



NUMBER OF PERSONS 65 AND OLDER IN INCORPORATED AREAS

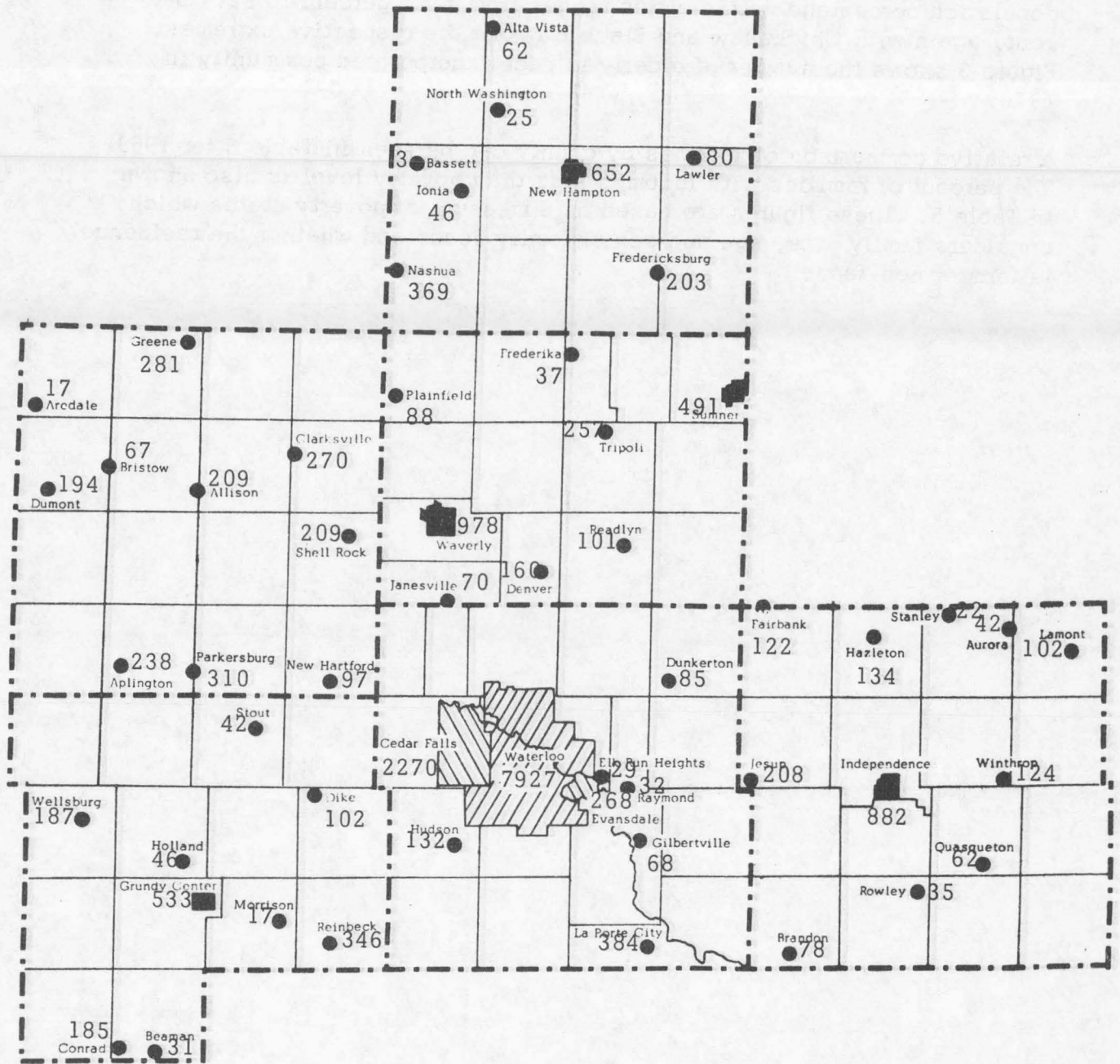


FIGURE 3
SOURCE: 1970 Census, Fifth Count Data.

FAMILY INCOME

	<u>Black Hawk</u>		<u>Bremer</u>		<u>Buchanan</u>		<u>Butler</u>		<u>Chickasaw</u>		<u>Grundy</u>	
All Families	32,186		5,802		5,289		4,614		3,700		3,899	
Less than \$5,000	5,402	17.0%	1,287	22.0%	1,242	23.0%	1,197	26.0%	1,129	31.0%	628	16.0%
\$ 5,000- 9,999	10,548	33.0%	2,062	36.0%	2,217	42.0%	1,939	42.0%	1,436	39.0%	1,769	45.0%
\$10,000-14,999	10,359	32.0%	1,510	26.0%	1,153	22.0%	917	20.0%	698	19.0%	902	23.0%
\$15,000-24,999	4,680	15.0%	693	12.0%	487	9.0%	338	7.0%	361	10.0%	497	13.0%
\$25,000 or More	1,197	4.0%	250	4.0%	190	4.0%	123	3.0%	76	2.0%	103	3.0%
Percent of Families With Income Below Poverty Level		7.3%		9.5%		12.6%		11.3%		13.4%		5.8%
Median Income	\$10,054		\$8,893		\$8,069		\$7,666		\$7,701		\$8,413	

SOURCE: 1970 Census

TABLE 5

Another factor relating to need for public transportation is the availability of personal transportation through automobile ownership. Table 6 shows the number of autos per household in 1970, and indicates that about 6,800 households or 10.1 percent of all households had no automobile. Table 7 further shows the distribution of auto-less households between incorporated and non-incorporated areas in each county. Over 90 percent of these households without an auto are located in cities and towns which indicates a strong correlation with concentrations of elderly within the region.

AUTO AVAILABILITY

<u>County</u>	<u>Housing Units With:</u>			<u>Percent 0 Autos</u>	<u>Total Occupied Housing Units</u>
	<u>1 Auto</u>	<u>2+ Autos</u>	<u>0 Autos</u>		
Black Hawk	18,870	16,354	4,216	10.7	39,440
Bremer	3,936	2,339	561	8.2	6,836
Buchanan	3,687	1,888	756	11.9	6,331
Butler	3,227	1,863	414	7.5	5,504
Chickasaw	2,681	1,390	427	9.5	4,498
Grundy	2,683	1,531	424	9.1	4,638
Region Total	35,084	25,365	6,798	10.1	67,247

SOURCE: 1970 Census, Fourth Count

TABLE 6

ESTIMATED DISTRIBUTION OF HOUSEHOLDS WITHOUT AN AUTO (In Percent)

<u>County</u>	<u>Incorporated Areas</u>	<u>Rural Areas</u>	<u>Total County</u>
Black Hawk	11.6	1.4	10.7
Bremer	10.1	4.3	8.2
Buchanan	13.9	8.8	11.9
Butler	10.0	4.3	7.5
Chickasaw	13.0	4.7	9.5
Grundy	14.5	1.4	9.1
Region Total	11.8%	3.9%	10.1%

SOURCE: 1970 Census, Fourth Count

TABLE 7

2. Activity Centers

The location of various services within the region has a definite affect upon travel desires and resultant trip demands. A discussion of travel patterns will be presented in the following section of this report, however, this part will deal with the location of known trip "generators."

Transportation studies often summarize travel demands by identifying the amount of trips made for each of several purposes such as work, personal business, shopping, and "other."







Several work trip movements within the region have been previously shown for inter-county movements. This section will deal primarily with generators that are especially important for the transportation disadvantaged or those that are primary users of existing transportation services, and that portion of the regional population which exhibits the highest potential for utilizing any proposed new or expanded transportation service.

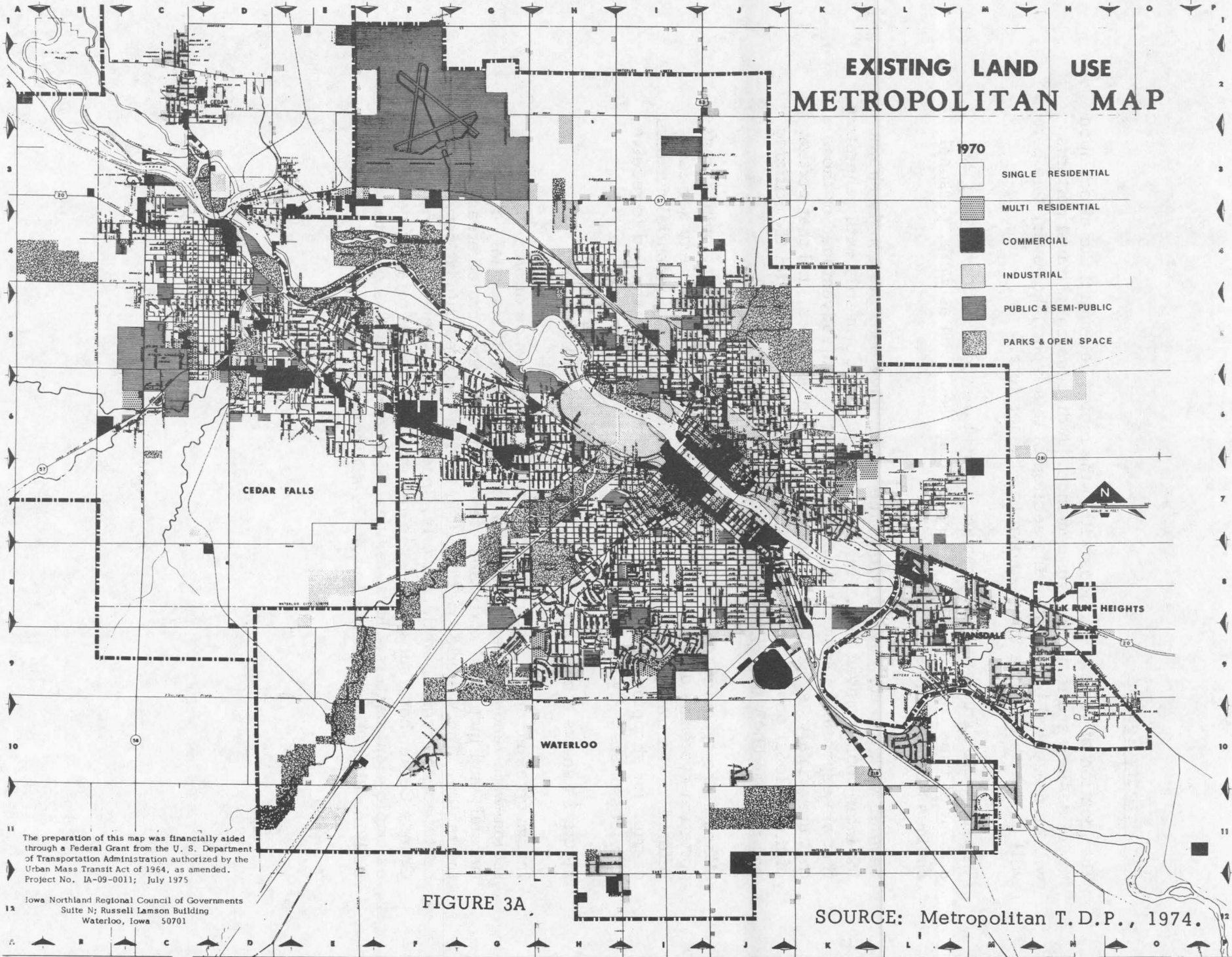
Although the types of trip purposes vary widely among existing public transportation systems, dependent on their function and location, any service offered to the transportation disadvantaged will reflect substantial numbers of trips for shopping, medical purposes, personal business, and to receive services offered by social agencies.

Figure 3A shows a base map of the Waterloo metropolitan area.

Inasmuch as no urban areas are contained in the balance of Area VII, a region-wide land use map is not shown. Generally, residential, commercial, and industrial activities are confined to incorporated areas of the region. The Waterloo metropolitan area is the predominant service center for the region, while Waverly, Independence, New Hampton, and Grundy Center have substantial sub-regional impacts on retail trade and as employment centers. Rural residential development has occurred in outlying Black Hawk County and in the southern portion of Bremer County.

EXISTING LAND USE METROPOLITAN MAP

- 1970
-  SINGLE RESIDENTIAL
 -  MULTI RESIDENTIAL
 -  COMMERCIAL
 -  INDUSTRIAL
 -  PUBLIC & SEMI-PUBLIC
 -  PARKS & OPEN SPACE



-14-

CEDAR FALLS

WATERLOO

ELK RUN HEIGHTS



The preparation of this map was financially aided through a Federal Grant from the U. S. Department of Transportation Administration authorized by the Urban Mass Transit Act of 1964, as amended. Project No. IA-09-0011; July 1975

Iowa Northland Regional Council of Governments
Suite N; Russell Lamson Building
Waterloo, Iowa 50701

FIGURE 3A

SOURCE: Metropolitan T.D.P., 1974.

Figure 4 identifies those communities within the region which have at least one bank, grocery store, pharmacy or library. These businesses are strongly related to personal routine travel demands. Banking institutions, grocery stores, and libraries are well dispersed within the region, however, pharmacies are presently found in only the larger communities within each county.

Locations of medical services within the region are shown in Figure 5. Nine hospitals are located within the region, four of which are in the Waterloo metropolitan area. General medical services have declined in the rural areas and smaller towns of the region in past years, necessitating travel outside of their community for many persons in the region to receive general medical services. Major medical services and specialized treatment often requires traveling to Iowa City or Rochester, Minnesota, for treatment.

Another type of health care is provided in the region by long term care facilities. (See Figure 6.) These facilities serve a range of patient needs from "skilled," which provides intensive nursing care and may follow hospitalization, to "basic" and "custodial" care for patients who require some management or supervision but little nursing care. Approximately 80 percent of extended care facility residents in the region are 65 and over, and 60 percent were fully ambulatory (ranging from 90 percent of custodial residents to 23 percent of skilled residents).¹

An objective established as part of the Northeast Iowa Health Care Plan suggested alternatives to inpatient long term care should be available throughout the region and as such recommended:

- "a. Services available to residents of a long term care facility should be available on an out patient basis to residents of the community,
- b. Long term care facilities should participate in mobile and fellowship meals programs.
- c. The transportation systems for the elderly being developed throughout northeast Iowa should include linkages with long term care facilities."

As a result, the location of long term care facilities should play an increasingly important role in the development of transportation services within the region.

Figure 7 shows the existing locations of congregate meal sites within the region. Meals are offered each weekday at these sites as part of the Area Agency on Aging Title VII Nutrition Program and are also the dispatching sites for delivery of meals to shut-ins through the "Meals on Wheels" program.

¹See references listed in the Appendix.

REGIONAL SERVICE CENTERS

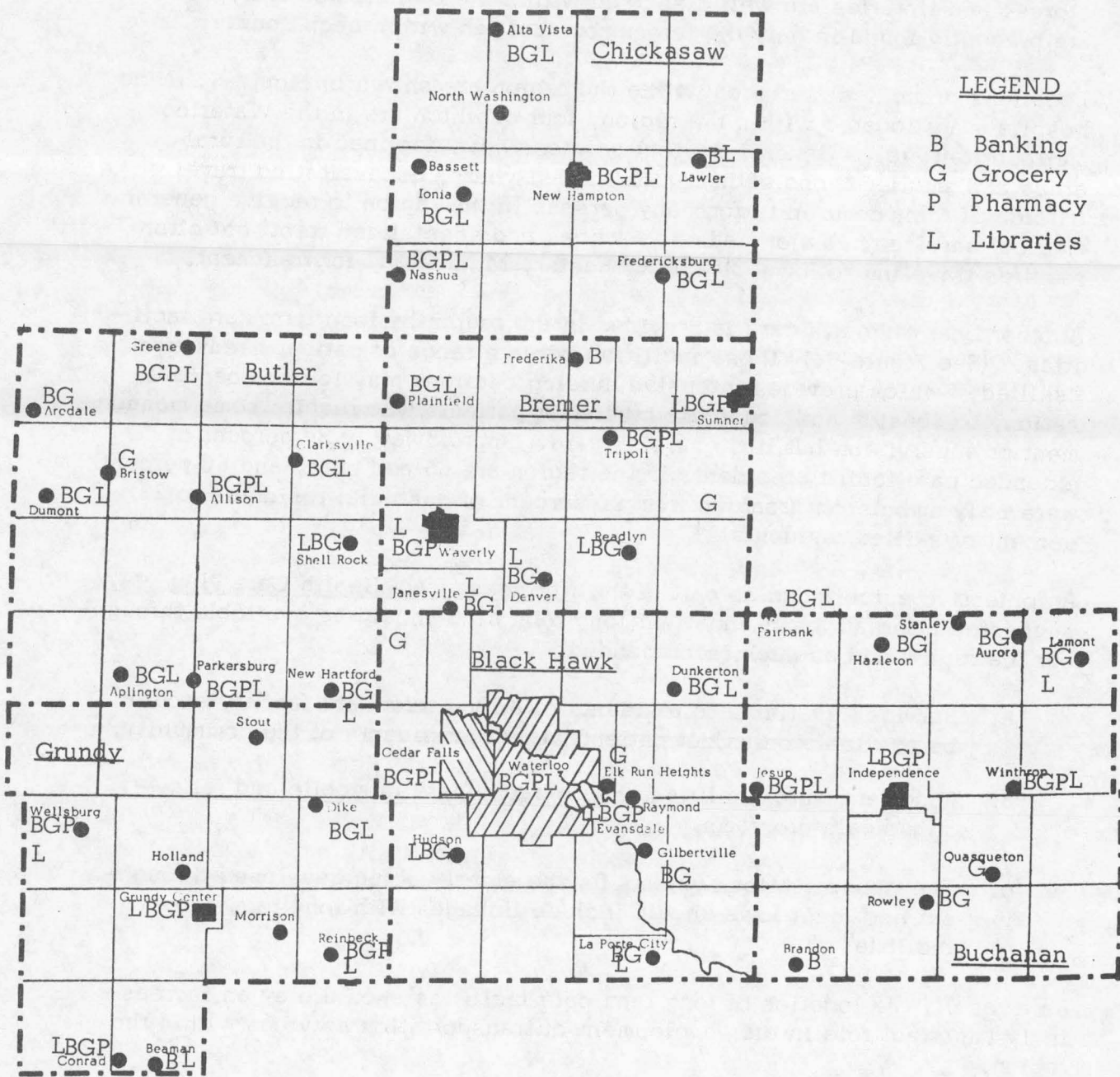


FIGURE 4

SOURCE: Area Telephone Directories and Employer Listing, Iowa Employment Security Commission, Northeast Regional Library System, 1975.

MEDICAL SERVICES

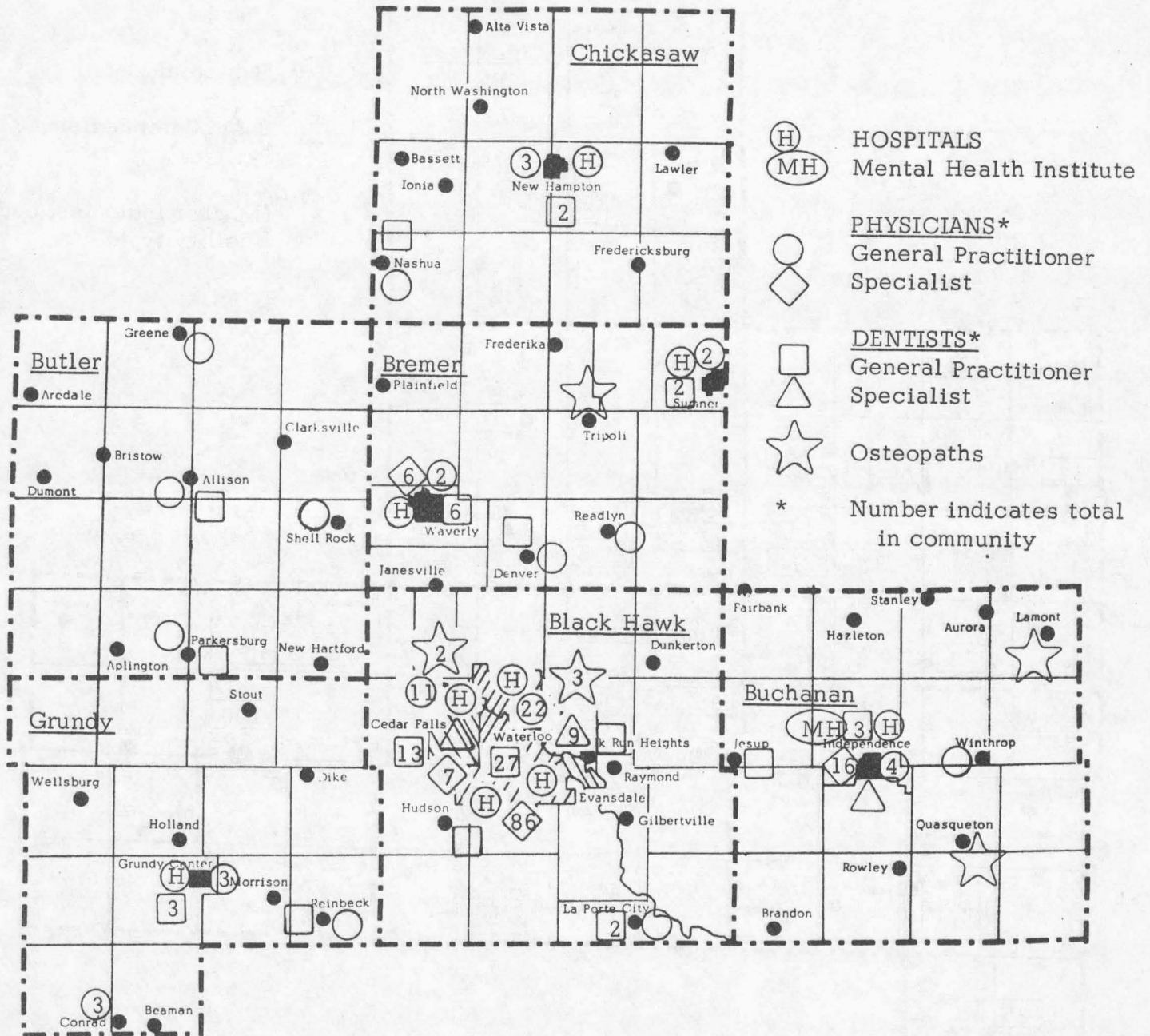


FIGURE 5

SOURCE: 1975 Manpower Inventory, Iowa State Department of Health.

LONG TERM CARE FACILITIES

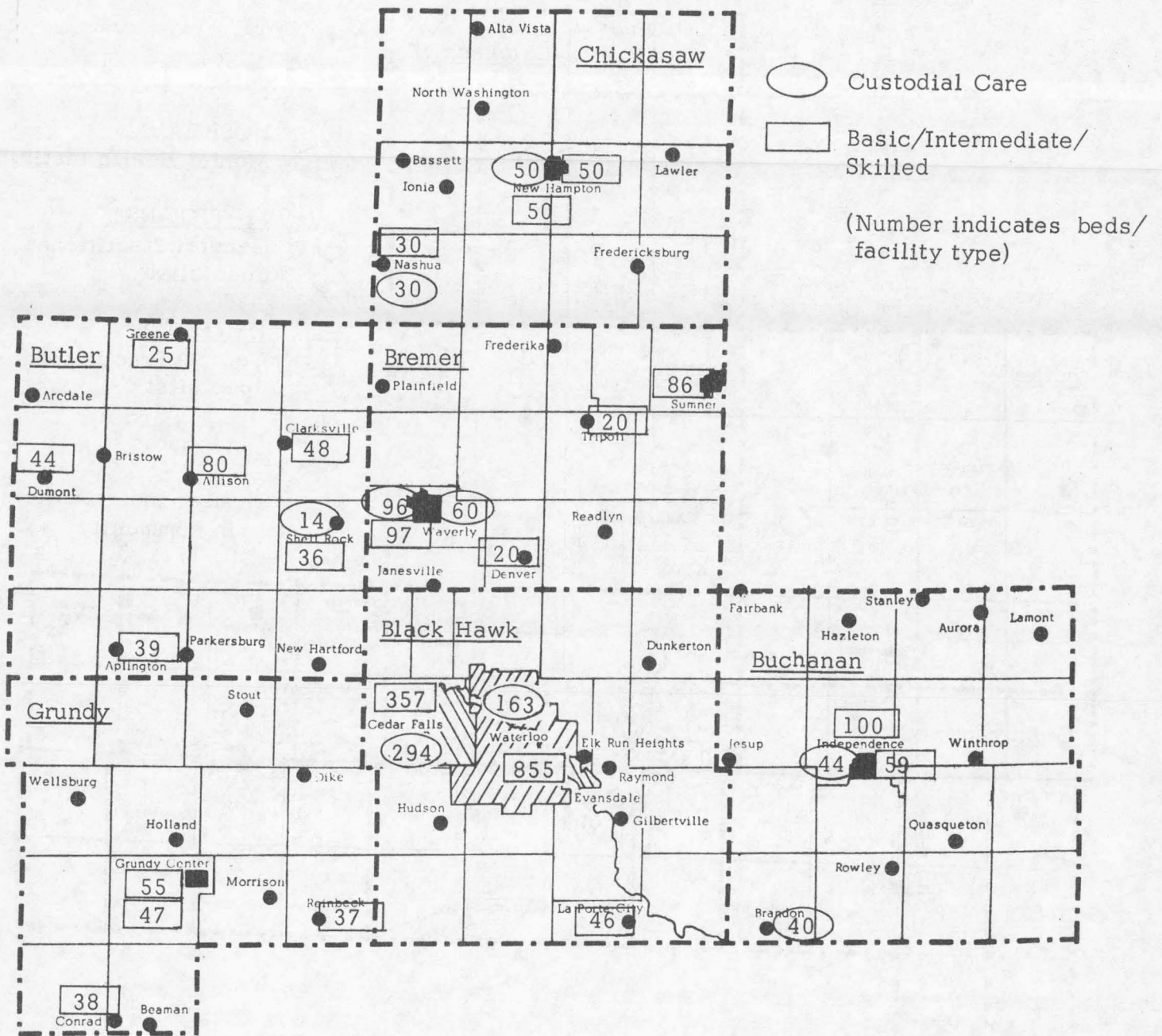


FIGURE 6

SOURCE: Preliminary Draft, Northeast Iowa Health Plan, 1975.

Other important service locations are shown in Figure 8. These services include governmental (county offices), social services, and the neighborhood centers in Waterloo and Independence. Services provided at these locations often are heavily related to those who are transportation disadvantaged, by virtue of age or income. Neighborhood centers provide several needed services to low income persons who fall within O.E.O. income guidelines.

B. EXISTING TRANSIT SERVICES

Several agencies currently provide transportation services within the six-county region and include taxi cab and inter-city transit private carriers, a fixed route public transit operation in Waterloo and Cedar Falls, and public agency specialized transportation services. A summary of existing transportation services is provided in this section to establish a basis for determining unmet travel needs in the region and a framework for considering improvements within an overall transportation program.

Inter-city Bus Service

Four private carriers provide transportation over fixed routes in the region, as shown in Figure 9. The concentrated urban population in Black Hawk County and its location with respect to other urbanized areas in north-east Iowa results in a higher level of inter-city transit service for the region than service for the state as a whole, however, large areas of Butler and Grundy Counties are not covered by current service including their respective county seats.

Operating information for inter-city bus lines is practically non-existent with only total revenue passenger statistics for each carrier's operation within the entire state being kept, to meet submittal requirements of the Iowa Commerce Commission. A survey of inter-city passengers' origins and destinations was compiled, however, for a transportation study involving the nine state planning regions without an urbanized area.² From the information gathered in that survey, it can be very generally assumed that inter-city bus travel originating from the metropolitan area would have the following proportionate breakdown of destinations: 10-15 percent to other places within the region, 40-55 percent to the "central place" community of other Iowa regions, 20-33 percent to major cities outside of Iowa, and 15-20 percent to smaller communities in other Iowa regions.

GOVERNMENT AND SOCIAL SERVICE CENTERS

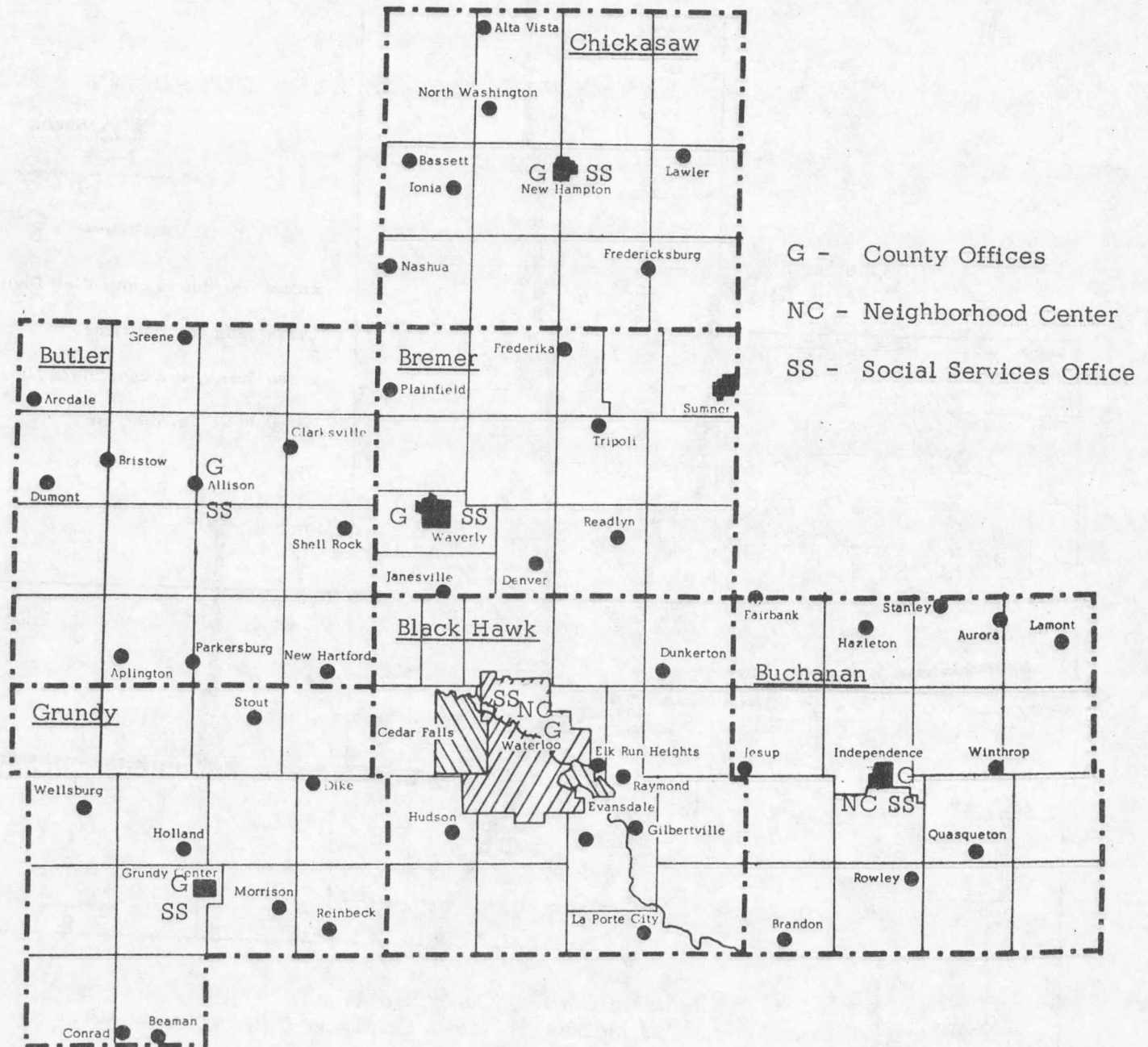


FIGURE 8

INTER-CITY BUS ROUTES

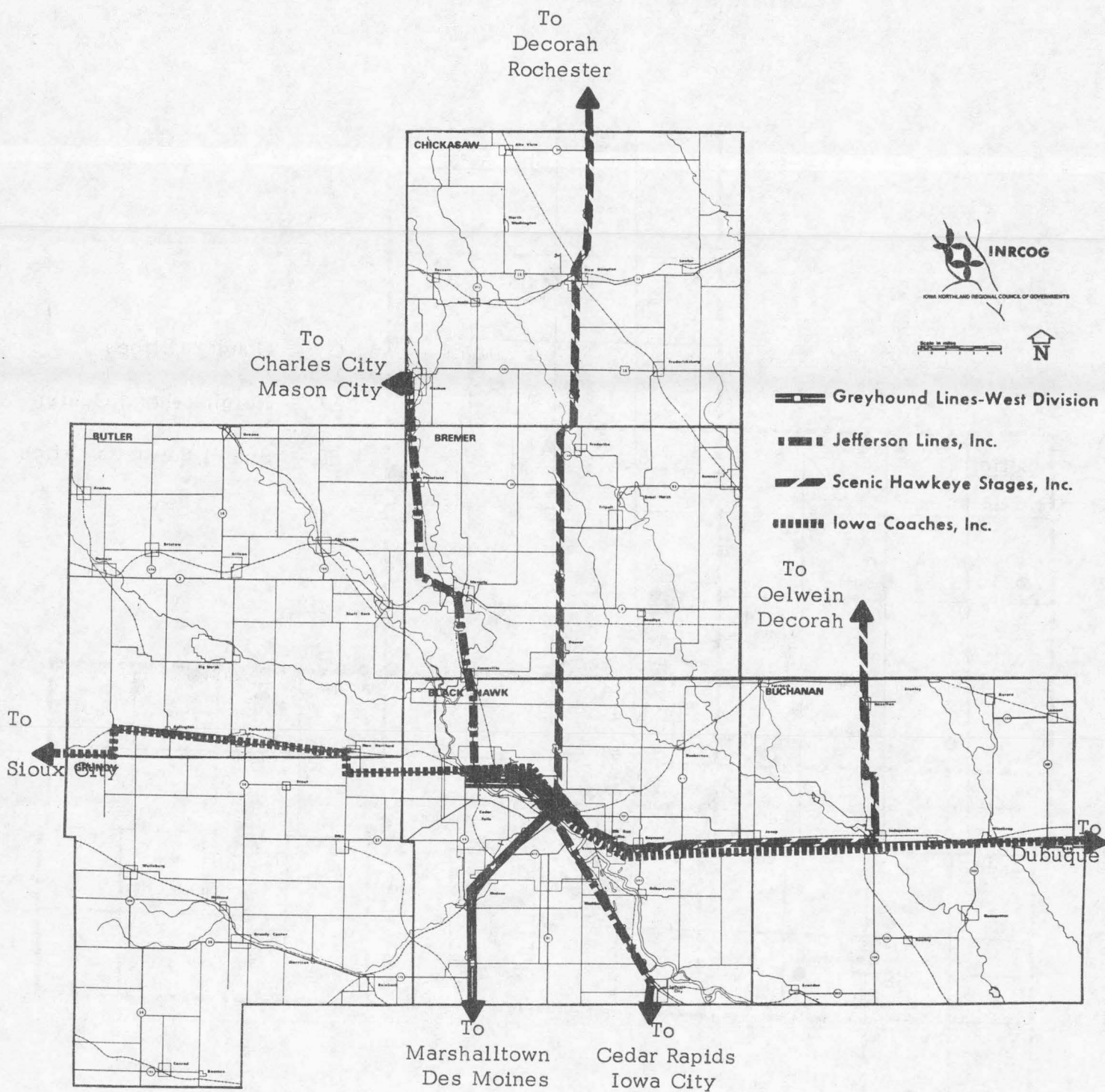


FIGURE 9

SOURCES: Carrier Schedules, and Transit Assistance Program for Iowa, Iowa State University, 1975.

Commuter Bus Service

The combination of concentrated numbers of John Deere employees residing in outlying communities and limited parking facilities at the Waterloo Tractor Works plant, has resulted in the formation of several employee-chartered buses serving work trips to Waterloo. These buses are chartered through scenic Hawkeye Stages for service from the following communities:

- Oelwein (two buses) one 39-passenger bus going through Fairbank and Dunkerton, and one 41-passenger bus going through Independence and Jesup.
- New Hampton (one 41-passenger bus) going through Denver via U.S. 63.
- Sumner (one 41-passenger bus) going through Tripoli and Readlyn.
- Waverly (one 29-passenger bus) going through Janesville via 218.

Additionally, one Oelwein bus picks up passengers at the Waterloo Bus Depot at 3:30 p.m. weekdays, who are destined for Oelwein or other Hawkeye Stages stops north of Independence. This vehicle operates on a closed door basis through Independence for non-commuter passengers to avoid infringement on Iowa Coaches inter-city run.

Employee-drivers are used on the chartered commuter runs and are paid approximately \$6-\$7 per day. Commuting riders may purchase rides at \$37.50/month or \$10/week except for the shorter Waverly run where the fare is approximately \$7-\$8/weekly.

Metropolitan Transit

The Metropolitan Transit Authority of Black Hawk County (MET) currently provides general public transit service within Waterloo and Cedar Falls with six fixed routes operating from 5:30 to 6:30 p.m. daily and 9:00 a.m. to 6:30 p.m. Saturdays. Generally, service is provided at 30 minute intervals on weekdays with the exception of the 9:45 a.m. to 2:45 p.m. period when hour headways are provided. Saturday headways are 60 minutes all day. A 1972 survey indicated that MET service was conveniently available to 55 percent of the metropolitan population or those who lived within one-eighth mile of a bus route, and 71 percent of employment locations within the same distance. This coverage changed very little from the routes in 1976. The Metropolitan Transit Development Program (TDP) completed in 1975, has been updated through the Transportation System Management (TSM) plan and extended to cover the fiscal period from 1977-1981. Little change in operations were evidenced during FY 1976 as a result of delays

in receiving UMTA operating assistance to allow for route coverage expansion as proposed in the TDP. Essentially the Transit Improvement Program for the metropolitan area will be maintained, but most capital and operating improvements will be implemented in FY 1977 and following years.

Inasmuch as a detailed analysis of the MET transit operation is described in the metro TDP, which is still conceptually valid, fixed route transit operations will not be dwelt upon in this section. However, the following tables are presented to show the existing MET rolling stock and FY 1976 scope of operations, respectively.

INVENTORY OF MET TRANSIT VEHICLES

	<u>Number</u>	<u>Year</u>	<u>Make</u>	<u>Model</u>	<u>Seating Capacity</u>
Buses	17	1966	GMC	Transit	35
	4	1967	GMC	Transit	35
Service Equipment	1	1964	Dodge	Truck	

SOURCE: Metropolitan TDP, 1975.

MET PERFORMANCE

FY ' 1976

REVENUES

ROUTE	RIDERSHIP		REVENUE	
	PROJECTED	ACTUAL	PROJECTED	ACTUAL
Highland/Byrnes Park				
Cedar Falls/Waterloo				
Parker/West Ninth				
East Fourth/La Porte Rd.		N.A.		
Lafayette/Downing-Ansbr.				
Williston/Cottage				
Cedar Falls				
ROUTE TOTAL	781,750		170,218	161,518
Subscription A				
Subscription B	35,250	0	12,338	0
Charter			20,000	8,474
Other Revenue			2,000	891
TOTALS	817,000	731,305	\$204,556	\$170,884

COSTS

OPERATING EXPENSES	PROJECTED	ACTUAL
Wages	\$313,813	\$315,234
Insurance	44,854	55,815
Maintenance	72,088	51,953
Operating Rents	12,598	24,346
Utilities	7,319	6,801
Tax & Licenses	37,398	22,540
Account. & Legal	4,500	3,160
Promotions	1,662	274
Other	10,266	6,459
(Mid-Year Projection)	\$504,499	
TOTAL COSTS(T. D. P. Proj.)	\$566,735	\$484,427

OPERATING COSTS

SYSTEM DATA

	PROJECTED	ACTUAL
<u>COST</u>		
/Hr.	\$12.080	\$12.095
/Mi.		.886
/Pass.	.694	.662
/Capita*	5.224	4.465
<u>SUBSIDY</u>		
/Pass.	.443	.429
/Capita	3.338	2.890
<u>PASSENGERS</u>		
/Rt. Mi.		1.338
/Seat Mi.		0.038

*Total Population Waterloo and Cedar Falls

SUBSIDIES

	TOTAL DEFICIT	
(\$362,179)		(\$313,543)
\$181,090	FEDERAL	133,399*
145,325	WATERLOO	152,774
35,765	C. F.	27,370
PROJECTED		ACTUAL

*Pending final UMTA approval.

CAPITAL COSTS

	TOTAL	
		\$127,550
	FEDERAL	\$102,040
	WATERLOO	20,472
	CEDAR FALLS	5,038
ACTUAL		PROJECTED

\$441,093

TOTAL COSTS FOR YEAR

SOURCE: Metro TSM, July 1976.

Taxi Operations

Currently, three private taxi companies in the region are licensed to operate within their respective communities. These include the Waterloo Yellow Cab Company, Mike's Yellow Cab (Cedar Falls), and the City Taxi Company (Independence). This table provides general information about taxi service in the region.

TAXI OPERATIONS

City	Number of Cabs	Fares			Hours of Operation
		Base	Additional	Passenger	
Waterloo	15 (+1 limo.van)	80¢ (1st $\frac{1}{4}$ mi.)	20¢/ $\frac{1}{4}$ mi.	20¢ ea. additional	24 hr.
Cedar Falls	3	\$1.10 (1st mile)	60¢/mi.	20¢ ea. additional	6:00 a.m.- 9:00 p.m.
Independence	1 (+ 1 back-up)	\$1.00 (1st mile) 70¢ (Elderly 65 & above)	35¢/mi.	30¢ ea. additional 50¢ ea. additional out of town trips	4:30 a.m.- Midnight

All of these operations are utilized by the general public on an individual basis. Waterloo Yellow Cab formerly transported some social service agency clients and provided trips to Iowa City hospitals through agency reimbursement, but does not currently have special arrangements with public agencies. It should be noted that approximately 90 percent of Independence trips are made to the State Mental Health Institute at the edge of town. Most of these trips are made by employees of the Institute, who may subscribe for this service at \$30/month.

Exceptional Persons, Inc.

Exceptional Persons, Inc., is a voluntary association of community agencies, public and private, who, as result of their policies or legal obligations, are committed to provide a service or services to some segment or segments of the handicapped population residing within the six counties of the Governor's Planning Area VII, Black Hawk, Butler, Buchanan, Bremer, Grundy, and Chickasaw. This organization undertakes coordination, planning and program development with and for its affiliates. It provides the following: consultative, professional and administrative resources for qualified agencies; case finding and central referral services for the handicapped and their families; public information and education about handicaps and their causes; staff and agency time and efforts to various local, state, and national attempts to seek solutions to numerous problems of social concern which may affect directly or indirectly the handicapped, their integration into non-handicapped society, or the philosophies and methods of service which our affiliates have adopted. The agency is incorporated under the corporate laws of the State of Iowa and has been declared exempt from Federal taxes as such under Section 501 (c) (3) of the Internal Revenue Code of 1954 as a charitable, non-profit organization.

It derives its budget from Federal funds, county taxes, fees paid for services rendered, and donation, but is, also, a member of the United Services of Black Hawk County, Inc.

It is the philosophy of Exceptional Persons to support any existing agency and service. When a need is identified that is not being met, the first effort is to expand an existing program within an existing agency; secondly, to establish a new program within an existing agency; and thirdly, to establish a new program until such time it can be self-sufficient or until another agency can assume responsibility.

In addition, Exceptional Persons does operate six programs directly, one of which is a transportation system.

A summary of EPI transportation services, operating statement, and agency structure are shown in the Appendix.

Exceptional Persons, Inc., Operating Statement

EPI's transportation operating expenses are itemized in the Appendix. The actual FY 1976 expenses are shown in the middle column of the June 1976 statement, while the budget for FY 1977 expenses are shown in the right-hand column of the April 1977 statement.

Hawkeye Valley Area Agency on Aging

The Hawkeye Valley Area Agency on Aging is an agency directed to the development of a comprehensive and coordinated service system for senior adults. Its direction is to assume and maintain maximum independence and dignity in the home environment for senior adults who are or can become capable of self care through the provision of appropriate supportive services, and to remove individual barriers to the economic and personal independence of the senior adults in our area. Transportation is one of the most critical needs that the Hawkeye Valley Area Agency on Aging directs its efforts towards. The purpose of its transportation program is to provide transportation services to senior adults throughout the Governor's Planning and Program Areas VI and VII.

Although the Hawkeye Valley Area Agency on Aging (HVAAA) program covers ten counties, only the six Area VII counties will be addressed here. Elderly transportation services can be generally broken into two categories, with regard to current operation. The Black Hawk County Council on Aging operates a predominantly paid driver, agency-vehicle operation, while the remaining five Area VII counties operate a volunteer driver program on an on-call basis.

A summary of Hawkeye Valley's transportation component, operations, and agency structure are shown in the Appendix.

Other Transportation Services

Several other organizations and agencies provide a limited amount of transportation services to target population groups within the region. Most of these services are for a limited period to specific individuals (such as individual church bus and chauffeur services) or are primarily oriented to bringing professional services to individuals (i.e., visiting nurses programs) through the periodic utilization of private autos.

Operation Threshold

Operation Threshold provides services for persons meeting OEO low income guidelines. Transportation services are provided through two organizations within Area VII. The Jesse Cosby Neighborhood Center offers transportation to low income and elderly residents of Waterloo for such essential trips as doctor, grocery, food stamps, bank and center programs, when no other means of transportation are available. These trips are handled by one full-time staff member, utilizing his personal vehicle. Approximately 12 percent of the total budget, or \$8,796 was used for providing service to 632 unduplicated individuals throughout the 1975-1976 fiscal year. Whenever possible, referrals are made to other agencies in the area to assist in fulfilling the transportation needs.

The Buchanan County Neighborhood Center operates mainly in Buchanan County with some service within Black Hawk County. The service is provided by four outreach staff members utilizing their personal vehicles. Approximately 45 low income and elderly individuals are served each month for generally any type of trip purpose. The elderly trips provided for are reimbursed by the areas council on aging. (The available ridership figures do not reflect the entire four staff personnel since two were only recently added. For that reason, the ridership figures are expected to be low.)

Northeast Iowa Community Action Program

The Northeast Iowa Community Action Program provides the Area VII counties of Chickasaw and Bremer with services for the Head Start and Outreach programs. Their Head Start program currently serves 18 children in Bremer County. Arrangements are being made for implementation of service in Chickasaw County, with estimated future service to 18 children. The Outreach program offers service to approximately 14 residents in Bremer and 12 residents in Chickasaw Counties. This service is for essential trips (doctor, food, etc.) for low income individuals. Some provisions are also made for "emergency" trips for the elderly by staff members using their personal vehicles.

Comprehensive Systems

Comprehensive Systems, operating mainly out of Charles City, serves a minimal amount of people from Chickasaw County (approximately eight regular passengers). These are elderly individuals working with Comprehensive Systems programs, none of which exist within Chickasaw County. No general service trips are provided for.

North Iowa Community Action Program

The North Iowa Community Action Program provides service in Butler County to the low income elderly. This service is provided by one Outreach staff person and her personal vehicle. General purpose trips are discouraged (referrals are made to other agencies, such as the council on aging), the emphasis is on employment, food stamp and emergency food program type trips. There is a monthly restriction of 600 operational miles for the Outreach program vehicle. The Outreach driver does provide minimal service beyond this limit under the auspices of the council on aging for the food stamp program.

A summary of existing transit operations characteristics and cost and revenue data are provided in Table 8 and 9, respectively.

SURVEY OF CAPITAL EQUIPMENT AND OPERATIONAL CHARACTERISTICS

Agency Name	Service Area	Number Vehicles	Number Accessible to Handicapped	Total Seating Capacity	Radio Dispatch	Annual Revenue Miles	Days of Operation	Hours of Operation	Average Daily Passengers	Paid Staff	Volunteers
Met Transit	Waterloo-Cedar Falls	21	0	735	No	521,417	M-F	5:30 a.m.-6:30 p.m.	2,390	36	0
							Sat.	9:00 a.m.-6:30 p.m.			
Waterloo Yellow Cab	Waterloo	16	0	80	Yes	450,000	Daily	24 hour	592	30 full-time 4-12 part-time	0
Mike's Cab	Cedar Falls	3	0	17	Yes	NA	Daily	6:00 a.m.-9:00 p.m.	NA	NA	0
City Taxi	Independence	2	0	10	Yes	NA	Daily	4:30 a.m.-midnight	NA	NA	0
E.P.I.	Area VII	33	5	1,164	Yes	683,000	M-F*	6:00 a.m.-6:00 p.m.	1,490	33	0
H.V.A.A.A.	Area VI & VII (Area VII)	11 (10)	1 (1)	104 (96)	Yes	NA	M-F	8:00 a.m.-4:30 p.m.	NA (126)	22 (17)	167 (76)
Totals		86	6	2,110		1,654,417			4,598	125	167

*Special periodic service to groups on weekends.

TABLE 8

COST AND REVENUE DATA

Agency Name	Period	Fare Structure	Farebox Revenues	Other Revenue	Federal Subsidy	State Subsidy	Other Subsidies	Total Revenue	Total Operating Expense	Total Non-Operating Income	Net Income (Loss)
Met Transit	FY 1976	25¢ full fare ⁵ 20¢ coupon 12.5¢ elderly and handicapped 15¢ children 6-11 Free children 5 and under	\$161,518	\$ 8,474	\$109,551 ¹	0	\$180,144 ²	\$169,992	\$484,427	\$891	(\$313,544)
Waterloo Yellow Cab	12 mos. to 5/1/77	80¢ First ¼ mile 20¢ each additional ¼ mi. 20¢ each additional passenger	\$275,400	\$30,600	0	0	0	\$306,000	\$292,000	0	\$ 14,000
Mike's Cab		\$1.10 First mile .60 each additional mile .20 each additional passenger	NA	NA	0	0	0	NA	NA	NA	NA
City Taxi		\$1.00 First mile (70¢ elderly) .35 each additional mile .30 each additional passenger .50 each additional passenger out of town	NA	NA	0	0	0	NA	NA	NA	NA
E.P.I.	FY 1977	None	0	0	0	0	\$380,459*	0	\$244,887	0	(\$244,887)
H.V.A.A.A.	FY 1977	Donations	0	NA	\$121,840 ³	0	\$ 13,539 ⁴	0	\$135,379	0	(\$135,379)
Total			\$436,918	\$39,074	\$231,391		\$574,142	\$475,992	\$1,156,693	\$891	(\$677,810)

*Includes some capital subsidy. (See Appendix.)

¹UMTA Section 5.

²Local match Waterloo and Cedar Falls.

³Older American Act Title III and Title VII.

⁴County Boards of Supervisors.

⁵MET fares since revised to 35¢, 30¢, 17.5¢, and 20¢, respectively.

TABLE 9

C. EVALUATION OF EXISTING TRANSIT SERVICES

The following areas of concern have been derived from an analysis of existing conditions and inventory of transportation services and perceived needs.

- General public transportation service in the region is currently limited to fixed-route transit in Waterloo and Cedar Falls, taxi operations in the metro area and Independence, and inter-city bus service on a limited daily schedule.
- Elderly transportation is primarily limited to intra-county travel to essential services for those who require little physical assistance in using the service. Levels of service vary widely between counties dependent on the level of resources and volunteers available.
- Transportation for the handicapped is primarily sufficient for routine travel to education and rehabilitation sites and group activities, however, individual travel needs and transportation to job sites outside of the metropolitan area is severely limited.
- Inter-city bus service and schedule coordination between carriers is fairly adequate, however, utilization by the transportation disadvantaged within the region is limited by costs, lack of access to inter-city carrier stops, and the difficulty of completing a round trip in one day for travel within and outside of the region.

1. Level of Service

Inter-city bus service has been shown previously in Figure 9. Other transportation services provided to the general public are limited to MET Transit (Waterloo and Cedar Falls) and taxi operations (Waterloo, Cedar Falls, and Independence). Taxi operations are operated on a conventional fare basis, except for subscription service provided on a monthly basis to employees of the Mental Health Center in Independence.

EPI provides region-wide service to the handicapped for routine educational-rehabilitation programs, limiting this service to a single trip purpose.

HVAAA service is primarily characterized by volunteer service for essential trips for the elderly and is available mainly for trips within an immediate community area for those communities maintaining dispatchers. A limited number of trips are, however, provided between counties and to points outside of the region.

The Black Hawk County Council on Aging operates a more extensive paid driver operation. Currently, most trips are made within the metro area, however, a limited schedule of service has been established for the rural county area.

Figure 10 shows primary existing special services within the region. Rural communities with service coverage indicate dispatching sites for Council on Aging volunteer service. "Overlapping service" in Waterloo-Cedar Falls reflects Black Hawk County Council on Aging service and intra-metropolitan service provided by EPI, however, these services are provided to different groups.

2. Overlapping Services

A summary of overlapping service areas is shown in Figure 11. This overlap is a result of communities having some council on aging service plus private inter-city carrier service. Additionally, MET transit and taxi operations exist in the metro area with taxi service in Independence. Obviously, services provided in these areas are not of the same type or are necessarily oriented to the same groups.

Figure 12A and 12B show a breakdown of service area overlaps to specific groups and the general public, respectively. Figure 12A reflects the existence of elderly and handicapped service within Waterloo and Cedar Falls, while the coexistence of inter-city transit and taxi operations are shown in 12B for Waterloo-Cedar Falls and Independence. Additionally, urban transit service is provided for the general public in Waterloo and Cedar Falls.

RURAL AND SPECIAL SERVICES

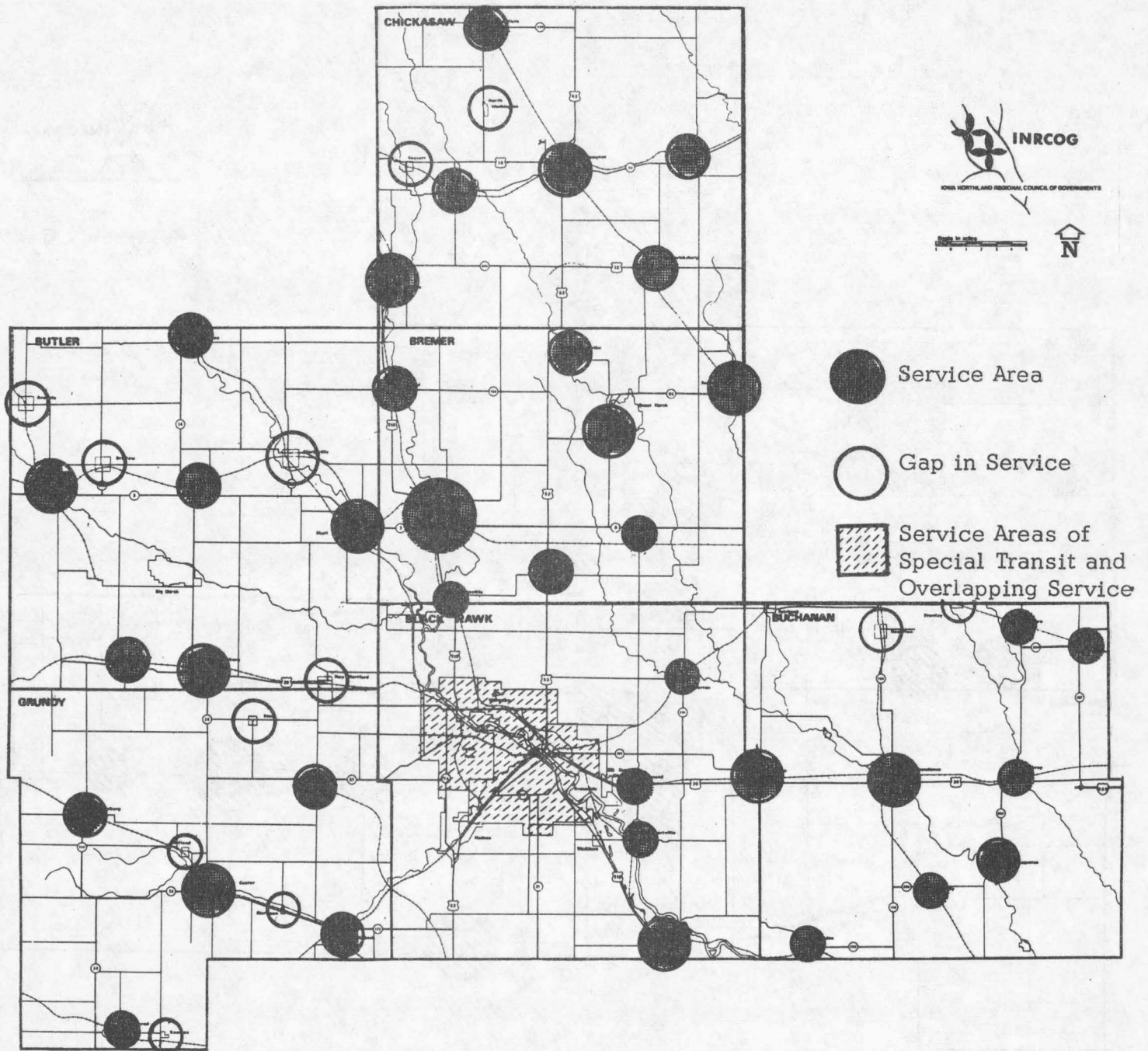


FIGURE 10

OVERLAPPING SERVICE AREAS

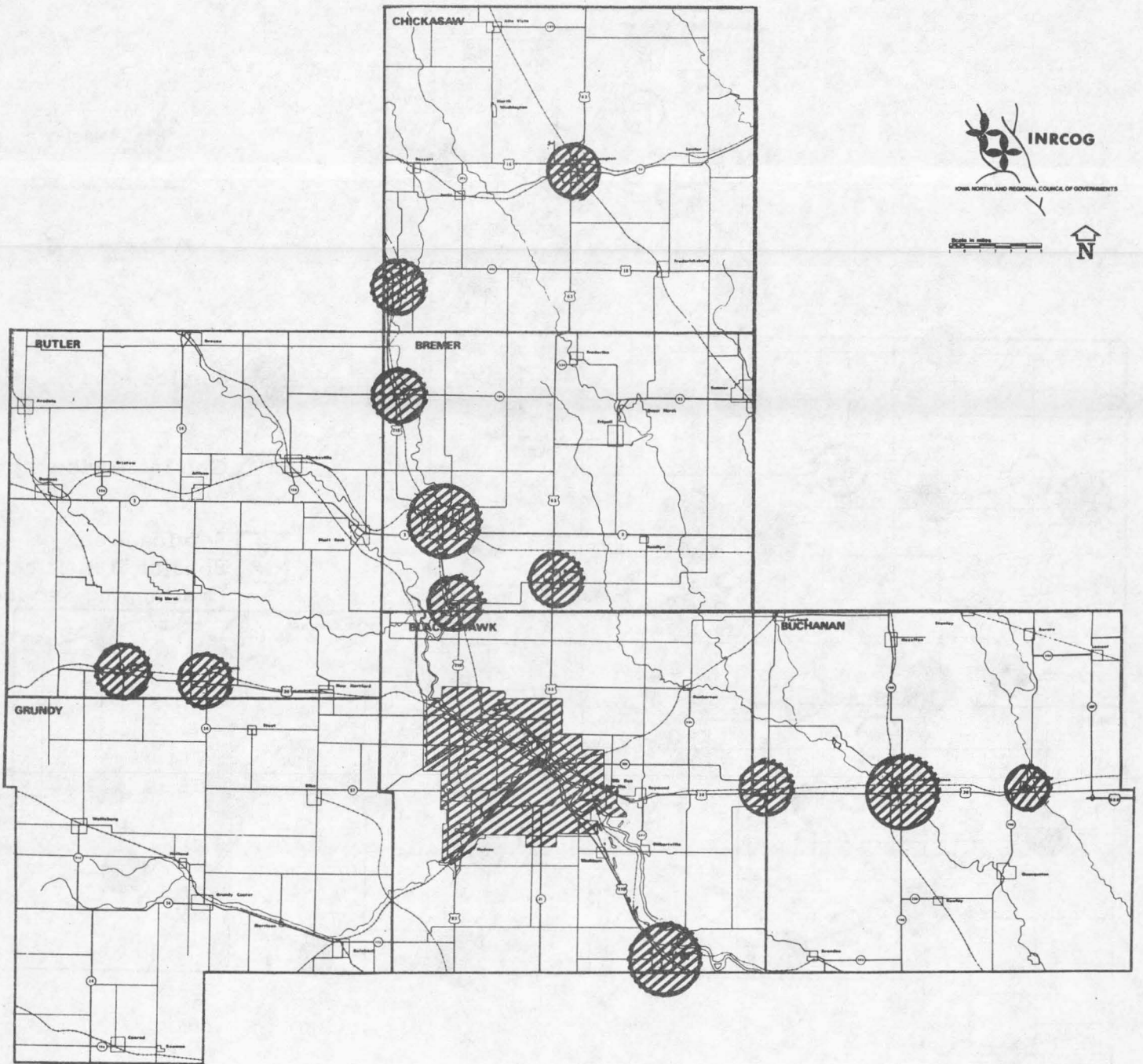


FIGURE 11

OVERLAPPING SERVICE TO ELDERLY,
HANDICAPPED, AND LOW INCOME

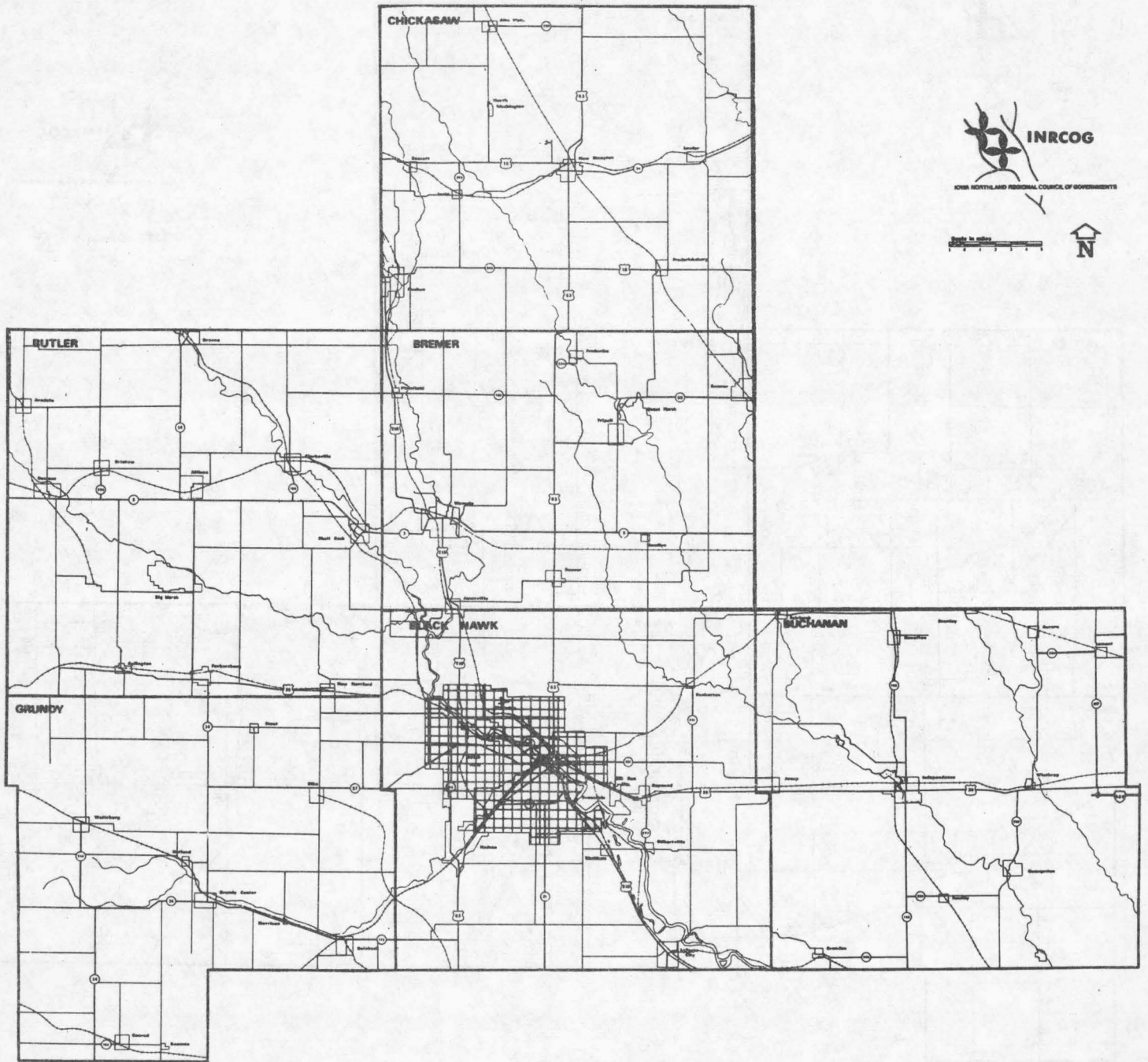


FIGURE 12A

OVERLAPPING SERVICE TO THE GENERAL PUBLIC

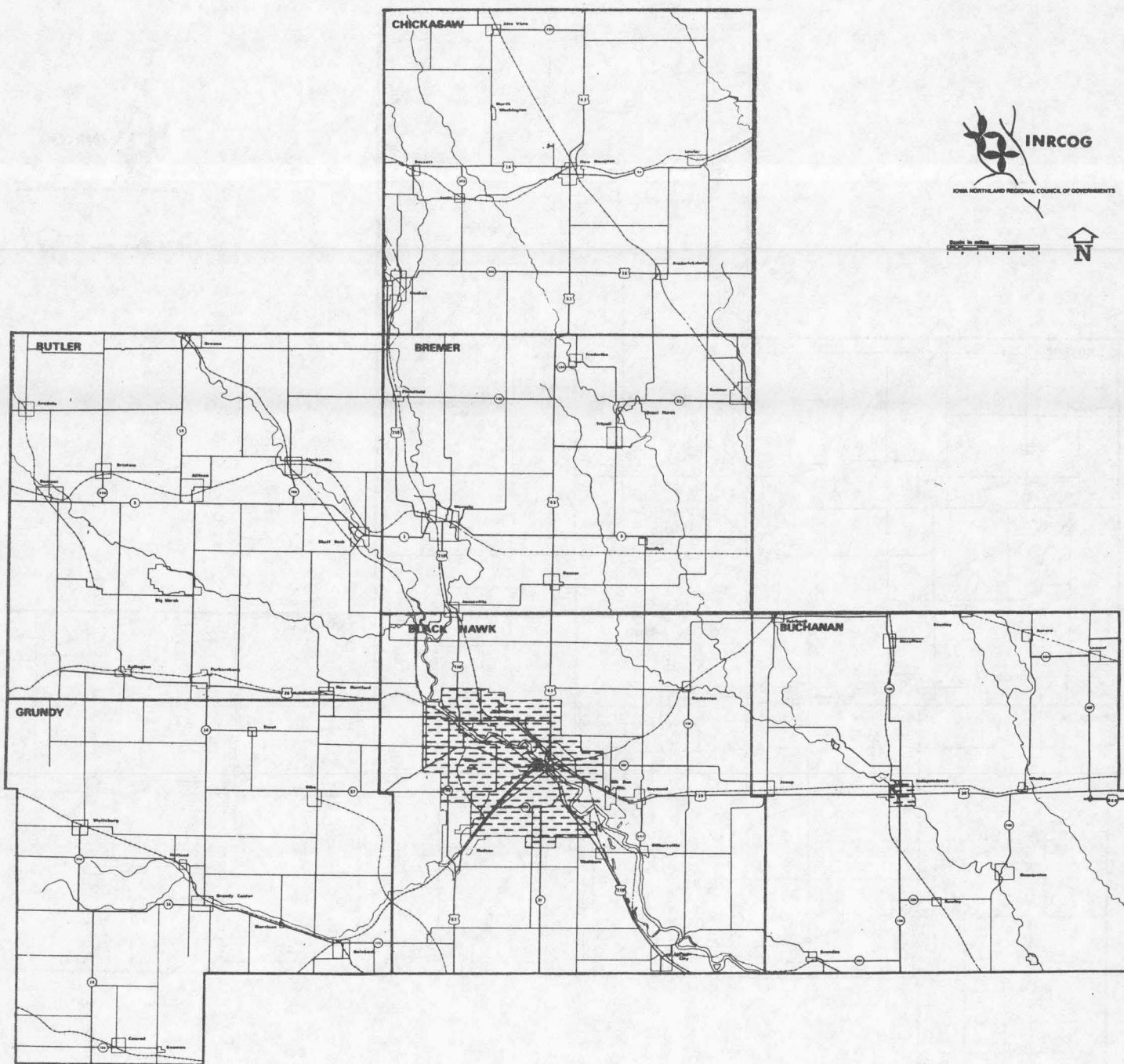


FIGURE 12B

Section II

**TRANSIT SERVICE
STANDARDS AND NEEDS**

Based upon a review of the existing transportation services in the region and an evaluation of demographic characteristics and service locations, transportation needs and service standards have been more specifically identified and established as part of the update of the Regional T.D.P.

A. TRANSIT NEEDS

The identification of transit needs has been based upon the primary regional goal of providing improved mobility for the transportation disadvantaged, specifically the elderly and handicapped. As a result, the potential demand or need for transportation has been derived from the number of mobility limited elderly and non-elderly handicapped determined in the original T.D.P. and has been further expanded by using a trip purpose breakdown from suggested Iowa D.O.T. guidelines.

The following two tables present the summary of trip needs for the elderly and non-elderly handicapped by county and trip needs by trip purpose for the region, respectively.

ESTIMATED TRANSIT RIDERSHIP

	Mobility Limited Elderly ¹	Estimated Trips/ Month (8 Trips Per Month Per Person) ²	Non-Elderly Handicapped ¹	Estimated Trips/ Month (12 rides/ person/month) ²
Black Hawk	3,675	29,400	4,425	53,100
Bremer	825	6,600	550	6,600
Buchanan	750	6,000	575	6,900
Butler	725	5,800	300	3,600
Chickasaw	600	4,800	300	3,600
Grundy	575	4,600	275	3,300
Area VII Total	7,150	57,200	6,425	77,100

¹Based on data in FY 1976 Regional T.D.P.

²Based on Exhibit I of I-DOT Guidelines.

ESTIMATED TRANSIT RIDERSHIP BY TRIP PURPOSE

Elderly¹ (8 trips per month per person)²

<u>Trip Purpose</u>	<u>Estimated Trips</u>
Medical	2,860
Economic (bank, groceries)	12,012
Group Excursions (out of region)	1,144
Congregate Meals	11,440
Recreation	2,860
Visiting	3,432
Agency	1,144
Other (includes returns)	<u>22,308</u>
Total for Area VII	57,200

Non-Elderly¹ (12 trips per month per person)²

<u>Trip Purpose</u>	<u>Estimated Trips</u>
Medical	6,168
Employment	13,107
Social Recreation	10,794
Education	1,542
Shopping & Personal	7,710
Other (includes returns)	<u>37,779</u>
Total for Area VII	77,100

¹Based on data in FY 1976 Regional T.D.P.

²Based on Exhibit I of I-DOT Guidelines.

Currently, elderly and handicapped transportation services are provided by E.P.I. and H.V.A.A.A. as presented in Section I. The six County Councils on Aging in Area VII serve 5,355 one-way trips per month, based on an average of monthly operations during FY 1977. This amounts to slightly more than nine percent of elderly trip needs as previously estimated.

Monthly ridership averages 4,268 for the paid driver system in Black Hawk County and ranges from 89-375 in the five "rural" counties where community based volunteers provide service. The estimated breakdown of elderly trip purposes is 25 percent medical, 40 percent grocery shopping, nutrition sites, 20 percent personal business (legal, banking, etc.), 15 percent to recreational-social activities, the elderly multi-purpose center, etc., and 20 percent other and returns.

E.P.I. serves approximately 29,500 trips/month to non-elderly handicapped for education and rehabilitation within the region. Additionally, an unquantified amount of trips are provided by group excursions to summer camps, etc., for the handicapped. The current demand for educational-related trip purposes of the handicapped is effectively being met by existing E.P.I. service.

Conclusions

- General public transportation service in the region is currently limited to fixed-route transit in Waterloo and Cedar Falls, taxi operations in the metro area and Independence, and inter-city bus service on a limited daily schedule.
- Elderly transportation is primarily limited to short distance intra-county trips to essential services for those who require little physical assistance in using the service. Levels of service vary widely between counties dependent on the level of resources and volunteers available.
- Transportation for the handicapped is primarily sufficient to routine travel to education and rehabilitation sites and group activities, however, individual travel needs and transportation to job sites outside of the metropolitan area is severely limited.
- Inter-city bus service and schedule coordination between carriers is fairly adequate, however, utilization by the transportation disadvantaged within the region is limited by costs, lack of access to inter-city carrier stops, and the impossibility of completing a round trip in one day for travel within and outside of the region.

B. TRANSIT STANDARDS

Performance standards for transit operations in the region must be established as a basis for evaluating the types of improvements to be considered in the regional program. The determination of standards for this section has been based upon a review of estimated travel needs of the elderly and handicapped and a comparison of this need to service currently provided. The difference between potential demand or need and existing service provides a balance of trip desires within which transit standards can be designed to serve.

Standards have been derived to determine the types and amounts of service to be provided through expansion, coordination or establishment of operations.

Since much of the region is unserved by transit operations or has limited volunteer service, the thrust of transit standards will be to provide expanded operational coverage at a level of service which meets the trip demands by the elderly and handicapped for essential services. Levels of service will be improved by establishing a paid driver operation and increasing numbers of trips to activity centers and fostering improved coordination between existing and expanding operations.

Region VII Transit Standards

- Expansion of public subsidized service will not infringe on existing private operations and will increase access to inter-city carriers from areas unserved by these carriers.
- Sufficient service will be provided to meet the estimated needs of the elderly and handicapped for essential trip purposes (medical, economic, congregate meals, personal business and shopping and social service agency activities). This amounts to approximately 63 percent of estimated elderly trips or 36,060 trips/month and 40 percent of handicapped trips or 30,840 trips/month.
- Of the above monthly trips, 15,400 elderly and 17,600 non-elderly handicapped are estimated to occur within the Waterloo metropolitan area and will be served by existing and expanded metropolitan service as developed within the on-going metropolitan T.I.P.
- At a minimum, all trip destinations will be served to the following communities which contain one or more of the following:
 1. Bank, grocery, and pharmacy
 2. County government offices
 3. Hospital
 4. Nutrition site

Under this standard, trip destinations of the elderly and handi-
capped served will include the following communities at a minimum.

<u>County</u>	<u>Activity Centers</u>
Black Hawk	Waterloo, Cedar Falls, Evansdale, La Porte City
Bremer	Waverly, Tripoli, Sumner
Buchanan	Independence, Jesup, Winthrop
Butler	Allison, Greene, Parkersburg
Chickasaw	New Hampton, Nashua
Grundy	Grundy Center, Conrad, Reinbeck, Wellsburg

- Transit service shall be provided between 8:00 a.m. and 5:00 p.m. Monday-Friday, and shall be available within each participating county three days per week. (Two days for intra-county trips, and one day for out of county trips.)
- Service should be provided on a 24-hour call-in-advance basis during the service day of a given county and should allow a rider to complete a round trip within a period before or after 12:00 noon, as requested.
- The utilization of transit operations shall be maximized and provided on a priority basis to: 1) elderly and handicapped essential trips, 2) elderly and handicapped non-essential trips, and 3) the general public.
- Dependent on the provider of transit service fares or donation levels shall be set commensurate with the cost of providing service. Elderly and handicapped shall be charged (or requested to donate) one-half the amount of the full fare.

Section III

TRANSIT SERVICE ALTERNATIVES

The development of transit service alternatives is based upon the standards established in the previous section, which were developed upon the evaluation of the level of existing services compared to estimated need.

A. ALTERNATIVE CONCEPTS

Alternative system concepts are based upon the need to: 1) improve capacity for serving elderly and handicapped trips, 2) establish service to activity centers (for trips within and between counties), and 3) coordinate special metropolitan service to elderly and handicapped riders.

1. System Organization Concepts

System organization should be achieved on a regional basis to consider:

- Coordination of existing and future operations
- Expansion of existing operations
- Establishment of new operations
- Contracting for expanded or new services from existing private operators where possible
- Achieve maximum economies of scale in the maintenance costs and indirect costs of system operational components

Organizational Alternatives

1. Maintain existing separate operations which serve different sub-groups of the population and in different areas.
2. Provide a comprehensive review and coordinative function through one agency which would monitor grant applications and service alterations.
3. Establish an administrative and operational authority which could perform the functions under #2 but could also provide services directly or through contracts with private providers.

Of these three alternatives, #3 is deemed most desirable since the specialization and function of some existing services should be maintained (i.e., E.P.I. school transportation, H.V.A.A.A. volunteer services), and since substantial gaps exist in providing for general mobility needs which cannot be readily served on a comprehensive basis by expansion of an existing transportation provider.

2. Service Concept Alternatives

Service alternatives have been developed to meet the unmet needs addressed by the standards of the previous section.

General service concepts considered include:

- Fixed route (scheduled service between fixed points)
- Route deviation (fixed route with pick-up of call in advance trip requests conveniently located to a route)
- Demand-response (vehicles dispatched to serve phoned trip requests)

Fixed routes and route deviation were considered infeasible for a regional/rural transit operation due to low demand volumes over dispersed trip patterns. It is felt that maximum service utilization can be achieved through encouraging scheduled usage of demand-responsive type service, resulting in an aggregation of riders making the same trip pattern.

Based on the performance standards, demand-responsive operations were further considered for the following breakdown of origin and destination distribution:

- Many to many
- Few to many
- Many to few

It is felt that the preferable service concept to meet the previously set standards, is a many to few demand-responsive operation. In other words, elderly and handicapped origins are covered for all areas within participating counties, while the destinations served will be primarily limited to the previously defined 19 activity centers to serve "essential" trip purposes. When this type of service is combined with dispatcher scheduling of trips for maximizing ridership for a given trip between communities, a cost effective operation can be attained that should provide an adequate level of service for primary users who can somewhat accommodate their trip demands to the transit system's schedule.

As a result of the above considerations, the primary focus of alternative development was to consider levels of service to be provided and the commensurate need for maintenance or revisions of existing operations.

Transit Alternatives

The alternatives developed for evaluation have the following items in common:

- Maintenance of the existing private operations (inter-city and taxi) and E.P.I. school agency service.
- Maintenance of H.V.A.A.A. volunteer service for intra-community trips (although the service level will vary between alternates).
- Assumed non-participation of Chickasaw County in regional program improvements based on actions by the County Board of Supervisors.

Alternate 1

This alternate is provided as a comparative base and would maintain current operations as described in Section I. This "status quo" position provides minimal expansion of persons served and falls substantially short of service standards. Duplication of effort is negligible under this alternative because of the limited levels and character of service provided.

Alternate 2

This alternate provides expanded regional service to serve current unmet needs and contains the following:

- 1) Provision of 24-hour call in advance demand-responsive service to Black Hawk, Bremer, Buchanan, Butler, and Grundy Counties from 8:00 a.m. to 5:00 p.m. weekdays, with 3 15-passenger small diesel vehicles to operate on 3 days in each county.
 - a. Two days will provide for intra-county service between elderly and handicapped residence locations and county activity centers.
 - b. One day will provide for service between elderly and handicapped origins within the county and activity centers outside of that county.
- 2) a. The Black Hawk County Council on Aging will decrease its fleet from ten to nine vehicles through deletion of a leased vehicle. This will maintain their metropolitan service with a regional demand-responsive vehicle providing service to the non-metropolitan portion of the county.

- b. H.V.A.A.A. volunteer service will be reduced by 40 percent by limiting service to essential elderly trips during hours or days when demand-responsive service is not provided.

Alternate 3

This alternate provides an increased level of service over Alternate 2 and is based on the system recommendations of the original T.D.P. It provides for the service recommended in Alternate 2, with the following exceptions:

- 1) Six 15-passenger vehicles would provide demand-responsive service in the five participating counties with:
 - a. Five vehicles providing five days of intra-county service in each county (one vehicle assigned to each county), and
 - b. One vehicle providing inter-county service to each of the five counties on alternate weekdays through the collection of passengers transferring from intra-county trips.
- 2) H.V.A.A.A. volunteer service is reduced to 50 percent of the current level.

Alternative Refinement

Further refinement of transit service alternatives for the Waterloo metropolitan area will be necessary to minimize duplication or overlap of public, private, and private non-profit transit operations. This refinement will be undertaken through the ongoing maintenance of a metropolitan T.S.M.E. and T.I.P. and will address the necessary coordination of metropolitan services to the elderly and handicapped within a comprehensive program of improvements. Considerations for service expansion and improvement will include:

- Instituting specialized service within the MET transit operation
- Contracting for service with private para-transit operators
- Combining existing social agency operations for more efficient services

The potential revisions for improving service within the metropolitan area will have no substantial effect on the previously developed regional transit alternatives.

B. EVALUATION OF ALTERNATIVES

1. Analysis of Level of Service and Costs

Alternative 1 Existing Level of Service

H.V.A.A.A. provides service to the elderly by volunteer service in each county except Black Hawk. Riders must call 24 hours in advance (except "emergencies") to arrange a trip. Volunteers use their own vehicles and are reimbursed by H.V.A.A.A. In Black Hawk County, paid drivers and agency owned or leased vehicles are utilized. Most of the service operates within the metropolitan area, leaving one vehicle operating in rural Black Hawk County. Service is available five days per week.

Service for the handicapped is provided by E.P.I. This service is limited in that, it is offered only for trips to and from workshop or school situations, with no provision towards general trip purposes. E.P.I. does offer additional services for special purpose trips (field trips, outings, etc.) which often occur after hours or on days when normal services are not offered.

- The existing level of service is far short of the estimated ridership and standards for trips for the elderly in Area VII.
- There is currently no special service for the handicapped (except workshop and educational provided by E.P.I.) or any segments of the general population, so ridership standards are not even approached in these areas.
- The potential for service to primary origins and destinations as well as the frequency of service set by standards does exist, but the dependability of volunteer service with private vehicles does not consistently fulfill either the origins and destinations or the frequency desired.
- Alternative 1 does not meet the standards or ridership requirements for Area VII, so the attractive low cost figure is not relevant.

Alternative 2 Additional Service

Alternative 2 involves the addition of three small diesel transit vehicles. The vehicles are to be equipped with radios, for greater efficiency through dispatching operations, and wheel chair lifts. With the addition of the wheel chair lifts, service for the handicapped will be provided for trips other than workshop or school trips. E.P.I. will continue to provide the workshop and school trips.

The three vehicles will alternate operation among Black Hawk, Bremer, Buchanan, Butler, and Grundy Counties with an emphasis on service to the elderly and handicapped population sub-groups. The additional services are expected to decrease the H.V.A.A.A. volunteer services and their respective costs by 40 percent. This is reflected in the table comparing the alternatives. The vehicles will operate from 8:00 a.m. to 5:00 p.m. on weekdays. This will provide 27 additional hours per week for each county. The 24-hour call in advance criterion will remain the same.

Alternative 2, when operating at 36 percent of total passenger seat mile capacity³, meets the ridership standards for Area VII for the elderly, handicapped, and general population sub-groups.

- Service is provided to the identified origins and destinations listed in the areas standards.
- The frequency of service which satisfies requirements set by the areas standards is provided.
- The cost of Alternative 2, although higher than Alternative 1, is still within reasonable funding limits--while the performance matches all the requirements of the area.

Alternative 3 Expanded Service

Operations are the same on this level as in Alternative 2. The differences are: the addition of six small diesel transit vehicles, H.V.A.A.A. volunteer services decreased by 50 percent, 54 additional hours of service are provided per week for each county.

- Alternative 3, being an expansion of Alternative 2, satisfies all the standards of Area VII regarding ridership, origins and destinations served and the frequency of service provided. The high cost of Alternative 3 is presently not warranted and is beyond present limitations for funding.

COMPARING ALTERNATIVES
(End of First Year of Operations)

	Service Standards	Projected Results/Requirements of Alternatives		
		Alt. 1 ¹	Alt. 2	Alt. 3
<u>Total Rides</u>	209,900	18,170	69,268	103,030
<u>Rides by Type:</u>				
Elderly	125,940	18,170	37,405	55,636
Non-Elderly				
Handicapped	83,960		24,937	37,091
General Population			6,926	10,303
<u>% of Rider Demand Satisfied:</u>				
Total	30%	8.7	33.0	49.1
Elderly	30%	14.4	29.7	44.2
Non-Elderly				
Handicapped	30%		30.0	44.2
<u>Revenue:</u>				
Average Fare Charged		(Donations Accepted)	.27 intra-county .83 inter-county	.27 intra-county .83 inter-county
% Riders Charged		0	100	100
Farebox Revenue		\$ 3,000 (Donation)	\$ 32,820	\$ 48,531
<u>Operations:</u>				
Vehicles in Service		1	3	6
Vehicle Miles Running Costs		219,300	315,180	476,850
Total Administrative Costs		\$ 69,619	\$125,126	\$201,518
Total Operating Costs:		<u>\$ 23,206</u>	<u>\$ 54,724</u>	<u>\$ 52,403</u>
		\$ 92,825	\$179,849	\$253,921
<u>Annualized Capital Costs:</u>				
Vehicles			\$ 13,550	\$ 27,100
TOTAL OPER. & ANN. CAP. COSTS			\$193,399	\$281,021
DEFICIT		\$ 89,825	\$160,579	\$232,490
Deficit Per Ride		\$ 4.94	\$ 2.32	\$ 2.26
Deficit Per Capita ²		\$.94	\$ 1.67	\$ 2.43

¹Estimates based on available data.

²Based on population of Black Hawk, Bremer, Buchanan, Butler, and Grundy Counties, excluding Chickasaw County and the metropolitan area in Black Hawk County.

Breakdown of Running Costs

Per Mile Costs*

Fuel	\$ 2,080.80
Maintenance	9,180.00
Insurance	3,060.00
Driver Wage	7,344.00
Miscellaneous	<u>6,120.00</u>
Running Cost/Vehicle Mile	\$27,784.80

*Figures attained by DOT methodology from Exhibit IV, Selecting and Programming Regional Transit Service Alternatives. Driver wage and fuel costs were slightly altered to more closely adhere to Area VII's particular vehicle and system characteristics.

Alternatives Evaluation

Annual Total Rides

	<u>1</u>	<u>2</u>	<u>3</u>
H.V.A.A.A.	18,170	10,902	9,805
E.P.I.	350,400	350,400	350,400
Regional	<u>0</u>	<u>118,050</u>	<u>178,860</u>
Total	368,570	479,352	539,065

Rides by Type

		63,747 - RTA	96,584 - RTA
<u>Elderly</u>	<u>18,170</u>	<u>10,902 - HVAAA</u>	<u>9,805 - HVAAA</u>
		350,400 - EPI	350,400 - EPI
<u>N.E. Handicapped</u>	<u>350,400</u>	<u>42,498 - RTA</u>	<u>64,390 - RTA</u>
<u>Other</u>	<u>0</u>	<u>11,805 - RTA</u>	<u>17,886 - RTA</u>
Total	368,570	479,352	539,065

C. SELECTION OF AN ALTERNATIVE

1. Rationale for the Selection

After a careful review of the different alternatives as related to Area VII's characteristics, needs and goals, Alternative 2 emerges as the "best" overall program for implementation. It offers the greatest improvement of service on the regional level with minimal initial capital outlay. Alternative 2 would provide a good base level of service for the area, and could be used for evaluation to determine whether or not more service would be warranted. Basically, Alternative 2 involves the addition of three radio dispatched, small diesel transit vehicles. These vehicles would be equipped with wheel chair lifts and operated by paid drivers under a 24-hour call in advance requirement. The vehicles would rotate service between the five participating counties. Hours of service would be from 8:00 a.m. to 5:00 p.m. which would provide 27 hours of service per county each week. Emphasis would be given to the areas of elderly and handicapped with an allowance for general population use also. The additional service would be sufficient enough to satisfy the estimated needs for trips such as medical, shopping, personal, and economic (i.e., those trips determined most important by area standards). For the first time, there would be provision for handicapped transportation other than that offered by E.P.I. for workshops and school purposes, which would greatly expand the mobility of the handicapped in Area VII.

The derived standards for Area VII, including hours of operation, trip purposes, population sub-group emphasis, and the total estimated need involving the elderly, handicapped, and general sub-groups are satisfied by the operational characteristics of Alternative 2.

2. Compatibility with Local Goals and Objectives

Alternative 2 was developed to satisfy the goals and objectives of Area VII, especially in relation to: provision of reliable and efficient transportation to the transportation disadvantaged--especially related to improving the mobility levels for the elderly and handicapped; and provision of a comprehensive and coordinated system of regional public transportation--the operational characteristics of Alternative 2 show an explicit coordination with these goals and objectives shown for the area.

Section IV

FIVE YEAR

IMPROVEMENT PROGRAM

Based on the analysis of previous sections and a review of the previous T.D.P. program, the following five year program update has been defined.

A. CAPITAL EQUIPMENT NEEDS

The determination of capital needs is most critical for the first program year, however, future year requirements have been projected for potential service expansion and vehicle replacement. Additionally, the improvement of elderly and handicapped service within the metropolitan area has been generally anticipated pending further refinement of the Metropolitan Transit Program. The following two tables indicate rolling stock needs and total program capital costs, respectively.

1. Project Financing

Capital funding for regional transit improvements will be provided through a combination of local funds and appropriate State and Federal sources. The source of local matching funds will be the general funds of local governmental jurisdictions, derived in most cases from property tax revenues.

Federal funding sources include UMTA 16(b)(2) for private, non-profit agencies, and UMTA 16(b)(1) for public agencies. Both of these funds are available for elderly-handicapped service capital projects at an 80/20 federal-local match ratio. Additionally, 80/20 UMTA Section 5 funds are available for anticipated MET transit capital improvements, and UMTA 4(c) are available at an 80/20 match for public agency contracts with private operators in non-urbanized areas.

Another potential funding source is federal Title III funds under the Older Americans Act which can be utilized toward program components of the Area Agency on Aging.

State funding for transit projects has also become available from a Legislative appropriation of \$2 million which is being distributed by large urban, small urban, and rural project categories.

In the third following table, a summary of the five year capital program funding source is presented.

2. Implementation Responsibility

Recipient agencies responsible for implementing service under the aforementioned capital program include E.P.I. (regional school agency handicapped service), MET (expanded metropolitan elderly-handicapped service), and the proposed Regional Transit Authority (regional rural operations serving primarily the elderly and handicapped).

REGIONAL TRANSIT DEVELOPMENT PROGRAM
CAPITAL COSTS

Fiscal Year	*MET Transit	Regional Transit Authority	Total
1978		3-15 Pass Buses w/lift \$84,633 @\$28,211 3 Mobile Radios 3,000 @\$1,000 Office Equipment 2,000	\$ 89,633
1979	2-15 Pass Buses w/lift \$59,800 @\$29,900 2 Mobile Radios 2,000 @\$1,000		\$ 61,800
1980		1-15 Pass Bus w/lift \$31,695 1 Mobile Radio 1,060	\$ 32,755
1981	1-15 Pass Bus w/lift \$33,595 1 Mobile Radio 1,125		\$ 34,720
Total	\$96,520	\$122,388	\$218,908

*(For existing MET capital program see Appendix.)

UTILIZATION OF ROLLING STOCK

<u>Fiscal Year</u>	<u>Area VII Council on Aging</u>	<u>MET</u>	<u>Regional Transit Commission</u>
Start of Program	6 Vans 3 Station Wagons 1 Bus		
Total	10		
<u>1978</u>			
New Replacement			3 Buses
Total	9 (6 Vans, 2 Station Wagons, and 1 Bus)		3 Buses
<u>1979</u>			
New Replacement		2 Buses	
Total	3 (2 Vans, 1 Bus)	2 Buses	3 Buses
<u>1980</u>			
New Replacement			1 Bus
Total	3 (2 Vans, 1 Bus)	2 Buses	4 Buses
<u>1981</u>			
New Replacement		1 Bus	
Total	1 Bus	3 Buses	4 Buses
<u>1982</u>			
New Replacement			
Total	1 Bus	3 Buses	4 Buses

REGIONAL TRANSIT DEVELOPMENT PROGRAM
CAPITAL IMPROVEMENT FINANCING

<u>Fiscal Year</u>	<u>MET</u>	<u>REGIONAL TRANSIT AUTHORITY</u>
	<u>UMTA Section 5</u>	<u>UMTA Section 3</u>
1978		
-Total Cost		\$ 89,633
-Federal Funds		\$ 71,706
-Local Funds		\$ 17,927 ¹
1979		
-Total Cost	\$61,800	
-Federal Funds	\$49,440	
-Local Funds	\$12,360 ¹	
1980		
-Total Cost		\$ 32,755
-Federal Funds		\$ 26,204
-Local Funds		\$ 6,551 ¹
1981		
-Total Cost	\$34,720	
-Federal Funds	\$27,776	
-Local Funds	\$ 6,944 ¹	
TOTAL	\$96,520	\$122,388
-Federal Funds	\$77,216	\$ 97,910
-Local Funds	\$19,304 ¹	\$ 24,478 ¹

¹May include some Iowa D.O.T. funding support.

B. OPERATIONAL FORECAST

After establishing the predicted trip needs and resultant service standards, it was felt that the annual trip activity under the selected alternate of 118,000 would be achieved toward the end of the program period. Rider demand for newly established regional operations is predicted to proportionately rise much higher during the first 24 month period of service, when compared to the total program period. As a result, the following year end ridership figures are anticipated over the program period-- FY 1978-62,000; FY 1979-82,000; FY 1980-95,000; FY 1981-110,000; and FY 1982-181,000. This increase in the utilization of regional transit operations is anticipated to require the addition of a fourth vehicle in FY 1980 subject to future surveillance of operations.

As previously mentioned, the refinement of the on-going Metropolitan T.I.P. will address future expansion and reorganization of metropolitan transit service, especially in the area of improved levels of cost-effective service to the elderly and handicapped. As a result, vehicle acquisition for demand-responsive MET Transit service is anticipated in FY 1979 (two vehicles), and with an additional vehicle in FY 1981. A commensurate phasing out of the leased and depreciated Black Hawk County Council on Aging vehicles is also indicated, subject to further determination of responsibilities for providing specialized metro area service to population sub-groups.

Operating costs are projected to increase at a six percent annual rate of inflation during the program period.

1. Program Financing

Funding for program operations can be divided into fare and non-fare income sources. Anticipated fare income has been projected for the program period for the regional transit service and for the added demand-responsive service of MET Transit.

Regional transit fare revenue is based on ridership projections with fare levels set at \$.50 and \$1.50 for intra and inter-county one-way trips. Elderly and handicapped fares are proposed at one-half the full fare rate with these riders representing 90 percent of the total ridership.

Non-fare income will be derived through subsidization of operational deficits from local, state, and federal sources.

Local funding of E.P.I., MET, and the proposed regional transit operation will be derived through the general funds of local governments. E.P.I. also derives operating support from the Area VII schools and has no current need for state or federal support.

Additional outside subsidization of operational costs is anticipated from State Transit Assistance (for MET and Regional Transit and from UMTA Section 5 funding for metropolitan transit operations).

Further federal funding may be achieved through social agencies funding of the regional transit service. A specific source of funds anticipated during the program is Title III funds from H.V.A.A.A. for support of elderly utilization of the regional transit service.

The following two tables provide a summary of operational financing for regional transit and the expanded MET service.

Regional Transit Operations

	<u>FY '78</u>	<u>FY '79</u>	<u>FY '80</u>	<u>FY '81</u>	<u>FY '82</u>
Cost	\$125,126	\$131,603	\$139,500	\$147,870	\$156,742
Revenue	\$ 32,820	\$ 43,185	\$ 55,350	\$ 67,500	\$ 79,680
Deficit ¹	\$ 92,306	\$ 88,418	\$ 84,150	\$ 80,370	\$ 77,062

¹For further explanation of deficit funding possibilities, see Appendix A-4.

MET Demand-Responsive Operations

	<u>FY '79</u>	<u>FY '80</u>	<u>FY '81</u>	<u>FY '82</u>
Operating Cost	\$87,416	\$138,991	\$147,330	\$156,170
Revenue	28,395	43,872	45,188	46,545
Deficit	59,021	95,119	102,142	109,625
UMTA Section 5 Funds	29,510	47,559	51,071	54,812
Local Funds*	29,511	47,560	51,071	54,813

*Apportioned from each urbanized jurisdiction as follows: Waterloo 65.0%, Cedar Falls 29.4%, Evansdale 4.8%, and Elk Run Heights 0.8%.

2. Management and Operational Responsibility

Responsibility for implementing the operations contained in the regional program will be borne by E.P.I., MET, and the newly established Regional Transit Authority or Commission (RTC).

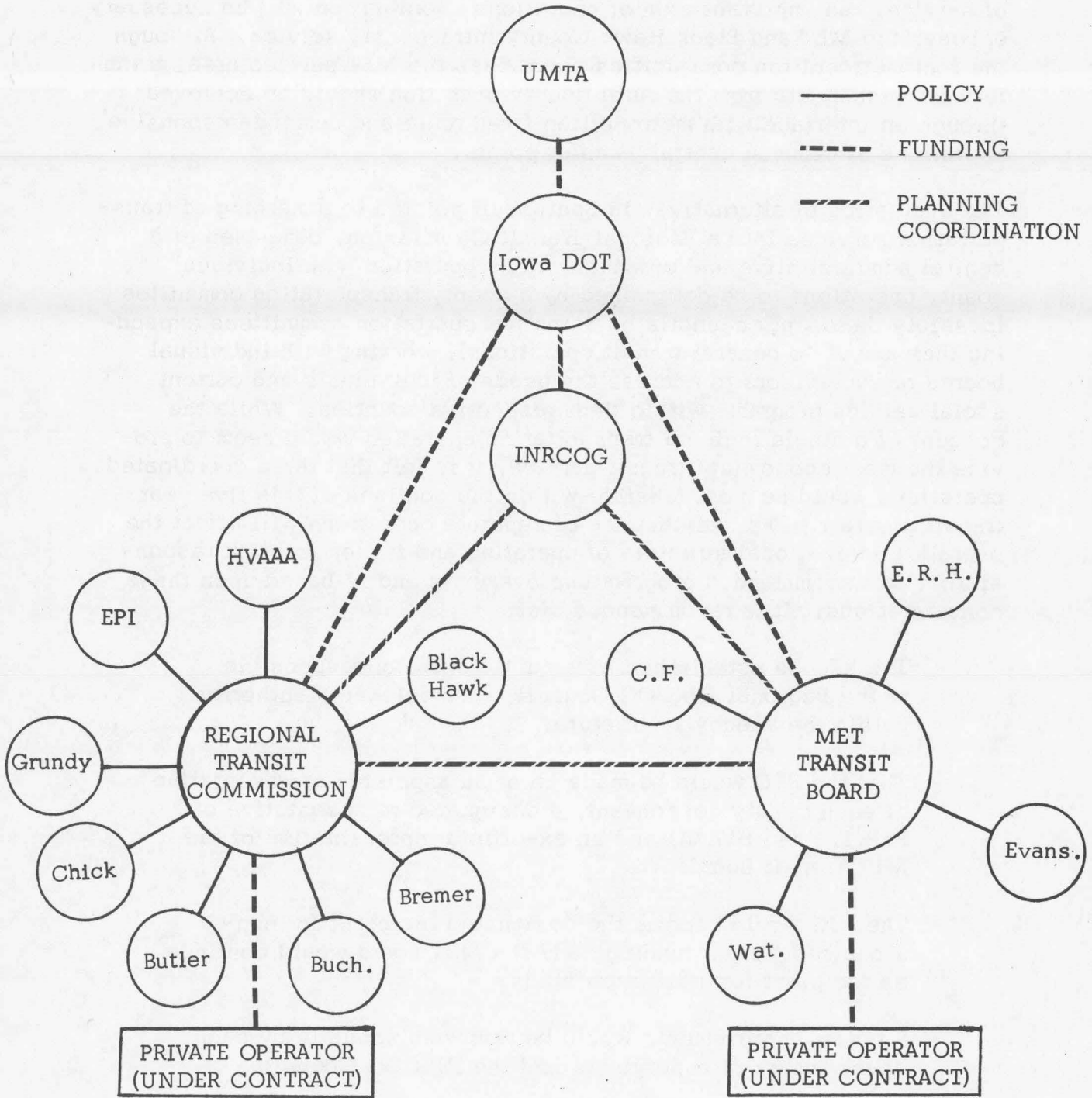
E.P.I. and MET management of operations will continue as currently established, but both will be coordinated with the RTC upon its initiation of service. An important area of operations coordination will be necessary between the MET and Black Hawk County intra-county service. Although the four metropolitan communities encompass the MET service area, transfers for passengers from the rural county operation should be achieved through an interface with metropolitan fixed route and demand-responsive operations at common central transfer points.

The evaluation of alternatives in Section III pointed to a merging of transportation services into a Regional Transit Commission, composed of a central administrative and communications operation with individual county operations to be determined by a county transportation committee (possibly the county councils on aging transportation committees expanding their scope to general transit operations), working with individual boards of supervisors to address the needs of individuals and current social service programs within their respective counties. While the concept of a single regional transportation operation would seem to provide the most economical transit service, it is felt that three coordinated operations would be most feasible within the confines of this five year transit program. The maintenance of separate operations will affect the overall organizational structure of operating and implementation responsibility for recommended program improvements and is based upon these considerations. It is recommended that:

- The RTC be established as a public operator responsible to the Regional INRCOG Council, as a delegated authority within the agency's structure.
- That the RTC would be made up of an appointed representative of each county government, a designated representative of E.P.I. and HVAAA, and an ex-officio representative of the MET Transit Board.
- The RTC would become the designated recipient for non-urbanized transit funding, and the MET Board would continue as recipient for urban area funds.
- Program improvements would be reviewed annually by each county board of supervisors and the INRCOG Council.

The following Figure shows the proposed organizational structure for transit operations within the region.

REGIONAL TRANSIT
ORGANIZATION STRUCTURE



The establishment of the RTC for the provision of regional transit operations will entail the provision of an administrative and operational capability. The specific scope of this activity will depend upon the method of providing service. The following breakdown of administrative and operating costs has been estimated for the direct operation of service by the RTC and is exclusive of "running costs." This amount could conceivably be minimized if an operating responsibility can be contracted by the RTC with an existing private operator.

\$10,000	- Administrator Salary and Fringe Benefits
15,000	- Overhead (rent, utilities, and indirect costs)
<u>5,000</u>	- Direct Costs (supplies, travel, legal costs, Watts lines, etc.)
\$30,000	- Total Administration
8,400	- Dispatcher Wages (1 Full-time position)
<u>2,400</u>	- Marketing - Promotions
\$40,800	- Total RTC Costs Excluding Running Costs

The responsibility for maintenance will be determined by the actual vehicles used under the RTC operation.

Dependent upon types of vehicles used for transit service, a contract for vehicle maintenance could be made with the MET Transit Board, a private garage or a separate maintenance and repair facility could be established for the RTC vehicle fleet. The main determinant of maintenance responsibility is whether the transit vehicles used are diesel or gasoline powered, although labor rates and capital investment requirements should also be considered. The MET Transit garage is entirely oriented to diesel equipment, because of minimal routine maintenance required and the longer operating life of equipment. If RTC and MET vehicle types are substantially different, RTC maintenance will have to be a separate operation, or sub-contracted to a private garage.

The costs for maintenance have been included within projected running costs.

C. MARKETING AND PROMOTION STRATEGIES

Potential users of the specialized transit service to be offered can be readily identified through existing agency clients using transportation services and through various public and private programs oriented to groups containing many transportation disadvantaged persons. It will be necessary, however, to establish an identification with, and acceptance of, the transit services offered, especially to inform the elderly of its features and how it can be conveniently used. As a result, it is important that close contact be made between regional transit operations and agencies having clients in need of transportation or who provide information and referral services that direct persons to the services they require.

Funding of \$2,400 has been budgeted under the RTC Program for FY 1978, to allow for the development of:

- Spot announcements for public service broadcasts on area radio and t.v. stations,
- Printing and distribution of informational brochures to inform potential users of how to use the transit service and when and where it will be provided,
- Printing of informational posters to be displayed in places frequented by the elderly and handicapped, i.e., doctors offices, grocery stores, and
- Placing ads in the yellow pages of area phone directories.

Additionally, a user and non-user survey is anticipated to be completed during FY 1978, to refine the identification of the potential transit market for regional service and determining suitable methods for establishing a continued promotional-information program.

D. PROGRAM MAINTENANCE

Upon the adoption of this Regional Transit Development Program, it will come under continued surveillance and planning re-evaluation as part of the transit planning work activity of INRCOG, which is partially funded through UMTA technical studies grants in addition to the dues of INRCOG city and county members.

1. Surveillance

A significant aspect of continued planning for transit services is the provision of operating data to provide for the assessment of system operations and allow for continued refinement to achieve an efficient operation which meets the needs of the region's population.

In order to accomplish this re-evaluation, the following operating statistics should be maintained for periodic review of county, inter-county, and inter-regional service:

- Total Ridership
 - daily
 - annual
 - number elderly
 - number handicapped

- Trips by trip purpose
- Operating expenses by budget item
- Total miles of operation
 - per vehicle
- Hours of operation
- Costs
 - per mile
 - per hour
 - per passenger

Future planning considerations will also include the compatibility of regional transit operations with adjacent regions and state-wide transit plans and programs being developed by the Iowa DOT.

Surveillance of the Regional Transit Development Program will be summarized annually and reflected in an updated and extended improvement program. This annual update will be presented annually for review and adoption at the county and regional levels, as a guide for subsequent improvements and grant applications for funding assistance which will be developed by the RTC and MET and reviewed pursuant to A-95 requirements of the Federal Office of Management and Budget. Projects within the urbanized area will further be developed as part of the annually updated metropolitan Transportation System Management (TSM) Plan and reflected in a metropolitan Transportation Improvement Program (TIP) on an annual basis.

2. Continuation of the Planning Process

In addition to the previously mentioned emphases on marketing and promotion and surveillance, future planning efforts should be oriented toward improving the transit interface between the metropolitan and rural operations within Area VII.

Future emphasis should also be aimed at attracting non-dependent users to all regional transit services. This will assist in maximizing transit revenues and would provide improved modal choices for the non-transit dependent general public.

E. PROGRAM SUMMARY

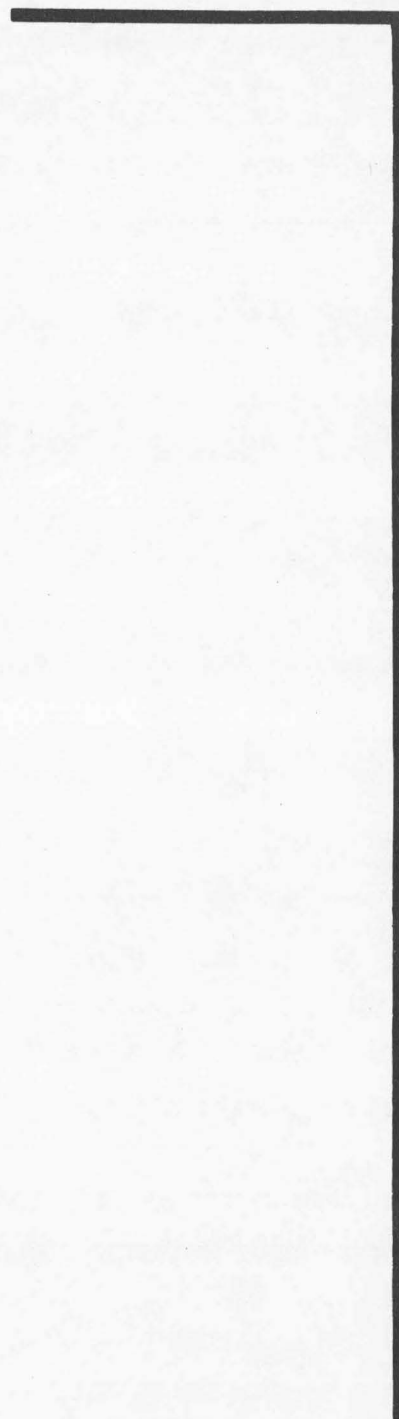
The table on the following page reflects a comprehensive summary for a five year program period. The data in this total annualized budget for transit operations in the region is based on the existing and proposed operational components previously presented in this section.

ANNUALIZED BUDGET FOR TRANSIT OPERATION
(Comprehensive Table)

	Prior Year Estimated	Year 1	Year 2	Year 3	Year 4	Year 5
OPERATING EXPENDITURES						
Operating costs	\$206,175	\$300,000	\$318,045	\$368,343	\$357,355	\$378,799
Service improvements						
Public information program						
Subtotal						
Operating contingency						
Subtotal						
CAPITAL EXPENDITURES						
Debt service						
Bus replacement program		\$ 84,633		\$ 31,695		
Garage, shops, and offices						
Office equipment		\$ 2,000				
Shop tools and equipment						
Automobile equipment						
Radio equipment		\$ 3,000		\$ 1,060		
Passenger amenities						
Subtotal		\$ 89,633		\$ 32,755		
TOTAL EXPENDITURES	\$206,175	\$389,633	\$318,045	\$401,098	\$357,355	\$378,799
REVENUE LOCAL						
Revenue, existing routes	\$ 3,000	\$ 1,800	\$ 45,093	\$ 57,372	\$ 69,644	\$ 81,953
Charter/school contracts	\$ 55,250	\$ 58,565	\$ 62,100	\$ 65,800	\$ 69,750	\$ 73,937
Advertising						
Interest						
Revenue, improved service		\$ 31,020				
General fund subsidies	\$ 91,320	\$ 81,518	\$ 86,388	\$ 91,596	\$ 97,090	\$102,917
Total Local Revenue	\$149,570	\$172,903	\$193,581	\$214,768	\$236,584	\$258,807
REVENUE, FEDERAL*						
Proposed operations	\$ 56,605	\$ 33,963	\$ 36,001	\$ 38,161	\$ 40,450	\$ 42,877
Capital improvements						
Total Federal Revenue	\$ 56,605	\$ 33,963	\$ 36,001	\$ 38,161	\$ 40,450	\$ 42,877
TOTAL REVENUE	\$206,175	\$206,866	\$229,582	\$252,929	\$277,034	\$301,684
ANNUAL SURPLUS OR (DEFICIT)	-	\$182,767	(\$ 88,463)	(\$148,169)	(\$ 80,321)	(\$ 77,115)
CUMULATIVE SURPLUS OR (DEFICIT)	-	(\$182,767)	(\$271,230)	(\$419,399)	(\$499,720)	(\$609,925)

*Do not include federal grants approved and not yet received.

APPENDIX



FIVE-YEAR TRANSIT CAPITAL IMPROVEMENT PROGRAM	FY 1976 Carry- over to FY 1977 Annual Element	(ANNUAL ELEMENT)						TOTAL	
		FISCAL YEAR	1977	1978	1979	1980	1981		
	\$315,230	Section 5 Federal Funds - After Operating Subsidy	\$ 232,357	\$310,761	\$325,173	\$342,730	\$ 0*	\$1,211,021	
	-	Section 5 Federal Funds - Unused Carry-over	213,190	0	286,481	600,221	676,724*	--	
	315,230	Section 5 Federal Funds - Total Available	445,547	310,761	611,654	942,951	676,724	--	
		CAPITAL COSTS (Number Units)							
		19 Passenger Bus						-	
		35 Passenger Bus	(21)	1,335,600				1,335,600	
		Shelters	(8)	14,400				14,400	
		Base Radio Facility	(1)	54,650				54,650	
		Mobile Radios	(23)						
		Garage Addition							
	85,000	Automatic Bus Washer & Sweeper				4,764		4,764	
	40,000	Manager Auto				9,527		9,527	
		Service Truck							
		Digital Counters							
	(21) 1,050	Registering Fare Box							
		Bus Stop Signs							
	(50) 1,500	Bus Schedule Board	(20)	1,580				1,580	
		Office Equipment		4,400				4,400	
		Shop Equipment			6,750			6,750	
		Central Transfer Facility		226,040	23,600			249,640	
	\$127,550	TOTAL		\$1,636,670	\$ 30,350	\$ 14,291	\$ 0	\$ 0	\$1,681,311
	\$102,040	80% Federal "Section 5" Funds	\$	445,547	\$ 24,280	\$ 11,433	--	--	\$ 481,260
	-	80% Federal "Section 3" Funds		863,789	--	--	--	--	863,789
	\$ 25,510	20% Local Matching Funds		327,334	6,070	2,858	--	--	336,262
		*UMTA Section 5 funds have not been appropriated for 1981, 1980 balance carried over to 1981 results in \$676,724 after projected 1981 operating subsidy.							

Exhibit I

SURVEY OF TRANSPORTATION SERVICES
IN AREA 7

AGENCY NAME: Exceptional Persons, Inc.
 ADDRESS: P.O. Box 690, Waterloo, Iowa
 JURISDICTION: Region VII
 SERVICE AREA: School Districts in Region VII
 NAME OF CONTACT: Bill Brown, Director

CAPITAL EQUIPMENT

(See # Below)

VEHICLES:	TYPE	AGE	CAPACITY	NUMBER	VEHICLE EQUIP.
Buses	(School)	1968-76	8-16 pass.	5	1, 3, 4
Buses	(School)	1967-77	19-60 pass.	28	3
Service	Truck	1968	--	1	3
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

VEHICLE EQUIP: (1) Lift
 (2) Fold-down step
 (3) Radio
 (4) Securement devices
 (5) Other _____

Volunteer Private Vehicles: None

OTHER EQUIPMENT:

SHOP & MAINTENANCE Garage and all necessary equipment for maintenance excluding tire changer and major body repair.

RADIO BASE FACILITY One base in Waterloo, 2 remotes, and 34 mobile units.

SYSTEM OPERATIONS:

Days of operation: 235 weekdays
 Hours of operation: Approximately 6:00-6:00
 Annual miles: 683,000
 Daily revenue trips: est. 2,906
 # daily trips: 1 round trip on each of 24 routes
 Average daily pass: 1,490
 Annual pass: est. 350,260
 Fare structure: None

EXCEPTIONAL PERSONS, INC.
#282 Transportation
June 1976

	This Month	Year to Date	<u>Current Budget 1975-76</u>
Beginning Bank Balance - June 1, 1976	(\$ 983.21)	(\$23,228.91)	
INCOME - #4001 Desg. Gifts		1,050.00	
#5001 B.H. Co. Bd. of Supervisors	1,670.86	29,703.66	\$ 25,003.00
#5002 Other Co. Bd. of Supervisors	4,012.67	56,551.12	17,548.00
#5003 Schools	26,254.61	238,449.11	216,825.00
#6201 Private Agency	4,663.98	53,117.41	30,674.00
#6202 Client Reimbursement	69.37	1,587.68	
TOTAL INCOME	<u>\$36,671.19</u>	<u>\$380,458.98</u>	<u>\$290,050.00</u>
TOTAL CASH ASSETS	<u>\$35,688.28</u>	<u>\$357,230.07</u>	
EXPENSES			
Salaries			
#7002 Supervisory Salaries	\$ 653.08	\$ 14,536.18	\$ 16,343.00
#7009 Drivers Salaries	9,939.91	118,946.99	93,747.00
Health & Retirement Benefits			
#7103 Medical & Hospital Insurance	445.00	4,183.00	4,842.00
#7104 Retirement	272.44	3,354.40	5,493.00
Payroll Taxes			
#7201 F.I.C.A.	628.08	7,873.81	6,745.00
#7202 Unemployment Insurance		2,013.15	
#7203 Workmen's Compensation		418.00	1,500.00
Professional Fees			
#8001 Medical Exams		215.00	156.00
#8008 Audit		160.49	200.00
#8010 Contracted Services		574.26	
Telephone - #8201	31.89	454.62	350.00
Occupancy			
#8402 Other Rent Payments	175.00	2,100.00	2,100.00
#8403 Bldg. & Equip. Insurance		628.00	250.00
#8405 Utilities	86.91	634.95	400.00
#8413 Bldg. & Ground Supplies	5.91	479.32	200.00
Printing - #8601	7.71	141.58	35.00
Travel			
#8702 Gas & Oil for Co. Vehicles	(199.15)	38,919.21	32,249.00
#8703 Repairs to Co. Vehicles	2,112.33	17,072.42	26,974.00
#8704 Insurance on Vehicles		4,958.72	4,116.00
#8705 Licenses		35.00	35.00
#8706 Leasing Costs	1,272.00	18,816.26	7,200.00
Miscellaneous Expense - #9104 Desg. Expense - radio		750.00	
#9401 Bonding		29.00	30.00
#9403 Administrative Expenses	632.92	7,595.04	7,595.00
Replacement of Equipment			
#9501-1 Replacement of Buses	6,768.76	86,389.11	44,755.00
#9502 Replacement of Garage Equipment	109.41	1,264.74	750.00
New Equipment			
#9501-2 New Buses	2,700.00	14,343.00	33,985.00
TOTAL EXPENSES	<u>\$25,342.26</u>	<u>\$346,881.05</u>	<u>\$ 290,050.00</u>
ENDING BANK BALANCE - 6/30/76	<u>\$10,346.02</u>	<u>\$ 10,346.02</u>	
ACCTS. RECEIVABLE - 6/30/76	<u>\$32,589.64</u>		

TRANSPORTATION SERVICE PROVIDED: (Include general background of clients and trip purposes.)

Provide transportation for educable and trainable handicapped within Area VII to school and rehabilitation sites.

Provide transportation for educable and trainable handicapped within Area VII to school and rehabilitation sites.

"Regular" or Routine Services: 22 routes for handicapped, 2 routes for Waterloo integration program.

"Regular" or Routine Services: 22 routes for handicapped, 2 routes for Waterloo integration program.

Special Services: (i.e., special groups or events or for other agencies) Field trips and outings to serve special group needs.

Special Services: (i.e., special groups or events or for other agencies) Field trips and outings to serve special group needs.

Limitations on Services: Primarily school bus routing type requirements. DPI regulations on equipment.

Limitations on Services: Primarily school bus routing type requirements. DPI regulations on equipment.

DRIVERS: # Paid 30 Hourly Rate \$2.89-\$4.17
Volunteers 0

DRIVERS: # Paid 30 Hourly Rate \$2.89-\$4.17
Other # Volunteers 0

Employees 2 supervisors and 1 mechanic
Qualification requirements: Chauffeur license, physical

Other
FUNDING SOURCES: 2 supervisors and 1 mechanic

VEHICLES AND EQUIPMENT: UMTA 16 (b)(2) grants. County Boards of Supervisors and Area VII Education Agency

Vehicles and equipment: UMTA 16 (b)(2) grants. County Boards of Supervisors and Area VII Education Agency

Operations (to include fares, contributions, sources of subsidization) County Boards and Area VII Education Agency

Operations (to include fares, contributions, sources of subsidization) County Boards and Area VII Education Agency

Summary of unmet needs and pending service expansions: Need funding to maintain adequate vehicle replacement schedule.

Summary of unmet needs and pending service expansions: Anticipate need for expanded metropolitan service to group homes for handicapped.

Anticipate need for expanded metropolitan service to group homes for handicapped. Expanded hours of service needed for employed handicapped.

Expanded hours of service needed for employed handicapped.

EXCEPTIONAL PERSONS, INC.

#282 TRANSPORTATION

April 1977

	This Month	Year to Date	Current Budget 1976-77
Beginning Bank Balance - April 1, 1977	\$19,752.29	\$ 10,346.02	
INCOME			
#4001 Designated Gifts			
#5001 B.H. Co. Bd. of Supervisors	\$ 1,677.42	\$ 17,170.63	\$ 30,000
#5002 Other Co. Bd. of Supervisors	2,607.65	29,518.93	55,000
#5003 Schools	20,261.70	225,340.74	235,869
#6201 Private Agency	4,953.00	44,062.43	33,144
#6202 Client Reimbursement	18.00	315.70	
TOTAL INCOME	\$29,517.77	\$316,408.43	\$354,013
TOTAL CASH ASSETS	\$49,270.06	\$326,754.45	
EXPENSES			
Salaries			
#7002 Supervisory Salaries	\$ 1,331.42	\$ 12,257.96	\$ 17,900
#7009 Drivers Salaries	13,025.15	114,216.49	139,308
Health & Retirement Benefits			
#7103 Medical & Hospital Insurance	466.90	4,528.70	6,000
#7104 Retirement	218.64	3,971.72	6,000
Payroll Taxes			
#7201 F.I.C.A.	846.55	7,524.57	9,432
#7202 Unemployment Insurance	556.80	3,176.60	2,800
#7203 Workmen's Compensation		3,587.92	2,700
Professional Fees			
#8001 Medical Exams	20.00	234.00	320
#8008 Audit		315.00	323
#8010 Contracted Services	18.79	58.47	800
Telephone - #8201	38.62	423.70	621
Postage - #8301	5.00	45.00	59
Occupancy			
#8401 Office Rent	41.00	410.00	489
#8402 Other Rent Payments	175.00	1,750.00	2,100
#8403 Bldg. & Equip. Insurance	382.84	412.84	250
#8405 Utilities	84.73	757.40	600
#8413 Bldg. & Grounds Supplies	11.75	68.33	200
Equipment Maintenance - #8502 Office			34
Printing - #8601	9.20	188.00	150
Travel			
#8702 Gas & Oil for Co. Vehicles	4,050.14	44,093.49	35,000
#8703 Repairs to Co. Vehicles	2,012.44	17,772.38	25,000
#8704 Insurance on Vehicles	(77.00)	10,138.09	8,000
#8705 Licenses		53.87	35
#8706 Leasing Costs		4,300.94	3,000
Miscellaneous Expense - #9104 Designated Expense			
#9401 Bonding	35.16	35.16	65
#9403 Administrative Expense	819.17	8,191.70	9,830
Replacement of Equipment			
#9501-1 Replacement of Buses	14,274.22	75,811.01	82,202
#9502 Replacement of Garage Equipment	171.63	1,679.20	750
#9503 Replacement of Office Equipment			45
New Equipment			
#9501-2 New Buses			
TOTAL EXPENSES	\$38,518.15	\$316,002.54	\$354,013
ENDING BANK BALANCE - 4/30/77	\$10,751.91	\$ 10,751.91	
ACCTS. RECEIVABLE - 4/30/77	\$30,733.24		

ITEMIZED BUDGET E.P.I.		PERSONNEL				COSTS
a. ACCOUNT FOR <u>ALL</u> PERSONNEL BY PERSONNEL JOB TITLE OR CLASSIFICATION (DO NOT LIST NAMES)	b. YEARLY SALARY	c. NUMBER OF PERSONS	d. TOTAL YEARLY SALARIES (bxc)	e. EMPLOYERS SHARE OF THE YEARLY FICA/IPERS	f. YEARLY FRINGE BENEFITS	g. YEARLY PERSONNEL COSTS (d+e+f)
Transportation Supervisor	9,777	1	9,777			
Assistant Transportation Super- visor	8,000	1	8,000	1,485.37	retirement 4,766.04	
Mechanic	7,614	1	7,614		med. & hosp. insurance 5,434.44	
Drivers	2,535 to 6,313	30	139,308	8,149.52		
TOTALS		33	164,699	9,634.89	10,200.48	184,534.37
TOTAL PERSONNEL COSTS						

Exceptional Persons, Inc.

Based on Department of Transportation discussions of how to reflect the special operations of the E.P.I. school agency service, E.P.I. has been further broken down to show its non-school operations. The scope of E.P.I.'s operations is based totally on their school service. For this reason, E.P.I. is governed by the Department of Public Instruction regulations. Among other qualifications, these regulations restrict E.P.I.'s vehicles to school buses. These same buses are used for some non-school services, which consist of 31 percent of E.P.I.'s budget and 22 percent of E.P.I.'s total ridership. These services are for employment related trips, social agency programs and activities, and county care facilities, all of which are supported by Area VII County Boards of Supervisors. Service is also provided to private agencies, such as nursing homes, for group outings, recreational trips, and handicapped youth service for summer camp programs. E.P.I. does not currently anticipate a need for additional operating assistance for the non-school transportation services they provide.

E.P.I. Non-School Summary Table (FY '77)

County Adult Services	39,500	\$ 58,071
Private Agency	<u>37,500</u>	<u>\$ 55,222</u>
Total	77,000	\$113,293

EXCEPTIONAL PERSONS, INC.

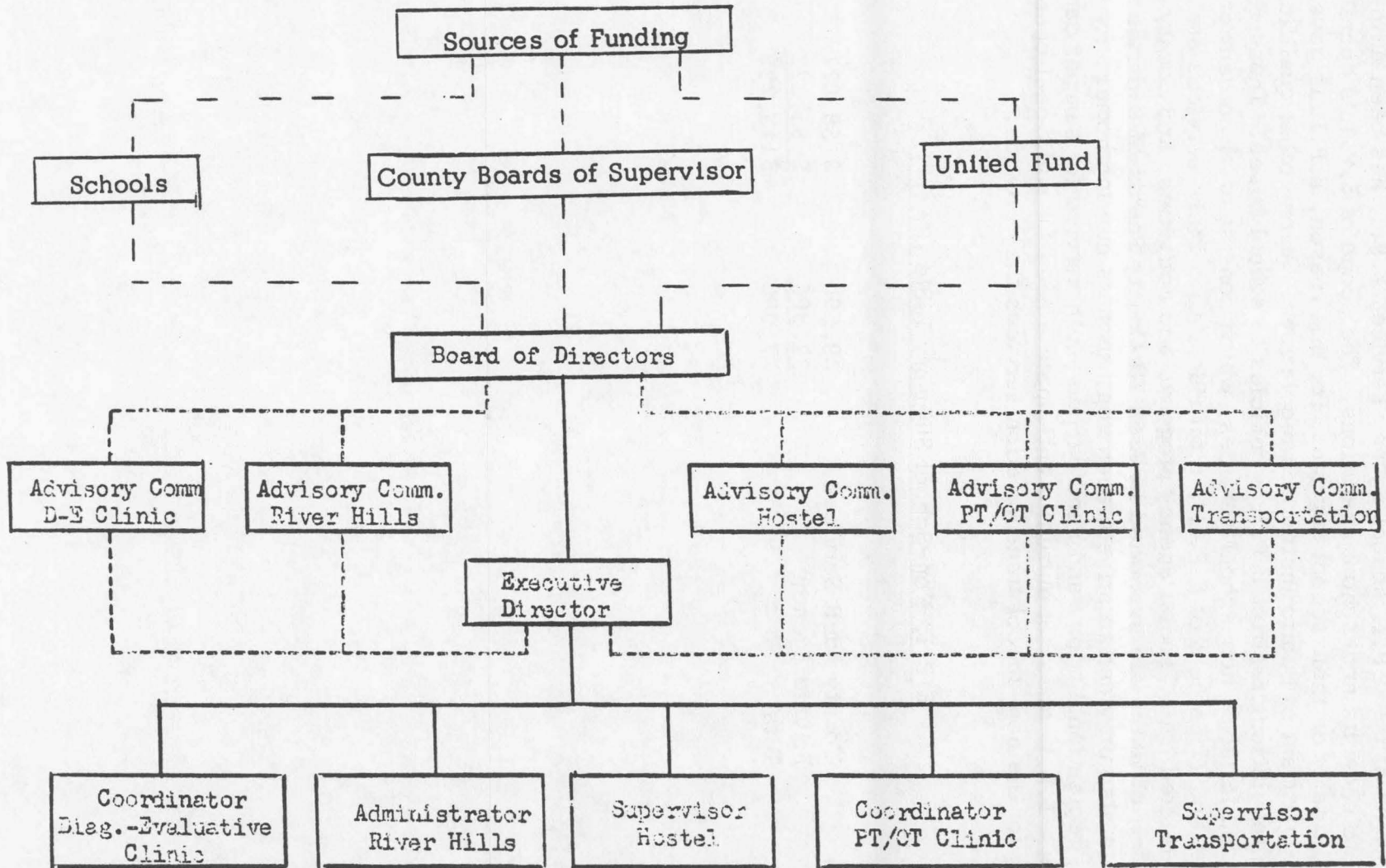


Exhibit I

SURVEY OF TRANSPORTATION SERVICES
IN AREA 7

AGENCY NAME: Hawkeye Valley Area Agency on Aging
 ADDRESS P. O. Box 2576, Waterloo, Iowa 50704
 JURISDICTION: Regions VI and VII
 SERVICE AREA: Regions VI and VII
 CONTACT/TITLE: Chris Harshbarger, Executive Director
 CAPITAL EQUIPMENT _____

(See # Below)

(All Black Hawk County)					VEHICLE EQUIP.
VEHICLES:	TYPE	AGE	CAPACITY	NUMBER	
Van		1975	10	6	5
Station Wagon		1976	8	4*	
Bus		1976	12	1	5, 1, 4
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

*One station wagon assigned to Marshalltown.

VEHICLE EQUIP: (1) Lift
 (2) Fold-down step
 (3) Radio
 (4) Securement devices
 (5) Other Step stools and steps

Volunteer Private Vehicles: 76 volunteers in 5 counties use own vehicles.

OTHER EQUIPMENT:

SHOP & MAINTENANCE None

RADIO BASE FACILITY Waterloo facility shared with Exceptional Persons, Inc.

SYSTEM OPERATIONS:

Days of operation: Mon-Fri.
 Hours of operation: Approx. 8:00-4:30
 Annual miles: NA
 Daily revenue miles: NA
 # daily trips: NA
 Average daily pass: 126 (estimate)
 Annual pass: 32,100 (estimate)
 Fare structure: contributions accepted

TRANSPORTATION SERVICE PROVIDED: (Include general background of clients and trip purposes.)

Priority service for basic human needs of persons 60 and over, non-elderly handicapped are served on space available basis.

"Regular" or Routine Services: Transportation and escort service for essential services primarily within immediate community.

Special Services: (i.e., special groups or events or for other agencies)
Group travel to State Fair, Cattle Congress, church, and group events.

Limitations on Services: Hours of operation, capital equipment, serve to handicapped is limited by equipment.

DRIVERS: # Paid 14 Hourly Rate \$2.30
Volunteers 76

Qualification requirements: Operators license, good driving record, neat, and personable.

Other

Employees County Coordinators, dispatchers, and service director, (bookkeeper and dispatcher in Black Hawk County)

FUNDING SOURCES:

Vehicles and equipment: UMTA Title III and VII funds of Older American Act, local government subsidy, and public donations

Operations (to include fares, contributions, sources of subsidization)
Above excluding UMTA and United Way

Summary of unmet needs and pending service expansions:

Need for expansion of hours and days of service, provisions for inter-county trips and service for social/recreational purposes, also improved escort service is needed (person in addition to driver).

Equipment and operation of inter-county service is pending, if additional funds are available.

HVAAA Operating Statement

The transportation component of HVAAA is not currently broken down into categorical budget elements, and as a result is either not available or is suppressed within budget items which include work activity in several different program areas.

Total current year budget costs are reflected below:

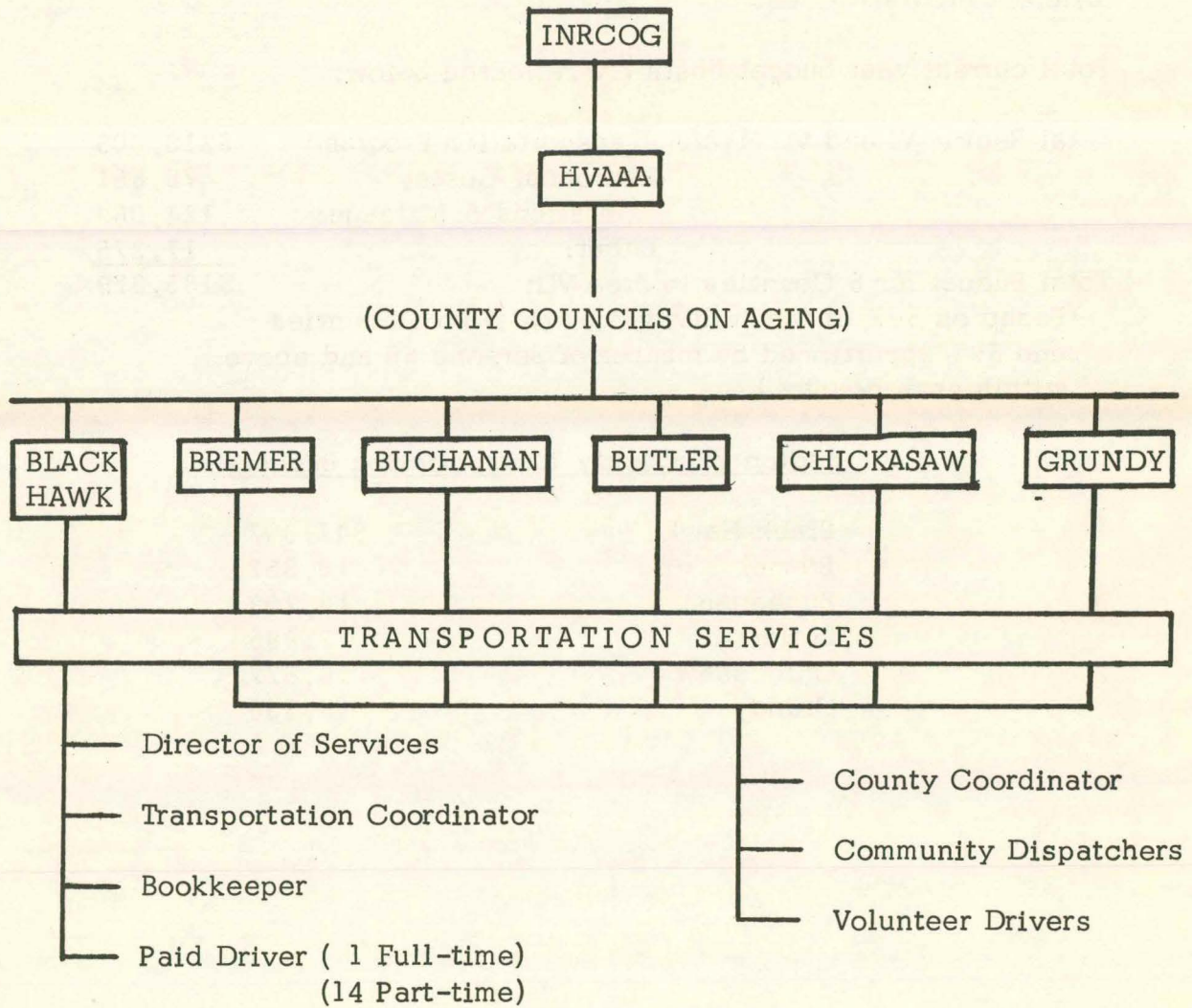
Total Region VI and VII HVAAA Transportation Program:	\$218,005
Personnel Costs:	76,661
Operations & Mileage:	124,069
Other:	<u>17,275</u>
Total Budget for 6 Counties in Area VII:	\$135,379

(Based on 50% of funds divided by total area counties and 50% apportioned by number of persons 60 and above within each county.)

Region VII County Transportation Budgets

Black Hawk	\$47,307
Bremer	18,857
Buchanan	18,203
Butler	17,985
Chickasaw	16,677
Grundy	16,350

HVAAA TRANSPORTATION
ORGANIZATION STRUCTURE



A further explanation for funding possibilities for Alternative 2 is as follows:

Regional Transit System FY 1978

Capital Costs

\$89,633 - total capital costs
71,706 - 80 percent UMTA capital funding
\$17,927 - deficit

The deficit of \$17,927 will be covered by a portion of the transit assistance funds from the Iowa Department of Transportation.

Operating Costs

\$125,126 - total operating and administrative costs
32,820 - total revenues
\$ 92,306 - deficit

Assuming the amount of transit assistance funds received from Iowa D.O.T. to be Region 7's full appropriation of \$48,000, the amount remaining, after utilization of \$17,927 for the capital program, would be \$30,073. When this money is applied to the operating deficit, the remaining deficit is \$62,233. This \$62,233 deficit must be covered by some combination of additional local and state funds. Currently \$149,570 local dollars are directed into non-school transportation services in Region 7. The maximum additional combination of local monies for the program has been established to be approximately \$40,000. This leaves a deficit of \$22,233 to be covered by additional state transit funds (the only remaining source of funding). If these additional funds are not available from the state, a less extensive program (Alternative 4) has been determined to be the best option.

Alternative 4

INRCOG, acting as the designated agency responsible for the grant application, shall apply for Region 7's appropriated \$48,000 regional transit assistance funds. Approximately \$25,500 of these funds shall be used in the formation of a Regional Transit Commission (RTC), which shall act as an advisory board to INRCOG. Membership for the RTC will include persons from each of the respective counties in Region 7, insuring region-wide participation and policies. The RTC shall monitor and evaluate transit services in Region 7 in order to recommend to INRCOG annual program and budget revisions. The RTC shall also be responsible for achieving regional efficiency through coordination or expansion of existing services, elimination of duplicating services, and implementation of new services.

The operational characteristics of Alternative 4 are the same as those in Alternative 2 except that two instead of three vehicles will be utilized, decreasing service available by the same proportion.

Approximate Costs for Alternative 4*

\$25,500 - RTC implementation costs
12,000 - Local capital match
55,500 - Operating costs (2 vehicles)
\$93,000

Approximate Funding for Alternative 4

\$48,000 - State transit assistance funding
40,000 - Additional local funds
5,000 - Anticipated first year revenues
\$93,000

*Since this regional system will only supplement existing services initially, costs and revenues are shown only for new services.

REFERENCES

¹Preliminary Draft, Northeast Iowa Health Plan, 1975.

²Integrated Analysis of Small Cities Inter-City Transportation to Facilities the Achievement of Regional Urban Goals, by Engineering Research Institute Iowa State University, 1974.

³Based on 3 15-passenger vehicles operating at 60 percent passenger per seat mile capacity with an average 1 way trip of 5 miles.

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