

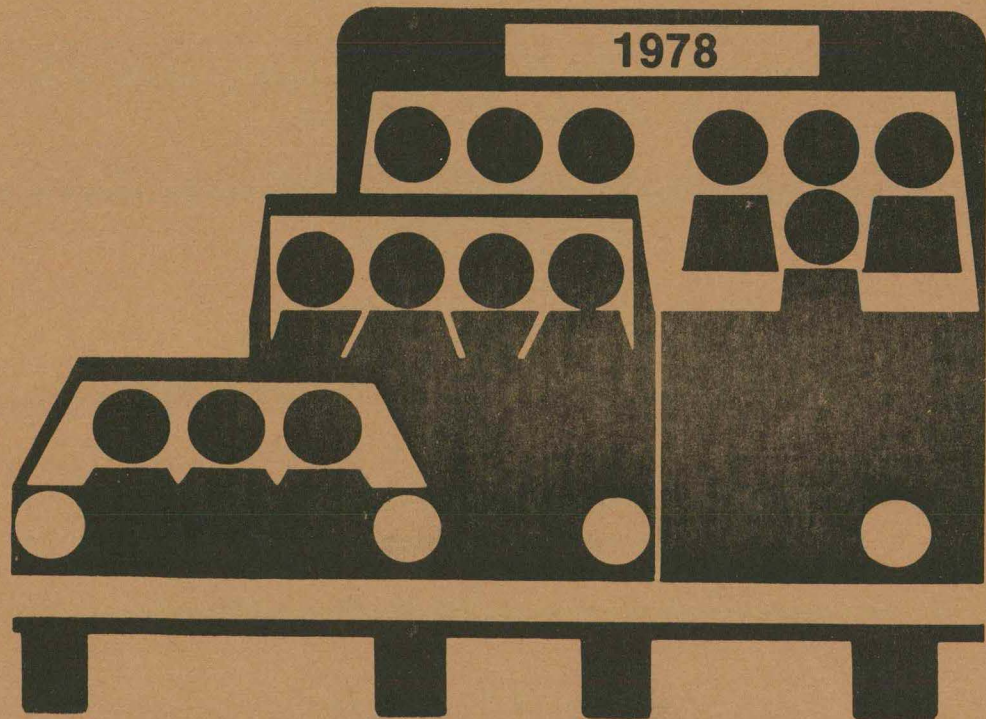
JAN 21 1993

HE
5633
.I8
O43
1978

Regional Transit Development Program

UPDATE

REGION XIIIa



STATE LIBRARY OF IOWA
 17 T772PT 2:R336 13a 1978 sdoc
 Omaha-Council Bluff/Regional transit dev



3 1723 00054 1128

The preparation of this document was financed, in part, through state transportation planning funds from the Iowa Department of Transportation and a Technical Studies Grant from the United States Department of Transportation, Urban Mass Transportation Administration (IA-09-8003).

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.

REGIONAL TRANSIT DEVELOPMENT PROGRAM

FOR

MILLS AND POTTAWATTAMIE COUNTIES, IOWA

August, 1978

Prepared by

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY

B

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY

RESOLUTION NUMBER 1978-171

WHEREAS, the members of the Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA) have been formally designated by their respective legislative bodies to act as the official representative in planning matters of mutual concern; and,

WHEREAS, the Iowa Department of Transportation has entered into an agreement with MAPA to update the 1977 Regional Transit Development Program (RTDP) for Mills and Pottawattamie counties, Iowa; and,

WHEREAS, MAPA has prepared the 1978 RTDP in cooperation with the Southwest Iowa Planning Council and local elected officials; and,

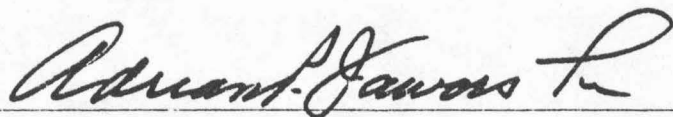
WHEREAS, the Mills County and Pottawattamie County Boards of Supervisors have been afforded opportunities to review and comment on the 1978 RTDP at various stages of development; and,

WHEREAS, the 1978 RTDP has been completed, submitted to, and reviewed by the Boards of Supervisors in Mills and Pottawattamie counties; and,

WHEREAS, MAPA has given due consideration to said project, Therefore be it

RESOLVED, that MAPA approves the 1978 RTDP and recommends said RTDP be forwarded to the Iowa Department of Transportation.

PASSED this 28th day of September, 1978.



Adrian P. Jaworski, Secretary-Treasurer

TABLE OF CONTENTS

LIST OF TABLES	iii
LIST OF FIGURES	iii
INTRODUCTION	1
A. Purpose of Regional Transit Development Program Update	1
B. Local Goals and Objectives	3
SECTION I	6
A. Existing Conditions	6
B. Existing Transit Services	6
C. Financial Data	10
SECTION II	21
A. Ridership Characteristics - Rider Survey	21
B. Handicapped Self-Identification Survey	42
C. Household Survey	42
D. Evaluation of Existing Transit Services in Relationship to Results of the Survey	46
SECTION III	64
A. Refinement of Selected Alternative	64
B. Implementation of the 3 Year Program	71
C. Conclusions	72
SECTION IV	75
A. Revised 3 Year Program	75

LIST OF TABLES

I.	Transit Operations - Capital and Operational Characteristics . . .	15
II.	Administrative Organizational Chart.	16
III.	Administrative Organizational Chart.	17
IV.	Administrative Organizational Chart.	18
V.	Additional Transit Programs Being Conducted in the Region. . . .	19
VI.	Revisions to Selected Alternative - Region XIIIIA	69
VII.	Implementation of 3-5 Year Program	74
VIII.	Three-Year Program - Operation by Agency	76
IX.	Three-Year Program - Capital by Agency	83
X.	Three-Year Program - Operation-Regional Totals	90
XI.	Three-Year Program - Capital-Regional Totals	91

LIST OF FIGURES

1.	Iowa Transit Regions	2
2.	Rural Socio-Economic Data.	7
3.	Urban Socio-Economic Data.	8
4.	Regional Service Centers	9
5.	Medical Services	10
6.	Long Term Care Facilities.	11
7.	Rider Survey	22
8.	Rider Survey - Mills County Roadrunner	24
9.	Rider Survey - Glenwood State Hospital	30
10.	Rider Survey - Assembly of God Church-Macedonia.	36
11a.	Handicapped Self-Identification Survey	43
11b.	Newspapers Contacted for Handicapped Survey.	44
12.	Household Survey	47
13.	Household Survey - Region XIIIIA.	50
14.	1977 Selected Alternative - Pottawattamie County	65

I. Introduction

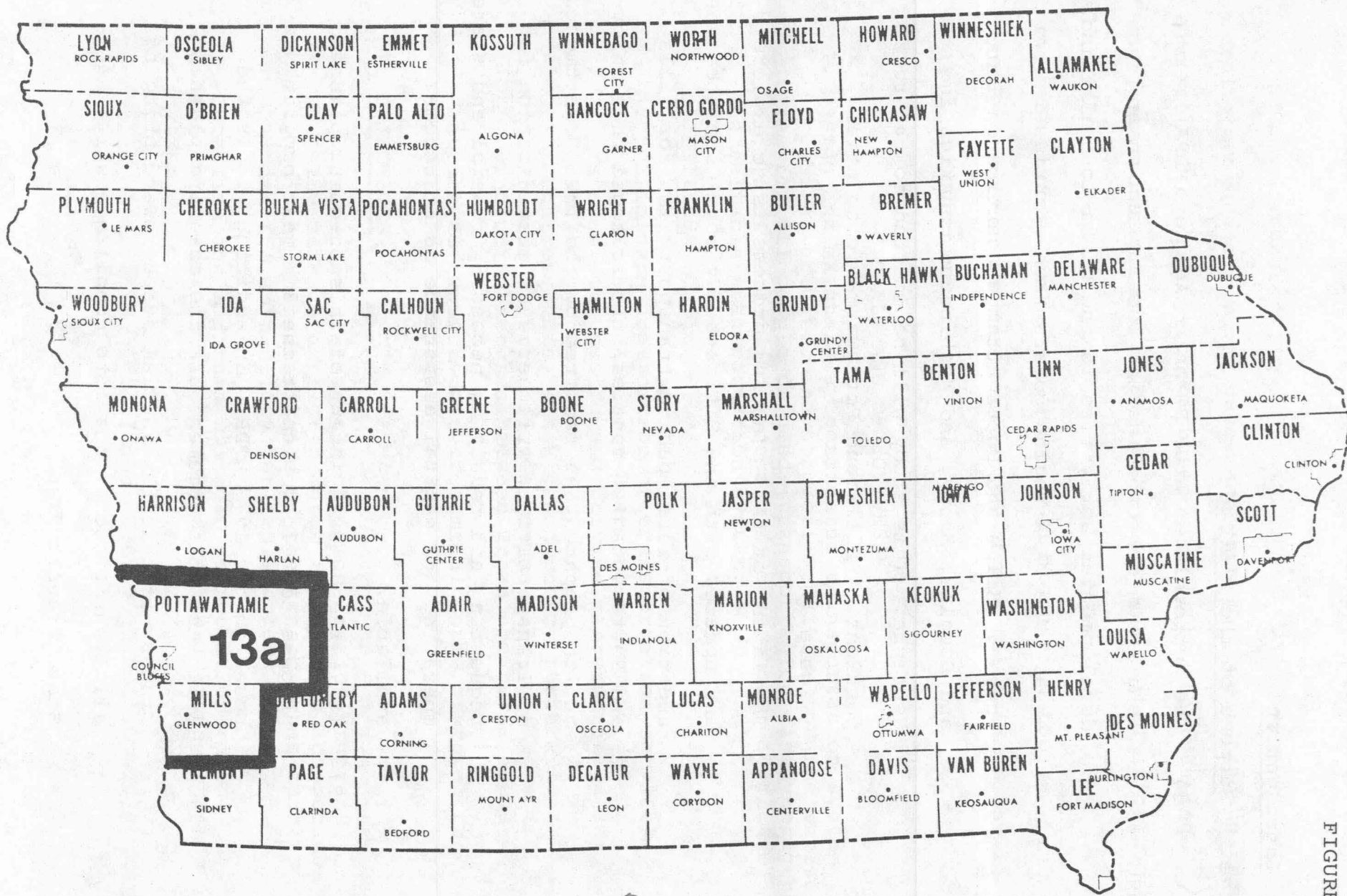
A. Purpose of the RTDP

- 1) The Metropolitan Area Planning Agency (MAPA) serves as a forum for coordinating local planning and developmental activities in the Omaha-Council Bluffs area. The MAPA region covers five counties in two states: Mills and Pottawattamie counties in Iowa and Douglas, Sarpy, and Washington counties in Nebraska. This study will be limited to the rural portions of Mills and Pottawattamie counties (Figure 1).

The intent of this planning process is to explore, and update, with the Citizens Advisory Committee the question of rural public transportation for Mills and Pottawattamie counties. It is hoped that information prepared, as required by the Iowa Department of Transportation, will serve as justification for requesting and receiving necessary federal and state operating and capital assistance as it becomes available.

- 2) It is the general intent of this on-going planning process to help implement the 3 year program proposed in the 1977 RTDP. In addition, it is the intent of this document and the on-going planning process to take the initial steps toward bringing all transit operations into compliance with the State Transit Plan.

IOWA TRANSIT REGIONS



2

2

FIGURE 1

3) This update marks a transitional year for the data reporting and program implementation. The purposes of this 1978 RTDP are similar to those mentioned in the 1977 RTDP. Further, the 1978 RTDP reflects changes that have occurred in the past year in locations of various facilities, as well as presenting new proposals relative to extending transportation services in the region. Finally, this RTDP attempts to reflect the progress made in coordinating services and administration with the Southwest Iowa Planning Council (SWIPCO).

B. Local Goals and Objectives

The goals and objectives developed for the 1977 RTDP were not revised and the following reiterates the development process of last year. In its efforts to arrive at local goals the Citizens Advisory Committee discussed and ranked several problem areas, listed below in descending order of importance.

- (A) Difficulty in identifying and quantifying need
- (B) Lack of efficient use of existing equipment
- (C) Insufficient funds
- (D) Legislative compatibility
- (E) Liability
- (F) High costs
- (G) Energy

Discussion concerning problem area (A) centered around location of handicapped persons in the region. The importance of problem area (A) is exemplified by the fact that the Committee wanted the information contained in the first several Figures, and Tables prior to development of local goals. (An attempt by Iowa DOT to identify handicapped persons in the region through the use of a newspaper survey was unsuccessful.)

Problem areas (B) and (D) resulted from discussion concerning the use of school buses and vans for rural transportation. The cost of equipping school buses with lifts, the seating configurations and statutory limitations were cited as critical barriers.

The problem areas and associated discussion topics finally resulted in the formulation of the following Local Goals and Objectives.

GOALS AND OBJECTIVES

GOAL I. Design and maintain a coordinated transportation system of public, private, and nonprofit entities for the entire area for all people of need (transportation disadvantaged*) which will produce an accessible, affordable, available, and reliable transportation system.

OBJECTIVES

- A. Eliminate duplication of transportation services.
- B. Establish an Advisory Board to recommend use of system with public and private representation including patrons.
- C. Conserve human, fiscal, and energy resources.
- D. Provide service between communities in the region including service between urban and rural areas.

GOAL II. Continue to explore more economical forms of rural transportation on an on-going basis.

OBJECTIVES

- A. Encourage transportation demonstration programs.
- B. Investigate a pilot program for this region because of the characteristics of the area's urban-rural mix and its suitability for replication.

GOAL III. Establish and maintain a stable source of operating funds that will sustain a coordinated regional transportation system.

*Transportation disadvantaged includes elderly, handicapped, youth, and economically deprived.

OBJECTIVES

- A. Identify all funding sources in order that improvements can be made in an orderly and efficient manner.
- B. Encourage a reassessment of existing legislation and institutional arrangements in order to promote this goal.

Section I

A. Existing Conditions

- 1) The demographic and socio-economic characteristics of Mills and Pottawattamie counties are shown in Figures 2 and 3.
- 2) Changes in the existing patterns of land use in Mills and Pottawattamie counties, as compared to the 1977 RTDP, are shown in Figures 4-6. Some of these facilities existed, but were not identified, in 1977.

All activity centers seem to be well distributed except for medical facilities. These are located in favor of the more urbanized areas and will cause an increase in average trip length for what most assume to be the highest priority trip.

There will probably be a desire for shopping and medical trips into Council Bluffs (Omaha), Glenwood, Atlantic, and Des Moines once transportation becomes a reality for some.

B. Existing Transit Services

- 1) Three existing rural or specialized transit systems operate in each county. No taxi operations exist in the rural portion of this study area, however one urban taxi system does extend service to the rural area.

Name	Service Area	Target Group
Mills County		
Mills County Senior Citizens, Inc.	Mills County	Elderly & Ambulatory Handicapped
Glenwood State Hospital School	Glenwood	Foster Grandparents Program
Glenwood Optimists	Glenwood	Young Athletes

REGION 13a

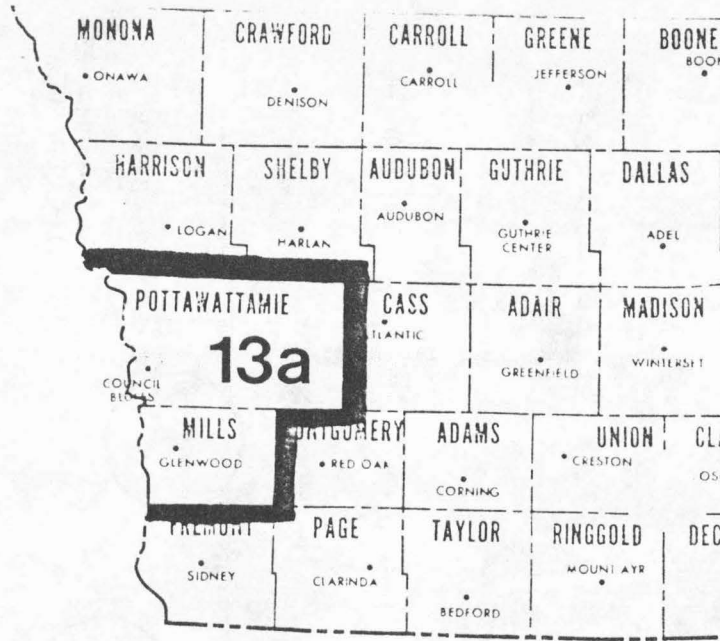
FIGURE 2



RURAL SOCIO-ECONOMIC DATA*

Counties	Total Population 1970	Rural Population 1970	Rural %	Rural Area (sq. miles)	Rural Density (pop./mi. ²)	Rural Income Less Than Poverty Level **				Rural Age Characteristics			
						Families	%	Individual	%	Over 65	%	Below 18	%
Mills	11,832	7,411	62.6	444.85	16.65	85	2.8	347	2.9	900	7.6	1792	15.1
Pottawattamie	86,991	22,144	25.5	892	24.8	250	1.1	1145	1.3	2547	2.9	5637	6.4
Region Total	98,823	29,555	29.9	1336.85	22.11	335	1.3	1492	1.5	3447	3.5	7429	7.5

* Non urbanized characteristics as defined by the 1970 U.S. Census of Population
 ** Poverty level as defined by the 1970 U.S. Census of Population



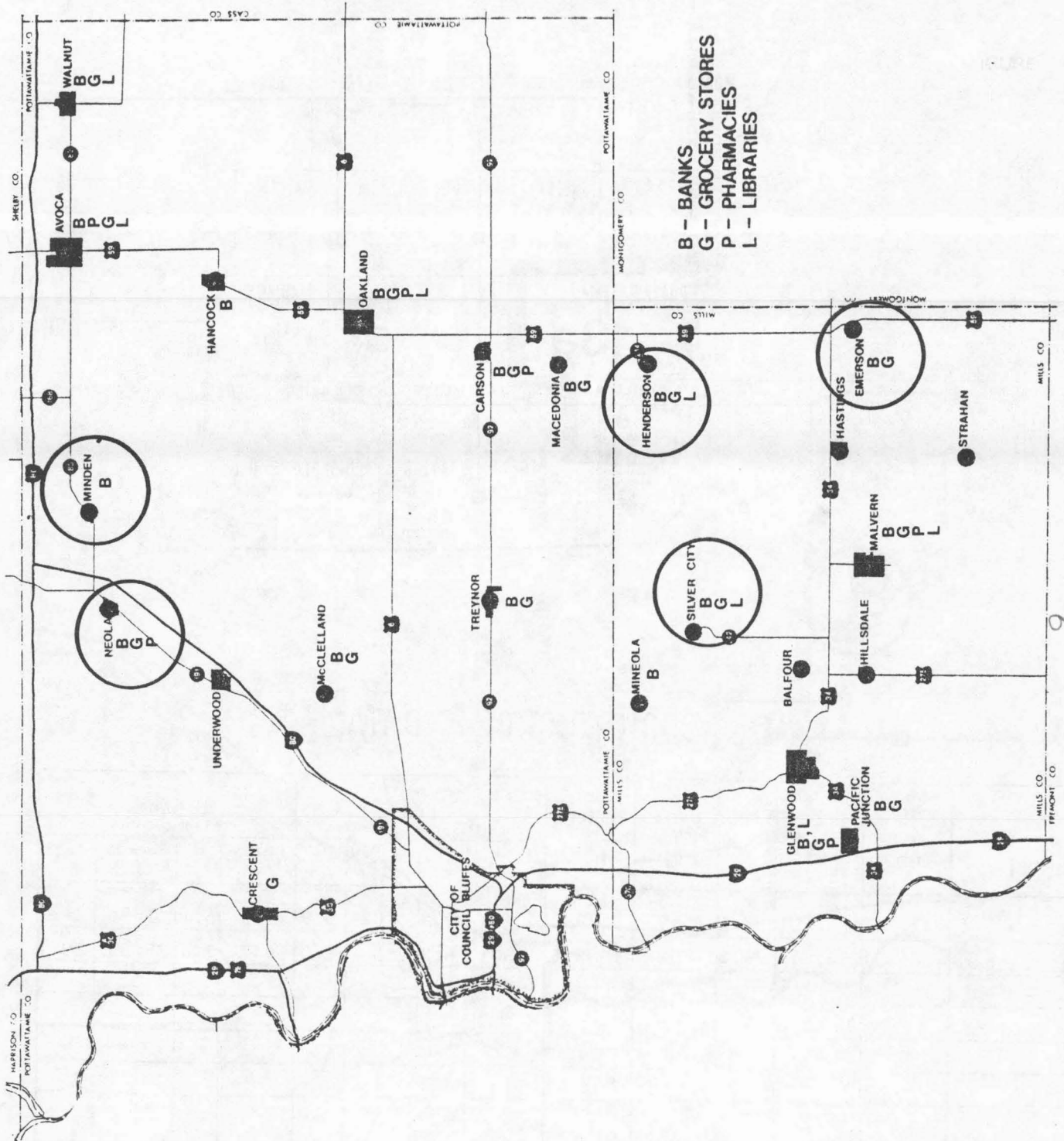
URBAN SOCIO-ECONOMIC DATA*

Counties	Total Population 1970	Urban Population 1970	Urban %	Urban Area (sq. miles)	Urban Density (pop./mi. ²)	Urban Income Less Than Poverty Level**				Urban Age Characteristics			
						Families	%	Individual	%	Over 65	%	Below 18	%
Mills	11,832	4,421	37.4	1.65	2679.3	148	4.9	702	5.9	605	5.1	1691	14.2
Pottawattamie	86,991	64,847	74.5	43	1508.1	1501	6.8	7858	9.0	6647	7.6	25,337	29.1
Region Total	98,823	69,268	70.1	44.65	1551.3	1649	6.6	8560	8.7	7,252	7.3	27,028	27.3

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

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

REGIONAL SERVICE CENTERS

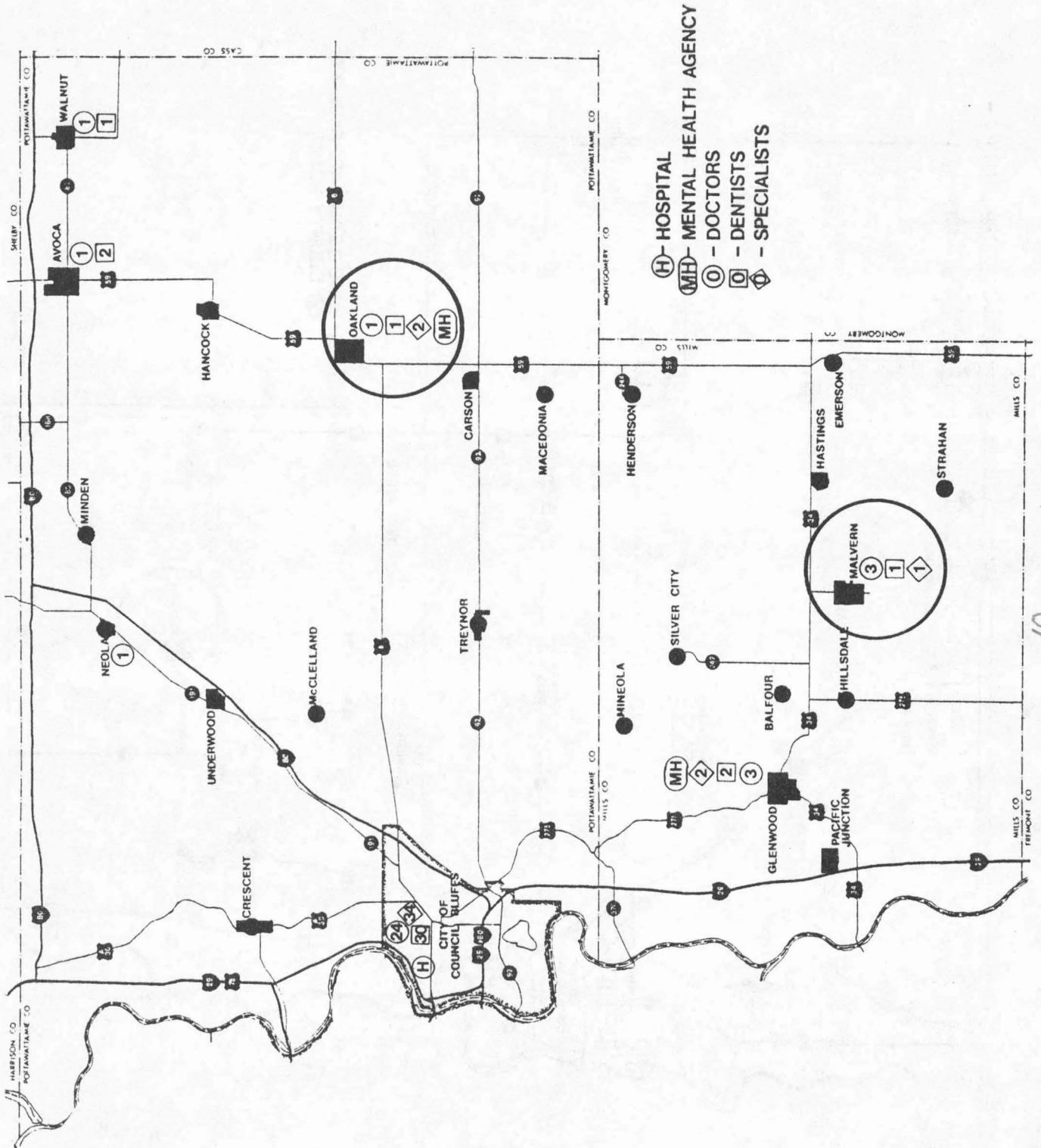


Sources: 1975 Telephone Directories
 Personal Contacts

Note: Circled areas indicate change or addition in service from
 FY 77 RTDP

MEDICAL SERVICES

FIGURE - 5

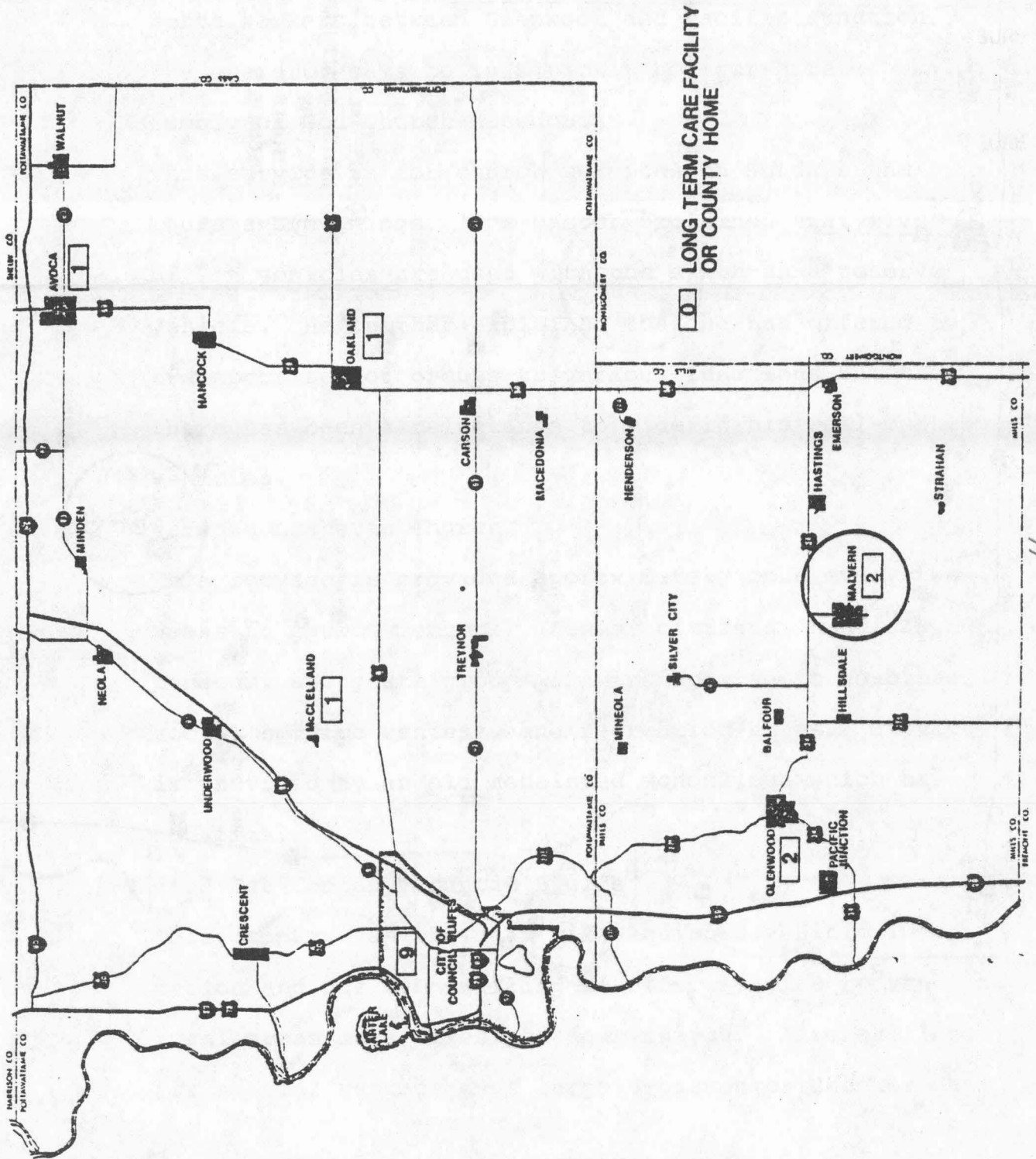


10

Sources: 1975 Telephone Directories
Personal Contacts

Note: Circled areas indicate change or addition in service from
FY 77 RTDP

LONG TERM CARE FACILITIES



LONG TERM CARE FACILITY
OR COUNTY HOME

Sources: Iowa Western Area XIII Agency on Aging
Personal Contacts

Note: Circled areas indicate change or addition in service from
FY 77 RTDP

Pottawattamie County		
Assembly of God	Rural Mills &	Church Members
Church-Macedonia	Pottawattamie	
Underwood Lutheran	Underwood	Church Members
Church		
United Cab Co.-	Council Bluffs	General Public
Council Bluffs	& nearby rural	

More detailed information concerning the above mentioned systems follow:

Mills County Senior Citizens, Inc.

This project, which started in February of 1977, is intended to serve the elderly and disabled of Mills County through the Social Service Department. Their 16-passenger vehicle was obtained from the Iowa Western Area XIII Agency on Aging with excess money from Title 3 of the Older Americans Act.

Glenwood State Hospital School

This service operates within the corporate limits of Glenwood for the Foster Grandparents Program. Two 15-passenger vehicles are used and funded by the Foster Grandparents Program, under the auspices of the ACTION program, and some state monies from the Department of Social Services.

Glenwood Optimists

This service is available to transport young athletic teams to participate in sporting events within a sixty-mile radius. The service operates infrequently from once per month to as often as three times per week. Their vehicle is an old renovated school bus.

Additional Service in Mills County

There is a special contract service whose only client is the Burlington-Northern Railroad. This service transports workers between Glenwood and Pacific Junction.

The operator says he is strictly not-for-hire.

Assembly of God Church-Macedonia

This service is for church services on Sundays and Thursdays evenings. The pastor explained that five of six vehicles are used with the sixth as a reserve vehicle. He further explained that he has offered to transport senior groups to various functions but that there has been a reluctance to ride in his well-marked vehicles.

Underwood Lutheran Church

This service is provided approximately once every two weeks to church members. Senior citizens, handicapped persons, and youth groups are transported to hospitals, social service centers, and recreation areas. Service is provided by an old repainted school bus which has no lifts.

United Cab Company-Council Bluffs

This company has the only lift-equipped vehicle in the region and has been willing to offer service to the rural areas at a fixed per hour charge. Also available for special service is a large 9-passenger Checker Cab.

Additional Service in Pottawattamie County

Metro Area Transit is the Transit Authority for the Omaha-Council Bluffs metropolitan area and could,

through contractual arrangement, extend service to rural Iowa. Their specialized vehicle fleet includes ten lift-equipped vans and one large bus. They have also ordered a few mid-sized buses with lift equipment.

The City of Council Bluffs has, through a contract with Mobility Inc., instituted a portal-to-portal service to serve the handicapped elderly residents of Council Bluffs. This program, called the "Magic Pumpkin" is currently providing service with one wheelchair equipped van with the possibility of expansion of the service to all handicapped persons in the future as funds are available. Further information on these services is listed in Table I.

- 2) The administrative structure of each operation listed in Table I is illustrated in Table II. It is the purpose of Table II to attempt to document which transit operations are in compliance with the State Transit Plan, therefore fulfilling one of the requirements for making them eligible recipients of government aid.
- 3) Table III shows a breakdown of the transit operations which cross between rural and urban areas on a regular basis (rural and urban areas, as defined by the U.S. Census Bureau in the 1970 Census).
- 4) Table IV lists the transit operation which crosses state boundaries on a regular basis.
- 5) Table V is an inventory of additional transit programs being conducted in the region (i.e., TDPs, TSM, TIPS, etc.).

TRANSIT OPERATIONS - CAPITAL & OPERATIONAL CHARACTERISTICS

TABLE I

TARGET GROUPS - Designate by Type: (E)Elderly, (H) Handicapped, (G) General Public, (HS) Head Start, (C) Client (Ch) Church

TYPE OF SERVICE - Designate by Type: (F) Fixed Route, (M-F) Modified-Fixed Route, (D) Demand Response, (R) Reservation

Name of Service	Service Area	Target Group	Type of Service	A # of Buses	B # of Vans	C # of Station Wagons	D # of Cars	E # of Other Types of Vehicles	F Total # of Vehicles	G # of Vehicles to Handicapped	Type of Special Equipment	H: Lift, Etc.	I # of Standard Seating Capacity	J # of Spaces for Persons in Wheelchairs	K Total # of Seating Capacity on all Vehicles (C, H, I)	L Radio Dispatch Center	M Total # of Annual Revenue Miles (in thousands)	N Days of Operation	O Hours of Operation	P Average Daily Passengers	Q Annual Passengers	R # of Paid Staff	S # of Volunteer Staff	T Fare Structure	(steps in equal) 9 applied.
1. Mills Co. Sr. Citizens	Mills Co.	EH	F		1				1				16			No	30	260	8-5	25	6500	3	3	Var.	
2. Glenwood State Hosp./ School	Glenwood	E	M-F		2				2				30			Yes	16.8	260	7:30-12N	36	9360	2			
3. Glenwood Optimists	Glenwood	Y	D	1					1				48			No	10	90	Vary	30	2700		10		
4. Assembly of God Church - Macedonia	Rural Mills & Pott. Co.	Ch	D	6					6				312			No	20	75	Vary	125	9375		8		
5. Underwood Lutheran Church	Underwood	Ch	M-F	1					1				30			No	1	26	Vary	20	520		10		
6. United Cab Co., C.B.	C.B. & near-by rural	C	D				11		11	1	Lift-Equip.		66			Yes	442	365	24hr day Per Schedule	480	175,200	N/A		Fxd.	
7. Greyhound		G	F															365						Fxd.	
8. Continental Trailways		G	F															365	8-7					Fxd.	
9. Reid Bus Lines		G	F																					Fxd.	
10. MAT (Incl. Omaha)	Urbanized Area O-CB	G	F	170	10				180	10	Lift-Equip.		8*	30		Yes	450	365	4am-1am	22,868,654	8,268,943	359	N/A	40¢ basic struc. 20¢ elderly in CB Donation	
11. "Magic Pumpkin"	C.B.	EH	D		1				1	1	Lift-Equip.		3	11		No	12.3		8-5	15	4,000			50¢	
Regional Total				178	14		11		203	12			8,502	33	11		982.1				23,385	8,301,773	364	31	

ADMINISTRATIVE ORGANIZATIONAL CHART -

TABLE II

REGIONAL COORDINATION

URBAN COORDINATION

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

Transit operations under the category showing their current status.

Operations Operating Independently	Receiving Public Money	Plans to consolidate or sub-contract w/out prior approval	REGIONAL COORDINATION				URBAN COORDINATION											
			Under Regional Transit Authority (Agency Name)	Consolidated	Sub-Contract w/out prior DOT approval	Sub-Contract with prior DOT approval	Receiving public money	Under Single Administrative Agency SWIPCO/SWITA (Agency Name)	Consolidated	Sub-Contract w/out prior DOT approval	Sub-Contract with prior DOT approval	Receiving public money	Under Small Urban Area (Designate Recipient) Transit Board of Comm. (Agency Name)	Consolidated	Sub-Contract w/out prior DOT approval	Sub-Contract with prior DOT approval	Receiving public money	
1. United Cab Company	No	Possible					1. Mills County Senior Citizens, Inc.	No	Possible	Yes							1. Metro Area Transit	Yes
2. Continental Trailways	No	No															2. "Magic Pumpkin"	Yes
3. Underwood Lutheran Church	No	No																
4. Reid Buslines	No	Possible																
5. Assembly of God Church, Macedonia	No	No																
6. Glenwood Optimate	No	No																
7. Greyhound Bus	No	No																
8. Glenwood State Hospital/School	Yes	No																

ADMINISTRATIVE ORGANIZATIONAL CHART

List any transit operation which crosses between rural and urban areas on a regular basis.	In this space explain the nature of the relationship that exists between the various administrative agencies involved. If there is no relationship, designate as N/A.
1. United Cab Company - Council Bluffs	1. N/A
2. Glenwood Optimists	2. N/A
3. Mills County Senior Citizens, Inc.	3. Coordinated through SWIPCO
4. Reid Bus Lines	4. N/A
5.	5.
6.	6.
7.	7.
8.	8.

TABLE IV
ADMINISTRATIVE ORGANIZATIONAL CHART

<p>List any transit operation which crosses regional boundaries and/or state boundaries on a regular basis.</p>	<p>In this space explain the nature of the relationship that exists between the various administrative agencies involved. If there is <u>no</u> relationship, designate as N/A.</p>
<p>1. Metro Area Transit (urbanized area only, i.e. Council Bluffs and Carter Lake)</p>	<p>1. N/A</p>
<p>2.</p>	<p>2.</p>
<p>3. Continental Trailways</p>	<p>3. N/A</p>
<p>4. Greyhound</p>	<p>4. N/A</p>
<p>5.</p>	<p>5.</p>
<p>6.</p>	<p>6.</p>
<p>7.</p>	<p>7.</p>
<p>8.</p>	<p>8.</p>
<p>9.</p>	<p></p>

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

Name Of Transit Program	Area Involved	Brief Narrative Describing The Nature And Purpose Of Program
1. COATS TIP	1. Pottawattamie and Mills Counties, Council Bluffs and Glenwood	1. One and five year program of highway improvements to county and local roads
2. COATS TSM	2. Urbanized Area of Pottawattamie Co.	2. To set forth the short-range element of the regional, urban area, transportation plan, focusing on low or non-capital improvements. Also, to increase the occupancy of vehicles in order to reduce bottlenecks, crowding, etc.; improved transit service and management.
3. MAT TDP	3. Urbanized Area of Pottawattamie Co.	3. To examine current transit system deficiencies and recommend a 5-year plan which will provide comfortable, convenient and responsive transit service for the residents of the Omaha-Council Bluffs metropolitan area.
4.	4.	
5.	5.	

C. Financial Data

FY 1977 financial information was estimated and reported in the 1977 RTDP. The 1978 update marks a transitional year for the reporting of transit operations financial data.

Because time and data restrictions pertaining to the completion of this 1978 RTDP Update do not coincide with the dates of the final financial audit, it is not possible to include the FY 78 cost and revenue data for the existing transit services in this document.

Accordingly, only a limited amount of financial information will be contained in this Update, in Tables VIII-XI. A more detailed breakdown of financial data will be reported after the final audit on the new monitoring package being developed by the Iowa DOT.

Section II

A. Ridership Characteristics

1) In 1977, a Rider Survey was conducted on cooperating transit services within Area 13a to determine passengers' socio-economic characteristics, their trip purposes and their general satisfaction with the existing services. In addition, the Rider Survey was conducted to insure consistency and reliability of comparisons from region to region. Finally, the results of this survey will assist in determining necessary transit improvements by defining general rider satisfaction with the various transit services.

Rider Surveys (Figure 7) were filled out by users in the Mills County Roadrunner service, the Glenwood State Hospital service, and the service offered by the Assembly of God Church of Macedonia. Information pertaining to these surveys is tabulated as follows:

Name of Transit Service	Mills Co. Senior Citizens, Inc. (Roadrunner)	Glenwood State Hospital	Assembly of God Church Macedonia
Target Group	Elderly & Handicapped	Elderly	Churchgoers
Area of Service	Mills County	Glenwood	Rural Mills & Pottawattamie County
Total # of Surveys Distributed	26	39	-
# of Surveys Returned	25	28	50
% of Return	96%	72%	-

RIDE CHARACTERISTICS:

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

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

IN MY OPINION THIS SERVICE IS:
 VERY GOOD GOOD FAIR POOR VERY POOR

	VERY GOOD	GOOD	FAIR	POOR	VERY POOR
Total time spent waiting	()	()	()	()	()
Comfort in vehicle	()	()	()	()	()
Dependability of on-time arrival	()	()	()	()	()
Pleasantness or ride	()	()	()	()	()
Safety	()	()	()	()	()
Vehicle Cleanliness	()	()	()	()	()
Total time of trip	()	()	()	()	()
Cost of trip	()	()	()	()	()
Courtesy of personnel	()	()	()	()	()
Schedule information	()	()	()	()	()
Transfer convenience	()	()	()	()	()
Area served	()	()	()	()	()

USER PROFILE

- Do you have a valid driver's license? () Yes; () No
- If not, did you ever have one: () Yes; () No
- How many cars (including pickups and campers) are in your household?
() 0; () 1; () 2; () more than 2
- Was there a car available for this trip? () Yes; () No
- Sex: () Male; () Female
- How old are you? () under 18; () 18-24; () 25-39;
() 40-59; () 60-64; () 65 or over
- What is your marital status? () single; () married;
() widowed; () other
- Do you have a physical disability which makes travel difficult? () Yes; () No

Other service information: Please respond if relevant to your service.

- Do you plan to travel to another county on this vehicle?
() Yes; () No
- If this service sponsors special group excursions, how often have you gone on such trips?
() more than once a month; () once a month;
() a few times a year; () never

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

THANK YOU FOR YOUR COOPERATION

The survey results are included herein, in order to accurately represent the rider characteristics, and results of their answers (Figures 8-10).

It is clear that riders of all three services are pleased with comfort of vehicles, the pleasantness of ride, safety, vehicle cleanliness, schedule information, courtesy of personnel, dependability of arrival, and cost and time of trip.

Also of note is the high percentage, for each of the three transit services, of riders who do not now, or never did, hold a driver's license. Respondents were predominantly elderly and/or handicapped, or youth under 18 (Church of God). Accordingly, the riders would undoubtedly find it difficult, or be unable, to make trips without the benefit of the provided services. This is further amplified by the low number of respondents indicating that a car was available for the same trip, particularly in the case of the elderly and/or handicapped utilizing the Mills County Roadrunner and Glenwood State Hospital services.

To summarize, then, it would appear that the riders surveyed are quite happy with the services provided, and utilize them frequently. Without these present services, many elderly, handicapped, and young people would be in a very tenuous transport situation. The present services, in their present form, should continue to well serve the needs of their riders. As these needs expand, the services might consider expansion to accommodate them.

FIGURE 8

FREQUENCY TABULATION OF RIDERS' SURVEY CONDUCTED
OCTOBER, 1977

REGIONAL PLANNING AGENCY

Omaha-Council Bluffs Metropolitan Area Planning Agency

SERVICE Mills County Roadrunner

TOTAL NUMBER OF RESPONDENTS 25

How far do you plan to travel on this vehicle?

Number of Blocks Given	Number of Respondents	% of Respondents
5	1	
6	1	
	Total Number 2	<u>100%</u>
Number of Miles	Answering Question Number of Respondents	% of Respondents
1	2	9.1
2	2	9.1
3-8	0	0.0
10	1	4.5
12	11	50.0
13-14	2	9.1
15	3	13.7
over 15	1	4.5
	Total Number 22 Answering Question	<u>100%</u>

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

	Number Responding	% of Responding
walked	<u>9</u>	<u>37.5</u>
auto	<u>2</u>	<u>8.3</u>
urban bus	<u>0</u>	<u>0.0</u>
taxi	<u>0</u>	<u>0.0</u>
got on at origin	<u>12</u>	<u>50.0</u>
other	<u>1</u>	<u>4.2</u>
Total Number Answering Question	<u>24</u>	<u>100%</u>

Was the vehicle on time?

	Number Responding	% of Responding
early	<u>20</u>	<u>80.0</u>
0-5 minutes late	<u>5</u>	<u>20.0</u>
6-10 minutes late	<u>—</u>	<u>—</u>
11-20 minutes late	<u>—</u>	<u>—</u>
more than 20 minutes late	<u>—</u>	<u>—</u>
not applicable	<u>—</u>	<u>—</u>
Total Number Answering Question	<u>25</u>	<u>100%</u>

How often do you ride this service?

	Number Responding	% of Responding
3 or more days a week	<u>2</u>	<u>9.1</u>
1-2 days a week	<u>5</u>	<u>22.7</u>
2-5 days a month	<u>14</u>	<u>63.6</u>
once a month	<u>1</u>	<u>4.6</u>
less than once a month	<u>0</u>	<u>0.0</u>
Total Number Answering Question	<u>22</u>	<u>100%</u>

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

	Number Responding	% of Responding
Yes	<u>2</u>	<u>8.0</u>
No	<u>23</u>	<u>92.0</u>
Total Number Answering Question	<u>25</u>	<u>100%</u>

Why did you use this service to make this trip? Check one or more.

	Number Responding	% Responding
Do not have a driver's license	<u>14</u>	<u>31.1</u>
Do not like to drive	<u>2</u>	<u>4.4</u>
This service is more convenient	<u>5</u>	<u>11.1</u>
Unable to operate a car due to physical disabilities	<u>13</u>	<u>28.9</u>
No auto available for trip	<u>8</u>	<u>17.8</u>
This service is cheaper	<u>3</u>	<u>6.7</u>
Other	<u>0</u>	<u>0.0</u>
Total Responses	<u>45</u>	<u>100%</u>

How often do you rely on other individuals for transportation?

Times a Week	Number Responding	% Responding
<u>1</u>	<u>5</u>	<u>45.5</u>
<u>2</u>	<u>5</u>	<u>45.5</u>
<u>6</u>	<u>1</u>	<u>9.0</u>
—	—	—
Total	11	<u>100%</u>

RIDE CHARACTERISTICS:

	SERVICE RATING	VERY GOOD	GOOD	FAIR	POOR	VERY POOR	
Total time spent waiting	number %	15 65.2	3 13.1	3 13.1	2 8.6		total 100%
Comfort in vehicle	number %	17 68.0	5 20.0	1 4.0	2 8.0		total 100%
Dependability of on-time arrival	number %	18 72.0	5 20.0	2 8.0			total 100%
Pleasantness of ride	number %	16 66.7	7 29.2	1 4.1			total 100%
Safety	number %	20 80.0	4 16.0	0 0.0	1 4.0		total 100%
Vehicle Cleanliness	number %	19 79.2	5 20.8				total 100%
Total time of trip	number %	18 75.0	4 16.6	1 4.2	1 4.2		total 100%
Cost of trip	number %	18 81.9	2 9.1	1 4.5	1 4.5		total 100%
Courtesy of personnel	number %	18 75.0	2 8.3	2 8.3	1 4.2	1 4.2	total 100%
Schedule information transfer convenience	number %	13 56.5	4 17.4	3 13.1	1 4.3	2 8.7	total 100%
Area served	number %	11 73.3	1 6.7	1 6.7	2 13.3		total 100%
	number %	6 30.0	1 5.0	9 45.0	2 10.0	2 10.0	total 100%

USER PROFILE:

Do you have a valid driver's license?

	Number Responding	Percent Responding
Yes	<u>3</u>	<u>12.0</u>
No	<u>22</u>	<u>80.0</u>
Total Number Answering Question	<u>25</u>	<u>100%</u>

If not, did you ever have one?

	Number Responding	Percent Responding
Yes	<u>5</u>	<u>23.8</u>
No	<u>16</u>	<u>76.2</u>
Total Number Answering Question	<u>21</u>	<u>100%</u>

How many cars (including pickups and campers) are in your household?

	Number Responding	Percent Responding
0	<u>17</u>	<u>73.9</u>
1	<u>1</u>	<u>4.3</u>
2	<u>2</u>	<u>8.7</u>
More than 2	<u>3</u>	<u>13.1</u>
Total Number Answering Question	<u>23</u>	<u>100%</u>

Was there a car available for this trip?

	Number Responding	Percent Responding
Yes	<u>3</u>	<u>13.0</u>
No	<u>20</u>	<u>87.0</u>
Total Number Answering Question	<u>23</u>	<u>100%</u>

Sex?

	Number Responding	Percent Responding
Male	<u>12</u>	<u>50.0</u>
Female	<u>12</u>	<u>50.0</u>
Total Number Answering Question	<u>24</u>	<u>100%</u>

How old are you?

	Number Responding	Percent Responding
Under 18	<u>0</u>	<u>0.0</u>
18-24	<u>0</u>	<u>0.0</u>
25-39	<u>1</u>	<u>4.0</u>
40-59	<u>9</u>	<u>36.0</u>
60-64	<u>6</u>	<u>24.0</u>
65 or over	<u>9</u>	<u>36.0</u>
Total Number Answering Question	<u>25</u>	<u>100%</u>

What is your marital status?

	Number Responding	Percent Responding
Single	<u>11</u>	<u>44.0</u>
Married	<u>1</u>	<u>4.0</u>
Widowed	<u>11</u>	<u>44.0</u>
Other	<u>2</u>	<u>8.0</u>
Total Number Answering Question	<u>25</u>	<u>100%</u>

Do you have a physical disability which makes travel difficult?

	Number Responding	Percent Responding
Yes	<u>18</u>	<u>72.0</u>
No	<u>7</u>	<u>28.0</u>
Total Number Answering Question	<u>25</u>	<u>100%</u>

OTHER SERVICE INFORMATION: PLEASE RESPOND IF RELEVANT TO YOUR SERVICE

Do you plan to travel to another county on this vehicle?

	Number Responding	Percent Responding
Yes	<u>6</u>	<u>24.0</u>
No	<u>19</u>	<u>76.0</u>
Total Number Answering Question	<u>25</u>	<u>100%</u>

If this service sponsors special group excursions, how often have you gone on such trips?

	Number Responding	Percent Responding
More than once a month	<u>4</u>	<u>16.0</u>
once a month	<u>1</u>	<u>4.0</u>
a few times a year	<u>2</u>	<u>8.0</u>
never	<u>18</u>	<u>72.0</u>
Total Number Answering Question	<u>25</u>	<u>100%</u>

What is the primary purpose of this trip?*

	Number Responding	Percent
recreation/social	<u>12</u>	<u>30.8</u>
congregate meal	<u>1</u>	<u>2.6</u>
work	<u>2</u>	<u>5.1</u>
shopping	<u>16</u>	<u>41.0</u>
medical	<u>4</u>	<u>10.2</u>
school	<u>1</u>	<u>2.6</u>
other	<u>3</u>	<u>7.7</u>
total trip purposes	<u>39</u>	<u>100%</u>

*Some trips are multi-purpose

FIGURE 9

FREQUENCY TABULATION OF RIDERS' SURVEY CONDUCTED
OCTOBER, 1977

REGIONAL PLANNING AGENCY

Omaha-Council Bluffs Metropolitan Area Planning Agency

SERVICE Glenwood State Hospital

TOTAL NUMBER OF RESPONDENTS 28

How far do you plan to travel on this vehicle?

Number of Blocks Given	Number of Respondents	% of Respondents
	Total Number	<u>100%</u>
	Answering Question	
Number of Miles	Number of Respondents	% of Respondents
1	11	39.3
2	8	28.6
3	1	3.5
5	8	28.6
	Total Number <u>28</u>	
	Answering Question	<u>100%</u>

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

	Number Responding	% of Responding
walked	<u>6</u>	<u>24.0</u>
auto	<u>1</u>	<u>4.0</u>
urban bus	<u>1</u>	<u>4.0</u>
taxi	<u>0</u>	<u>0.0</u>
got on at origin	<u>2</u>	<u>8.0</u>
other	<u>15</u>	<u>60.0</u>
Total Number Answering Question	<u>25</u>	<u>100%</u>

Was the vehicle on time?

	Number Responding	% of Responding
early	<u>4</u>	<u>15.4</u>
0-5 minutes late	<u>20</u>	<u>77.0</u>
6-10 minutes late	<u>1</u>	<u>3.8</u>
11-20 minutes late	<u>0</u>	<u>0.0</u>
more than 20 minutes late	<u>1</u>	<u>3.8</u>
not applicable	<u>0</u>	<u>0.0</u>
Total Number Answering Question	<u>26</u>	<u>100%</u>

How often do you ride this service?

	Number Responding	% of Responding
3 or more days a week	<u>24</u>	<u>88.9</u>
1-2 days a week	<u>3</u>	<u>11.1</u>
2-5 days a month	<u>—</u>	<u>—</u>
once a month	<u>—</u>	<u>—</u>
less than once a month	<u>—</u>	<u>—</u>
Total Number Answering Question	<u>27</u>	<u>100%</u>

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

	Number Responding	% of Responding
Yes	<u>5</u>	<u>18.5</u>
No	<u>22</u>	<u>81.5</u>
Total Number Answering Question	<u>27</u>	<u>100%</u>

Why did you use this service to make this trip? Check one or more.

	Number Responding	% Responding
Do not have a driver's license	<u>12</u>	<u>20.0</u>
Do not like to drive	<u>6</u>	<u>10.0</u>
This service is more convenient	<u>11</u>	<u>18.33</u>
Unable to operate a car due to physical disabilities	<u>2</u>	<u>3.33</u>
No auto available for trip	<u>12</u>	<u>20.0</u>
This service is cheaper	<u>15</u>	<u>25.0</u>
Other	<u>2</u>	<u>3.33</u>
Total Responses	<u>60</u>	<u>100%</u>

How often do you rely on other individuals for transportation?

Times a Week	Number Responding	% Responding
<u>1</u>	<u>4</u>	<u>50.0</u>
<u>2</u>	<u>1</u>	<u>12.5</u>
<u>3</u>	<u>0</u>	<u>0.0</u>
<u>5</u>	<u>3</u>	<u>37.5</u>
Total	<u>8</u>	<u>100%</u>

RIDE CHARACTERISTICS:

	SERVICE RATING	VERY GOOD	GOOD	FAIR	POOR	VERY POOR	
Total time spent waiting	number %	22 91.7	2 8.3				tota: 100%
Comfort in vehicle	number %	24 88.9	3 11.1				tota: 100%
Dependability of on-time arrival	number %	24 92.3	2 7.7				tota: 100%
Pleasantness of ride	number %	23 85.2	4 14.8				tota: 100%
Safety	number %	22 84.6	4 15.4				tota: 100%
Vehicle Cleanliness	number %	24 88.9	3 11.1				tota: 100%
Total time of trip	number %	22 95.7	1 4.3				tota: 100%
Cost of trip	number %	20 100.0					tota: 100%
Courtesy of personnel	number %	25 96.2	1 3.8				tota: 100%
Schedule information	number %	22 95.7	1 4.3				tota: 100%
transfer convenience	number %	20 100.0					tota: 100%
Area served	number %	18 94.7	1 5.3				tota: 100%

USER PROFILE:

Do you have a valid driver's license?

	Number Responding	Percent Responding
Yes	<u>10</u>	<u>35.7</u>
No	<u>18</u>	<u>64.3</u>
Total Number Answering Question	<u>28</u>	<u>100%</u>

If not, did you ever have one?

	Number Responding	Percent Responding
Yes	<u>7</u>	<u>35.0</u>
No	<u>13</u>	<u>65.0</u>
Total Number Answering Question	<u>20</u>	<u>100%</u>

How many cars (including pickups and campers) are in your household?

	Number Responding	Percent Responding
0	<u>16</u>	<u>57.1</u>
1	<u>11</u>	<u>39.3</u>
2	<u>1</u>	<u>3.6</u>
More than 2	<u>0</u>	<u>0.0</u>
Total Number Answering Question	<u>28</u>	<u>100%</u>

Was there a car available for this trip?

	Number Responding	Percent Responding
Yes	<u>8</u>	<u>30.8</u>
No	<u>18</u>	<u>69.2</u>
Total Number Answering Question	<u>26</u>	<u>100%</u>

Sex?

	Number Responding	Percent Responding
Male	<u>0</u>	<u>0.0</u>
Female	<u>28</u>	<u>100.0</u>
Total Number Answering Question	<u>28</u>	<u>100%</u>

How old are you?

	Number Responding	Percent Responding
Under 18	---	---
18-24	---	---
25-39	---	---
40-59	---	---
60-64	<u>5</u>	<u>17.9</u>
65 or over	<u>23</u>	<u>82.1</u>
Total Number Answering Question	<u>28</u>	<u>100%</u>

What is your marital status?

	Number Responding	Percent Responding
Single	<u>2</u>	<u>7.4</u>
Married	<u>1</u>	<u>3.7</u>
Widowed	<u>22</u>	<u>81.5</u>
Other	<u>2</u>	<u>7.4</u>
Total Number Answering Question	<u>27</u>	<u>100%</u>

Do you have a physical disability which makes travel difficult?

	Number Responding	Percent Responding
Yes	<u>6</u>	<u>21.4</u>
No	<u>22</u>	<u>78.6</u>
Total Number Answering Question	<u>28</u>	<u>100%</u>

OTHER SERVICE INFORMATION: PLEASE RESPOND IF RELEVANT TO YOUR SERVICE

Do you plan to travel to another county on this vehicle?

	Number Responding	Percent Responding
Yes	<u>3</u>	<u>12.5</u>
No	<u>21</u>	<u>87.5</u>
Total Number Answering Question	<u>24</u>	<u>100%</u>

If this service sponsors special group excursions, how often have you gone on such trips?

	Number Responding	Percent Responding
More than once a month	<u>1</u>	<u>4.2</u>
once a month	<u>0</u>	<u>0.0</u>
a few times a year	<u>19</u>	<u>79.2</u>
never	<u>4</u>	<u>16.6</u>
Total Number Answering Question	<u>24</u>	<u>100%</u>

What is the primary purpose of this trip?*

	Number Responding	Percent
recreation/social	<u>0</u>	<u>---</u>
congregate meal	<u>0</u>	<u>---</u>
work	<u>28</u>	<u>100.0</u>
shopping	<u>0</u>	<u>---</u>
medical	<u>0</u>	<u>---</u>
school	<u>0</u>	<u>---</u>
other	<u>0</u>	<u>---</u>
total trip purposes	<u>28</u>	<u>100%</u>

*Some trips are multi-purpose

FIGURE 10

FREQUENCY TABULATION OF RIDERS' SURVEY CONDUCTED
OCTOBER, 1977

REGIONAL PLANNING AGENCY

Omaha-Council Bluffs Metropolitan Area Planning Agency

SERVICE Assembly of God Church - Macedonia

TOTAL NUMBER OF RESPONDENTS 50

How far do you plan to travel on this vehicle?

Number of Blocks Given	Number of Respondents	% of Respondents
1	2	10.5
2	13	68.4
5	0	0.0
6	4	21.1
	Total Number 19	100%
Number of Miles	Number of Respondents	% of Respondents
1-2	0	0.00
3	16	53.33
5	1	3.33
8	10	33.33
10-21	0	0.00
22	3	10.00
	Total Number Answering Question 30	100%

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

	Number Responding	% of Responding
walked	<u>0</u>	<u>0.0</u>
auto	<u>2</u>	<u>4.0</u>
urban bus	<u>5</u>	<u>10.0</u>
taxi	<u>2</u>	<u>4.0</u>
got on at origin	<u>38</u>	<u>76.0</u>
other	<u>3</u>	<u>6.0</u>
Total Number Answering Question	<u>50</u>	<u>100%</u>

Was the vehicle on time?

	Number Responding	% of Responding
early	<u>30</u>	<u>60.0</u>
0-5 minutes late	<u>15</u>	<u>30.0</u>
6-10 minutes late	<u>0</u>	<u>0.0</u>
11-20 minutes late	<u>4</u>	<u>8.0</u>
more than 20 minutes late	<u>1</u>	<u>2.0</u>
not applicable	<u> </u>	<u> </u>
Total Number Answering Question	<u>50</u>	<u>100%</u>

How often do you ride this service?

	Number Responding	% of Responding
3 or more days a week	<u>1</u>	<u>2.0</u>
1-2 days a week	<u>41</u>	<u>82.0</u>
2-5 days a month	<u>4</u>	<u>8.0</u>
once a month	<u>0</u>	<u>0.0</u>
less than once a month	<u>4</u>	<u>8.0</u>
Total Number Answering Question	<u>50</u>	<u>100%</u>

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

	Number Responding	% of Responding
Yes	<u>29</u>	<u>58.0</u>
No	<u>21</u>	<u>42.0</u>
Total Number Answering Question	<u>50</u>	<u>100%</u>

Why did you use this service to make this trip? Check one or more.

	Number Responding	% Responding
Do not have a driver's license	<u>21</u>	<u>30.0</u>
Do not like to drive	<u>2</u>	<u>2.9</u>
This service is more convenient	<u>29</u>	<u>41.4</u>
Unable to operate a car due to physical disabilities	<u>0</u>	<u>0.0</u>
No auto available for trip	<u>11</u>	<u>15.7</u>
This service is cheaper	<u>6</u>	<u>8.6</u>
Other	<u>1</u>	<u>1.4</u>
Total Responses	<u>70</u>	<u>100%</u>

How often do you rely on other individuals for transportation?

Times a Week	Number Responding	% Responding
<u>1</u>	<u>8</u>	<u>34.8</u>
<u>2</u>	<u>1</u>	<u>4.3</u>
<u>3</u>	<u>6</u>	<u>26.1</u>
<u>5</u>	<u>7</u>	<u>30.5</u>
<u>7</u>	<u>1</u>	<u>4.3</u>
Total	23	<u>100%</u>

RIDE CHARACTERISTICS:

	SERVICE RATING	VERY GOOD	GOOD	FAIR	POOR	VERY POOR	
Total time spent waiting	number %	45 91.8	2 4.1	2 4.1			total 100%
Comfort in vehicle	number %	40 80.0	3 6.0	7 14.0			total 100%
Dependability of on-time arrival	number %	42 85.7	6 12.3	1 2.0			total 100%
Pleasantness of ride	number %	40 80.0	6 12.0	4 8.0			total 100%
Safety	number %	39 79.6	7 14.3	3 6.1			total 100%
Vehicle Cleanliness	number %	39 81.25	6 12.5	3 6.25			total 100%
Total time of trip	number %	41 83.6	4 8.2	4 8.2			total 100%
Cost of trip	number %	47 96.0	1 2.0	0 0.0	1 2.0		total 100%
Courtesy of personnel	number %	43 86.0	7 14.0				total 100%
Schedule information	number %	40 81.6	9 18.4				total 100%
transfer convenience	number %	41 89.1	5 10.9				total 100%
Area served	number %	46 93.9	2 4.1	1 2.0			total 100%

USER PROFILE:

Do you have a valid driver's license?

	Number Responding	Percent Responding
Yes	<u>7</u>	<u>14.0</u>
No	<u>43</u>	<u>86.0</u>
Total Number Answering Question	<u>50</u>	<u>100%</u>

If not, did you ever have one?

	Number Responding	Percent Responding
Yes	<u>4</u>	<u>13.3</u>
No	<u>26</u>	<u>86.7</u>
Total Number Answering Question	<u>30</u>	<u>100%</u>

How many cars (including pickups and campers) are in your household?

	Number Responding	Percent Responding
0	<u>7</u>	<u>14.0</u>
1	<u>16</u>	<u>32.0</u>
2	<u>15</u>	<u>30.0</u>
More than 2	<u>12</u>	<u>24.0</u>
Total Number Answering Question	<u>50</u>	<u>100%</u>

Was there a car available for this trip?

	Number Responding	Percent Responding
Yes	<u>32</u>	<u>66.7</u>
No	<u>16</u>	<u>33.3</u>
Total Number Answering Question	<u>48</u>	<u>100%</u>

Sex?

	Number Responding	Percent Responding
Male	<u>18</u>	<u>36.0</u>
Female	<u>32</u>	<u>64.0</u>
Total Number Answering Question	<u>50</u>	<u>100%</u>

How old are you?

	Number Responding	Percent Responding
Under 18	<u>43</u>	<u>86.0</u>
18-24	<u>1</u>	<u>2.0</u>
25-39	<u>4</u>	<u>8.0</u>
40-59	<u>1</u>	<u>2.0</u>
60-64	<u>0</u>	<u>0.0</u>
65 or over	<u>1</u>	<u>2.0</u>
Total Number Answering Question	<u>50</u>	<u>100%</u>

What is your marital status?

	Number Responding	Percent Responding
Single	<u>42</u>	<u>89.4</u>
Married	<u>3</u>	<u>6.4</u>
Widowed	<u>1</u>	<u>2.1</u>
Other	<u>1</u>	<u>2.1</u>
Total Number Answering Question	<u>47</u>	<u>100%</u>

Do you have a physical disability which makes travel difficult?

	Number Responding	Percent Responding
Yes	<u>0</u>	
No	<u>49</u>	<u>100.0</u>
Total Number Answering Question	<u>49</u>	<u>100%</u>

OTHER SERVICE INFORMATION: PLEASE RESPOND IF RELEVANT TO YOUR SERVICE.

Do you plan to travel to another county on this vehicle?

	Number Responding	Percent Responding
Yes	<u>2</u>	<u>8.3</u>
No	<u>22</u>	<u>91.7</u>
Total Number Answering Question	<u>24</u>	<u>100%</u>

If this service sponsors special group excursions, how often have you gone on such trips?

	Number Responding	Percent Responding
More than once a month	<u>18</u>	<u>37.5</u>
once a month	<u>10</u>	<u>20.8</u>
a few times a year	<u>8</u>	<u>16.7</u>
never	<u>12</u>	<u>25.0</u>
Total Number Answering Question	<u>48</u>	<u>100%</u>

What is the primary purpose of this trip?*

	Number Responding	Percent
recreation/social	<u>1</u>	<u>2.1</u>
congregate meal	<u>0</u>	<u>0.0</u>
work	<u>1</u>	<u>2.1</u>
shopping	<u>0</u>	<u>0.0</u>
medical	<u>0</u>	<u>0.0</u>
school	<u>0</u>	<u>0.0</u>
other	<u>46</u>	<u>95.8</u>
total trip purposes	<u>48</u>	<u>100%</u>

*Some trips are multi-purpose

B. Handicapped Self-Identification Survey

The handicapped self-identification survey was conducted in an effort to more clearly determine the location and the types of transportation needs of the handicapped residents of Iowa. Newspapers located within Region XIIIIA were requested to participate by running the standard self-identification form developed by the Iowa Department of Transportation on two (2) separate dates; September 1, 1977, and January 23, 1978. Respondents were instructed to clip out the form from the newspaper and mail it directly to the Omaha-Council Bluffs Metropolitan Area Planning Agency.

Newspapers in the Region XIIIIA which received the handicapped survey included: Avoca Journal-Herald; Council Bluffs Nonpareil; the Farmer-Labor Press (Council Bluffs); the Oakland Acorn; the Walnut Bureau; the Glenwood Opinion-Tribune; the Malvern Leader; the Neola Gazette-Reporter; and the Carson Times. A sample of this survey is included here, as Figure 11a, as well as a display of these newspapers in Figure 11b.

Unfortunately, MAPA received no response to this survey. No newspaper in Mills County ran the ad for the handicapped survey. Also, no newspaper in Pottawattamie County appears to have run the survey. This certainly explains the lack of response to the survey. In fact, some of the newspapers contacted indicated that Iowa DOT did in fact never contact them about the survey. Other newspapers simply replied that they chose not to run the survey. No reasons for this were given.

C. Household Survey

A Household Survey was conducted by the Iowa Department of Transportation to determine the transportation needs and characteristics of the rural residents of Region XIIIIA. Copies of the

FIGURE 11a

Do you have trouble getting where you need or want to go?

Could improved public transportation help?

The Iowa Department of Transportation and [your regional planning agency] want to hear from you.

Please fill in the following coupon for yourself, a friend, or another member of your household, then clip it out and return it to the address shown on the coupon.

AGENCY NAME Metropolitan Area Planning Agency

ADDRESS _____

Please indicate the nature of the specific travel problems being encountered.

Are these problems related to a physical disability or health problem which make it difficult to move freely?

Yes _____ No _____

If yes, please specify type of health problem. _____

What suggestions do you have for improving public transportation in your area?

NAME--(optional) _____

ADDRESS _____

THANK YOU

FIGURE 11b

Newspaper's Name	Town	No. of Times Ad Was Printed	Frequency of Circulation	Size of Circulation
Avoca Journal-Herald	Avoca	0		
Council Bluffs Nonpareil	Council Bluffs	0		
Farmer-Labor Press	Council Bluffs	0		
Oakland Acorn	Oakland	0		
Walnut Bureau	Walnut	0		
Glenwood Opinion-Tribune	Glenwood	0		
Malvern Leader	Malvern	0		
Neola Gazette-Reporter	Neola	0		
Carson Times	Carson	0		

survey (Figure 12) were distributed to a random sample of these residents, drawn from the telephone directories of the region. The sample size for Region XIIIIA was 316, large enough to assure statistical accuracy, accepting an error of less than 5% for all regions in Iowa. The return rate for an initial mailing with a second wave follow-up was approximately 45% for Region XIIIIA. 136 rural households returned completed questionnaires. Results of the survey are included in Figure 13. Certain aspects are highlighted below.

Only 5.1% of the respondents indicated that members of their household rely on others for transportation. 6.6% of the respondents feel that they cannot reach medical services as often as needed, while 5.9% feel a lack of adequate transportation for shopping.

Less than 1% of the respondents indicated that public transportation is available for all purposes; additionally, 89% indicated that no public transportation is available.

This could be construed as serious, but for the fact that all households surveyed had at least one automobile, and that all households had at least one person holding a driver's license. Thus, while many respondents feel there is a lack of public transportation, this does not greatly hinder their abilities to get to needed services.

Another aspect of the 89% figure listed above is the apparent necessity for expansion of marketing and public education. The Mills County Roadrunner service serves the needs of the elderly and handicapped of Mills County. Yet, only 18.18% of the households with potential transit users already use public transit (although this compares favorably with the 8.0% statewide rural average). This brings out two further points: 1) Through effective marketing, it

could be possible to make more use of the Mills County Roadrunner service. Expansion of this service to meet future demand growth is possible, in that it presently operates only twice a week. 2) There is indeed no public transit service currently serving rural residents of Pottawattamie County, which could definitely account for the 89% figure. The transit needs of these people are apparent, and not being served.

Further amplification of the need for better marketing and/or additional services is indicated by the fact that 27.2% of potential transit riders stated there was a lack of transportation for shopping, and 18.18% felt a lack of transportation existed for both recreation and medical purposes. These figures compare unfavorably with the statewide rural averages, 15.6%, 10.6%, and 12.5% respectively.

It is clear, then, that Pottawattamie County needs to develop some form of transit for its rural, particularly elderly and handicapped, citizens. Mills County is adequately served by the Roadrunner service. However, expansion of days of service would be desirable.

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

The efficiency and effectiveness of the present network of service types and areas in meeting the transit needs of the region was evaluated in the 1977 RTDP according to the criteria of level of service measured in the degree of mobility. A look at the intercity bus routes and the townships, unincorporated places and rural areas which have rural or special transit service was depicted. This information may be found in the 1977 RTDP, pages 26-30 (Figures 9-13).

FIGURE 12

HOUSEHOLD SURVEY OF TRANSPORTATION NEEDS

This questionnaire is part of a study being conducted by your regional planning agency in cooperation with the Iowa Department of Transportation. The study will attempt to determine the transportation needs of the residents of the rural and small urban areas of Iowa and to learn how best to satisfy those needs. Your cooperation in answering the following questions is appreciated. All information will be considered strictly confidential. Please fold and tape the form so that the Department of Transportation label is visible.

1. a) Do you have a valid driver's license? () Yes; () No
- b) If not, did you ever have one? () Yes; () No
- c) How many members of your household have a driver's license? _____
- d) Circle the number of vehicles (campers, cars, trucks, cycles) in your household.
 0 1 2 3 or more
- e) If your answer to 1a) is "yes" please indicate in what ways, if any, you are limited in how and to what extent you use your automobile:
 - _____ no limitations in use of vehicle
 - _____ do not like to drive on highways or busy streets
 - _____ unwilling to drive at night
 - _____ unwilling to drive in bad weather
 - _____ unwilling to drive long distances
 - _____ car is in poor condition
 - _____ can no longer drive well
 - _____ other (please specify) _____

2. a) How many trips do you make by motor vehicle (car, bus, pickup, etc.) in an average week? _____ total trips per week.
- b) How many of these trips were taken for each of the following purposes during the average week? (Please indicate number of trips in blank space).

<u>TRIPS PER WEEK</u>	<u>PURPOSE</u>	<u>TRIPS PER WEEK</u>	<u>PURPOSE</u>
_____	Medical	_____	Congregate Meals
_____	Business	_____	Church
_____	Recreation/ Social	_____	Other
_____	Shopping		

- c) For which of these trips is public transportation available (bus, van or taxi)?

- | | |
|------------------|-------------------------|
| _____ medical | _____ congregare meals |
| _____ business | _____ church |
| _____ recreation | _____ all of the above |
| _____ shopping | _____ none of the above |

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

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

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

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

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

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

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

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

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

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

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

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

Purpose

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

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

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

b) How many members of your household use wheelchairs? _____

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

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

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

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

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

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

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

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

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

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

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

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

10. What is your address?

Township _____
City _____ County _____
Zip Code _____

This completes the questionnaire. Thank you for your cooperation.

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

FIGURE 13

PRELIMINARY ANALYSIS OF HOUSEHOLD
SURVEY OF TRANSPORTATION NEEDS

REGION 13-A

During the months of October - December, 1977, the attached mail-out survey was distributed to a random sample of the 630,388 households in the rural and small urban areas of Iowa to determine public opinion regarding transportation needs within those areas of the state. A sufficient sample was drawn from the telephone directories in each of the seventeen regional transportation planning districts to assure statistical accuracy accepting an error of less than 5% with the total statewide sample of about 18,000. The sample for the 11,456 households in non-urban Region 13-A was 302. The return rate for an initial mailing with a second wave follow-up was approximately 45% for Region 13A. 136 households returned completed questionnaires.

The demographic characteristics of the households responding to the survey were as follows:

FAMILY SIZE:

<u>NUMBER OF MEMBERS</u>	<u>% OF RESPONDING HOUSEHOLDS*</u>
1	19.1
2	25.7
3	15.4
4	21.3
5 or more	12.5
no report	6.0

INCOME:

HOUSEHOLD INCOME:

<u>INCOME LEVEL</u>	<u>% OF THOSE HOUSEHOLDS ANSWERING QUESTION**</u>	<u>ADJUSTED 1970 CENSUS FOR IOWA***</u>
Less than \$5,000	8.8	10.2
\$ 5,000-\$ 9,999	17.5	20.5
\$10,000-\$14,999	15.8	22.7
\$15,000-\$19,999	25.4	15.1
\$20,000-\$49,999	29.8	28.3
\$50,000 or more	2.6	3.2

* Percent is based on an N of 136.

** Percent is based on an N of 114.

*** Figures derived from Statistical Abstract of US, 1976, using figures for 1970 US census for Iowa and adjusting inflation by using Consumer Price Index, May, 1976.

INCOME SOURCE:

The sources of income for these households* is as follows:

<u>INCOME SOURCE</u>	<u>% OF RESPONDING HOUSEHOLDS* RECEIVING INCOME FROM SOURCE</u>	<u>percent not receiving income from source</u>
Wages	55.1	44.9 = 100
Investment	22.1	77.9 = 100
Self-employment	24.3	75.7 = 100
Social Security	25.7	74.3 = 100
Other Income Sources	10.3	89.7 = 100

Some households reported more than 1 income source.

AGE:

AGE OF HOUSEHOLD MEMBERS:

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

<u>AGE GROUP</u>	<u>% OF HOUSEHOLDS WITH MEMBERS IN GROUP</u>	<u>% of households with no member in group</u>
Less than age 10	22.8	77.2 = 100
Age 11-17	22.8	77.2 = 100
Age 18-59	71.3	28.7 = 100
Age 60-64	16.9	83.1 = 100
Over age 65	21.3	78.7 = 100

Many households have members in more than 1 age group.

MOBILITY:

The number of vehicles in responding households are as follows:

<u>NUMBER OF VEHICLES</u>	<u>PERCENT OF HOUSEHOLDS *</u>
0	0.
1	29.4
2	33.1
3 or more	30.9
no report	6.6
	100.0

* Percentage is based on an N of 136.

NUMBER OF DRIVERS' LICENSES
BY HOUSEHOLD

PERCENT OF HOUSEHOLDS*

0	0.
1	19.1
2	50.0
3 or more	20.5
no report	10.4
	100.0

93.4 percent of the respondents currently have valid drivers' licenses and 83.1 percent of them have no limitations on their ability to drive. Bad weather is the most common deterrent to drivers (9.6% of respondents). Other limitations reported were unwillingness to drive at night (4.4% of respondents) and unwillingness to drive long distances (5.1% of respondents). Only 3.7% of respondents reported never having had a driver's license.

HANDICAPPING CONDITION:

The percentage of responding households indicating one or more family member with handicapping conditions is as follows. Quite possibly the same family member might have more than one handicapping condition. Respondents may well have included those family members wearing eyeglasses as among the visually impaired.

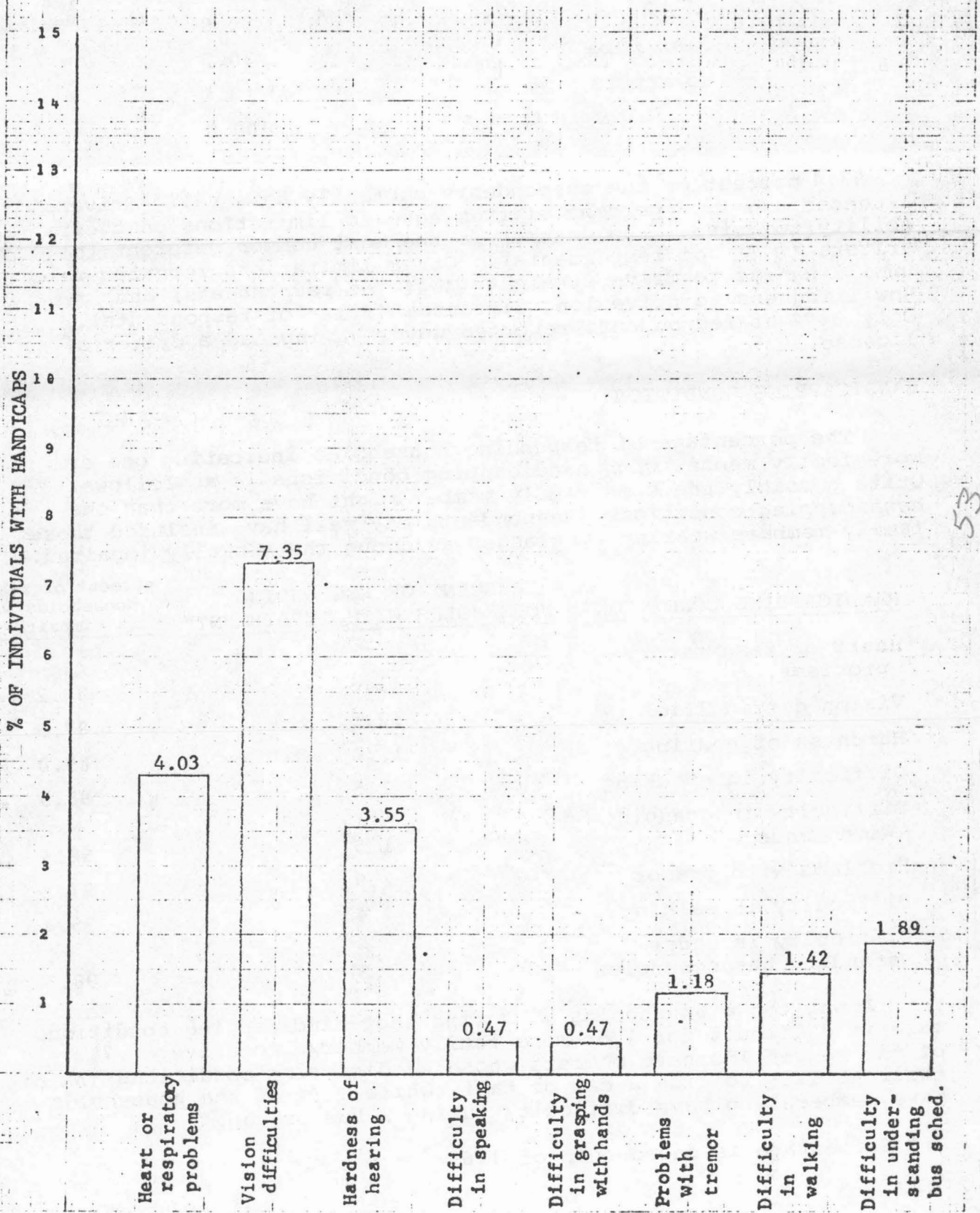
<u>HANDICAPPING CONDITION</u>	<u>PERCENT OF RESPONDING HOUSEHOLDS WITH IMPAIRMENT*</u>	<u>percent of responding households without impairment</u>
Heart or respiratory problems	11.8	88.2 = 100
Vision difficulties	12.5	87.5 = 100
Hardness of hearing	11.0	89.0 = 100
Difficulty in speaking	1.5	98.5 = 100
Difficulty in grasping with hands	1.5	98.5 = 100
Problems with tremor	2.9	97.1 = 100
Difficulty in walking	4.4	95.6 = 100
Difficulty in understanding bus schedules	1.5	98.5 = 100

Among these households 3.7% find that handicapping conditions make it difficult for 1 or more family member/s to drive. .7% of the households have members whose handicapping conditions inhibit their ability to ride a car or taxi, while 2.9% of the households have members who have difficulty taking a bus or van.

* Percentage is based on N of 136.

FIGURE 1

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



53

TRAVEL PATTERNS:

TRIP FREQUENCY

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

TRIP PURPOSE

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

82.3% of the respondents indicated making one or more shopping trip a week. 69.1% indicated one or more trips per week for business purposes while 59.6% made one or more trips a week for recreation.

Other trip purposes as indicated by responding households were:

	<u>PERCENT*</u>
Church	47.1
Medical	34.6
Meals	8.8
Other	23.5

TRAVEL TIME

Key travel times indicated by respondents were:

	<u>PERCENT*</u>
6-8 A.M.	33.8
4-7 P.M.	17.6
1-4 P.M.	14.7
Saturday 8 A.M.-Noon	22.8

10.3 percent of respondents will travel any time.

TRANSPORTATION MODE:

5.1 percent of the respondents indicate that members of their household rely on others for transportation. 5.9 percent of respondents feel that they lack adequate transportation for shopping and 6.6 percent feel that they cannot reach medical services as often as needed.

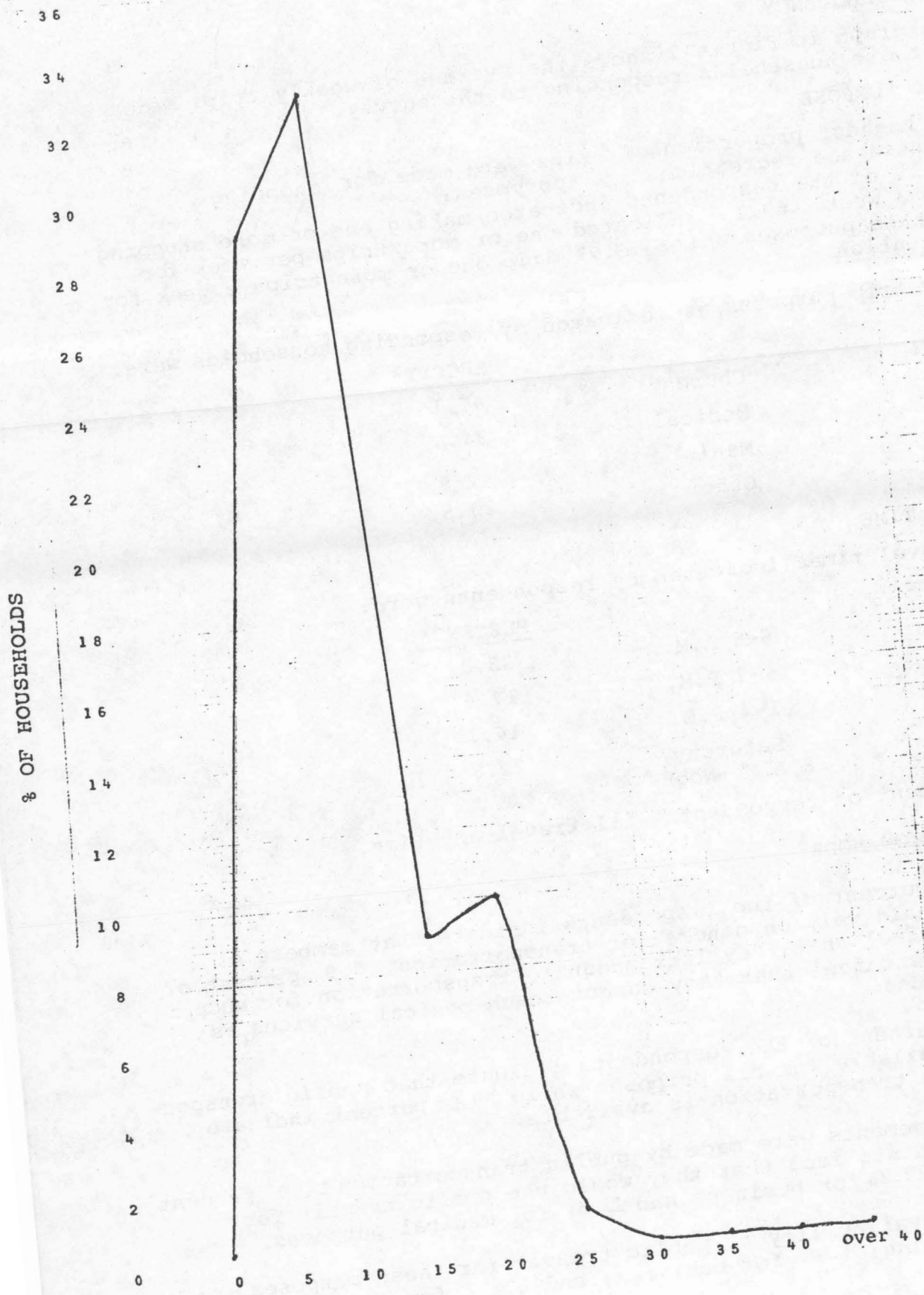
.7 percent of the respondents indicate that public transportation is available for all purposes while 89.0 percent indicate the no public transportation is available.

If improvements were made by public transportation 14.0 percent of the respondents feel that they would use public transit for shopping and 13.2% for business and 12.5% for medical purposes.

Present availability of public transit for these purposes is: 2.9% for shopping; 1.5% for business; and .7% for medical purposes.

* Percentage is based on N of 136.

FIGURE 2
TRIP FREQUENCY



To further define the transportation needs of the region 13-A responding households were grouped into categories: Drivers and non drivers, potential transit riders and non riders, households with and without handicapped members and households with and without elderly members.

Drivers were defined as including those with valid driver's licenses who have no limitations (self imposed or other) on their use and who have one or more vehicles in their households. The number of respondents in this group was 60.

As Figure 3 shows drivers tend to come from households in higher income groups. They generally make more trips than non drivers (Figure 4). 5.0% of the drivers indicate reliance on others for one or more trips, while 3.33% use public transit for one or more trips a week.

For purposes of this study potential transit riders were broadly defined as those who either had no driver's license or were limited in using licenses. This group included primarily households in low income groups (see Figure 5), households with elderly members (see Figure 6) or handicapped members (see Figure 7).

The total number of households with potential transit riders defined in this way was 11. Although the households with potential transit riders generated trips less frequently than other households in the region, their preference in trip purpose was similar to other households. These households preferred to travel at:

<u>WEEKDAYS</u>	<u>PERCENT</u>
6-8 AM	9.09
4-7 PM	9.09
1-4 PM	45.45
<u>SATURDAYS</u>	
8-Noon	18.18

0% indicated a willingness to travel anytime. 18.18% of the households with potential users already use public transit. 27.27% indicated a lack of transportation for shopping, 18.18% for recreation, and 18.18% for medical purposes.

Among the households identifying one or more members as being handicapped the trip frequency is as follows in Figure 8 with the most common trip purposes being shopping, recreation and business. Figure 9 shows the variation in trip frequency for these purposes between the households with handicapped members and other households. The preferred travel times of these households are very similar to others in the potential transit rider group. 32% will travel anytime. 16% of the households in this group have members

relying on others for one or more trips each week. Of those households with handicapped members 56% have members over age 60.

For the elderly (age 60 and over) the most common trip purposes are recreation, shopping and medical facilities.(See Figure 10 for trip frequencies for these purposes). In general, the trip frequencies of elderly households are similar to others in the potential transit rider group. 13.04% of the households with members over age 60 currently generate one or more public transit trips a week. The preferred travel times for these households are: Weekdays 1-4 PM (39.13%); 6-8 AM (17.39); and Saturday 8-Noon (21.73%).

FIGURE 3

DRIVERS BY INCOME LEVEL

<u>INCOME LEVEL</u>	<u>% OF DRIVER*</u>	<u>% OF NON DRIVER*</u>
Less than \$5,000	<u>7.3</u>	<u>16.7</u>
\$ 5,000-\$ 9,000	<u>16.4</u>	<u>33.3</u>
\$10,000-\$14,999	<u>10.9</u>	<u>16.7</u>
\$15,000-\$19,999	<u>25.5</u>	<u>16.6</u>
\$20,000-\$49,000	<u>38.1</u>	<u>16.7</u>
\$50,000 or more	<u>1.8</u>	<u>0.0</u>

FIGURE 4

TRIP FREQUENCY PER WEEK FOR DRIVERS

<u>TRIPS PER WEEK</u>	<u>% OF DRIVER*</u>	<u>% OF NON DRIVER*</u>
1- 2	<u>11.5</u>	<u>30.0</u>
3- 5	<u>9.6</u>	<u>30.0</u>
6-10	<u>32.7</u>	<u>20.0</u>
11-15	<u>13.5</u>	<u>10.0</u>
16-25	<u>23.1</u>	<u>10.0</u>
over 25	<u>9.6</u>	<u>0.0</u>

FIGURE 5

POTENTIAL TRANSIT RIDERS

<u>INCOME LEVEL</u>	<u>% OF RIDERS*</u>	<u>% OF NON RIDERS*</u>
Less than \$5,000	<u>14.3</u>	<u>7.4</u>
\$ 5,000-\$ 9,999	<u>57.1</u>	<u>13.0</u>
\$10,000-\$14,999	<u>14.3</u>	<u>11.1</u>
\$15,000-\$19,999	<u>0.0</u>	<u>27.8</u>
\$20,000-\$49,000	<u>14.3</u>	<u>38.9</u>
\$50,000 or more	<u>0.0</u>	<u>1.8</u>

FIGURE 6

TABLE OF AGED BY POTENTIAL TRANSIT RIDERS

AGED
(over age 60) POTENTIAL TRANSIT RIDERS

FREQUENCY PERCENT ROW PCT COL PCT	NO	YES	TOTAL
NO	46 63.89 93.88 75.41	3 4.17 6.12 27.27	49 68.06
YES	15 20.83 65.22 24.59	8 11.11 34.78 72.73	23 31.94
TOTAL	61 84.72	11 15.28	72 100.00

FIGURE 7

TABLE OF HANDICAP BY POTENTIAL TRANSIT RIDERS

HANDICAP POTENTIAL TRANSIT RIDERS

FREQUENCY PERCENT ROW PCT COL PCT	NO	YES	TOTAL
NO	41 56.94 87.23 67.21	6 8.33 12.77 54.55	47 65.28
YES	20 27.78 80.00 32.79	5 6.49 20.00 45.45	25 34.72
TOTAL	61 84.72	11 15.28	72 100.00

FIGURE 8
TRIP FREQUENCY PER WEEK
FOR HOUSEHOLDS WITH HANDICAPPED MEMBERS

<u>TRIPS PER WEEK</u>	<u>% OF HOUSEHOLDS WITH HANDICAPPED MEMBERS*</u>	<u>% OF WITHOUT HANDICAPPED MEMBERS*</u>
1- 2	<u>18.2</u>	<u>12.5</u>
3- 5	<u>13.6</u>	<u>12.5</u>
6-10	<u>41.0</u>	<u>25.0</u>
11-15	<u>4.5</u>	<u>17.5</u>
16-25	<u>18.2</u>	<u>22.5</u>
over 25	<u>4.5</u>	<u>10.0</u>

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

<u>TRIPS PER WEEK</u>	<u>% OF HOUSEHOLDS WITH HANDICAPPED MEMBERS*</u>	<u>% OF WITHOUT HANDICAPPED MEMBERS *</u>
	<u>shopping</u>	
1	<u>42.9</u>	<u>62.5</u>
2	<u>14.3</u>	<u>12.5</u>
3	<u>14.3</u>	<u>17.5</u>
4	<u>19.0</u>	<u>2.5</u>
5	<u>9.5</u>	<u>5.0</u>
	<u>business</u>	
1	<u>7.1</u>	<u>3.0</u>
2	<u>14.3</u>	<u>9.1</u>
3-4	<u>14.3</u>	<u>9.1</u>
5-6	<u>21.4</u>	<u>27.3</u>
7-8	<u>7.1</u>	<u>6.1</u>
9 & over	<u>35.8</u>	<u>45.4</u>
	<u>recreation</u>	
1	<u>56.2</u>	<u>38.0</u>
2	<u>25.0</u>	<u>31.1</u>
3-4	<u>12.5</u>	<u>6.9</u>
5-6	<u>6.3</u>	<u>10.3</u>
7-8	<u>0.0</u>	<u>10.3</u>
9 & over	<u>0.0</u>	<u>3.4</u>

FIGURE 10
 FREQUENCIES OF TRIPS BY PURPOSE FOR
 HOUSEHOLDS WITH AND WITHOUT ELDERLY MEMBERS

<u>TRIPS PER WEEK</u>	<u>% OF HOUSEHOLDS WITH ELDERLY MEMBERS*</u>	<u>% OF HOUSEHOLDS WITHOUT ELDERLY MEMBERS*</u>
	<u>recreation</u>	
1	<u>70.0</u>	<u>37.1</u>
2	<u>20.0</u>	<u>31.4</u>
3-4	<u>0.0</u>	<u>11.5</u>
5-6	<u>10.0</u>	<u>8.6</u>
7-8	<u>0.0</u>	<u>8.6</u>
9 & over	<u>0.0</u>	<u>2.8</u>
	<u>shopping</u>	
1	<u>80.0</u>	<u>43.9</u>
2	<u>5.0</u>	<u>17.1</u>
3	<u>5.0</u>	<u>22.0</u>
4	<u>0.0</u>	<u>12.2</u>
5	<u>10.0</u>	<u>4.8</u>
	<u>medical facilities</u>	
1	<u>91.7</u>	<u>83.3</u>
2	<u>8.3</u>	<u>11.1</u>
3-4	<u>0.0</u>	<u>0.0</u>
5-6	<u>0.0</u>	<u>0.0</u>
7-8	<u>0.0</u>	<u>0.0</u>
9 & over	<u>0.0</u>	<u>5.6</u>

* Based on total number of respondents.

This Update has given an evaluation of the existing transit services in relationship to the results of each transportation survey, after each corresponding section in the text.

After reviewing the combination of results of the surveys, the following conclusions were reached:

- 1) Mills County has adequate service for the transportation disadvantaged; specifically, the elderly and ambulatory handicapped. However, no lift service for wheelchairs is available in the county. Mills County Senior Citizens, Inc. could also expand the geographic and temporal boundaries of its service area, in order to more fully utilize its vehicle, to a full five days a week, in accordance with the recommendations of the 1977 RTDP. Some moves have been made in this direction; the Road-runner service is now providing service, for medical reasons, into Red Oak, in Montgomery County (Region XIIIIB). This service is strictly for persons in Mills County; no service is extended to residents of Montgomery County. Another possibility includes expansion of service into Pottawattamie County. However, this could produce problems with insurance, a difficulty which is addressed in a subsequent section.
- 2) Pottawattamie County has inadequate transportation services, especially with regard to the transportation disadvantaged. The 1977 RTDP made recommendations in order to resolve this situation. As little progress has been made since that time, Section III - the refinement of that selected Alternative, attempts to address these transportation needs.

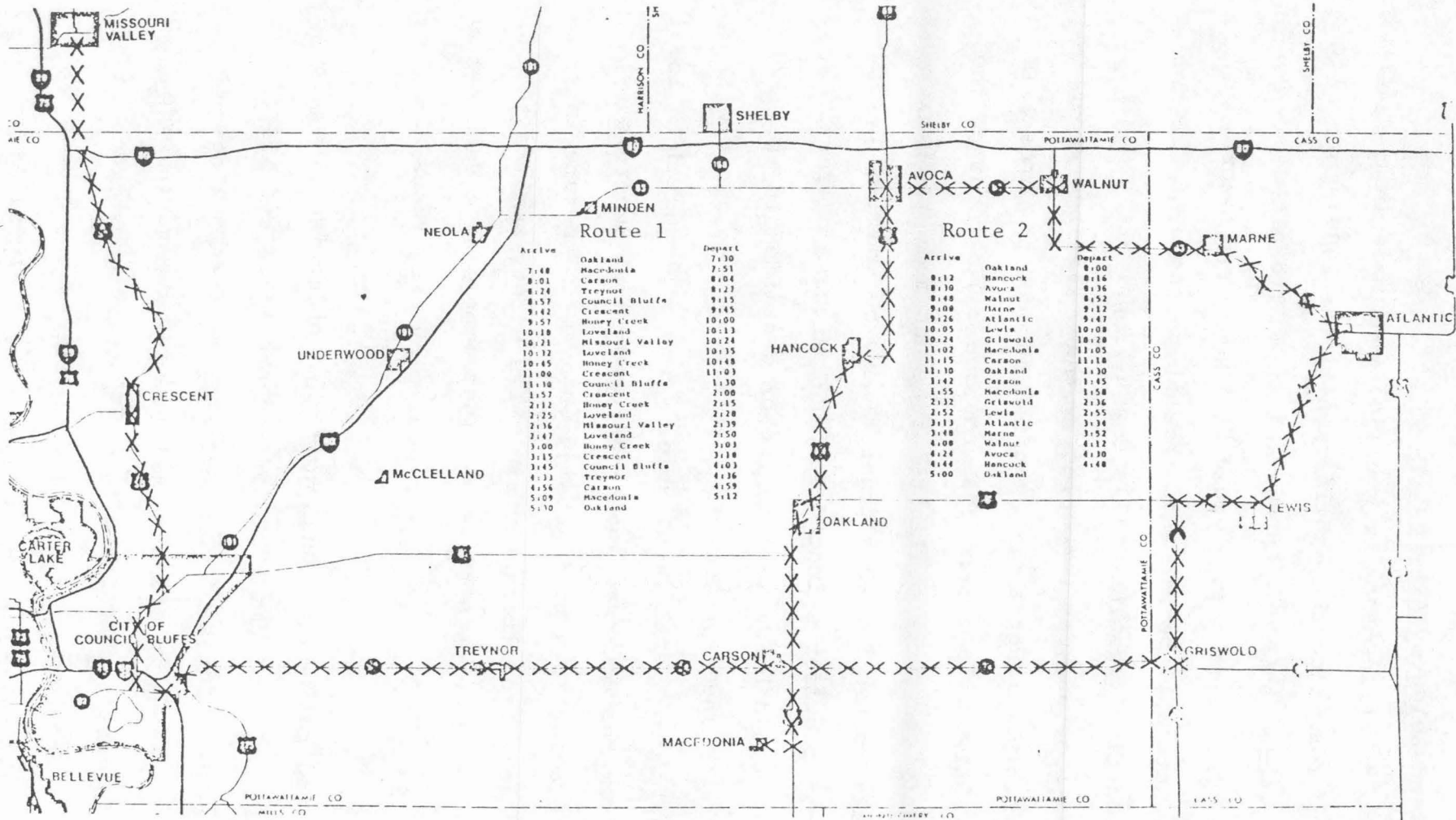
All provisions of transit services in Mills and Pottawattamie Counties will be dependent on the funds available from state and local jurisdictions.

Section III

A. Refinement of the Selected Alternative

There have been no refinements or modifications made in the regional service standards since the publication of the 1977 RTDP. There have been, however, some revisions to the selected alternative in Pottawattamie County. The major change would be that transit services in Pottawattamie County will be provided through purchase of services from surrounding counties (possibly Mills County), private transit providers (Reid Bus Line and Cab Companies), other existing transit providers, and possibly through a van acquired through the Area XIII Office on Aging by SWIPCO. The services provided would focus on the elderly in the county and serve meal site areas and medical service centers. The actual routes for this transit service would be dependent upon the transit provider selected for the purchase of services, but possible routes could be similar to those identified in the 1977 RTDP (see Figure 14). The amount of transit services provided will be limited to the funding levels available. This will include a local share of \$4,000 from the Pottawattamie County Board of Supervisors. Also under consideration is a taxi subsidy program to operate in Carter Lake. The selected alternative in Mills County remains the same that is identified on page 41 of the 1977 RTDP with a recommendation to increase service to five days a week providing funds are available.

As concerns the refined regional goals and objectives, coordination and consolidation of the RTDPs of Regions XIIIIA and XIIIIB has seen considerable progress. Representatives of MAPA (Region XIIIIA) and SWIPCO (Region XIIIIB) have met several times, in order to coordinate this year's RTDPs, and to move toward consolidation of the 1979 RTDP into one publication. These meetings and discussions were held on April 10, April 20 (in Oakland, Iowa), April 25 (in



TENTATIVE ROUTES FOR SELECTED ALTERNATIVE

FIGURE - 14

Omaha, Nebraska), and May 12 (in Omaha, Nebraska). Additional meetings were also held between MAPA, SWIPCO and the Mills and Pottawattamie County Boards of Supervisors on June 5, June 15, and July 25 to discuss and coordinate the revisions to the selected alternatives.

Although only minor revisions to the selected alternative have been made, suggested Iowa DOT questions and addressing revisions will be addressed here, where appropriate. Numbering of questions and answers follows the Iowa DOT Manual of Guidelines for the Regional Transit Development Program Updates.

- 1) Are revisions in funding possible?

The major revision of funding will be the \$4,000 provided by the Pottawattamie County Board of Supervisors to start transit service in Pottawattamie County.

- 2) Are revisions in service standards possible? Can increased ridership needs be met? Can improvements be made in serving the important origin and destination points? It is believed that increased ridership needs could be met in Mills County, assuming that the suggested alternative of expansion of the Roadrunner service to five days a week be met. Since there is no current ridership in Pottawattamie County, except within the urbanized area, or on private transit, it is difficult to determine the needs of increased ridership. Improvements in serving origin points in Mills County seems unnecessary; improved serving of destination points is feasible, and was addressed (but no action has been taken) in the 1977 RTDP.
- 3) Are revisions in the local goals and objectives being met?

The local goals and objectives remain the same. These goals and objectives, as outlined in the 1977 RTDP, have not yet been totally satisfied.

- 4) Are the results of the surveys being used in improving services in the region? How are the results being used? The surveys reinforce the selected alternative as put forth in the 1977 RTDP, in that they point out the glaring need for transportation services and marketing, particularly with reference to Pottawattamie County.

- 5) Can increased capital improvements be met and funded? Increased capital improvements are not anticipated at present. It is, therefore, difficult, if not impossible, to determine possible increased sources of funding.

- 6) Can any modifications be made that would increase cost efficiency?

Cost efficiency is currently considered adequate. However various expenses such as insurance could be consolidated to reduce expenses and increase cost efficiency. This issue needs to be addressed at the state level.

- 7) Are transit providers being brought into compliance with the State Transit Plan?

Progress is being made in this realm. It is believed that the various providers are attempting to achieve the necessary compliance with the State Transit Plan.

- 8) Are private transit providers being brought into the planning process? Are they being given a fair opportunity to supply the service?

Private operators currently supply the only lift-equipped

vehicle in Pottawattamie County, and thus are the only service which supplies that service. In addition, the Selected Alternative of the 1978 RTDP recommends usage of the Reid Busline service and some Cab service in Pottawattamie County. Private operators are, therefore, vitally involved in the supplying of service in the region.

- 9) Are elderly and handicapped individuals being supplied the needed services?

This is difficult to ascertain, due to the lack of response to the Handicapped Self-Identification Survey. Elderly and ambulatory handicapped are being provided the needed services in Mills County, however there still remains need for expansion of this service and additional service for the handicapped in Mills County. The 1978 selected alternative does identify the elderly in Pottawattamie County as the target group for the transit service to be provided.

- 10) Are services operating in the entire region? Are services open to the general public (and does the public know about them)? Are specialized services (for client groups) operating? Could they be consolidated?

Survey results indicate a general lack of public knowledge of existing transit services, and suggests the need for increased attention on marketing of available services and education of the public as concerns their availability, schedules, etc.

Revisions To Selected Alternative

Region XIII A Totals

Table VI

	1977 (1) Selected <u>Alternative</u>	1978 (2) Refined Selected <u>Alternative</u>
<u>Total Rides</u>	\$11,460	\$9,050 (3)
<u>Rides by Type:</u>		
Elderly		
Non-Elderly		
Handicapped		
Other		
<u>% of Rider Demand (4)</u>		
<u>Satisfied:</u>		
Total	38%	30%
Elderly		
Non-Elderly		
Handicapped		
Other		
<u>Other Local</u>		
<u>Objectives:</u>		
Area Served	Meal & medical service	Same
Activity Centers	areas in Mills & Pottawattamie	as
Served	Counties	1977
Shelters		
Other		
<u>Revenue:</u>		
Average Fare		
Charged		
% Riders		
Charged		
Farebox Revenue		
Agency Contract		
Revenue		
Total Revenue	\$ 2,500	\$1,210

(CONT'D. NEXT PAGE)

Revisions to Selected Alternative

Region XIII A Totals

Table VI (Continued)

	1977 (1) Selected <u>Alternative</u>	1978 (2) Refined Selected <u>Alternative</u>
<u>Operations:</u>		
Vehicles in Service	2 vans plus purchase of	1 van plus purchase
Vehicle Miles	service contract	of service contract
Vehicle Utilization		
Running Costs		
Contract	\$34,900	
Trans. Costs		
Administrative		
Marketing		
G & A		
All Other		
Total Administrative Costs	<u>7,800</u>	
Total Operating Costs:	<u>\$42,700</u>	<u>\$15,266</u>
 <u>Annualized Capital</u>		
<u>Costs:</u>		
Vehicles		
Structures		
Total	-	-
 TOTAL OPER. & ANN. CAP. COSTS	 \$42,700	 \$15,266
DEFICIT	\$40,200	\$14,056
Deficit per Ride	\$3.50	\$1.55
Deficit per Capita (Rural)	\$1.36	\$.48

- (1) 1977 Selected Alternative Cost Figures From 1977 RTDP Pg. 45
- (2) 1978 Refined Alternative Cost Figures From FY 1979 SWITA Budget
- (3) Includes \$6000 for Mills County and \$3050 for Pottawattamie County (\$9150 ÷ Average of \$3.00/Trip - Purchase of Service Contract Rate)
- (4) Developed From Transit Demand Tables in 1977 RTDP, Pgs. 33 and 34

11) Can better use be made of available equipment?

It is believed that better use of the Mills County Roadrunner van would be achieved by expansion to a five day per week service. Also the purchase of services in Pottawattamie County could possibly help make better use of equipment.

12) Can better use be made of available manpower?

Present manpower is limited, and likely being used to its capacity.

There were no modifications to the service standards for 1978, therefore the 1977 Service Standards found on page 3 of the 1977 RTDP are still valid for this update.

However, as previously stated there were some refinements to the selected alternative and Table VI reflects the changes between the 1977 selected alternative and the 1978 selected alternative.

B. Implementation of the 3 Year Program

Actual progress made toward implementation of the 3 year program as outlined in the 1977 RTDP has been somewhat limited.

No attempts have been made at consolidation of transit operations, or elimination of duplications in services, because the conditions in Region XIII A are such that there is no duplication or overlapping of services. Indeed, the current major need in the region is one of expansion of services. Those geographic gaps in services as pointed out in the 1977 RTDP still exist. However, the Iowa Western Region XIII Area on Aging is currently monitoring and documenting usage of the Mills County Roadrunner service, to ascertain whether future service expansions are warranted. This

has had, however, no results thus far as concerns the recommendation to the Roadrunner service to expand its present schedule to five days per week. In addition, only limited progress has been made toward establishing a transit service in Pottawattamie County.

No new marketing or promotional programs are taking place at present; conditions remain unchanged since the 1977 RTDP.

Agreements or arrangements made with other regions and transit modes for the purpose of coordination include several meetings between personnel from MAPA and SWIPCO, for the purposes of coordinating the 1978 RTDPs between Regions XIIIIA and XIIIIB, and moving toward a uniform RTDP for the entire region in the near future.

Table VII documents the steps toward implementation of the 3 year program as outlined in the 1977 RTDP, and the actual results made on implementation.

C. Conclusions

- 1) The Southwest Iowa Transit Authority (SWITA) has been established as a department of SWIPCO and is functioning as the single Administrative Agency for Region XIII. It is intended that SWITA shall prepare applications for transit funds for the counties desiring them, and for reviewing reports on the monitoring of existing services. Additionally, SWITA will carry out any other functions mutually agreed to between the various counties. Further, it is the purpose of SWITA to coordinate the transit services for the entire region. SWITA does not act as a pass-through agency so that an individual agency may retain all of the administrative functions.

The RTDP, TIP and TSM for Region XIIIIA should act as the only justification of any projects slated for implementation, as these projects are specifically designed to address themselves to transit projects and their development and implementation.

Additional marketing techniques are necessary in Region XIIIIA, to increase public awareness and use of existing and proposed transit services. This was made apparent by the Household Survey conducted by Iowa DOT. It is vital that the public be aware of these services, to justify such expenditures in these tax-conscious times.

In order to continue providing transit services for the transportation disadvantaged and general public in the area, some form of state relief of high insurance costs must be developed for the transit providers. Otherwise, increased public awareness will be wasted, if transit providers are priced out of existence by high insurance costs.

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

In this space list the steps initiated
On the part of the Planning Agency
toward implementation.

1. Agreement and meetings with SWIPCO for the purpose of coordinating the 1978 RTDPs for Regions XIII A and XIII B.
2. Recommended expansion of Mills County Senior Citizens, Inc. (Roadrunner) service.
3. Recommended acquiring of van for development of transit service for elderly and handicapped in rural Pottawattamie County.
4. Initiation of taxi subsidy program in Carter Lake.

In this space list the actual (tangible)
results made on implementation.

If no progress resulted, give the reasons why not.

1. Meetings on April 10, April 20, April 25, and May 12, for discussions and exchange of information.
2. No progress - lack of additional funds and manpower.
3. No progress - lack of commitment of necessary funds.
4. Program has been set up, subsidy tickets are printed, funding needs to be determined.

Section IV

A. Revised 3 Year Program

As discussed earlier, little progress has been made toward implementing the selected alternative, 3 year plan, as put forth in the 1977 RTDP. Accordingly, discussion of projected revisions in funding (including, for example, funding through different agencies, loss of funding, etc.) is difficult.

Therefore, before showing the requested breakdown in operational and capital data (Tables VIII-XI), it is appropriate here to highlight some of the recommendations for the next 3 years.

Pottawattamie County should provide transit service to the County through purchase of services from surrounding counties, private operators, or other existing transit services as outlined in the Selected Alternative, in 1978. Mills County Senior Citizens, Inc., should expand its services to five days a week in 1978. Additional funding in support of this expansion should be considered by the Mills County Board of Supervisors.

For 1979 and 1980, continuation of services developed, as listed above, should continue with expansion of the system as funds become available. Monitoring of ridership usage and needs should continue throughout 1978-80, to determine services required for the early 1980s.

TYPE OF WORK

Work Code Operational

- 1 New route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially leading to construction)
- 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 Other special projects

Capital

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

Name of Agency Responsible

SWIPCO* (SWITA)

Operation
or Capital

Table VIII

76

Project Title	Termini (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Mills County Senior Citizens, Inc. Roadrunner service	Regular on-call service two days per week with expansion to five days per week in future	1 van	4	Mills County Iowa DOT Revenue	\$3000 (includes in-kind) 2168.75 177.57	\$ 3,042 2,864 210	\$ 3,400 2,864 536	\$ 3,700 2,864 836			\$10,142 8,592 1,582
Pottawattamie County service	Meal, medical service areas throughout County	Purchased services	1	Pott. County Iowa DOT Revenue	-	2,667 2,817 334	2,667 2,817 334	2,667 2,817 334			8,001 8,451 1,002
Carter Lake Tax Subsidy Program	Service five days a week to residents living a minimum of 2 blocks from bus route	Taxis	2	Pott. County Iowa DOT Revenue	-	1,333 1,333 2,666	1,333 1,333 2,666	1,333 1,333 2,666			3,999 3,999 7,998
Total Operating Costs					\$5346.30	\$17,266	\$17,950	\$18,550			\$53,766

76

TYPE OF WORK

Work Code Operational

- 1 New route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially leading to construction)
- 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Administration, overhead and accounting (special project only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 Other special projects

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

Name of Agency Responsible

United Cab Co., Council Bluffs

Operation
or Capital

Table VIII

77

Project Title	Termini (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Regular Taxi service	On-call door-to-door service	11 cabs	4			Unavailable					

77

TYPE OF WORK

Work Code Operational

- 1 New route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially leading to construction)
- 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 other special projects

- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25
- 26

Capital

- Vehicle-Passenger carrier (purchase)
- Vehicle-Non-Passenger carrier
- Construction of new garage and maintenance facilities (buildings, major additions, etc.)
- Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.)
- Passenger amenity facilities (purchase and installation)
- Bus stop signs
- Bus stop shelters
- Other
- Vehicle equipment (purchase and installation, as required)
- Radio
- Radio Base Station
- Spare parts
- Paratransit assistance equipment
- Fare collection equipment
- Other
- Office and maintenance equipment (purchase and installation, as required)
- Land or right-of-way acquisition
- Other

Name of Agency Responsible

Underwood Lutheran Church

Operation
or Capital

Table VIII

78

Project Title	Termini (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Maintenance of existing service	Various service centers	1 bus	4	Local		Unavailable					

78

TYPE OF WORK

Work Code Operational

- 1 New route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially leading to construction)
- 6 Work time (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Administration, overhead and expending (special projects only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 Other special projects

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

Name of Agency Responsible

Glenwood Optimists

Operation
or Capital

TABLE VIII

79

Project Title	Terminals (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Maintenance of existing services	Variable use, approx. 90 days/year to sporting events	1 bus	4	Local	\$1200	\$1200	\$1200	\$1200			\$3600

79

TYPE OF WORK

Work Code

Operational

- 1 New route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially leading to construction)
- 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 Other special projects

- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25
- 26

Capital

- Vehicle-Passenger carrier (purchase)
- Vehicle-Non-Passenger carrier
- Construction of new garage and maintenance facilities (buildings, major additions, etc.)
- Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.)
- Passenger amenity facilities (purchase and installation)
 - Bus stop signs
 - Bus stop shelters
 - Other
- Vehicle equipment (purchase and installation, as required)
 - Radio
 - Radio Base Station
 - Spare parts
 - Handicapped assistance equipment
 - Fare collection equipment
 - Other
- Office and maintenance equipment (purchase and installation, as required)
- Land or right-of-way acquisition
- Other

Name of Agency Responsible

Assembly of God Church/Macedonia

Operation
or Capital

Table VIII

80

Project Title	Termini (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Maintenance of existing services	Sunday & Thursday evening Church services	6 buses	4	Local	\$8400	\$8400	\$8400	\$8400			\$25,200

80

TYPE OF WORK

Work Code Operational

- 1 New route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially leading to construction)
- 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Administration, overhead and accounting (special project only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 Other special projects

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

Name of Agency Responsible

Glenwood State Hospital/School

Operation
or Capital

Table VIII

18

Project Title	Termini (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Maintenance of existing services	Hospital/School & City of Glenwood	2 vans	4	State		Unavailable					

TYPE OF WORK

Work Code Operational

- 1 New route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially leading to construction)
- 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Acquisition, overhead and accounting (special project only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 Other special projects

- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25
- 26

Capital

- Vehicle-Passenger carrier (purchase)
- Vehicle-Non-Passenger carrier
- Construction of new garage and maintenance facilities (buildings, major additions, etc.)
- Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.)
- Passenger amenity facilities (purchase and installation)
 - Bus stop signs
 - Bus stop shelters
 - Other
- Vehicle equipment (purchase and installation, as required)
 - Radio Base Station
 - Spare parts
 - Handicapped assistance equipment
 - Fare collection equipment
 - Other
- Office and maintenance equipment (purchase and installation, as requested)
- Land or right-of-way acquisition
- Other

Name of Agency Responsible

Operation
or Capital

Regional Bus Companies

82

Project Title	Termini (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Continental Trailways	Throughout the region		4		Unavailable						
Greyhound	Throughout the region		4		Unavailable						
Reid Bus Lines	Throughout the region		4		Unavailable						

82

Table VIII

TYPE OF WORK

Work Code Operational

- 1 New route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially leading to construction)
- 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 Other special projects

- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25
- 26

Capital

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

Name of Agency Responsible

SWIPCO (SWITA)

Operation
or Capital

Table IX

83

Project Title	Terminl (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Mills County Senior Citizens, Inc. Roadrunner service	Regular on-call service two days per week with expansion to five days per week in future	1 van	11	UMTA,	-	-	-	\$14,400	-	-	\$14,400
				Iowa	-	-	-	1,800	-	-	1,800
				DOT, Local	-	-	-	1,800	-	-	1,800
Pottawattamie County service	Meal, medical service areas throughout County	1 van	11	UMTA,	-	-	\$14,400	-	-	-	\$14,400
				Iowa	-	-	1,800	-	-	-	1,800
				DOT, Local	-	-	1,800	-	-	-	1,800

23

TYPE OF WORK

Work Code

Operational

- 1 New route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially leading to construction)
- 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 Other special projects

- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25
- 26

Capital

- Vehicle-Passenger carrier (purchase)
- Vehicle-Non-Passenger carrier
- Construction of new garage and maintenance facilities (buildings, major additions, etc.)
- Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.)
- Passenger amenity facilities (purchase and installation)
 - Bus stop signs
 - Bus stop shelters
 - Other
- Vehicle equipment (purchase and installation, as required)
 - Radio
 - Radio base station
 - Spare parts
 - Paralyzed assistance equipment
 - Fare collection equipment
 - Other
- Office and maintenance equipment (purchase and installation, as required)
- Land or right-of-way acquisition
- Other

Operation
or Capital

Name of Agency Responsible

United Cab Co., Council Bluffs

Table IX

84

Project Title	Terminals (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Regular Taxi service	On-call door-to-door service			Unavailable							

84

TYPE OF WORK

Work Code

Operational

- 1 New route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially leading to construction)
- 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 Other special projects

- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25
- 26

Capital

- Vehicle-Passenger carrier (purchase)
- Vehicle-Non-Passenger carrier
- Construction of new garage and maintenance facilities (buildings, major additions, etc.)
- Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.)
- Passenger amenity facilities (purchase and installation)
 - Bus stop signs
 - Bus stop shelters
 - Other
- Vehicle equipment (purchase and installation, as required)
 - Radios
 - Radio base station
 - Spare parts
 - Handicapped assistance equipment
 - Fare collection equipment
 - Other
- Office and maintenance equipment (purchase and installation, as required)
- Land or right-of-way acquisition
- Other

Name of Agency Responsible

Underwood Lutheran Church

Operation
or Capital

Table IX

85

Project Title	Terminals (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Maintenance of existing services	Various service centers				Unavailable						

85

TYPE OF WORK

Work Code

Operational

- 1 New route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially leading to construction)
- 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 Other special projects

- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25
- 26

Capital

- Vehicle-Passenger carrier (purchase)
- Vehicle-Non-Passenger carrier
- Construction of new garage and maintenance facilities (buildings, major additions, etc.)
- Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.)
- Passenger amenity facilities (purchase and installation)
 - Bus stop signs
 - Bus stop shelters
 - Other
- Vehicle equipment (purchase and installation, as required)
 - Radio
 - Radio Base Station
 - Spare parts
 - Handicapped assistance equipment
 - Fare collection equipment
 - Other
- Office and maintenance equipment (purchase and installation, as required)
- Land or right-of-way acquisition
- Other

Name of Agency Responsible

Operation
or Capital

Table IX

Glenwood Optimists

98

Project Title	Term (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Maintenance of existing services	Variable use, approx. 90 days/year to sporting events			Unavailable							

86

TYPE OF WORK

Work Code

Operational

- 1 New route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially leading to construction)
- 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Administration, overhead, and accounting (special projects only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 Other special projects

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

Name of Agency Responsible

Assembly of God Church/Macedonia

Operation
or Capital

87

Project Title	Termin (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Maintenance of existing services	Sunday & Thursday evening Church services				Unavailable						

87

Table IX

TYPE OF WORK

Work Code

Operational

- 1 New route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially leading to construction)
- 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 Other special projects

- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25
- 26

Capital

- Vehicle-Passenger carrier (purchase)
- Vehicle-Non-Passenger carrier
- Construction of new garage and maintenance facilities (buildings, major additions, etc.)
- Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.)
- Passenger amenity facilities (purchase and installation)
 - Bus stop signs
 - Bus stop shelters
 - Other
- Vehicle equipment (purchase and installation, as required)
 - Radios
 - Radio Base Station
 - Spare parts
 - Handicapped assistance equipment
 - Fare collection equipment
 - Other
- Office and maintenance equipment (purchase and installation, as required)
- Land or right-of-way acquisition
- Other

Operation
or Capital

Name of Agency Responsible

Glenwood State Hospital/School

88

Project Title	Terminl (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Maintenance of existing services	Hospital/School & City of Glenwood				Unavailable						

88

Table IX

TYPE OF WORK

Work Code Operational

- 1 New route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially leading to construction)
- 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 Other special projects

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

Name of Agency Responsible

Operation
or Capital

Table IX

Regional Bus Companies

Project Title	Termini (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Continental Trailways	Throughout the region					Unavailable					
Greyhound	Throughout the region					Unavailable					
Reid Bus Lines	Throughout the region					Unavailable					

88

89

TYPE OF WORK

Work Code Operational

- 1 New route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially leading to construction)
- 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 Other special projects

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

Regional Totals

Operation
or Capital

Table X

Project Title	Termini (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Regional by Jurisdiction			4, 1	State, Local	\$ 2168.73 12777.57	\$ 7014 19852	\$ 7014 20536	\$ 7014 21136			\$21042 61524
Total Regional Operating					\$14946.3	\$26866	\$27550	\$28150			\$82566

90

90

TYPE OF WORK

Work Code

Operational

- 1 New route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operations (existing system)
- 5 Engineering and design (especially leading to construction)
- 6 Marketing (special projects only, of appropriate scale or significance for individual inclusion)
- 7 Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)
- 8 Maintenance (special projects only, of appropriate scale or significance for individual inclusion)
- 9 Other special projects

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

Operation
or Capital

Table XI

Regional Totals

T6

Project Title	Termini (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Regional by Jurisdiction			11	UMTA, State, Local			\$14,400 1,800 1,800	\$14,400 1,800 1,800			\$28,800 3,600 3,600
Total Regional Capital					91		\$18,000	\$18,000			\$36,000