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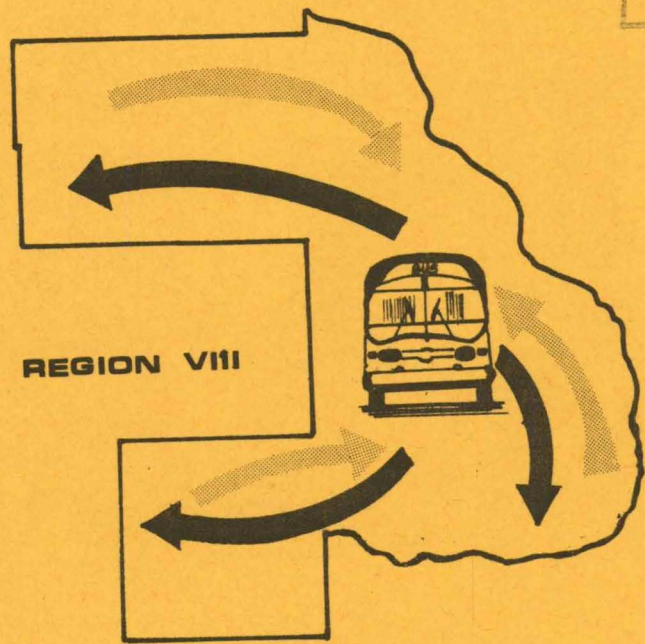
REGIONAL TRANSIT DEVELOPMENT PROGRAM

UPDATE

DEPARTMENT OF
TRANSPORTATION

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 EAST CENTRAL
INTERGOVERNMENTAL ASSOCIATION

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DISCLAIMER

The opinions, findings, and conclusions expressed in this report are those of the authors, who are responsible for the facts and accuracy of the material presented herein. The contents do not necessarily reflect the official views, policies or conclusions of the Iowa Department of Transportation or the Urban Mass Transportation Administration.

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1978 REGIONAL TRANSIT
DEVELOPMENT PROGRAM



August 1978

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MINUTES

Council of the
EAST CENTRAL INTERGOVERNMENTAL ASSOCIATION

DATE: Wednesday, June 21, 1978

TIME: 7:30 PM

PLACE: Club 528 Cascade, Iowa

PRESENT: Williams, Beckman, M. Maher,
Cornelius, Bahl, Smith, Maynard,
Simon, Greenwood, Marcucci,
Railsback, Koopman

OTHERS PRESENT: Lee and Karl Funk, Operation
New View, Naomi Mettler, Irene
Sugden, and Hattie Saunders of
Hopkinton; Agatha Funke, Chair-
person of Advisory Committee
Area Agency on Aging; Gen Heathcote,
Project Concern; Don Vock, Dubuque;
Esther Shaw, Delaware; Pat Galloway,
Alvena Jennerjohn, and Marie Roth,
Manchester; Ron Myers, Dyersville;
Mrs. Leo Hunt, Mary Lyons, and
Cleo Lasche, Cascade.

CALL TO ORDER:

The meeting was called to order by Chairman Greenwood at 7:35 P.M. The minutes of the May 24, 1978 Council meeting were reviewed. MOTION by Simon, seconded by Railsback to approve the May 24, 1978 Council meeting minutes as submitted. Motion carried.

PUBLIC HEARING: REGIONAL TRANSIT DEVELOPMENT PROGRAM (RTDP)

Jeff Welch reviewed activities resulting in the Regional Transit Development Plan and described transit alternatives and staff recommendations. The Chair opened the floor for discussion.

Initial discussion centered on the question of whether ECIA, should receive designation as the administering agency and could provide services available to the elderly from existing agencies.

EAST CENTRAL INTERGOVERNMENTAL ASSOCIATION

COUNCIL

Thomas Railsback, Chairman

Robert Snavely, Tipton
C. "Pete" Smith, Clinton County
Leo Maynard, DeWitt
Bill Burbridge, Delaware County
Cecil Cannon, Delaware County
Wilson Cornelius, Andrew

Daniel Koopman, Farley
Father Joseph Simon, Epworth
Donald Meyers, Dubuque County
John Beckman, Maquoketa
Al Ehl, Jackson County
Dale Fowler, Spragueville

Jack Maher, Cedar County
Bernard Jacobsen, Clinton County
Allan Thoms, Dubuque County

John Henderson, Jackson County
Charles Williams, Dubuque County
Robert Tutton, Delaware County

STAFF

Karl Biasi
William Baum
Ken Zehentner
Dave Zielinski
Jeffrey Welch
Linda McDonald
Larry Nagel
Loren Shultz
Richard Webb
Linda Paolo
Mary Ellen Landwehr
Tony Ledvina
Debra Krier
Marcia Pfab
Sylvania Dunkel

Executive Director
Assistant Director
Associate Planner
DOT Urban Transportation Planner
Transportation Planner
Planner-Human Resources Coordinator
Planner-Management Advisor
Planner
Planner
Housing Technician
Administrative Assistant
Intern
Secretary/Receptionist
Clerk-typist
Planning Aide

Welch and Council members emphasized that under the proposal, ECIA would administer funds by contracting with existing service agencies to provide service in the 4 county area. (Clinton County would continue to belong to the Senior Lift program out of the Bi-States planning area or Region 9). Agatha Funke of the Area Agency on Aging emphasized that the majority of people to be served by the system are the elderly and that the elderly themselves are involved in the planning of routes and services to the area. She stated that the handicapped could also be served by the present system. A question was raised as to the competency of the ECIA staff with relation to the idea that governmental agencies may not be responsive to citizen's needs. Council representatives noted that the agency and its staff work for the people at all times, or it wouldn't be in existence.

Lee Funk, Operation New View stated there must be assurances that specialized services would continue, including: 1) door to door service, 2) driver helps persons on and off buses, 3) driver helps carry packages on and off buses, and 4) driver picks up prescriptions and food when one can't make it in on a given day. Staff and Council members again emphasized that that ECIA would contract for services allowing the transit operators to continue their present modes of service.

Margeurite Carter of the Area Agency on Aging (AAA) said there was no criticism of ECIA staff and in fact noted they were very helpful in the past year. She stated that much more money is going to be needed to finance the current level of services. Also, she stated that the timing of the change in administration was bad since operations were finally beginning to settle into a sound pattern. She felt handicapped needs could be taken care of by the AAA also.

Biasi answered one of Carter's questions that ECIA expects to receive its third grant for the RTDP for the coming fiscal year.

Gen Heathcote of Project Concern could not understand why ECIA and AAA had so much trouble in communicating what each was willing to do. Biasi stated that Cedar County had been the problem since the AAA was not willing to provide service to that County. Since no stand was taken, ECIA went ahead in plan formulation to take the initiative and become the designated administrative agency. It was not until the last two weeks that the AAA let people know it wanted to remain the designated agency.

Heathcote asked how the County supervisors were to make a decision about the transit system. Biasi described the procedures leading to the public hearing. Once the ECIA Council adopted the plan, the supervisors would have the option to accept its recommendations. If they can not agree on a single administrative agency, they could lose their portion of DOT funds.

After further discussion Carter stated it was AAA's intention to be the recipient of DOT funds for the four counties involved. In summary, Biasi stated it was the staff recommendation that ECIA be the designated administrative agency, the RTDP Advisory Committee has become dysfunctional, some area citizens need help and have not received their share of transit aid to the region, ECIA has always attempted to aid the elderly and its current and proposed programs and actions prove that, the DOT has set priorities for designating an administrative agency for transit funds and the highest priority is a non-client group with the second priority a Council of Governments, the lowest priority is a special client agency like the AAA. Finally Biasi stated it would be his recommendation to the Executive Committee that administration fees for this program come out of ECIA funds and not DOT funds, that he would be remiss not to back the staff proposal, and called for adoption of the proposed RTDP.

MOTION by Railsback, seconded by Simon to adopt the proposed RTDP. Motion carried unanimously.

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INTRODUCTION

Region VIII, which is located in East Central Iowa and borders the Mississippi River consists of five counties and 74 municipalities. The East Central Intergovernmental Association is the regional planning organization designed to assist local governments in helping themselves. The Counties of Cedar, Clinton, Delaware, Dubuque and Jackson make up the boundaries of the region. The Council, along with its staff, seeks to coordinate relationships among local municipalities, improve communications with Federal and State governments and to provide planning and programming assistance.

While one purpose of ECIA is to secure as much federal and state aid as possible to alleviate area problems, ECIA first sees that all area sources are being used to the maximum benefit for the most citizens. ECIA has sponsored various seminars and public hearings to promote citizen participation and involvement in dealing with areawide problems.

The development of last years' Regional Transit Development Program and this years Regional Transit Development Program Update (RTDP) is just one element of the role and responsibility that the regional planning commission has.

The RTDP Update is intended to continually define the responsibilities of the transportation service provider in an attempt to most efficiently and economically meet the needs of the citizens, particularly the elderly and handicapped, in Region VIII. One aspect of this is to insure that all transit providers are beginning to take the initial steps in becoming into compliance with the Iowa Department of Transportation's State Transit Plan.

This Update represents a transitional year for data reporting and program implementation as continued effort is being made statewide in the development of uniform reporting systems. The purpose of the 1977 RTDP was to present a review of transportation service providers and evaluate the service versus the demand that exists in the Region. It was then to evaluate alternative types of service and organization and recommend an alternative to meet the demands. This Update evaluates and makes further recommendations to follow and updates the 3-5 year program of projects to meet the transportation needs in Region VIII.

Local Goals and Objectives

The Regional Transit Advisory Committee participated in the development of Goals and Objectives as part of their responsibilities in the development of the Regional Transit Development Program in 1977. As certain social-economic and demographic changes occur over a year so may certain goals change. The Advisory Committee has reviewed the 1977 Goals and Objectives and the modification are presented in Table 2 on page 5.

'77 Goals & Obj.

Modifications

'78 Goals & Obj.

Goal 1. To develop regional transportation which facilitates the operation, integration, and interaction of all modes.

- Obj. 1. Establish technical and citizen advisory committees to advise the policy committee of the East Central Intergovernmental Association.
2. Coordinate operating services which will encourage shared maintenance facilities and manpower and vehicles.
 3. Seek the cooperation and coordination of other regional planning commissions, and/or regional transit advisory committees.

Goal 2. All transit vehicles and facilities shall be safe, efficient and comfortable.

- Obj. 1. All transit vehicles must have an annual safety inspection.
2. All drivers shall be properly licensed and pass a yearly physical.
 3. An ongoing preventive maintenance program shall be developed for each transit system.
 4. A vehicle replacement schedule shall be instituted.

Goal 3. Encourage voluntary contributions, not including public subsidy in support of the system.

- Obj. 1. Encourage participation of commercial establishments to provide ride tickets for the transportation disadvantaged.
2. Encourage service organization to participate in support of the system.
 3. A suggested contribution of at least \$.75 per trip should be requested from riders.

A voluntary contribution of \$.75 rural \$50 urban per one way trip should be suggested on para-transit systems.

Goal 4. Provide access to "basic" services for all transportation disadvantaged.

- Obj. 1. Have vehicle in each county equipped to handle wheelchair persons.
2. Basic services shall be prioritized in the following manner; medical trips, nutrition trips, social service trips, and recreation trips.
 3. To provide service to the elderly, handicapped and low income.

Continue to provide escort services through the para-transit operators.

Local Goals and Objectives

'77 Goals & Obj.	Modifications	'78 Goals & Obj.
<p>Goal 1. To develop regional transportation which facilitates the operation, integration, and interaction of all modes.</p> <p>Obj. 1. Establish technical and citizen advisory committees to advise the policy committee of the East Central Intergovernmental Association.</p> <p>2. Coordinate operating services which will encourage shared maintenance facilities and manpower and vehicles.</p> <p>3. Seek the cooperation and coordination of other regional planning commissions, and/or regional transit advisory committees.</p>		
<p>Goal 2. All transit vehicles and facilities shall be safe, efficient and comfortable.</p> <p>Obj. 1. All transit vehicles must have an annual safety inspection.</p> <p>2. All drivers shall be properly licensed and pass a yearly physical.</p> <p>3. An ongoing preventive maintenance program shall be developed for each transit system.</p> <p>4. A vehicle replacement schedule shall be instituted.</p>		
<p>Goal 3. Encourage voluntary contributions, not including public subsidy in support of the system.</p> <p>Obj. 1. Encourage participation of commercial establishments to provide ride tickets for the transportation disadvantaged.</p> <p>2. Encourage service organization to participate in support of the system.</p> <p>3. A suggested contribution of at least \$.75 per trip should be requested from riders.</p>	<p>A voluntary contribution of \$.75 rural \$50 urban per one way trip should be suggested on para-transit systems.</p>	
<p>Goal 4. Provide access to "basic" services for all transportation disadvantaged.</p> <p>Obj. 1. Have vehicle in each county equipped to handle wheelchair persons.</p> <p>2. Basic services shall be prioritized in the following manner; medical trips, nutrition trips, social service trips, and recreation trips.</p> <p>3. To provide service to the elderly, handicapped and low income.</p>	<p>Continue to provide escort services through the para-transit operators.</p>	

Local Goals and Objectives

'77 Goals & Obj.

Modifications

'78 Goals & Obj.

Goal 5. Make optimum utilization of existing and future investments in transportation facilities and services.

- Obj. 1. All funding assistance applications must be approved by the designated committees.
2. Develop a comprehensive marketing program which will encourage ridership and discourage duplication between transit providers.
3. Encourage joint application for federal and state funding programs that may benefit the overall regional transit program.
4. Solicit Federal and State law makers to adopt a regional philosophy of funding programs.

This also includes the Education of riders.

EXISTING CONDITIONS

In order to determine the transit needs of the region and to assess how the service that is being provided is meeting these needs characteristics of Region VIII's population and transit services must be collected. This section will briefly review the current conditions.

Socio-Economic and demographic characteristics of Region VIII were identified and discussed in the original RTDP in 1977. For purposes of this update a summary table of socio-economic data by county for the rural population and for the urban population is presented in the following two pages. The data is based on 1970 U.S. Census of Population reports.

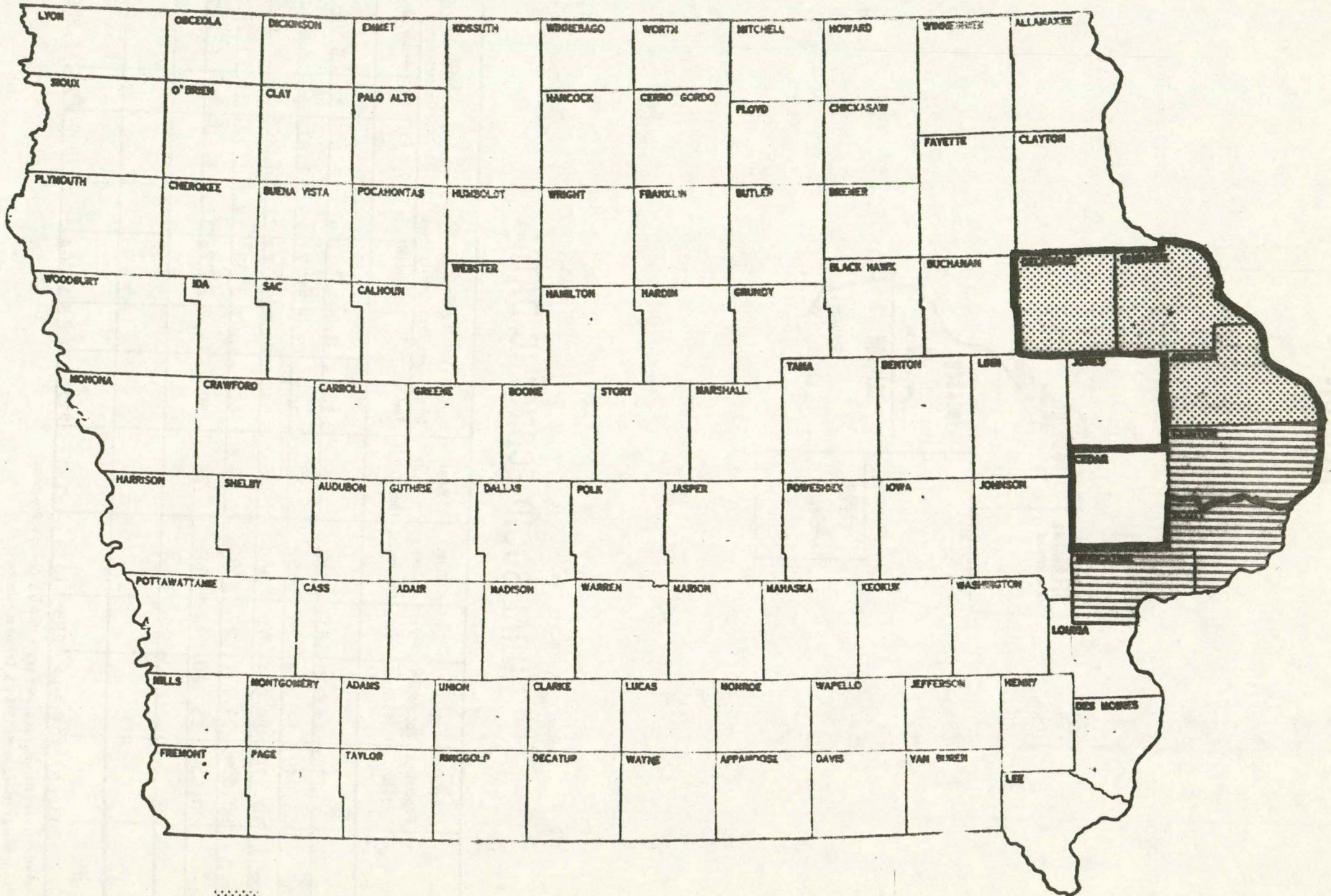
Presented in the original RTDP were several maps showing existing patterns of land use, location of nutrition centers, government and social service centers and etc. There have not been any notable changes in land use or location of these activity centers, so the maps will not be presented in this document.

As shown in Table 5 there are many providers of transportation services in Region VIII. Most of the services have in the past operated on a day by day basis with very little cooperation or coordination. This is beginning to change as the transportation needs of the people in the region are being noticed, particularly those needs of the elderly and handicapped. A considerable amount of effort is being placed in identifying the needs of the handicapped and elderly through the formation of committees made up with people concerned with transportation problems. An example of this is a committee for the Dubuque urban area which meets bi-monthly to consider ways to improve transportation for the elderly and handicapped. All transportation service providers, except intercity carriers are represented on this committee.

Not all areas of the region are so lucky to have the opportunity to formulate a single committee to look at transportation needs of the elderly and handicapped. In fact Region VIII itself has two administrative agencies for purposes of regional transportation. Of the five counties in Region VIII three of them, Delaware, Dubuque and Jackson Counties are under the guidance of the Scenic Valley Area VIII Agency on Aging. Clinton County is under the guidance of Great River Bend Advisory Council for Senior Citizens, INC. out of Davenport. This is part of Region IX planning commission.

The reason for this is that Clinton County is part of an existing transportation services, Senior Lift, which operates in the counties of Scott, Muscatine and Clinton. However, the responsibility for planning assistance to the Clinton MTA and Skyline Center remains with Region VIII. The County of Cedar has yet to designate any particular agency to administer their program.

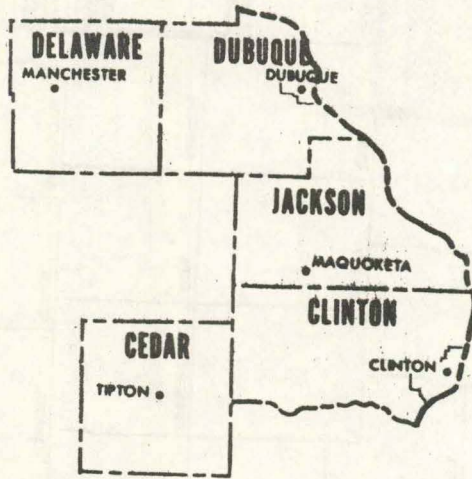
Administrative rules state that a county must be part of a regional transit system for administrative functions before they can receive state DOT assistance. Please see Figure 2.



Scenic Valley Area VIII Agency on Aging



Great River Bend Advisory Council for Senior Citizens, Inc.



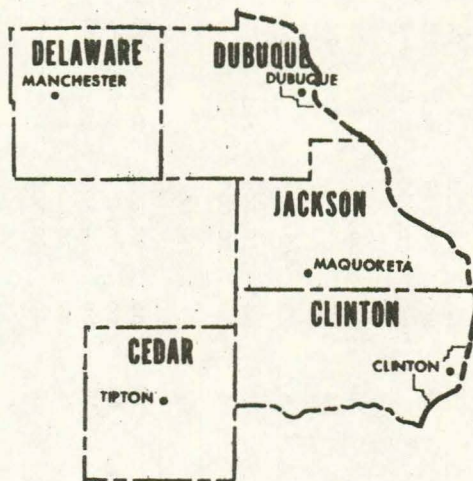
RURAL SOCIO-ECONOMIC DATA*

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	% *
Cedar	17,655	14,778	84	584	25	327	8.2	1459	9.7	1,879	13	5,201	35
Clinton	56,749	14,916	26	652	23	708	13.3	3127	15.2	1,617	11	5,894	40
Delaware	18,770	14,064	75	569	25	545	16.8	3032	21.3	1,343	10	6,201	44
Dubuque	90,609	24,171	27	592	41	636	14.3	3709	17.1	1,551	6	11,267	47
Jackson	20,839	15,100	73	641	24	505	14.7	2677	18.1	1,609	11	6,287	42
Region Total	204,622	121,593	285	3038	138	2721	13.5	14004	16.3	7999	10.2	34,850	41.6

* 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

* Numbers rounded off to nearest percent



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	% *
Cedar	17,655	2,877	16	1	2,877	63	7.9	258	8.9	599	20	884	31
Clinton	56,749	41,833	74	41	1,020	245	2.3	1877	4.4	4,892	12	14,540	35
Delaware	18,770	4,706	25	3	1,568	116	9.7	648	13.7	900	19	1,525	32
Dubuque	90,609	66,438	73	20	3,322	892	6.0	5662	8.5	7,429	11	24,494	37
Jackson	20,839	5,739	27	3	1,913	140	9.9	671	11.7	1,102	19	1,779	31
Region Total	204,622	121,593	215	8	10,700	1456	7.2	9116	9.4	14985	16.43	43,222	33.2

* Urban characteristics as defined by the 1970 US Census of Population

** Poverty level as defined by the 1970 US Census of Population

* Numbers rounded off to nearest percent

TRANSIT OPERATIONS - CAPITAL & OPERATIONAL CHARACTERISTICS

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

TYPE OF SERVICE - Designate by Type: (F) Fixed Route, (M-F) Modified-Fixed, (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	A + B + C + D + E Total # of Vehicles	# of Vehicles to Handicapped	Type of Special Equipment	G # of Standard Seating Capacity	H # of Spaces for Persons in Wheelchairs	G + H Total # of Seating Capacity on all Vehicles	Radio Dispatch Center	Total # of Annual Revenue Miles	Days of Operation	Hours of Operation (a)	Average Daily Passengers	Annual Passengers	# of Paid Staff	# of Volunteer Staff	Fare Structure
Keyline Transit	Dubuque City	G	F	27	0	0	0	1	28	0	-	1189	0	1189	yes	777,000	m-s*	6-7	4100	.1.2m	47	0	-
Hills & Dales	Dubuque City	C	-	0	1	1	1	0	3	1	Lift	10	6	16	no	15,400	7	24	4	1460	1c	0	-
Project Concern	Dubuque Urban	E&H	R	1	1	1	0	0	3	0	-	29	0	29	no	56,748	m-f	8-5	90	21870	4	0	-
Tri-State Independent Blind	Dubuque Urban	E&H	R	0	1	0	0	0	1	1	Ramp	4			yes	10,000	m-f	9-4	5	1320	1	0	-
Area Residential Care	Dubuque City	C	-	0	2	3	0	0	5	0	-	40	0	40	no	55,781	7	24	101	24590	5	0	-
OK Yellow Cab	Dubuque Urban	G	D	0	0	0	16	0	0	0	-	54	0	54	yes		7	24					0
Sub Total Dubuque Urban				28	5	5	17	1	40	2	1 Lift	1326	6	1326		914,929			4300	49241.2	58	0	
Clinton MTA	Clinton City	G	F	11	0	0	0	0	11	0	1 Ramp	363	0	363	no	256,345	m-s	6-7	1200	370000	18	0	
Clinton Cab Co.	Clinton Urban	G	D	0	0	0	2	0	2	0	-	6	0	6	yes	120,000	7	6-6	40	11000	2	0	
Sub Total Clinton Urban				11	0	0	2	0	13	0		369	0	369		376,345			1240	381660	20	0	
Head Start	DUB., JACKS., DEL	HS	R	0	0	3	0	0	3	0	-	12	0	12	no	54,594	m-f	7-8	10	27864	0	0	-
Operation: NewView	DUB., JACKS., DEL	E&H	R	0	4		0	0	4	0	-	44	0	44	no	78,300	m-f	8-5	188	48900	6	3	-
Cedar County Elderly	Cedar County	E&H	R	0	1	0	0	0	1	0	-	10	0	10	no	9,500	mwf	8-5	10	1560		0	-
Keyline Center	Clinton County	C	-	2	0	0	0	0	2	1	Lift	72	3	75	no	30,000	m-f	8-5	50	12900	3		-
Clinton County Senior Citizens	Clinton County	E&H	R	0	1	0	0	0	1	0	-	10	0	10	no	19,500	m-f	8-5	35	9030	2	0	-
Jackson County Development	Jackson County	C	R	1	0	0	0	0	1	0	-	15	0	15	no	30,000	m-f	6-9am 2-5pm	30	7740	1	0	-
Meterns Radio Cab	Jackson County	G	R	0	0	0	1	0	1	0	-	3	0	3	yes		7	7-11					0
Iowa Coaches	Nationwide	G	F																				
Greyhound	Nationwide	G	F																				
Liver Trails	Nationwide	G	F																				
Sub Total Regional				3	6	3	1	0	13	1	1 Lift	166	3	169		221,994			323	107094	12	0	
TOTAL				42	11	8	20	1	66	2	2 Lift 1 Ramp	1861	9	1866		1,513,168			5863	538235.2	90	0	

Table 5

a Hours of Operation is A.M. to P.M.
 * Monday thru Saturday
 c Equivalent of 1 full time staff
 m. Million

ADMINISTRATIVE ORGANIZATIONAL CHART II

LIST ANY TRANSIT OPERATION WHICH
CROSSES BETWEEN RURAL AND URBAN
AREAS ON A REGULAR BASIS.

1. Operation: New View
2. Clinton County Senior Citizens
3. Head Start
4. Greyhound
5. River Trails
6. Iowa Coaches
7. Senior Lift

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. N/a
2. N/a
3. N/a
4. N/a
5. N/a
6. N/a
7. Coordinated system with the counties of Clinton, Scott
and Muscatine.

ADMINISTRATIVE ORGANIZATIONAL CHART III

List any transit operation which crosses regional boundaries and/or state boundaries 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. Operation: New View

1. N/A

2. Greyhound

2. N/A

3. River Trails

3. N/A

4. Iowa Coaches

4. N/A

5. Senior Lift

5. Coordinated system with the counties of Clinton, Scott, and Muscatine.

6. Tri-State Independent Blind

6. N/A

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. 1979-1983 TIP-TSM Dubuque Metropolitan Area Transportation Study	1. Dubuque Metropolitan Area	1. Presentation of 5 year transportation improvement program and justification for such projects.

Financial Data

A necessary part of the planning process is the presentation and review of the financial resources of service providers. The display of operations' financial positions of the past year and current year will provide the reader with a trend, (although limited), of sources of revenue, both public and private.

Because of the timeliness of this report we are not able to present complete and final financial data for the current fiscal year (FY78). However, this final audited version of FY78 may be included in a technical addendum upon request by the Iowa DOT. But in future years once a monitoring report form is completed consistent and useful data will be provided.

In the meantime Tables 13 thru Tables 28 provide a brief presentation of the financial characteristics of each service provider in Region VIII. These Tables will also be used for programming purposes. (Please see pages 53-74).

Section II

Ridership Characteristics - Rider Survey

The most effective method of determining the characteristics of transit patrons is to survey them. Also the most effective method of determining passenger perception of the transit system is to survey the patrons. An on-board survey was taken in late October of 1977 to determine just this information.

The regional planning agency coordinated the on-board survey with the participating transit providers. Those providers who participated in the survey are the following: Clinton Municipal Transit Authority (CMTA), Cedar County Elderly Transportation, Inc. and Operation: New View in Delaware, Dubuque, and Jackson counties.

Assistance in implementing the on-board survey on the part of the regional planning agency was in the form of training surveys on survey techniques and actually carrying out the project with the Clinton MTA on one day. Visits to each transit provider to insure the survey itself was understood and the techniques to carry the project out was part of this agencies responsibility. Please see Exhibit 1 for an example of the Rider Survey.

The on-board survey for the Clinton MTA took place on two days in October of 1977. A Wednesday, October 26 and a Saturday October 29 were chosen. After a training session of the surveyors, which occurred on Tuesday evening, October 25, all activities were ready to go.

A surveyor was placed on the bus at all times to distribute the survey, pencils, answer questions and gather the surveys as needed. We had not wanted the bus drivers to do this duty because they have enough responsibility by just driving the bus. Every transit patron was asked to complete a survey if it was their first trip of the day. People were not asked to complete a survey each time they got on a bus or if they transferred. By having a surveyor on board the bus at all times, it was felt that patrons would be more willing to complete the survey and return it immediately, which would insure better results.

Survey results for the Clinton MTA are presented in the pages following.

Clinton Municipal Transit Authority

Service Area (Surveyed)	City of Clinton		
Routes	Seven (7)		
Days of Operation	Mon. - Sat.		
Hours of Operation	6:00 a.m. - 6:00 p.m.		
Target Group	Service available to all		
	<u>Wed.</u>	<u>Sat.</u>	<u>Total</u>
# of Surveys Distributed	1,396	1,200	2,596
# of Surveys Returned			962
% Return			37%

Characteristics of the MTA Passenger

The general characteristics of transit riders are important in Transit Planning to both identify present users for service questions but also to identify groups which can and do ride the system, which will allow a marketing program to be developed to attract other patrons on the system. Displayed below are tables showing a breakdown of passenger characteristics of total survey responses.

AGE OF MTA PASSENGERS

	<u>0-18</u>	<u>18-24</u>	<u>25-39</u>	<u>40-59</u>	<u>60-64</u>	<u>65+</u>	<u>Total</u>
Number of Responses	408	93	96	143	56	114	910
Percentage Responding	44.9	10.2	10.5	15.7	6.2	12.5	100

SEX OF MTA PASSENGERS

	<u>Male</u>	<u>Female</u>	<u>Total</u>
Number of Responses	283	582	865
Percent Responding	32.7	67.3	100

MARITAL STATUS

	<u>Single</u>	<u>Married</u>	<u>Widowed</u>	<u>Other</u>	<u>Total</u>
Number of Responses	511	250	87	46	894
Percent Responding	57.2	28.0	9.7	5.1	100

PHYSICAL DISABILITY WHICH MAKES TRAVEL DIFFICULT

	<u>Yes</u>	<u>No</u>	<u>Total</u>
Number of Responses	90	813	903
Percent Responding	9.9	90.1	100

CURRENTLY HAVE A VALID DRIVERS LICENSE

	<u>Yes</u>	<u>No</u>	<u>Total</u>
Number of Responses	266	648	914
Percent Responding	29.1	70.9	100

IF NOT, EVER HAVE A DRIVERS LICENSE

	<u>Yes</u>	<u>No</u>	<u>Total</u>
Number of Responses	99	560	659
Percent Responding	15	85	100

VEHICLES IN HOUSEHOLD

	<u>0</u>	<u>1</u>	<u>2</u>	<u>2+</u>	<u>Total</u>
Number of Responses	183	277	243	148	851
Percent Responding	21.5	32.5	28.6	17.4	100

CAR AVAILABLE FOR THIS TRIP

	<u>Yes</u>	<u>No</u>	<u>Total</u>
Number of Responses	244	641	885
Percent Responding	27.6	72.4	100

The above tables show that 63.6 percent of MTA passengers are either under 18 years of age or over 60, 72.4 percent did not have a vehicle available for this trip and 70.8 percent do not possess a valid drivers license. These statistics show that the majority of MTA passengers are considered "transit captive" and are dependant on the service.

Purpose and Characteristic of Transit Trip

As important for planning purposes as the characteristics of the passenger, is the characteristic of the trip. It is important to note the type of trip which is being taken and how the bus system is being utilized for that trip plus how well the bus system is accomodating the trips which its passengers must make.

ORIGIN OF MTA PASSENGERS*

	rec soc	cong. meal	work	shop	medical	school	other	Total
Number of Responses	154	13	249	241	56	205	140	1058*
Percent Responding	14.6	1.2	23.5	22.8	5.3	19.4	13.2	100

* some trips are multi-purpose

DISTANCE THIS TRIP WILL BE (BLOCKS)

	<u>1-5</u>	<u>6-10</u>	<u>11-15</u>	<u>16-20</u>	<u>21-25</u>	<u>26-30</u>	<u>31+</u>	<u>Total</u>
Number of Responses	35	92	35	20	12	6	8	208
Percent Responding	16.8	44.2	16.8	9.6	5.8	2.9	3.8	100

DISTANCE THIS TRIP WILL BE (MILES)

	<u>1-3</u>	<u>4-5</u>	<u>6-10</u>	<u>11-15</u>	<u>16+</u>	<u>Total</u>
Number of Responses	534	78	15	3	8	638
Percent Responding	83.7	12.2	2.4	0.5	1.2	100

HOW MTA PASSENGERS TRAVEL TO BUS STOP

	<u>WALKED</u>	<u>AUTO</u>	<u>URBAN BUS</u>	<u>TAXI</u>	<u>ORIGIN</u>	<u>OTHER</u>	<u>TOTAL</u>
Number of Responses	816	55	23	7	27	12	940
Percent Responding	86.8	5.9	2.4	0.7	2.9	1.3	100

VEHICLE ON TIME (MINUTES)

	early	late	late	late	late	other	total
Number of Responses	320	463	21	5	5	87	901
Percent Responding	35.5	51.4	2.3	0.6	0.6	9.6	100

PASSENGER UTILIZATION OF BUS (DAYS)

	3+	1-2	2-5	1	other	total
Number of Responses	502	240	110	27	56	935
Percent Responding	53.7	25.7	11.8	2.9	5.9	100

IF MTA SERVICE NOT AVAILABLE WOULD YOU HAVE BEEN ABLE TO MAKE TRIP

	Yes	No	Total
Number of Responses	378	532	910
Percent Responding	41.5	58.5	100

WHY YOU USED MTA SERVICE

	no drivers license	do not like to drive	transit more convenient	no auto available	unable to operate car	transit cheaper	other	total
Number of Responses	444	55	292	61	362	219	103	1536
Percent Responding	24.9	3.6	19.0	4.0	23.6	14.2	6.7	100

SERVICE RATING

Table 10

RIDE CHARACTERISTICS	SERVICE RATING	VERY GOOD	GOOD	FAIR	POOR	VERY POOR	
Total time spent waiting	number	396	351	117	10	4	total 878
	%	45.1	40.0	13.3	1.1	0.5	100%
Confort in vehicle	number	274	338	194	29	6	total 841
	%	32.6	40.2	23.1	3.4	0.7	100%
Dependability of on-time arrival	number	378	363	94	13	5	total 853
	%	44.3	42.6	11.0	1.5	0.6	100%
Pleasantness of ride	number	373	347	108	19	3	total 850
	%	43.9	40.8	12.7	2.2	0.4	100%
Safety	number	394	339	94	10	1	total 838
	%	47.0	40.5	11.2	1.2	0.1	100%
Vehicle Cleanliness	number	292	364	136	19	8	total 819
	%	35.7	44.4	16.6	2.3	1.0	100%
Total time of trip	number	358	353	85	10	2	total 808
	%	44.3	43.7	10.5	1.3	0.2	100%
Cost of trip	number	417	295	86	9	1	total 808
	%	51.6	36.5	10.7	1.1	0.1	100%
Courtesy of personnel	number	490	278	62	9	3	total 842
	%	58.2	33.0	7.4	1.1	0.3	100%
Schedule information	number	362	300	87	35	7	total 791
	%	45.8	37.9	11.0	4.4	0.9	100%
Transfer convenience	number	437	295	60	9	2	total 803
	%	54.4	36.7	7.5	1.1	0.3	100%
Area served	number	423	315	67	11	4	total 820
	%	51.6	38.4	8.2	1.3	0.5	100%

MTA Passenger Perception of Transit System

Of great importance in analyzing a transit system is to discern how the transit patrons perceive how the system operates. Passengers were asked their perception of a number of factors which include transfer convenience, schedule information, courtesy of personnel, cost of trip, vehicle cleanliness, safety and several others. The results of these questions are presented in Table 10 on page 22.

These statistics show that overwhelming the present transit riders are satisfied with their ability to use the system and its general performance. This fact is also illustrated by the response that 91.2 percent of the respondents to the survey felt that MTA drivers were very good or good in carrying out their duties. The lowest rating was given to "Comfort in vehicle" which received only a 72.8 percent of a very good or good approval. This is one factor which shows a need for new buses.

Response to vehicle cleanliness received only a 80 percent very good or good rating from transit patrons. An explanation for this could be the age of the fleet, which has an average age of 12 years, or that an improved method of cleaning the buses could be investigated, and that a cleaning schedule could be more rigidly adhered to.

Cedar County Elderly Transportation, Inc.

Survey results for the Cedar County Elderly Transportation, Inc. is presented in the pages following. This rider survey was taken during the week of October 31 - November 4. All parts of Cedar County was surveyed during this time period.

Because of the small amount of survey responses, presentation of the results will be given in summary, of selected questions, that will be useful in providing the reader with general characteristics of the system. For a complete breakdown of survey responses, refer to Exhibit 2.

Approximately 76% of the responses or 25 patrons stated that the van was early in picking them up. This could mean that the van is not being utilized to its fullest capabilities which allows it to be early or in the same vein the scheduling of pickups allows the van to be early in order to provide personal service to the patron.

Of the 33 survey responses 28 or 88 percent of the patrons would not have been able to make this trip if this service was not available. Obviously, there are a number of patrons of this service who are dependent on this system which could classify them as transit captive.

All ride characteristics surveyed such as comfort in vehicle, schedule information, vehicle cleanliness, and etc. has a response of very good or good. However it should be noted that "comfort in vehicle" had the lowest very good response with only a 72% mark. This refers directly to the vehicle as it presently exists with a low ceiling and poor accessibility.

Rider Characteristics

The typical patron of this service is female (93 percent), over 65 years of age (91 percent), widowed (81 percent), and did not have a car available for this trip (82 percent). The primary purpose of this trip was shopping (51 percent).

Operation: New View

Operation: New View which provides transportation service in the counties of Delaware, Dubuque and Jackson counties participated in the on-board survey during the weeks of September 26, 1977 through October 14, 1977.

The purpose of performing the survey for three (3) weeks was to insure that all parts of all counties was surveyed.

Operation: New View

Service Area	Delaware, Dubuque, & Jackson Counties
Routes	
Days of Operation	Mon - Fri
Hours of Operation	8:00 a.m. - 5:00 p.m.
Target Group	Elderly, Handicapped
# of Surveys Distributed	244
# of Surveys Returned	147
% return	60.2

Due to the relatively small amount of survey responses, presentation of the results will be given in summary, of selected questions, that will be useful in providing the reader with general characteristics of the system. For a complete breakdown of survey responses by county refer to Exhibit 3

There were a total of 147 survey responses returned from all three counties. Returned from Delaware county were 97 surveys, surveys returned from Jackson county was 47 and there were only three (3) surveys returned from Dubuque county. There obviously was a very low return of surveys from Dubuque county which is unexplainable at this time. One reason could be very low ridership.

Trip Characteristics

Over 86 percent of the trips made during the period of the surveys could not have been made if it had not been for this service. Almost 33 percent of the respondents said they use Operation: New View service 2-5 days a month.

Although the riders use this service several times a month it is interesting

to note that 71 percent of the respondents rely on other individuals for transportation at least twice a week. It appears that expanded service could be possible when further information is acquired such as time of day for needed service, days of week for service expansion, trip purposes and origins-destinations of potential riders.

Responses to ride characteristics were either very good or good on all characteristics. However response to "comfort in vehicle" and "cost of trip" did receive a couple of "fair" grades.

User Profile

The average person who uses Operation: New Views service is female (87%), over 60 years old (91%), widowed (62%) do not have a valid drivers license (61%), and there was not an automobile available for this trip (80%). Approximately 70 percent of the respondents do not have a physical disability which makes travel difficult. But this does mean 30 percent do have a disability which makes travel difficult. From this survey it was impossible to determine whether wheelchairs equipped vehicles are a necessity in each county. Further investigations will be required to assess the travel needs of the physically disabled.

The primary purpose of this trip was shopping (76%), with congregate meal (20%), and medical trips (19%), comprising the major trip categories. Over fifty percent (50%) of these trips were to another county. These trips are to Dubuque which is the major medical and commercial center in Region VIII.

The service that is being provided by Operation: New View is being utilized by those who need the service according to the survey results. Many of the trips are over 40 miles in length (approximately 44%). Which again means that their trip purpose is to the major attraction center (Dubuque) for specialized needs that businesses and institution in Dubuque have to offer. But this does mean that a vehicle is committed to a whole day of service for 10 people while they are in the urban city. Further investigation on the part of the operators in the counties and in Dubuque along with the planning commission, must be undertaken to better coordinate the service they have to offer. This would allow better utilization of a county vehicle to service the county most of the time during the day. The trip needs of patrons coming into Dubuque could be provided by the public transit system or another elderly transportation service provider such as Project Concern.

This idea would require a lot of work and time on the part of many people but it should be investigated further. A possibility of making this effort easier to investigate would be if there was only one service provider both out in the counties and in the urban area.

HANDICAPPED SELF-IDENTIFICATION SURVEY

The handicapped self identification survey was conducted in a effort to more clearly determine the location and the types of transportation needs of the handicapped residents in Region VIII. Twenty five newspapers located in the five counties of Region VIII were requested to participate by running the standard self-identification form developed by the Iowa DOT on two (2) seperate 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 office of ECIA. Please see Exhibit 4 for a copy of the survey.

Our offices did not receive any completed surveys from anyone from either of the survey dates. At this time it has not been determined which newspapers if any participated in the survey. But it is obvious that a more personal attempt should be made to reach the handicapped and as such be able to assess their transportation needs along with other needs more accurately. It could possibly be the role of the planning commission or social services to coordinate and carry out this project.

Presented below is a list of those newspapers who were asked to publish this survey.

<u>COUNTY</u>	<u>CIRCULATION</u>	<u>PAPER</u>	<u>PUBLICATION DATE</u>
Cedar	3,577	Tipton Conservativer Advertiser	Once a week
Cedar		Durant News	
Cedar	885	Lowden News	Once a week
Cedar	1,225	West Branch Times	Once a week
Cedar		The North Cedar Press	

<u>COUNTY</u>	<u>CIRCULATION</u>	<u>PAPER</u>	<u>PUBLICATION DATE</u>
Clinton	3,085	DeWitt Observer	Twice a week
Clinton	417	Lost Nation Press	Once a week
Clinton	838	Wheatland Gazette	Once a week
Clinton	23,539	The Clinton Herald	Daily (except Sunday)
Delaware	4,826	Manchester Press	Twice a week
Delaware	757	Hopkinton Press	Once a week
Dubuque	3,253	Cascade Pioneer Advertiser	Once a week
Dubuque	42,090	Dubuque Telegraph Herald	Daily (except Sat)
Dubuque	3,500	Dyersville Commercial	Once a week
Dubuque	2,850	Dubuque Leader	Once a week
Jackson	2,172	Bellevue Herald-Leader	Once a week
Jackson	5,235	Maquoketa Community Press	Once a week
Jackson	5,275	Jackson Sentinel	Twice a week
Jackson	828	Preston Times	Once a week

HOUSEHOLD SURVEY

The Household survey was conducted to determine the Transportation needs and characteristics of the rural and small urban area residents in Region VIII. Please see Exhibit 5 for a copy of the survey.

The regional planning commission supplied the Iowa DOT with the addresses of those households who would be mailed a survey. The addresses were taken from current telephone books via a random sample. There were 520 surveys mailed to households in the rural area and 330 surveys mailed out to the small urban area, Clinton. Completed surveys were to be mailed back to the Iowa DOT, at which time they tabulated and presented to the regional planning commission for their review. Exhibit 6 and 7 present the tabulated results, for the rural and small urban area respectfully.

The results of the household surveys will be briefly summarized in the following paragraphs. Items to be discussed will be areas of where there was a clear indication that there were either transportation deficiencies or satisfactions.

An interesting result from the surveys is that in the small urban area 12 percent of the respondents felt that they lacked adequate transportation for shopping and 8 percent feel that they cannot reach medical services as often as needed. However in the rural area where there is less "public transportation" available only 5.5 percent and 4.5 percent of the respondents felt they lacked adequate transportation for shopping and medical trips respectfully.

Of survey respondents in the small urban area, 30 percent felt that there was no public transportation available. In the rural area 77.4 percent of the respondent indicated that there was no public transportation available. This is a clear indication that extensive marketing is necessary in order to inform the residents of Region 8 that there is public transportation, in one form or another available.

Households in both the small urban area and in the rural area which had members of their family who were handicapped showed trip purpose very similar to households with no handicapped individuals. The same can be said about the trips of the people who are over 60 years of age. Particularly in the small urban area, where there is a greater percentage of households with elderly, these households have a preference for transportation at anytime during the day with a larger percentage in the late afternoon time period.

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

A review of the efficiency and effectiveness of present service types and areas serviced was discussed in the 77 RTDP according to the criteria of level of service measured in the degree of mobility on pages 55 thru 59.

After reviewing the results of the rider survey and the household survey some interesting similarities and deficiencies occurred in the results. Briefly these results will be discussed on the following pages.

Results from a households in the small urban area responding to number of vehicles were as follows: 0 vehicles-0.8 percent, 1 vehicle-27.8 percent, and 2 vehicles-49.2 percent. However the results from the rider survey of Clinton MTA showed 21.5 percent with no auto in the household, 32.5 percent 1 vehicle in household and 28.6 percent with 2 vehicles in the household. It is quite obvious that persons who do not have vehicles in their household ride transit.

An analysis of responses for trip purpose from the household survey indicated that 76 percent made one or more trips per week for business purposes, 75 percent indicated making one or more shopping trips per week while 63 percent indicated making one or more recreation trips per week. Responses from the rider survey showed the major trip purposes as work 24 percent, shopping 23 percent, school 19 percent and recreation/social 14 percent. However present use of public transit according to the household survey shows that 42 percent of the trips are for shopping, 25 percent for medical and 21 percent for business. There definitely is a difference in response to this question on the two surveys.

Results from a households in the small urban area responding to number of vehicles in their household were as follows: 0 vehicles 1 percent, 1 vehicle 28 percent, and 2 vehicles 49 percent. However, the results from the rider survey of Clinton MTA showed 2 percent with no auto in the household, 33 percent with 1 vehicle in the household and 9 percent with 2 vehicles in the household. It is quite obvious that persons who do not have vehicles in their household ride transit.

In trying to compare the results of the rider survey for the operation in the rural area and the household survey of the usual area this writer finds the results to be of little significance. The results of each survey should be reviewed on its own. With over 90 percent of the respondents to the rider survey over the age of 60 and a high majority of these do not have a drivers license their trip characteristics are very unique, that is dependent on someone else for their transportation needs.

However, the major trip purposes noted in both surveys was shopping. Then the household survey noted business trips and church trips as the next priorities. The rider survey, as mentioned earlier noted meals and medical trips as the next highest trip purposes.

The household survey did point out that is improvements were made to public transportation respondents would use it to a greater extent than they currently are. Their purposes would be 15 percent shopping, 12 percent for business and 11 percent for medical purposes, compared to the present trip purposes on public transit systems of 5 percent shopping, 4 percent medical and 2 percent business.

Based on the above survey results it can be assessed that expanded public transportation would attract additional patronage. It is interesting to note that business trips for expanded service accounted for 12 percent of the trips. One could assume from this information that the working person is becoming more aware of the increased cost of operating a auto and is concerned about energy, which leads him to think to alternatives to his auto such as public transit, for some of his transportation needs. This is encouraging because it is the working adult who is willing and able to pay the full fare of transit that needs to be attracted to any form of transit if transit is going to stabilize itself or improve from a monetary stand point.

It must be remembered that most transit operations in the rural area currently provide transportation on a priority basis to the elderly and handicapped in the region. They do not presently cater to the needs of those who can afford other modes of transportation. If service was to become available to the working individual expansion of service fleet would have to be considered. Another alternative is to use present vehicles to service work trip needs in the morning and afternoon and during the rest of the day utilize the vehicle for the shopping, medical, meal and recreation trips of the elderly and handicapped. Again further investigation would be needed on the part of many parties in order to adequately evaluate this alternative. There are many problems with this alternative such as constaints on the use of transportation funds from many sources, but such an alternative has possibilities.

In assessing the transportation that currently is being provided in the small urban area and in the region with the results of the two surveys, the impression is left that not all of the transportation needs are being met.

This is due to the fact that there is a potential for more service, especially for trip purposes other than the two priority trip purposes, medical and shopping. But because of funding limitations service improvements or expansion, will have to be more adequately researched identified and documented before changes should be implemented. Perhaps the best solution under current conditions is to be more efficient with existing vehicles, utilize different service operations equipment when possible and continue to think and plan on a regional basis.

SECTION III

REFINEMENT OF SELECTED ALTERNATIVE

The original RTDP was developed in 1971 and contained a recommended alternative to attempt to meet the transportation needs of the transportation disadvantaged in Region VIII. As anything can happen over time, certain refinements should occur in order to adjust the recommended alternative on its course. A series of questions concerning certain criteria to be used in the refinement process will be discussed in the next several pages.

Question 1

Are revisions in funding possible?

Although many of the agencies who provide transit service in the region would like to see a greater financial participation from IDOT it is highly unlikely that the IDOT percentage participation will increase significantly in the near future. This means a continued local support and for the agencies using Title III fund a continued use of these funds. Although Title III funds are supposedly only to be used for start up programs, which can only be for four (4) years, the transportation they provide is very much dependent on Title III funds.

Agencies who currently use Title III funds to support transportation are the best candidates for pooling their physical and monetary resources for transportation purposes (especially in the urbanized area of Dubuque). Another possibility for increased funding is to establish a fare structure for as many services as possible and require that the fare be paid. It does not have to be high, as long as there is a requirement to pay an agency can better depend on that as a major source of revenue. In order to establish a required fee, an adjustment in the use of Title III funds which state no required fare can be established, would have to be changed.

The regional goals and objectives are oriented towards better utilization of funding sources particularly in the application stage which is regional oriented. One objective also encourages Federal and state law makers to adopt a regional approach to funding programs.

Question 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?

The establishment of service standards have potential to be very beneficial and useful in monitoring and evaluating the service that is being provided. However until an improved method of monitoring a system is established, (hopefully IDOT monitoring program will provide some guidance) and some type of teeth behind the standard is available, standards will remain a very loose guide for systems.

The physical potential to meet increased ridership needs is very much possible with consolidation of transportation service providers. However there is a need to physically expand operations of some service providers. That is, capital improvements along with service improvements.

A major trip purpose on the regional systems is to go to the major urban areas for services. When this is done whether it be to the Quad Cities, Iowa City, Cedar Rapids or Dubuque, it requires the utilization of one vehicle for 10 or 12 people for one whole day. Trips of this nature should be limited as much as possible. The major purpose of these trips should be only for health needs. This has to be seriously considered and adopted by trans-

portation providers. This recommendation is not an easy one to recommend, to accept or to implement. A lot of cooperation between the health field, people and the service provider would have to exist. This is not an impossible task, however it will not happen overnite. Better monitoring of trip purposes should be maintained by operators so as to judge how service is meeting trip needs. Improvement of the regional service standards could incorporate this evaluation of trip purpose. This in turn owuld provide service operators better information on trip origin and destinations. The various surveys did not allow the opportunity to evaluate the service to major origin and destination points.

Question 3

Are revisions in the local goals and objectives being met?

The goals and objective have been reviewed by the committee and the revisions have been made to the 1977 goals and objectives. However the goals and objectives are a very useful tool when discussion on regional approach to transportation comes up. It provides a service operator an opportunity to see what it's system is trying to meet along with the total region and how this can best be done on a regional concept.

Question 4

Are the results of the surveys being used in improving services in the region?

How are the results being used?

To date no service improvements have been implemented which were the direct result of the three surveys. Primarily since the results of all three surveys were not in the hands of the regional planning commission until just a short period ago. Currently the results have been used for purposed of this document only. But the presentation of the results in this document if an initial step in using them.

Question 5

Can increase capital improvements be met and funded?

The para-transit service providers will have a difficult time in just being able to replace the vehicles they presently have. The life of most of the vans, wagons or cars are, at the most, four years. Funding to replace these vehicles under UMTA 16(b) (2) take at a minimum 20-24 months to receive. However, a very liberal approach for capital needs is displayed in the 3-5 year program. To a certain extent, capital improvement needs, will be dependent on to what degree, if any, consolidation of service equipment is accomplished. The continuance of state DOT participation in capital purchases is a necessity not only for regional operators, but also for both the small and large urban transit systems. The capital needs of the urban transit systems will be carefully assessed in the near future.

Question 6

Can any modifications to the regional system in Region 8 be made that would increase cost efficiency?

The most important step that could be taken that would increase cost efficiency is to incorporate the use of vehicles operated by private client oriented groups. Certain steps should be made to encourage operations such as Head Start, Skyline and the Jackson County Developmental Activities Center to allow their vehicles to be used during their off-pack period. The single administrative agency will be the prime force behind this effort with support from the regional planning commission. If this effort could be achieved it would have the greatest effect on increased cost efficiency.

Question 7

Are transit providers being brought into compliance with the State

Transit Plan?

Since a final State Transit Plan has not been developed it would be premature

at this time to say whether transit providers are in compliance with the plan. But indications are that compliance to the state plan may not be difficult but will be time consuming, but for a good cause, and will have to develop over a period of time. The local goals and objectives are also oriented in the direction of the State Transit Plan.

Question 8

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

Private operators are asked to participate in the planning process. They are solicited for information and are members of the Advisory Committee. The service that is being provided by public and private non-profit agencies does not directly affect the amount of service that a private agency can provide. Private non-profit service providers are encouraged to seek the use of private for profit operators, whenever feasible.

Question 9

Are elderly and handicapped individuals being supplied the needed services?

Most operations that provide service to the elderly and handicapped are supplying an adequate amount of transportation to meet most basic needs. However some operations are continually not able to meet the demand that is put on them, especially in the urban area, of Dubuque, where the greatest concentration of elderly and handicapped exist. The demand for transportation for trips, other than medical and nutritional trips, is on the increase. Transportation for social and recreational trips are necessary but they are not a priority trip. There appears to be a trend that is going to require greater availability of transportation to the elderly and handicapped in the region. Expansion of service to weekends and earlier evenings is entirely possible in the near future. Obviously a major problem is source of funds to provide this expanded service. Another type of service that will be looked upon for expansion is "special events trips." The concept of expanding the awareness of

the elderly is catching on, and rightfully so. One method of this expansion of awareness is providing special tours, via a private non profit vehicle. The same problem exists ther, as above, source of funds for this expanded service. However the approach of charging full cost for this service should be instituted. An even better alternative would be to use private for profit agencies for this service. The goals, objectives and standards refer to the service that should be provided to the elderly and handicapped and many of the standards are being met.

Question 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?

Service in one form or another is provided to all parts of the region. Both the large and small urban areas have public transit service. Private non-profit agencies serve the rural regions with service primarily for the elderly and handicapped. There are also several para-transit operators (non-profit) who operate in the City of Dubuque. Private for profit companies operate in the entire region also, especially the intercity bus carriers but their service is limited to corridor areas of service. Taxi service is provided i in three cities within the region. All services are open to the general public however some agencies will prioritize the people they serve.

A greater effort of notify the general public of the services that are available is necessary and should be done. One of the biggest problems when formulating a budget, with limited resources, is that funds for marketing/advertising program needs to be developed and presented to policy makers so that they can be con-

vinced of the necessity for this program and that the program will be evaluated to see just how effective the program is. This should enable more funds to be used for marketing especially if you can show to policy makers that it works.

There are several specialized services operating in the region which service only their clients. A number of these exist in the large urban area of Dubuque. There also is an agency in the City of Clinton and in the City of Maquoketa that services only their clients. Also Head Start provides service in the Counties of Delaware, Dubuque, and Jackson.

Consolidation of these operations along with private non-profit agencies is a high priority for Region 8. This should be actively worked upon by both the single administrative agency and the planning commission.

Question 11

Can better use be made of available equipment?

Again better utilization of equipment especially between para-transit operators, (Both those who serve special clients and the general public as a whole) have a very good potential for equipment consolidation. The better utilization of specialized service vehicles would provide expanded service and would also be available where existing para-transit operators are at capacity.

Question 12

Can better use be made of available manpower?

Many of the agencies who provide specialized service to clients do not have full time drivers. The drivers are professional workers who do more than just drive for the agency. Obviously the use of that manpower would be very limited outside of their agency. It is likely that there will be a need for increased manpower in the future. However deeper investigation of manpower availability is necessary.

SERVICE STANDARDS

The original RTDP completed in 1977 presented a number of accepted service standards for Region VIII. Refinements to these standards are portrayed in Table II on pages 42 and 43. Not all of the line items have standards at the time. However, when more consistent and reliable data on service providers in Region VIII can be collected the standards will be expanded and if necessary revised. These standards should be used by federal, state and local officials, along with operators, when reviewing the performance of transportation services in Region VIII.

Table 12 presents a series of results in implementing the 3-5 year program in Region VIII. What steps that have been taken in initiating the program are also addressed in the table on page 45.

Service Standards*

	1977 Service Standards	1977 Selected Alternative	1978 Modifications Or Refinements In Service Standards	1978 Refined Selected Alternative
<u>Total Rides</u>				
<u>Rides by Type:</u>				
Elderly			425,000	
Non-Elderly				
Handicapped			45,000	
Other			1,465,000	
<u>% of Rider Demand Satisfied:</u>				
Total			7	
Elderly			10	
Non-Elderly				
Handicapped			3	
Other				
<u>Other Local Objectives:</u>				
Area Served			5 counties	
Activity Centers Served			all	
Shelters			all	
Nutrition Centers			all	
<u>Revenue:</u>				
Average Fare			\$.75 rural	} Para-transit
			\$.50 urban	
			\$.30 Urban Transit	
Revenue /Expense ratio:			25% para-transit	
			35% urban transit	

(CONT'D. NEXT PAGE)

* These standards do not include private for profit operators

	<u>1977</u> <u>Service</u> <u>Standards</u>	<u>1977</u> <u>Selected</u> <u>Alternative</u>	<u>1978</u> <u>Modifications</u> <u>Or Refinements</u> <u>In Service Standards</u>	<u>1978</u> <u>Refined</u> <u>Selected</u> <u>Alternative</u>
<u>Operations:</u>				
Vehicles in Service			1 per county rural para-transit (accessible)	
Vehicle Utilization			9 hrs. a day/5 days a week	
Seatutilization			50%	
Trans.Costs			80% of total costs	
Administrative			2% of total costs	
Marketing			18% of total costs	
G & A				
All Other				
Total Administrative Costs			20% of total costs (maximum)	
<u>Annualized Capital</u> <u>Costs:</u>				
Vehicles				
Structures				
Total				
TOTAL OPER. & ANN. CAP. COSTS				
DEFICIT				
Deficit per Ride			75% of cost-para-transit 65% of cost-urban transit	

Note: You may not use all these measures, or you may wish to add some of your own. A standard is not required for each line item. The important thing is to be comprehensive and consistent.

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. Regionalization of state transit grant applications.
2. Establishment of Regional Transit Authority.
3. Marketing Program
4. Cedar County participation in the Single Administrative process.
5. Consolidation of services

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

If no progress resulted, give the reasons why not.

1. Combined application for three counties of the region.
2. The concept of a Regional Transit Authority has not progressed much since initiated. Further evaluation of the pluses and minuses of this concept is in the review of stages now.
3. A marketing program was very much contingent upon State Transit Assistance. Approval to spend funds was given in mid March. Currently a program is being developed and hopefully be implemented shortly.
4. Cedar Count has been solicited to encourage the county to designate a single administrative agency from Region 8. To date they have not done so.
5. No progress has been made from a physical stand point in the form of consolidation. However, several meetings in the recent past have been held to initiate steps in consolidation of services.

Conclusions:

As was recommended by many agencies, including this planning commission, the development of a single administrative agency whether it is called an authority or not, is necessary in order to continue to provide an adequate amount of transit service in the region. Outside of the large and small urban areas, where there currently is a single agency for administration of public transit systems, the logic for a similiar type agency for regional transit is overwhelming.

The establishment of an Authority to carry out all activities has excellent possibility to become organized some time in the future. But in the mean time the designation of a single administrative agency to administer state transit funds, supply all necessary monitoring and surveillance activities as part of the grant and also in support of requirements for this report, is necessary.

There are two major purposes of this agnecy one is to reduce costs through administrative actions and secondly to reduce the amount of duplication of service that exists which ultimately will reduce costs. This agency will be responsible for seeing that all transit providers submit the required information regarding operating statistics, service characteristics and other pertinent information as needed.

The single administrative agency in Region 8 could be one of two existing agencies in the region or a completely new agency. The Scenic Valley Area VIII Agency on Aging or the East Central Intergovernmental Association (ECIA) are the two existing agencies who could be the single administrative agency.

Scenic Valley administers aging programs for the counties of Delaware, Dubuque and Jackson in Region VIII. This agency currently is the designated recipient of state transit funds for the three counties mentioned above. Thus far, this has worked in receiving state funds for transit in the three counties. This agency administers the grant and completes the reporting requirements. Assistance in this process is provided by the staff of ECIA.

ECIA provides planning for all five counties in Region VIII. The major thrust of regional transit planning is to approach the study on a total regional approach. ECIA provides this comprehensive regional approach to transit planning in the region. To more effectively and more efficiently plan and operate regional transit it must be planned for and implemented on a total regional basis. This total regional approach can be carried out by ECIA. This also means having a working knowledge of the urban transit systems.

In either case the agency will do more than act as a pass through agency. But they will not go as far as actually operating the regional transit services nor the urban systems. Assistance will be provided in much the same manner as currently exists through the ECIA staff to the urban systems. Planning assistance in the form of surveillance and monitoring activities, scheduling, long and short range planning, marketing studies and be in the right position to encourage cooperation and consolidation of transit systems. Many of these activities are part of the development of the RTDP so it seems that it would be logical to have ECIA be the applicant of state transit funds for the region.

In summary, our recommendation for the upcoming year's transit assistance program, is that ECIA be the designated recipient of transit funds for the Counties of Cedar, Delaware, Dubuque, and Jackson in Region VIII. This recommendation would have to be endorsed by the Boards of Supervisors through

the passing of a resolution designating ECIA as the single administrative agency.

recommended in last years RTDP, Senior Lift who operates in Clinton County of Region VIII and in Scott and Muscatine Counties of Region IX would be the receipt of funds for Clinton County. However ECIA would provide the necessary support in insuring cooperation between the small urban transit system in the City of Clinton and the operations in the county and also the other systems in the region. As stated above, Clinton County is part of a regional system which is coordinated by Senior Lift which is part of the Area Agency on Aging. For this reason it has been agreed upon by the Iowa DOT, Clinton County, Senior Lift, the Bi-State Metropolitan Planning Commission and the ECIA that Clinton County remain as part of Bi-States responsibility in the development of the RTDP. Their program of projects will be included in Region IX's report.

As recommended earlier in this section Cedar County has been asked to be part of the single administrative agency in Region VIII. There is a hesitancy on the part of the supervisors to designate any agency outside of the county. They are hesitant because they do not want anyone to come to Cedar County and tell them how to operate their system. They feel that they are adequately meeting the transportation need of the residents of Cedar County. It must be remembered that in order to be eligible for public transit assistance a county must be part of a regional transit system and has the responsibility to designate an agency to carry out the administrative requirements. It will be the responsibility of the single administrative agency to seek Cedar County's participation in a regional transit system. Assistance will be provided by the staff of the planning commission.

The goal of establishing a Regional Transit Authority is still a top priority of the ECIA. The single administration agency as in this report is only temporary until such time that a transit authority is established.

A time table for this authority to be in existence is not yet firm. It could be projected that an authority could be established within 18 months of the date of this report. At this time it is difficult to determine what political problems will arise when an agency starts encouraging the establishment of a regional transit authority. The first steps to be considered, in the next several months, will be the different types of authorities that could be established and the "powers" the authority will have. Then these model authorities should be discussed with the many different agencies and political entities that will be playing a role in regional transit.

As stated earlier in this section, the ultimate decision of designating the single administrative agency for transit grants, is up to the county boards of supervisors. Noting this, the boards of supervisors for Delaware, Dubuque and Jackson counties opted to have the Scenic Valley Area VIII Agency on Aging to retain this designation. So, with this in mind, Scenic Valley will continue with its responsibilities and will also apply for State of Iowa transit assistance funds on behalf of the counties.

SECTION IV

Regional Transit Development

The intent of this document is to present, in a reasonable fashion, administrative and operating characteristics of all transit systems in the region, and analysis these characteristics for purposes of developing a three-five year improvement program. The urban areas also prepare a Transportation Improvement Program (TIP) which is a presentation of all transportation projects for the next five years. All participating agencies must include their projects in the TIP in order to be funded with federal funds if needed. Included in the TIP is a 5 year development program of all transit agencies who receive federal funds. Support documentation for the projects listed in the TIP is in the form of the Transportation Systems Management element of the TIP.

Small urban areas, with a public transit system, have had prepared for the city, a Transit Development Program (TDP) which did an analysis of the system and presented a 5 year recommended program of projects to be implemented. This document was prepared in part to make the small urban system eligible for federal assistance from the Urban Mass Transportation Administration.

The RTDP will replace the TDP as report documentation for federal assistance and will also serve as proper documentation for state transit assistance. All projects eligible and requiring transit assistance from a federal or state source within a small urban area and within the regional systems of Region VIII, must be documented in the RTDP. Projects within the urban area will continue to be presented in the urban TIP but will also be presented in this document.

These requirements for documentation of proposed improvements in the documents just discussed, is necessary if all agencies and all levels of government are to be allowed an adequate opportunity to review, and comment proposed improvements. The display of the projects and the justification for them is a necessary element of the planning process. It will help eliminate duplication of programs and will help guarantee that all sources of funds are being used in the proper method.

As these reports represent a presentation of all agencies involved in transit activities what they are planning on doing in the future, it should be the only report necessary for project justification.

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

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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

Area Residential Care

Operation
or Capital

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)		
Service Operations			4	Title XX		3,150	2,623	2,024	1,550	1,978	11,325		
				Dub Cty		2,932	3,300	3,500	3,600	3,700	17,032		
				Del Cty		1,688	1,700	1,800	1,900	2,000	9,088		
				Jack Cty		1,689	1,700	1,800	1,900	2,000	9,088		
				Other									
				Income*		1,950	2,500	3,000	3,500	3,700	14,650		
				SSI		1,312	1,600	2,000	2,500	2,500	9,912		
				Voc Rehab		195	250	375	425	425	1,670		
				Soc. Sec. +		78	100	100	100	100	478		
									12,994	13,773	14,599	15,475	16,403

+Clients' participation
*Private Contributions

Revised 3-5 Year Program

This section will present a 5 year program of projects for transit operations who supplied the necessary information to the regional planning commission. The presentation of these projects in this document is just part of the required steps taken in order for any improvements to be made that require state or federal transit assistance.

The following pages present all transit operators proposed projects for the next 5-years. These programmed projects can be modified at any time. It would require that an amendment be made and approved by the East Central Intergovernmental Association Council.

Information that is supplied on the following pages consists of the following items.

- 1) Project Title
- 2) Termini and other general descriptive information
- 3) Length or equipment
- 4) Type of work eq: new bus, radios, vans & marketing plans
- 5) Funding sources
- 6) Dollar costs

Projects for Clinton County Senior Citizen Center are documented in Region IX RTDP for 1978. These programs will be revised when additional information is obtained from those agencies who have not responded as yet.

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
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- 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

Cedar County Elderly Transportation Inc.

Operation
or Capital

Project Title (1)	Term (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year (6)	Present Year (Annual Element) (7)	+1 Year (8)	+2 Year (9)	+3 Year (10)	+4 Year (11)	Total 5 yr. Program (12)
Service Operations	Service for E&H in Cedar County		4	Fares		2,015	2,100	2,200	2,300	2,400	11,015
				Cong. Meal		550	500	500	500	500	2,550
				United Way		750	750	750	750	750	3,750
				Title III		4,564	4,600	4,650	4,700	4,750	23,264
				IDOT		1,535	1,900	2,400	2,950	3,600	12,385
						9,414	9,850	10,500	11,200	12,000	52,964

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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

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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

Tri-State Independent Blind

Operation
or Capital

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year (6)	Present Year (Annual Element) (7)	+1 Year (8)	+2 Year (9)	+3 Year (10)	+4 Year (11)	Total 5 yr. Program (12)
Service Operations	Continued service to Handicapped & Elderly		4	CETA	7,800	8,100	8,300	8,500	8,500	8,500	41,900
				Other *	3,500	3,600	3,600	3,700	3,700	3,800	18,400
					11,300	11,700	11,900	12,200	12,200	12,300	60,300

*Private contributions, fund disbursements

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

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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

Head Start

Operation
or Capital

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)
Service Operation	Service for Clients		4	HEW	26,000	26,500	28,000	29,500	31,000	32,500	147,500

TYPE OF WORK

Work Code

Operational

- 1 New route
- 2 Additional service hours or days
- J 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

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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

Jackson County Developmental Activities Center

Operation
or Capital

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)
Service Operation	Service for Clients		4	Title XX		6,800	7,000	7,200	7,400	7,600	36,000

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

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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
Hills & Dales

Operation
or Capital

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year (6)	Present Year (Annual Element) (7)	+1 Year (8)	+2 Year (9)	+3 Year (10)	+4 Year (11)	Total 5 yr. Program (12)
Service Operation	Service for Clients		4	Title XX		8,600	6,600	9,000	9,200	9,400	45,000

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

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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

Taxi-Operations

Operation
or Capital

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)
A-OK Yellow Cab	Service Operations		4								
Clinton Cab Co.	Service Operations		4								
Veterna's Radio Cab	Service Operations		4	Farebox		10,200	10,500	10,700	11,000	11,500	53,900

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

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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

Interstate Carriers

Operation
or Capital

Project Title (1)	Terminal (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year (6)	Present Year (Annual Element) (7)	+1 Year (8)	+2 Year (9)	+3 Year (10)	+4 Year (11)	Total 5 yr. Program (12)
Greyhound	Service Operations		4								
River Trails	Service Operations		4								
Iowa Coaches	Service Operations		4								

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

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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

Skyline

Project Title	Terminal (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)
Service Operators	Service to clients		4	Cty School Title XX Spec Trips	13,976 13,845 400 <u>28,221</u>	17,000 10,328 2,000 <u>29,328</u>	unknown	unknown	unknown	unknown	unknown
Capital Equipment	Purchase busses	2 lift-equipped mini-busses	11	16 (b) 2 SkyLine		48,000 12,000 <u>60,000</u>					

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)
- 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 Para 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

Scenio Valley AAA/Project Concern

Operation
or Capital

Table 22

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)
Fleet Replacement	Replacement of old vans	3-12 pass acc. buses	11	UMTA16B2 IDOT Cities Dub Cty Jck Cty Del Cty			64,272 8,034 4,017 1,666 1,666 1,666 <u>80,340</u>				64,272 8,034 4,017 1,666 1,666 1,666 <u>80,340</u>
Radio Equipment	For new buses & existing	6-2 way radios	18	UMTA16B2 IDOT Cities Dub Cty Del Cty Jck Cty			3,840 960 240 240 240 240 <u>4,800</u>				3,840 960 240 240 240 240 <u>4,800</u>
Fleet replacement & expansion		3-12 pass vans	11	UMTA16B2 IDOT Users Fees Dub Cty Del Cty Jck Cty					46,200 7,698 1,284 856 856 856 <u>57,750</u>		46,200 7,698 1,284 856 856 856 <u>57,750</u>

TYPE OF WORK

Mark 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
- 12 Vehicle-Passenger carrier (purchase)
- 13 Vehicle-Non-Passenger carrier
- 14 Construction of new garages 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 Para collection equipment
- 26 Other
- Office and maintenance equipment (purchase and installation, as required)
- Land or right-of-way acquisition
- Other

Name of Agency Responsible

Operation
or Capital

Scenic Valley AAA/Project Concern

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)
Radio Equipment	For new vans	3-2 way radios	18	UMTA16B2 IDOT Users Fees					2,640 240 120 3,300		2,640 240 120 3,300
Fleet replacement & expansion		3-12 pass vans	11	UMTA16B2 IDOT • Cities Dub Cty Del Cty Jck Cty Users Fees						50,424 8,402 750 750 750 1,750 1,204 63,030	50,424 8,402 750 750 750 1,750 1,204 63,030

Table 22 (cont.)

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

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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

Scenic Valley AAA/Project Concern

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)
Service Operation	Maintenance of existing service		4	Title III		64,250	62,000	58,000	50,000	40,000	274,250
				IDOT		25,055	34,000	37,500	45,500	55,500	197,555
				United Way		9,695	11,000	10,000	10,000	10,000	50,695
				City of Dub		3,232	3,000	3,500	4,000	4,000	17,732
				Dubuque		3,231	3,000	4,000	4,500	4,500	19,231
				Delaware			3,000	4,000	4,500	4,500	16,000
				Jackson			3,000	4,000	4,500	4,500	16,000
				Fares		13,000	16,000	19,000	22,000	27,000	97,000
				Donations		725					725
						119,188	135,000	140,000	145,000	150,000	689,188

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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

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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

Clinton MTA

Operation

or Capital

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)
Service Operations			4	City	171,850	206,924	219,727	238,564	265,494	294,688	1225,397
				Iowa	26,167	13,903	24,000	30,000	30,000	127,903	
				Fares	85,523	87,233	88,977	90,756	92,571	453,959	
					261,850	308,060	332,704	359,320	388,065	419,110	1,807,259
Service Expansion	Service to industrial complexes		1	Iowa			7,409	5,890			13,299
				Fares			1,519	3,038			4,557
							8,928	8,928			17,856
Marketing	Program aimed at target groups, special service & total system		6	Iowa			9,000				9,000
Passenger amenity facilities		4 shelters	16	UMTA			14,520				14,520
		5 benches	17	Iowa			2,419				2,419
		100 signs	15	City			1,211				1,211
							18,150				18,150

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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

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- 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

Clinton MTA

Operation
or Capital

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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)
Fleet replacement		4-large urban buses	11	UMTA 3 Iowa City			349,600 58,252 29,148 <u>437,000</u>				349,600 58,252 29,148 <u>437,000</u>
Equipment		9 Fare-boxes	22	UMTA 3 Iowa City			18,208 3,034 1,518 <u>22,760</u>				18,208 3,034 1,518 <u>22,760</u>
Equipment		6-2 way radios base	18 19	UMTA 3 Iowa City			8,800 1,466 734 <u>11,000</u>				8,800 1,466 734 <u>11,000</u>
Tools		Tools	20	UMTA 3 Iowa City			6,502 1,083 543 <u>8,128</u>				6,502 1,083 543 <u>8,128</u>
Equipment		Power Cab Assembly A/C Comp		UMTA 3 Iowa City			25,960 4,325 2,165 <u>32,450</u>				25,960 4,325 2,165 <u>32,450</u>

Table 23 3

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

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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

Clinton MTA

Operation
or Capital

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)
Fleet Replacement		5 midsize buses	11	UMTA 3 Iowa City					400,000 66,650 33,350 500,000		400,000 66,650 33,350 500,000
Passenger Amenity Facilities		4 shelters 5 benches	15 17	UMTA 3 Iowa City					14,000 2,333 1,167 17,500		14,000 2,333 1,167 17,500
Fleet Expansion		1-Service Truck	12	UMTA 3 Iowa City					9,600 1,596 804 12,000		9,600 1,596 804 12,000
		4-2 way radios & walkie talkie	18	UMTA 3 Iowa City					5,760 960 480 7,200		5,760 960 480 7,200

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Table 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 **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
- Office and maintenance equipment (purchase and installation, as required)
- Land or right-of-way acquisition
- Other

Data.

Name of Agency Responsible

Dubuque Transit Trustee Board KeyLine

Operation
or Capital

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year (6)	Present Year (Annual Element) (7)	+1 Year (8)	+2 Year (9)	+3 Year (10)	+4 Year (11)	Total 5 yr. Program (12)
Bus Garage roof	Repair of roof		14	City				55,000			55,000
Fleet expansion	Acquisition of mini-buses to better serve E&H	2-19 pass mini-buses accessible	11	UMTA Iowa City			54,634 9,105 4,553 68,292				54,634 9,105 4,553 68,292
Passenger Amenity facilities	Bus shelters & Bus stop signs		15	UMTA			20,000				20,000
			16	Iowa City			3,333 1,667 25,000				3,333 1,667 25,000
	Bus stop benches		17	UMTA Iowa City			6,000 1,000 500 7,500				6,000 1,000 500 7,500
Miscellaneous Parts			24	Iowa			3,000				3,000
Fleet Expansion & Replacement		10 Large 43 pass. buses	11	UMTA Iowa City				1,040,000 173,316 86,684 1,300,000			1040,000 173,316 86,684 1300,000

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Table 24 4

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

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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

Dubuque Transit Trustee Board

KeyLine

Operation
or Capital

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)
Marketing & Management Improvements	Marketing & Management programs with evaluations		6	IDOT			15,000				15,000
System Operation	Service Operations		4	Farebox City	330,971	375,500	383,000	390,660	398,473	406,442	
			5	UMTA	245,304	237,435	272,499	310,588	351,955	396,865	
				IDOT	245,304	297,434	332,499	370,588	411,955	456,865	
						60,000	60,000	60,000	60,000	60,000	
					821,579	970,369	1,047,998	1,131,837	1,222,383	1,320,173	
Service Type Study	Analysis of Demand Responsive Service & Fixed Route		9	UMTA Sec 9 City				56,000			56,000
								14,000			14,000
								70,000			70,000
Bus Garage Feasibility study			9	UMTA Sec 9 City			16,000				16,000
							4,000				4,000
							20,000				20,000

TYPE OF WORK

Mark 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

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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

Clinton MTA

Operation
or Capital

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)
System Total						308,060	880,120	368,248	924,765	419,110	2,900,303

TYPE OF WORK

Mark 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

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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

Dubuque Transit Trustee Board

Operation
or Capital

Project Title	Terminal (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)
System Total						970,369	1,186,790	2,556,837	1,222,381	1,320,173	7,256,552

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

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- 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

Regional Para-Transit Systems

Operation
or Capital

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)
System Totals						201,430	309,704	233,699	303,225	314,733	1,362,791

73

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
- 18 Vehicle equipment: (purchase and installation, as required)
Radios
- 19 Radio Base Station
- 20 Spare parts
- 21 Handicapped assistance equipment
- 22 F 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

Operation
or Capital

Region VIII Systems

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)
System Totals						1,479,859	2,376,614	3,158,784	2,450,373	2,054,016	11,519,646



EAST CENTRAL INTERGOVERNMENTAL
ASSOCIATION RIDER SURVEY

59312

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

1. At what location did you get on this vehicle (nearest intersection or crossroads)? _____

2. How far do you plan to travel on this vehicle?
_____ blocks or _____ miles

3. What is the primary purpose of this trip?
() recreation/social; () congregate meal; () work;
() shopping; () medical; () school; () other

4. How did you get to the location where you were picked up?
() walked; () auto; () urban bus; () taxi;
() got on at origin; () other

5. Was the vehicle on time? () early; () 0-5 minutes late;
() 6-10 minutes late; () 11-20 minutes late;
() more than 20 minutes late; () not applicable

6. How often do you ride this service?
() 3 or more days a week; () 1-2 days a week;
() 2-5 days a month; () once a month;
() less than once a month

7. If this service was not available would you have been able to make this trip? () Yes; () No

8. Why did you use this service to make this trip? Check one or more.
() Do not have a driver's license
() Do not like to drive
() This service is more convenient
() Unable to operate a car due to physical disabilities
() No auto available for trip
() This service is cheaper
() Other

9. How often do you rely on other individuals for transportation?
_____ times a week

RIDE CHARACTERISTICS:

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

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

USER PROFILE

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

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

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

THANK YOU FOR YOUR COOPERATION

FREQUENCY TABULATION OF RIDERS' SURVEY CONDUCTED
OCTOBER, 1977

REGIONAL PLANNING AGENCY East Central Intergovernmental Association

SERVICE Cedar Co. Elderly
TOTAL NUMBER OF RESPONDENTS 33

How far do you plan to travel on this vehicle?

Number of Blocks Given	Number of Respondents	% of Respondents
9-10	2	100
Total Number		<u>100%</u>
Answering Question		
Number of Miles	Number of Respondents	% of Respondents
1-10	3	10.0
11-20	3	10.0
21-30	6	20.0
31-40	8	26.7
41 and over	10	33.3
Total Number Answering Question		<u>100%</u>

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

	Number Responding	% of Responding
walked	<u>3</u>	<u>9.4</u>
auto	<u>0</u>	<u> </u>
urban bus	<u>1</u>	<u>3.1</u>
taxi	<u>0</u>	<u> </u>
got on at origin	<u>25</u>	<u>78.1</u>
other	<u>3</u>	<u>9.4</u>
Total Number Answering Question	<u>32</u>	<u>100%</u>

Was the vehicle on time?

	Number Responding	% of Responding
early	<u>25</u>	<u>75.8</u>
0-5 minutes late	<u>8</u>	<u>24.2</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>33</u>	<u>100%</u>

How often do you ride this service?

	Number Responding	% of Responding
3 or more days a week	<u>0</u>	<u> </u>
1-2 days a week	<u>8</u>	<u>24.3</u>
2-5 days a month	<u>14</u>	<u>42.4</u>
once a month	<u>7</u>	<u>21.2</u>
less than once a month	<u>4</u>	<u>12.1</u>
Total Number Answering Question	<u>33</u>	<u>100%</u>

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

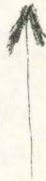
	Number Responding	% of Responding
Yes	<u>4</u>	<u>12.1</u>
No	<u>29</u>	<u>87.9</u>
Total Number Answering Question	<u>33</u>	<u>100%</u>

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>17</u>	<u>20.7</u>
Do not like to drive	<u>7</u>	<u>8.5</u>
This service is more convenient	<u>20</u>	<u>24.4</u>
Unable to operate a car due to physical disabilities	<u>4</u>	<u>4.9</u>
No auto available for trip	<u>14</u>	<u>17.1</u>
This service is cheaper	<u>18</u>	<u>22.0</u>
Other	<u>2</u>	<u>2.4</u>
Total Responses	<u>82</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>41.7</u>
<u>2</u>	<u>2</u>	<u>16.7</u>
<u>3</u>	<u>3</u>	<u>25.0</u>
<u>4</u>	<u>0</u>	<u>0.</u>
<u>5</u>	<u>1</u>	<u>8.3</u>
6 and over	<u>1</u>	<u>8.3</u>
Total	12	<u>100%</u>



RIDE CHARACTERISTICS:

	SERVICE RATING	VERY GOOD	GOOD	FAIR	POOR	POOR	
Total time spent waiting	number %	25 80.6	6 19.4				total 100%
Comfort in vehicle	number %	21 72.4	8 27.6				total 100%
Dependability of on-time arrival	number %	28 93.3	2 6.7				total 100%
Pleasantness of ride	number %	28 93.3	2 6.7				total 100%
Safety	number %	25 92.6	2 7.4				total 100%
Vehicle Cleanliness	number %	25 83.3	5 16.7				total 100%
Total time of trip	number %	21 80.8	5 19.2				total 100%
Cost of trip	number %	26 89.7	3 10.3				total 100%
Courtesy of personnel	number %	29 90.6	3 9.4				total 100%
Schedule information	number %	26 86.7	4 13.3				total 100%
transfer convenience	number %	17 81.0	4 19.0				total 100%
Area served	number %	26 86.7	4 13.3				total 100%

USER PROFILE:

Do you have a valid driver's license?

	Number Responding	Percent Responding
Yes	<u>13</u>	<u>39.4</u>
No	<u>20</u>	<u>60.6</u>
Total Number Answering Question	<u>33</u>	<u>100%</u>

If not, did you ever have one?

	Number Responding	Percent Responding
Yes	<u>12</u>	<u>54.5</u>
No	<u>10</u>	<u>45.5</u>
Total Number Answering Question	<u>22</u>	<u>100%</u>

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

	Number Responding	Percent Responding
0	<u>16</u>	<u>55.3</u>
1	<u>12</u>	<u>41.4</u>
2	<u>1</u>	<u>3.4</u>
More than 2	<u>0</u>	<u>0</u>
Total Number Answering Question	<u>29</u>	<u>100%</u>

Was there a car available for this trip?

	Number Responding	Percent Responding
Yes	<u>6</u>	<u>18.2</u>
No	<u>27</u>	<u>81.8</u>
Total Number Answering Question	<u>33</u>	<u>100%</u>

Sex?

	Number Responding	Percent Responding
Male	<u>2</u>	<u>6.5</u>
Female	<u>29</u>	<u>93.5</u>
Total Number Answering Question	<u>31</u>	<u>100%</u>

How old are you?

	Number Responding	Percent Responding
Under 18	<u> </u>	<u> </u>
18-24	<u>1</u>	<u>3.0</u>
25-39	<u>0</u>	<u>0</u>
40-59	<u>0</u>	<u>0</u>
60-64	<u>2</u>	<u>6.1</u>
65 or over	<u>30</u>	<u>90.9</u>
Total Number Answering Question	<u>33</u>	<u>100%</u>

What is your marital status?

	Number Responding	Percent Responding
Single	<u>2</u>	<u>6.5</u>
Married	<u>4</u>	<u>12.9</u>
Widowed	<u>25</u>	<u>80.6</u>
Other	<u>0</u>	<u> </u>
Total Number Answering Question	<u>31</u>	<u>100%</u>

Do you have a physical disability which makes travel difficult?

	Number Responding	Percent Responding
Yes	<u>6</u>	<u>18.7</u>
No	<u>26</u>	<u>81.3</u>
Total Number Answering Question	<u>32</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>26</u>	<u>78.8</u>
No	<u>7</u>	<u>21.2</u>
Total Number Answering Question	<u>33</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>3.1</u>
once a month	<u>1</u>	<u>3.1</u>
a few times a year	<u>20</u>	<u>62.5</u>
never	<u>10</u>	<u>31.3</u>
Total Number Answering Question	<u>32</u>	<u>100%</u>

What is the primary purpose of this trip?*

	Number Responding	Percent
recreation/social	<u>4</u>	<u>8.9</u>
congregate meal	<u>2</u>	<u>4.4</u>
work	<u>1</u>	<u>2.2</u>
shopping	<u>23</u>	<u>51.2</u>
medical	<u>10</u>	<u>22.2</u>
school	<u>1</u>	<u>2.2</u>
other	<u>4</u>	<u>8.9</u>
total trip purposes	<u>45</u>	<u>100%</u>

*Some trips are multi-purpose

FREQUENCY TABULATION OF RIDERS' SURVEY CONDUCTED
OCTOBER, 1977

REGIONAL PLANNING AGENCY East Central Intergovernmental Association

SERVICE Operation New View (Dubuque Co.)
TOTAL NUMBER OF RESPONDENTS 3

How far do you plan to travel on this vehicle?

Number of Blocks Given	Number of Respondents	% of Respondents
Number of Miles	Total Number Answering Question Number of Respondents	<u>100%</u> % of Respondents
50-60	3	100
	Total Number 3 Answering Question	<u>100%</u>

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

	Number Responding	% of Responding
walked	<u>2</u>	—
auto	—	—
urban bus	—	—
taxi	—	—
got on at origin	—	—
other	<u>1</u>	—
Total Number Answering Question	<u>3</u>	<u>100%</u>

Was the vehicle on time?

	Number Responding	% of Responding
early	<u>3</u>	—
0-5 minutes late	—	—
6-10 minutes late	—	—
11-20 minutes late	—	—
more than 20 minutes late	—	—
not applicable	—	—
Total Number Answering Question	<u>3</u>	<u>100%</u>

How often do you ride this service?

	Number Responding	% of Responding
3 or more days a week	—	—
1-2 days a week	—	—
2-5 days a month	<u>3</u>	—
once a month	—	—
less than once a month	—	—
Total Number Answering Question	<u>3</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>0</u>	—
No	<u>3</u>	—
Total Number Answering Question	<u>3</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>2</u>	_____
Do not like to drive	<u>0</u>	_____
This service is more convenient	<u>2</u>	_____
Unable to operate a car due to physical disabilities	<u>0</u>	_____
No auto available for trip	<u>2</u>	_____
This service is cheaper	<u>1</u>	_____
Other	<u>0</u>	_____
Total Responses	<u>7</u>	<u>100%</u>

How often do you rely on other individuals for transportation?

Times a Week	Number Responding	% Responding
<u>2</u>	<u>1</u>	_____
<u>4</u>	<u>1</u>	_____
_____	_____	_____
_____	_____	_____
Total	<u>2</u>	<u>100%</u>

RIDE CHARACTERISTICS:

	SERVICE RATING	VERY GOOD	GOOD	FAIR	POOR	POOR	
Total time spent waiting	number %	2	1				total 3 100%
Comfort in vehicle	number %	1	2				total 3 100%
Dependability of on-time arrival	number %	3					total 3 100%
Pleasantness of ride	number %	3					total 3 100%
Safety	number %	3					total 3 100%
Vehicle Cleanliness	number %	3					total 3 100%
Total time of trip	number %	2	1				total 3 100%
Cost of trip	number %	3					total 3 100%
Courtesy of personnel	number %	3					total 3 100%
Schedule information	number %	3					total 3 100%
transfer convenience	number %	2	1				total 3 100%
Area served	number %	1	2				total 3 100%

USER PROFILE:

Do you have a valid driver's license?

	Number Responding	Percent Responding
Yes	<u>0</u>	—
No	<u>3</u>	—
Total Number Answering Question	<u>3</u>	100%

If not, did you ever have one?

	Number Responding	Percent Responding
Yes	<u>1</u>	—
No	<u>1</u>	—
Total Number Answering Question	<u>2</u>	100%

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

	Number Responding	Percent Responding
0	<u>3</u>	_____
1	_____	_____
2	_____	_____
More than 2	_____	_____
Total Number Answering Question	<u>3</u>	<u>100%</u>

Was there a car available for this trip?

	Number Responding	Percent Responding
Yes	_____	_____
No	<u>3</u>	_____
Total Number Answering Question	<u>3</u>	<u>100%</u>

Sex?

	Number Responding	Percent Responding
Male	<u>0</u>	_____
Female	<u>3</u>	_____
Total Number Answering Question	<u>3</u>	<u>100%</u>

How old are you?

	Number Responding	Percent Responding
Under 18	_____	_____
18-24	_____	_____
25-39	_____	_____
40-59	_____	_____
60-64	<u>2</u>	_____
65 or over	<u>1</u>	_____
Total Number Answering Question	<u>3</u>	<u>100%</u>

What is your marital status?

	Number Responding	Percent Responding
Single	_____	_____
Married	_____	_____
Widowed	<u>3</u>	_____
Other	_____	_____
Total Number Answering Question	<u>3</u>	<u>100%</u>

Do you have a physical disability which makes travel difficult?

	Number Responding	Percent Responding
Yes	_____	_____
No	<u>3</u>	_____
Total Number Answering Question	<u>3</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>1</u>	_____
No	<u>2</u>	_____
Total Number Answering Question	<u>3</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	_____	_____
once a month	_____	_____
a few times a year	<u>2</u>	_____
never	<u>1</u>	_____
Total Number Answering Question	<u>3</u>	<u>100%</u>

What is the primary purpose of this trip?*

	Number Responding	Percent
recreation/social	<u>2</u>	_____
congregate meal	<u>0</u>	_____
work	<u>0</u>	_____
shopping	<u>0</u>	_____
medical	<u>1</u>	_____
school	<u>0</u>	_____
other	<u>0</u>	_____
total trip purposes	<u>3</u>	<u>100%</u>

*Some trips are multi-purpose

FREQUENCY TABULATION OF RIDERS' SURVEY CONDUCTED
OCTOBER, 1977

REGIONAL PLANNING AGENCY East Central Intergovernmental Association

SERVICE Operation New View (Jackson Co.)

TOTAL NUMBER OF RESPONDENTS 47

How far do you plan to travel on this vehicle?

47.5% return

Number of Blocks Given	Number of Respondents	% of Respondents
1-5	3	42.9
6-10	4	57.1
	Total Number 7	100%
Number of Miles	Answering Question Number of Respondents	% of Respondents
1-10	7	21.9
11-20	2	6.2
21-30	5	15.6
31-40	3	9.4
41-60	3	9.4
70-90	12	37.5
	Total Number 32 Answering Question	100%

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

	Number Responding	% of Responding
walked	<u>20</u>	<u>48.8</u>
auto	<u>8</u>	<u>19.5</u>
urban bus	<u>2</u>	<u>4.9</u>
taxi	<u>0</u>	<u>0.0</u>
got on at origin	<u>8</u>	<u>19.5</u>
other	<u>3</u>	<u>7.3</u>
Total Number Answering Question	<u>41</u>	<u>100%</u>

Was the vehicle on time?

	Number Responding	% of Responding
early	<u>22</u>	<u>59.5</u>
0-5 minutes late	<u>13</u>	<u>35.1</u>
6-10 minutes late	<u>2</u>	<u>5.4</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>37</u>	<u>100%</u>

How often do you ride this service?

	Number Responding	% of Responding
3 or more days a week	<u>12</u>	<u>26.7</u>
1-2 days a week	<u>4</u>	<u>8.9</u>
2-5 days a month	<u>12</u>	<u>26.7</u>
once a month	<u>10</u>	<u>22.2</u>
less than once a month	<u>7</u>	<u>15.5</u>
Total Number Answering Question	<u>45</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>11.4</u>
No	<u>39</u>	<u>88.6</u>
Total Number Answering Question	<u>44</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>13</u>	<u>15.9</u>
Do not like to drive	<u>12</u>	<u>14.6</u>
This service is more convenient	<u>16</u>	<u>19.5</u>
Unable to operate a car due to physical disabilities	<u>5</u>	<u>6.1</u>
No auto available for trip	<u>22</u>	<u>26.8</u>
This service is cheaper	<u>13</u>	<u>15.9</u>
Other	<u>1</u>	<u>1.2</u>
Total Responses	<u>82</u>	<u>100%</u>

How often do you rely on other individuals for transportation?

Times a Week	Number Responding	% Responding
<u>1</u>	<u>7</u>	<u>36.8</u>
<u>2</u>	<u>7</u>	<u>36.8</u>
<u>4</u>	<u>1</u>	<u>5.3</u>
<u>5</u>	<u>3</u>	<u>15.8</u>
<u>7</u>	<u>1</u>	<u>5.3</u>
Total 19		<u>100%</u>

RIDE CHARACTERISTICS:

	SERVICE RATING	VERY GOOD	GOOD	FAIR	POOR	POOR	
Total time spent waiting	number %	33 97.1	1 2.9				total 34 100%
Comfort in vehicle	number %	32 86.5	4 10.8	1 2.7			total 37 100%
Dependability of on-time arrival	number %	30 90.9	3 9.1				total 33 100%
Pleasantness of ride	number %	34 94.4	1 2.8	1 2.8			total 36 100%
Safety	number %	36 94.8	1 2.6	1 2.6			total 38 100%
Vehicle Cleanliness	number %	36 94.7	2 5.3				total 38 100%
Total time of trip	number %	21 87.5	2 8.3	1 4.2			total 24 100%
Cost of trip	number %	18 90.0	1 5.0	1 5.0			total 20 100%
Courtesy of personnel	number %	32 97.0	1 3.0				total 33 100%
Schedule information	number %	18 90.0	2 10.0				total 20 100%
transfer convenience	number %	16 94.1	1 5.9				total 17 100%
Area served	number %	14 93.3	1 6.7				total 15 100%

USER PROFILE:

Do you have a valid driver's license?

	Number Responding	Percent Responding
Yes	17	37.8
No	28	62.2
Total Number Answering Question	45	100%

If not, did you ever have one?

	Number Responding	Percent Responding
Yes	16	55.2
No	13	44.8
Total Number Answering Question	29	100%

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

	Number Responding	Percent Responding
0	<u>18</u>	<u>50.0</u>
1	<u>16</u>	<u>44.4</u>
2	<u>1</u>	<u>2.8</u>
More than 2	<u>1</u>	<u>2.8</u>
Total Number Answering Question	<u>36</u>	<u>100%</u>

Was there a car available for this trip?

	Number Responding	Percent Responding
Yes	<u>6</u>	<u>15.4</u>
No	<u>33</u>	<u>84.6</u>
Total Number Answering Question	<u>39</u>	<u>100%</u>

Sex?

	Number Responding	Percent Responding
Male	<u>6</u>	<u>15.8</u>
Female	<u>32</u>	<u>84.2</u>
Total Number Answering Question	<u>38</u>	<u>100%</u>

How old are you?

	Number Responding	Percent Responding
Under 18	---	---
18-24	---	---
25-39	---	---
40-59	<u>2</u>	<u>4.8</u>
60-64	<u>2</u>	<u>4.8</u>
65 or over	<u>38</u>	<u>90.4</u>
Total Number Answering Question	<u>42</u>	<u>100%</u>

What is your marital status?

	Number Responding	Percent Responding
Single	<u>4</u>	<u>8.9</u>
Married	<u>9</u>	<u>20.0</u>
Widowed	<u>30</u>	<u>66.7</u>
Other	<u>2</u>	<u>4.4</u>
Total Number Answering Question	<u>45</u>	<u>100%</u>

Do you have a physical disability which makes travel difficult?

	Number Responding	Percent Responding
Yes	<u>11</u>	<u>28.2</u>
No	<u>28</u>	<u>71.8</u>
Total Number Answering Question	<u>39</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>19</u>	<u>48.7</u>
No	<u>20</u>	<u>51.3</u>
Total Number Answering Question	<u>39</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>2</u>	<u>5.9</u>
once a month	<u>9</u>	<u>26.5</u>
a few times a year	<u>7</u>	<u>20.6</u>
never	<u>16</u>	<u>47.0</u>
Total Number Answering Question	<u>34</u>	<u>100%</u>

What is the primary purpose of this trip?*

	Number Responding	Percent
recreation/social	<u>3</u>	<u>5.2</u>
congregate meal	<u>18</u>	<u>31.0</u>
work	<u>1</u>	<u>1.7</u>
shopping	<u>25</u>	<u>43.1</u>
medical	<u>8</u>	<u>13.8</u>
school	<u>1</u>	<u>1.7</u>
other	<u>2</u>	<u>3.5</u>
total trip purposes	<u>58</u>	<u>100%</u>

*Some trips are multi-purpose

FREQUENCY TABULATION OF RIDERS' SURVEY CONDUCTED
OCTOBER, 1977

REGIONAL PLANNING AGENCY East Central Intergovernmental Association

SERVICE Operation New View (Delaware Co.)
 TOTAL NUMBER OF RESPONDENTS 97 124 79.2% return

How far do you plan to travel on this vehicle?

Number of Blocks Given	Number of Respondents	% of Respondents
1-10	3	75
over 11	1	25
	Total Number <u>4</u>	<u>100%</u>
	Answering Question	
Number of Miles	Number of Respondents	% of Respondents
1-10	9	10.5
11-20	10	11.6
21-30	13	15.1
31-40	7	8.1
41-70	9	10.5
71-98	21	24.4
99 and over	17	19.8
	Total Number <u>86</u>	<u>100%</u>
	Answering Question	

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

	Number Responding	% of Responding
walked	<u>20</u>	<u>32.8</u>
auto	<u>9</u>	<u>14.8</u>
urban bus	<u>1</u>	<u>1.6</u>
taxi	<u>0</u>	<u>0.0</u>
got on at origin	<u>20</u>	<u>32.8</u>
other	<u>11</u>	<u>18.0</u>
Total Number Answering Question	<u>61</u>	<u>100%</u>

Was the vehicle on time?

	Number Responding	% of Responding
early	<u>58</u>	<u>64.4</u>
0-5 minutes late	<u>32</u>	<u>35.6</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>90</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>2.2</u>
1-2 days a week	<u>7</u>	<u>7.5</u>
2-5 days a month	<u>38</u>	<u>40.9</u>
once a month	<u>31</u>	<u>33.3</u>
less than once a month	<u>15</u>	<u>16.1</u>
Total Number Answering Question	<u>93</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>14</u>	<u>14.9</u>
No	<u>80</u>	<u>85.1</u>
Total Number Answering Question	<u>94</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>45</u>	<u>21.7</u>
Do not like to drive	<u>26</u>	<u>12.6</u>
This service is more convenient	<u>48</u>	<u>23.2</u>
Unable to operate a car due to physical disabilities	<u>15</u>	<u>7.2</u>
No auto available for trip	<u>33</u>	<u>15.9</u>
This service is cheaper	<u>37</u>	<u>17.9</u>
Other	<u>3</u>	<u>1.5</u>
Total Responses	<u>207</u>	<u>100%</u>

How often do you rely on other individuals for transportation?

Times a Week	Number Responding	% Responding
<u>1</u>	<u>24</u>	<u>51.1</u>
<u>2</u>	<u>12</u>	<u>25.5</u>
<u>3</u>	<u>3</u>	<u>6.4</u>
<u>4</u>	<u>1</u>	<u>2.1</u>
<u>5</u>	<u>6</u>	<u>12.8</u>
<u>7</u>	<u>1</u>	<u>2.1</u>
Total	<u>47</u>	<u>100%</u>

RIDE CHARACTERISTICS:

	SERVICE RATING	VERY GOOD	GOOD	FAIR	POOR	POOR	
Total time spent waiting	number %	76 91.6	6 7.2	1 1.2			total 83 100%
Comfort in vehicle	number %	71 79.8	16 18.0	2 2.2			total 89 100%
Dependability of on-time arrival	number %	80 88.9	10 11.1				total 90 100%
Pleasantness of ride	number %	80 90.9	8 9.1				total 88 100%
Safety	number %	80 88.9	10 11.1				total 90 100%
Vehicle Cleanliness	number %	71 80.7	17 19.3				total 88 100%
Total time of trip	number %	59 81.9	13 18.1				total 72 100%
Cost of trip	number %	62 83.8	9 12.2	3 4.0			total 74 100%
Courtesy of personnel	number %	84 92.3	7 7.7				total 91 100%
Schedule information	number %	72 91.1	7 8.9				total 79 100%
transfer convenience	number %	55 90.2	6 9.8				total 61 100%
Area served	number %	58 85.3	10 14.7				total 68 100%

USER PROFILE:

Do you have a valid driver's license?

	Number Responding	Percent Responding
Yes	<u>37</u>	<u>40.2</u>
No	<u>55</u>	<u>59.8</u>
Total Number Answering Question	<u>92</u>	100%

If not, did you ever have one?

	Number Responding	Percent Responding
Yes	<u>16</u>	<u>28.1</u>
No	<u>41</u>	<u>71.9</u>
Total Number Answering Question	<u>57</u>	100%

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

	Number Responding	Percent Responding
0	<u>37</u>	<u>46.3</u>
1	<u>40</u>	<u>50.0</u>
2	<u>3</u>	<u>3.7</u>
More than 2	<u>0</u>	<u> </u>
Total Number Answering Question	<u>80</u>	<u>100%</u>

Was there a car available for this trip?

	Number Responding	Percent Responding
Yes	<u>21</u>	<u>25</u>
No	<u>63</u>	<u>75</u>
Total Number Answering Question	<u>84</u>	<u>100%</u>

Sex?

	Number Responding	Percent Responding
Male	<u>8</u>	<u>9.3</u>
Female	<u>78</u>	<u>90.7</u>
Total Number Answering Question	<u>86</u>	<u>100%</u>

How old are you?

	Number Responding	Percent Responding
Under 18	<u>2</u>	<u>2.1</u>
18-24	<u>1</u>	<u>1.0</u>
25-39	<u>2</u>	<u>2.1</u>
40-59	<u>3</u>	<u>3.1</u>
60-64	<u>9</u>	<u>9.2</u>
65 or over	<u>80</u>	<u>82.5</u>
Total Number Answering Question	<u>97</u>	<u>100%</u>

What is your marital status?

	Number Responding	Percent Responding
Single	<u>8</u>	<u>8.8</u>
Married	<u>26</u>	<u>28.6</u>
Widowed	<u>52</u>	<u>57.1</u>
Other	<u>5</u>	<u>5.5</u>
Total Number Answering Question	<u>91</u>	<u>100%</u>

Do you have a physical disability which makes travel difficult?

	Number Responding	Percent Responding
Yes	<u>28</u>	<u>30.4</u>
No	<u>64</u>	<u>69.6</u>
Total Number Answering Question	<u>92</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>53</u>	<u>62.4</u>
No	<u>32</u>	<u>37.6</u>
Total Number Answering Question	<u>85</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>4.8</u>
once a month	<u>10</u>	<u>11.9</u>
a few times a year	<u>23</u>	<u>27.4</u>
never	<u>47</u>	<u>55.9</u>
Total Number Answering Question	<u>84</u>	<u>100%</u>

What is the primary purpose of this trip?*

	Number Responding	Percent
recreation/social	<u>6</u>	<u>4.3</u>
congregate meal	<u>11</u>	<u>7.9</u>
work	<u>1</u>	<u>0.7</u>
shopping	<u>70</u>	<u>50.0</u>
medical	<u>36</u>	<u>25.7</u>
school	<u>2</u>	<u>1.4</u>
other	<u>14</u>	<u>10.0</u>
total trip purposes	<u>140</u>	<u>100%</u>

*Some trips are multi-purpose

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

Could improved public transportation help?

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

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

AGENCY NAME _____

ADDRESS _____

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

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

Yes _____ No _____

If yes, please specify type of health problem. _____

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

NAME--(optional) _____

ADDRESS _____

THANK YOU

HOUSEHOLD SURVEY 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
 - _____ business
 - _____ recreation
 - _____ shopping
 - _____ congregate meals
 - _____ church
 - _____ all of the above
 - _____ none of the above

2. d) At what times of day do you most need to travel? (Check one or more).
WEEK-DAYS (M-F) WEEK-ENDS (SAT.& SUN.)

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

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

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

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

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

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

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

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

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

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

Purpose

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

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

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

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

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

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

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

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

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

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

c) What are the principal sources of your total household income? (Please check one or more).
() wages or salaries; () investment income; () self-employment;
() social security, public programs; () other

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

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

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

10. What is your address?

Township _____
 City _____ County _____
 Zip Code _____

This completes the questionnaire. Thank you for your cooperation.

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

PRELIMINARY ANALYSIS OF HOUSEHOLD
SURVEY OF TRANSPORTATION NEEDS

REGION 8 RURAL

During the months of October - December, 1977, the attached mail-out survey was distributed to a random sample of the 630,388 households in the rural and small urban areas of Iowa to determine public opinion regarding transportation needs within those areas of the state. A sufficient sample was drawn from the telephone directories in each of the seventeen regional transportation planning districts to assure statistical accuracy accepting an error of less than 5% with the total statewide sample of about 18,000. The sample for the 30,597 households in non-urban Region 8 was 781. The return rate for an initial mailing with a second wave follow-up was approximately 51% for Region 8R. 402 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	3.5
2	32.1
3	16.2
4	14.6
5 or more	22.9
no report	10.7

INCOME:

HOUSEHOLD INCOME:

<u>INCOME LEVEL</u>	<u>% OF THOSE HOUSEHOLDS ANSWERING QUESTION**</u>	<u>ADJUSTED 1970 CENSUS FOR IOWA***</u>
Less than \$5,000	5.5	10.2
\$ 5,000-\$ 9,999	15.6	20.5
\$10,000-\$14,999	24.5	22.7
\$15,000-\$19,999	20.5	15.1
\$20,000-\$49,999	26.5	28.3
\$50,000 or more	7.5	3.2

* Percent is based on an N of 402

** Percent is based on an N of 347

*** 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	48.2	51.8 = 100
Investment	14.9	85.1 = 100
Self-employment	37.6	62.4 = 100
Social Security	23.4	96.6 = 100
Other Income Sources	6.0	94.0 = 100

Some households reported more than 1 income source.

AGE:

AGE OF HOUSEHOLD MEMBERS:

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

<u>AGE GROUP</u>	<u>% OF HOUSEHOLDS WITH MEMBERS IN GROUP</u>	<u>% of households with no member in group</u>
Less than age 10	28.4	71.6 = 100
Age 11-17	27.1	72.9 = 100
Age 18-59	72.6	27.4 = 100
Age 60-64	12.4	87.6 = 100
Over age 65	22.4	77.6 = 100

Many households have members in more than 1 age group.

MOBILITY:

The number of vehicles in responding households are as follows:

<u>NUMBER OF VEHICLES</u>	<u>PERCENT OF HOUSEHOLDS *</u>
0	2.0
1	28.4
2	32.3
3 or more	33.6
no report	3.7
	100.0

* Percentage is based on an N of 402

NUMBER OF DRIVERS' LICENSES
BY HOUSEHOLD

PERCENT OF HOUSEHOLDS*

0	1.2
1	13.7
2	51.7
3 or more	26.1
no report	7.3
	100.0

94.03 percent of the respondents currently have valid drivers' licenses and 78.85 percent of them have no limitations on their ability to drive. Bad weather is the most common deterrent to drivers (9.95% of respondents). Other limitations reported were unwillingness to drive at night (5.72% of respondents) and unwillingness to drive long distances (5.47% of respondents). Only 3.2% of respondents reported never having had a driver's license.

HANDICAPPING CONDITION:

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

<u>HANDICAPPING CONDITION</u>	<u>PERCENT OF RESPONDING HOUSEHOLDS WITH IMPAIRMENT*</u>	<u>percent of responding households without impairment</u>
Heart or respiratory problems	14.4	85.6 = 100
Vision difficulties	18.2	81.8 = 100
Hardness of hearing	7.7	92.3 = 100
Difficulty in speaking	2.0	98.0 = 100
Difficulty in grasping with hands	2.0	98.0 = 100
Problems with tremor	3.5	96.5 = 100
Difficulty in walking	5.2	94.8 = 100
Difficulty in under- standing bus schedules	9.9	90.1 = 100

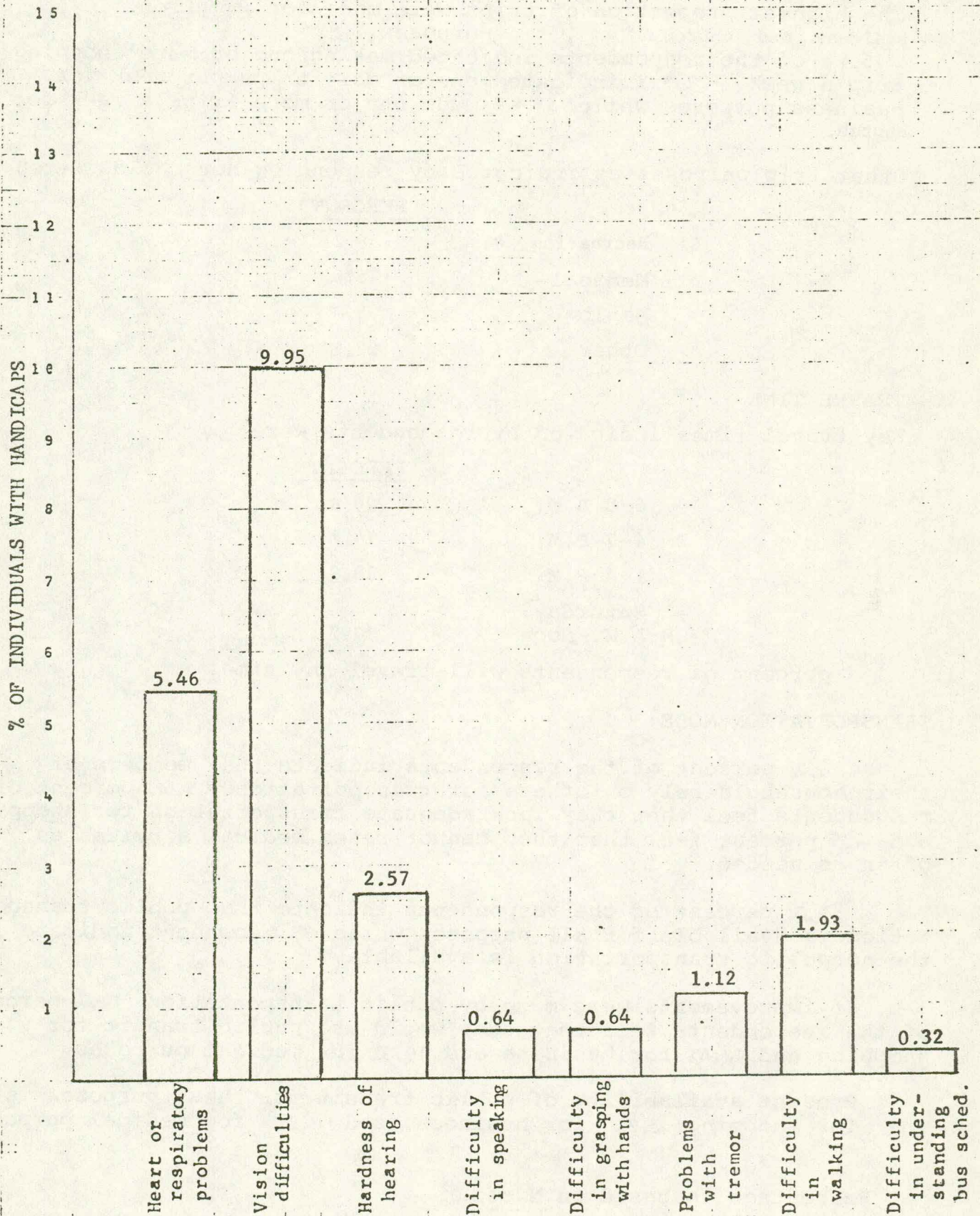
Among these households 3.5% find that handicapping conditions make it difficult for 1 or more family member/s to drive. 2.0% of the households have members whose handicapping conditions inhibit their ability to ride a car or taxi, while 3.2% of the households have members who have difficulty taking a bus or van.

1.4% of responding households use wheel chairs.

* Percentage is based on N of 402

FIGURE 1

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



TRAVEL PATTERNS:

TRIP FREQUENCY

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

TRIP PURPOSE

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

75.4% of the respondents indicated making one or more shopping trip a week. 72.8 % indicated one or more trips per week for business purposes while 58.0% made one or more trips a week for church.

Other trip purposes as indicated by responding households were:

	<u>PERCENT*</u>
Recreation	56.2
Medical	26.6
Meals	8.0
Other	22.1

TRAVEL TIME

Key travel times indicated by respondents were:

	<u>PERCENT*</u>
6-8 A.M.	29.6
4-7 P.M.	14.7
1-4 P.M.	13.9
Saturday 8 A.M.-Noon	17.2

percent of respondents will travel any time.

TRANSPORTATION MODE:

6.2 percent of the respondents indicate that members of their household rely on others for transportation. 5.5 percent of respondents feel that they lack adequate transportation for shopping and 4.5 percent feel that they cannot reach medical services as often as needed.

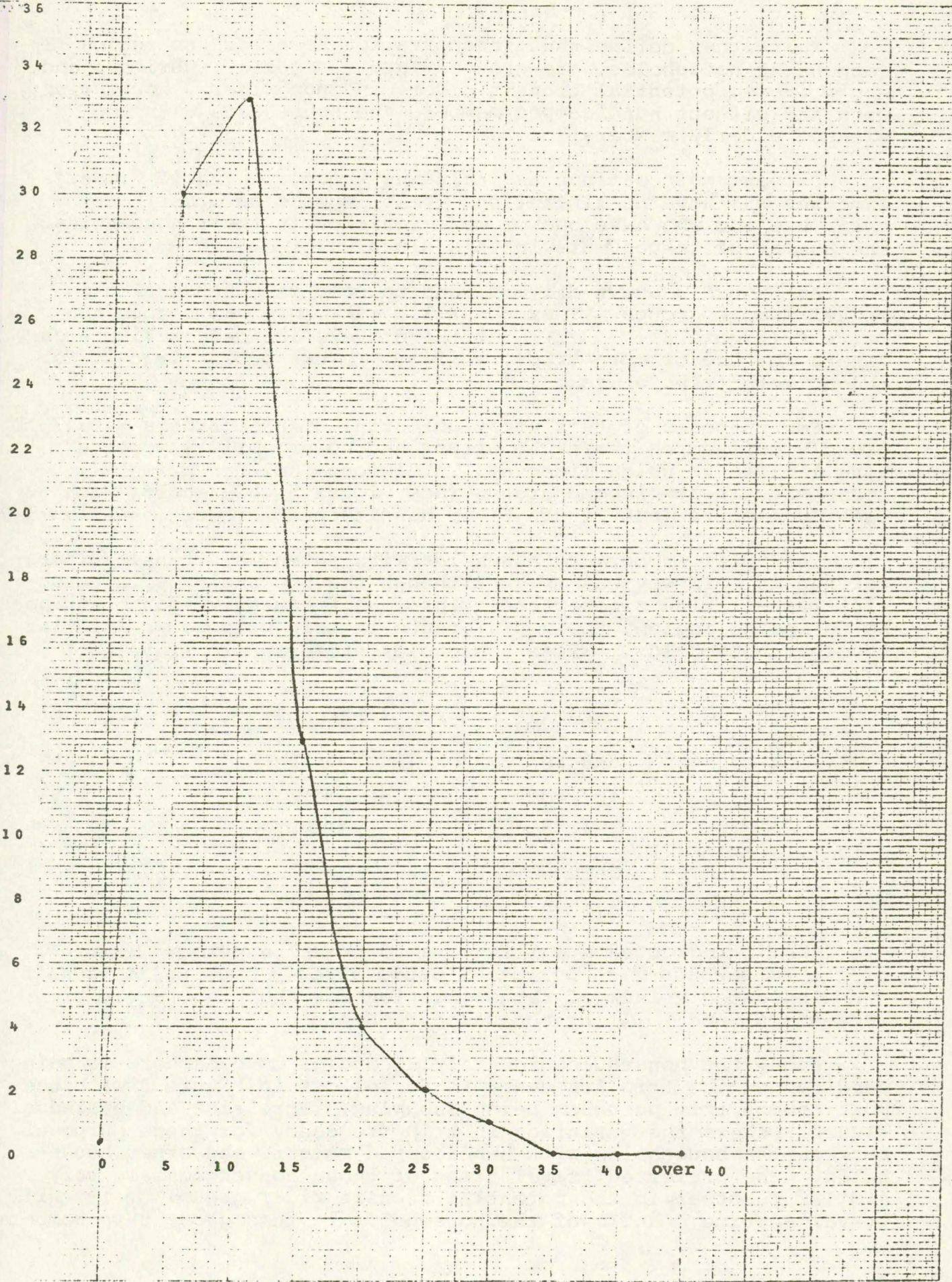
2.7 percent of the respondents indicate that public transportation is available for all purposes while 77.4 percent indicate the no public transportation is available.

If improvements were made by public transportation 14.7 percent of the respondents feel that they would use public transit for shopping and 12.4% for business and 10.9% for medical purposes.

Present availability of public transit for these purposes is: 4.7% for shopping; 2.2% for business; and 4.2% for medical purposes.

* Percentage is based on N of 402

TRIP FREQUENCY



TRIPS PER WEEK

To further define the transportation needs of the region 8R 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 154.

As Figure 3 shows drivers tend to come from households in higher income groups. They generally make more trips than non drivers (Figure 4). 12.33% of the drivers indicate reliance on others for one or more trips, while 2.59% 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 37. 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	13.51
4-7 PM	8.10
1-4 PM	18.91
<u>SATURDAYS</u>	
8-Noon	2.70

21.62% indicated a willingness to travel anytime. 2.70% of the households with potential users already use public transit. 13.51% indicated a lack of transportation for shopping, 10.81% for recreation, and 8.10% 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. 20.27% will travel anytime. 20.27% of the households in this group have members

relying on others for one or more trips each week. Of those households with handicapped members 43.24% have members over age 60.

For the elderly (age 60 and over) the most common trip purposes are recreation, shopping and pers. business (See Figure 10 for trip frequencies for these purposes). In general, the trip frequencies of elderly households are similar to others in the potential transit rider group. 3.5% of the households with members over age 60 currently generate one or more public transit trips a week. The preferred travel times for these households are: Weekdays 8-11 (14.03%); and 1-4 (14.03%); Anytime (17.54%).

FIGURE 3

DRIVERS BY INCOME LEVEL

<u>INCOME LEVEL</u>	<u>% OF DRIVER*</u>	<u>% OF NON DRIVER*</u>
Less than \$5,000	<u>0.7</u>	<u>11.1</u>
\$ 5,000-\$ 9,000	<u>10.9</u>	<u>22.2</u>
\$10,000-\$14,999	<u>26.8</u>	<u>27.8</u>
\$15,000-\$19,999	<u>23.2</u>	<u>13.9</u>
\$20,000-\$49,000	<u>32.6</u>	<u>19.4</u>
\$50,000 or more	<u>5.8</u>	<u>5.6</u>

FIGURE 4

TRIP FREQUENCY PER WEEK FOR DRIVERS

<u>TRIPS PER WEEK</u>	<u>% OF DRIVER*</u>	<u>% OF NON DRIVER*</u>
1- 2	<u>3.8</u>	<u>37.9</u>
3- 5	<u>17.3</u>	<u>21.6</u>
6-10	<u>35.3</u>	<u>21.6</u>
11-15	<u>20.3</u>	<u>8.1</u>
16-25	<u>14.3</u>	<u>8.1</u>
over 25	<u>9.0</u>	<u>2.7</u>

FIGURE 5

POTENTIAL TRANSIT RIDERS

<u>INCOME LEVEL</u>	<u>% OF RIDERS *</u>	<u>% OF NON RIDERS *</u>
Less than \$5,000	<u>7.1</u>	<u>2.1</u>
\$ 5,000-\$ 9,999	<u>28.6</u>	<u>10.3</u>
\$10,000-\$14,999	<u>17.9</u>	<u>28.8</u>
\$15,000-\$19,999	<u>14.3</u>	<u>22.6</u>
\$20,000-\$49,000	<u>28.6</u>	<u>30.0</u>
\$50,000 or more	<u>3.5</u>	<u>6.2</u>

FIGURE 6

TABLE OF AGED BY POTENTIAL TRANSIT RIDERS

AGED
(over age 60) POTENTIAL TRANSIT RIDERS

FREQUENCY PERCENT ROW PCT COL PCT			TOTAL
	NO	YES	
NO	130 64.68 90.28 79.27	14 6.97 9.73 37.84	144 71.64
YES	34 16.92 59.65 20.73	23 11.44 40.35 62.16	57 28.36
TOTAL	164 81.59	37 18.41	201 100.00

FIGURE 7

TABLE OF HANDICAP BY POTENTIAL TRANSIT RIDERS

HANDICAP POTENTIAL TRANSIT RIDERS

FREQUENCY PERCENT ROW PCT COL PCT			TOTAL
	NO	YES	
NO	109 54.23 85.83 66.46	18 8.96 14.17 48.65	127 63.18
YES	55 27.36 74.32 33.54	19 9.45 25.68 51.35	74 36.82
TOTAL	164 81.59	37 18.41	201 100.00

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>17.7</u>	<u>7.4</u>
3- 5	<u>17.7</u>	<u>18.5</u>
6-10	<u>32.3</u>	<u>32.5</u>
11-15	<u>9.7</u>	<u>22.2</u>
16-25	<u>14.5</u>	<u>12.0</u>
over 25	<u>8.1</u>	<u>7.4</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>48.2</u>	<u>46.8</u>
2	<u>23.2</u>	<u>33.0</u>
3-4	<u>17.9</u>	<u>11.7</u>
5-6	<u>7.1</u>	<u>7.4</u>
7-8	<u>1.8</u>	<u>0.0</u>
9 & over	<u>1.8</u>	<u>1.1</u>
	<u>business</u>	
1	<u>20.4</u>	<u>10.8</u>
2	<u>12.2</u>	<u>9.8</u>
3-4	<u>10.2</u>	<u>11.8</u>
5-6	<u>34.7</u>	<u>33.3</u>
7-8	<u>4.1</u>	<u>6.9</u>
9 & over	<u>18.4</u>	<u>27.4</u>
	<u>recreation</u>	
1	<u>46.7</u>	<u>32.5</u>
2	<u>20.0</u>	<u>27.5</u>
3-4	<u>17.8</u>	<u>22.5</u>
5-6	<u>8.9</u>	<u>11.3</u>
7-8	<u>4.4</u>	<u>1.2</u>
9 & over	<u>2.2</u>	<u>5.0</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>47.8</u>	<u>35.4</u>
2	<u>8.7</u>	<u>28.5</u>
3-4	<u>34.8</u>	<u>17.6</u>
5-6	<u>0.0</u>	<u>12.7</u>
7-8	<u>0.0</u>	<u>2.9</u>
9 & over	<u>8.7</u>	<u>2.9</u>
	<u>shopping</u>	
1	<u>41.5</u>	<u>49.6</u>
2	<u>34.1</u>	<u>27.5</u>
3-4	<u>17.1</u>	<u>12.8</u>
5-6	<u>4.9</u>	<u>8.3</u>
7-8	<u>0.0</u>	<u>0.9</u>
9 & over	<u>2.4</u>	<u>0.9</u>
	<u>business</u>	
1	<u>34.4</u>	<u>8.4</u>
2	<u>15.6</u>	<u>9.2</u>
3-4	<u>9.4</u>	<u>11.8</u>
5-6	<u>25.0</u>	<u>36.1</u>
7-8	<u>6.3</u>	<u>5.9</u>
9 & over	<u>9.3</u>	<u>28.6</u>

* Based on total number of respondents.

HOUSEHOLD SURVEY OF TRANSPORTATION NEEDS

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

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

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

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

- c) For which of these trips is public transportation available (bus, van or taxi)?
- | | |
|------------------|-------------------------|
| _____ medical | _____ congregate meals |
| _____ business | _____ church |
| _____ recreation | _____ all of the above |
| _____ shopping | _____ none of the above |

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

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

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

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

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

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

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

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

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

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

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

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

Purpose

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

10. What is your address?

Township _____
City _____ County _____
Zip Code _____

This completes the questionnaire. Thank you for your cooperation.

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

PRELIMINARY ANALYSIS OF HOUSEHOLD
SURVEY OF TRANSPORTATION NEEDS

REGION 8 URBAN

During the months of October - December, 1977, the attached mail-out survey was distributed to a random sample of the 630,388 households in the rural and small urban areas of Iowa to determine public opinion regarding transportation needs within those areas of the state. A sufficient sample was drawn from the telephone directories in each of the seventeen regional transportation planning districts to assure statistical accuracy accepting an error of less than 5% with the total statewide sample of about 18,000. The sample for the 11,277 households in urban Region 8 was 315. The return rate for an initial mailing with a second wave follow-up was approximately 40% for Region 8U. 126 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	9.5
2	26.2
3	13.5
4	21.4
5 or more	15.9
no report	13.5

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	4.7	10.2
\$ 5,000-\$ 9,999	19.6	20.5
\$10,000-\$14,999	18.7	22.7
\$15,000-\$19,999	16.8	15.1
\$20,000-\$49,999	37.4	28.3
\$50,000 or more	2.8	3.2

* Percent is based on an N of 126

** Percent is based on an N of 107

*** 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	64.3	35.7 = 100
Investment	19.0	81.0 = 100
Self-employment	14.3	85.7 = 100
Social Security	26.2	73.8 = 100
Other Income Sources	7.1	92.9 = 100

Some households reported more than 1 income source.

AGE:

AGE OF HOUSEHOLD MEMBERS:

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

<u>AGE GROUP</u>	<u>% OF HOUSEHOLDS WITH MEMBERS IN GROUP</u>	<u>% of households with no member in group</u>
Less than age 10	30.2	69.8 = 100
Age 11-17	22.2	77.8 = 100
Age 18-59	64.3	35.7 = 100
Age 60-64	10.3	89.7 = 100
Over age 65	24.6	75.4 = 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	0.8 27%
1	27.8 32
2	49.2 22
3 or more	15.1
no report	7.1
	100.0

* Percentage is based on an N of 126

NUMBER OF DRIVERS' LICENSES
BY HOUSEHOLD

PERCENT OF HOUSEHOLDS*

0	1.6
1	21.4
2	51.6
3 or more	19.8
no report	5.6
	100.0

93.6 percent of the respondents currently have valid drivers' licenses and 76.2 percent of them have no limitations on their ability to drive. Bad weather is the most common deterrent to drivers (6.3% of respondents). Other limitations reported were unwillingness to drive at night (5.6% of respondents) and unwillingness to drive long distances (6.3% of respondents). Only 4.8% of respondents reported never having had a driver's license.

HANDICAPPING CONDITION:

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

<u>HANDICAPPING CONDITION</u>	<u>PERCENT OF RESPONDING HOUSEHOLDS WITH IMPAIRMENT*</u>	<u>percent of respondi households without impairment</u>
Heart or respiratory problems	16.7	83.3 = 100
Vision difficulties	19.8	80.2 = 100
Hardness of hearing	12.7	87.3 = 100
Difficulty in speaking	1.6	98.4 = 100
Difficulty in grasping with hands	1.6	98.4 = 100
Problems with tremor	3.2	96.8 = 100
Difficulty in walking	6.3	93.7 = 100
Difficulty in understanding bus schedules	4.0	96.0 = 100

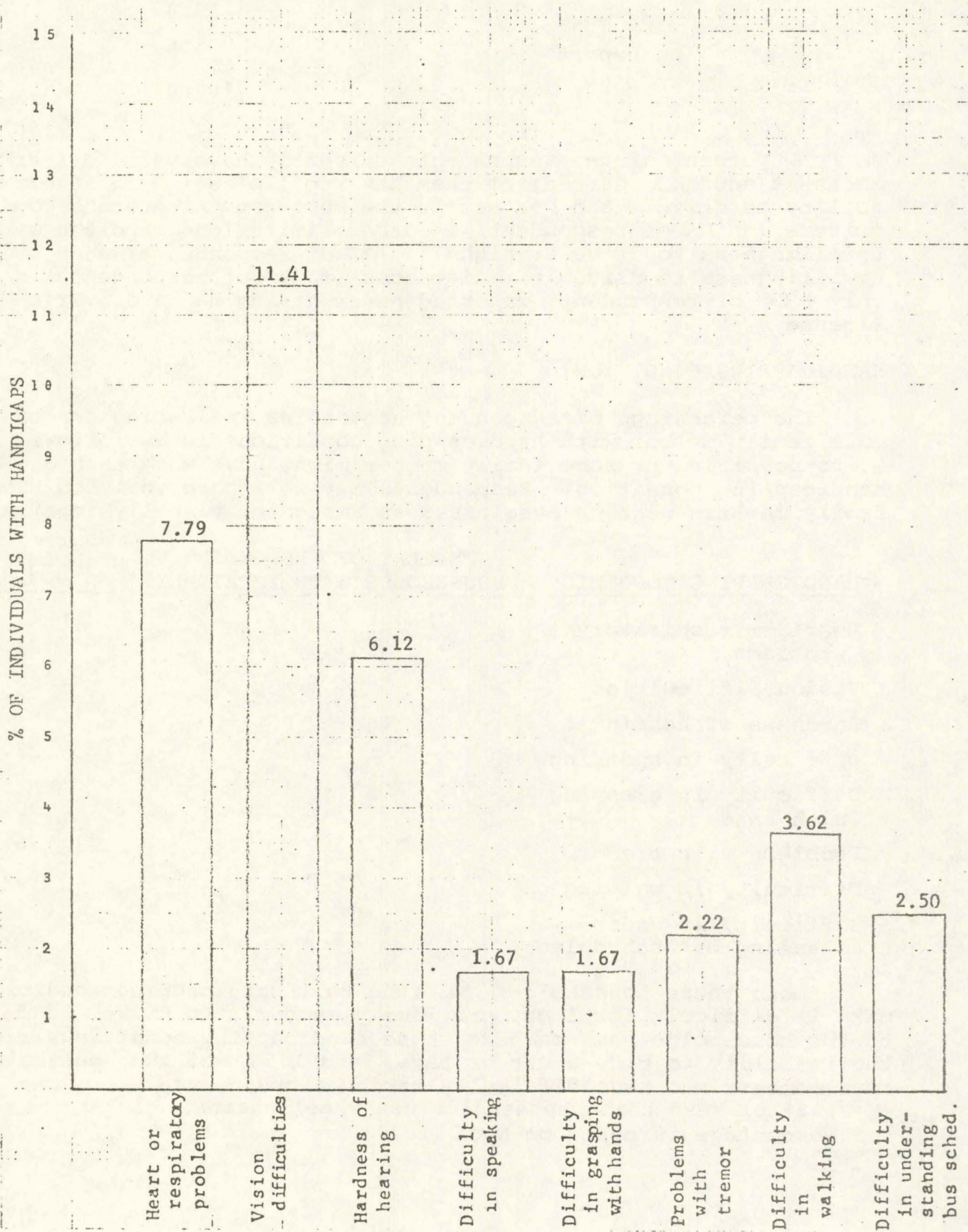
Among these households 1.5% find that handicapping conditions make it difficult for 1 or more family member/s to drive. 1.5% of the households have members whose handicapping conditions inhibit their ability to ride a car or taxi, and 1.5% of the households have members who have difficulty taking a bus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

.8% of responding households use wheel chairs.

* Percentage is based on N of 126.

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:



To further define the transportation needs of the region 8U 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 56.

As Figure 3 shows drivers tend to come from households in higher income groups. They generally make more trips than non drivers (Figure 4). 7.14% of the drivers indicate reliance on others for one or more trips, while 3.57% 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 13 . 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	23.07
4-7 PM	23.07
1-4 PM	38.46
<u>SATURDAYS</u>	
8-Noon	15.38

23.07% indicated a willingness to travel anytime. 38.46% of the households with potential users already use public transit. 7.69% indicated a lack of transportation for shopping, 15.38% for recreation, and 7.69% for medical purposes.

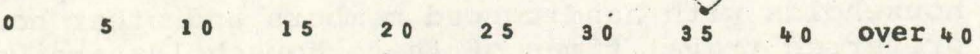
Among the households identifying one or more members as being handicapped the trip frequency is as follows in Figure 8 with the most common trip purposes being shopping, recreation and business. Figure 9 shows the variation in trip frequency for these purposes between the households with handicapped members and other households. The preferred travel times of these households are very similar to others in the potential transit rider group. 32.14% will travel anytime. 10.71% of the households in this group have members

% OF HOUSEHOLDS

36
34
32
30
28
26
24
22
20
18
16
14
12
10
8
6
4
2
0

0 5 10 15 20 25 30 35 40 over 40

TRIPS PER WEEK



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 business, shopping, and recreation purposes. 75.4 % of the respondents indicated making one or more shopping trip a week. 76.2 % indicated one or more trips per week for business purposes while 62.7% made one or more trips a week for recreation.

Other trip purposes as indicated by responding households were:

	<u>PERCENT*</u>
Church	48.4
Medical	15.1
Meals	21.4
Other	27.0

TRAVEL TIME

Key travel times indicated by respondents were:

	<u>PERCENT*</u>
6-8 A.M.	44.4
4-7 P.M.	27.0
1-4 P.M.	17.5
Saturday 8 A.M.-Noon	43.5

9.5 percent of respondents will travel any time.

TRANSPORTATION MODE:

5.0 percent of the respondents indicate that members of their household rely on others for transportation. 11.9 percent of respondents feel that they lack adequate transportation for shopping and 7.9 percent feel that they cannot reach medical services as often as needed.

16.7 percent of the respondents indicate that public transportation is available for all purposes while 30.2 percent indicate the no public transportation is available.

If improvements were made by public transportation 15.1 percent of the respondents feel that they would use public transit for shopping and 14.3% for business and 8.7% for medical purposes.

Present availability of public transit for these purposes is: 42.1% for shopping; 21.4% for business; and 25.4% for medical purposes.

* Percentage is based on N of 126.

relying on others for one or more trips each week. Of those households with handicapped members 60.71% have members over age 60.

For the elderly (age 60 and over) the most common trip purposes are recreation, shopping and pers. business. (See Figure 10 for trip frequencies for these purposes). In general, the trip frequencies of elderly households are similar to others in the potential transit rider group. 19.04% 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 4-7 PM (42.85%); 6-8 AM (28.57%); Anytime 47.61%.

FIGURE 3

DRIVERS BY INCOME LEVEL

<u>INCOME LEVEL</u>	<u>% OF DRIVER *</u>	<u>% OF NON DRIVER *</u>
Less than \$5,000	<u>0.0</u>	<u>7.7</u>
\$ 5,000-\$ 9,000	<u>11.1</u>	<u>46.1</u>
\$10,000-\$14,999	<u>15.6</u>	<u>23.1</u>
\$15,000-\$19,999	<u>22.2</u>	<u>7.7</u>
\$20,000-\$49,000	<u>44.4</u>	<u>15.4</u>
\$50,000 or more	<u>6.7</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>6.5</u>	<u>2.9</u>
3- 5	<u>3.8</u>	<u>26.7</u>
6-10	<u>28.3</u>	<u>53.3</u>
11-15	<u>22.6</u>	<u>13.3</u>
16-25	<u>17.0</u>	<u>20.0</u>
over 25	<u>18.7</u>	<u>6.7</u>

FIGURE 5

POTENTIAL TRANSIT RIDERS

<u>INCOME LEVEL</u>	<u>% OF RIDERS*</u>	<u>% OF NON RIDERS *</u>
Less than \$5,000	<u>12.5</u>	<u>0.0</u>
\$ 5,000-\$ 9,999	<u>50.0</u>	<u>14.0</u>
\$10,000-\$14,999	<u>12.5</u>	<u>18.0</u>
\$15,000-\$19,999	<u>12.5</u>	<u>20.0</u>
\$20,000-\$49,000	<u>12.5</u>	<u>42.0</u>
\$50,000 or more	<u>0.0</u>	<u>6.0</u>

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>15.4</u>	<u>4.8</u>
3- 5	<u>19.2</u>	<u>2.4</u>
6-10	<u>19.2</u>	<u>28.6</u>
11-15	<u>15.4</u>	<u>23.8</u>
16-25	<u>19.2</u>	<u>14.3</u>
over 25	<u>11.5</u>	<u>19.0</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>27.3</u>	<u>26.5</u>
2	<u>18.2</u>	<u>26.5</u>
3-4	<u>40.9</u>	<u>32.3</u>
5-6	<u>9.1</u>	<u>2.9</u>
7-8	<u>0.0</u>	<u>8.8</u>
9 & over	<u>4.5</u>	<u>2.9</u>
	<u>business</u>	
1	<u>10.5</u>	<u>13.5</u>
2	<u>15.8</u>	<u>0.0</u>
3-4	<u>5.3</u>	<u>10.8</u>
5-6	<u>31.6</u>	<u>26.0</u>
7-8	<u>10.5</u>	<u>10.8</u>
9 & over	<u>26.3</u>	<u>37.8</u>
	<u>recreation</u>	
1	<u>21.0</u>	<u>27.3</u>
2	<u>21.0</u>	<u>24.2</u>
3-4	<u>40.9</u>	<u>32.3</u>
5-6	<u>9.1</u>	<u>2.9</u>
7-8	<u>0.0</u>	<u>8.8</u>
9 & over	<u>4.5</u>	<u>2.9</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>21.0</u>	<u>27.3</u>
2	<u>21.0</u>	<u>24.2</u>
3-4	<u>31.6</u>	<u>24.2</u>
5-6	<u>15.8</u>	<u>21.2</u>
7-8	<u>5.3</u>	<u>3.0</u>
9 & over	<u>5.3</u>	<u>0.0</u>
	<u>shopping</u>	
1	<u>27.3</u>	<u>26.5</u>
2	<u>18.2</u>	<u>26.5</u>
3-4	<u>40.9</u>	<u>32.3</u>
5-6	<u>9.1</u>	<u>2.9</u>
7-8	<u>0.0</u>	<u>8.8</u>
9 & over	<u>4.5</u>	<u>2.9</u>
	<u>personal business</u>	
1	<u>25.0</u>	<u>9.1</u>
2	<u>25.0</u>	<u>0.0</u>
3-4	<u>8.3</u>	<u>9.1</u>
5-6	<u>33.3</u>	<u>32.3</u>
7-8	<u>0.0</u>	<u>13.6</u>
9 & over	<u>8.3</u>	<u>40.9</u>

* Based on total number of respondents.

HOUSEHOLD SURVEY OF TRANSPORTATION NEEDS

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

1. a) Do you have a valid driver's license? () Yes; () No
- b) If not, did you ever have one? () Yes; () No
- c) How many members of your household have a driver's license? _____
- d) Circle the number of vehicles (campers, cars, trucks, cycles) in your household.

0	1	2	3 or more
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- e) If your answer to 1a) is "yes" please indicate in what ways, if any, you are limited in how and to what extent you use your automobile:
 - _____ no limitations in use of vehicle
 - _____ do not like to drive on highways or busy streets
 - _____ unwilling to drive at night
 - _____ unwilling to drive in bad weather
 - _____ unwilling to drive long distances
 - _____ car is in poor condition
 - _____ can no longer drive well
 - _____ other (please specify) _____

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

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

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

_____ medical	_____ congregate meals
_____ business	_____ church
_____ recreation	_____ all of the above
_____ shopping	_____ none of the above

2. d) At what times of day do you most need to travel? (Check one or more).
WEEK-DAYS (M-F) WEEK-ENDS (SAT.& SUN.)

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

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

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

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

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

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

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

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

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

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

Purpose

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

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

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

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

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

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

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

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

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

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

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

_____ members

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

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

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

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

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

10. What is your address?

Township _____
 City _____ County _____
 Zip Code _____

This completes the questionnaire. Thank you for your cooperation.

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

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