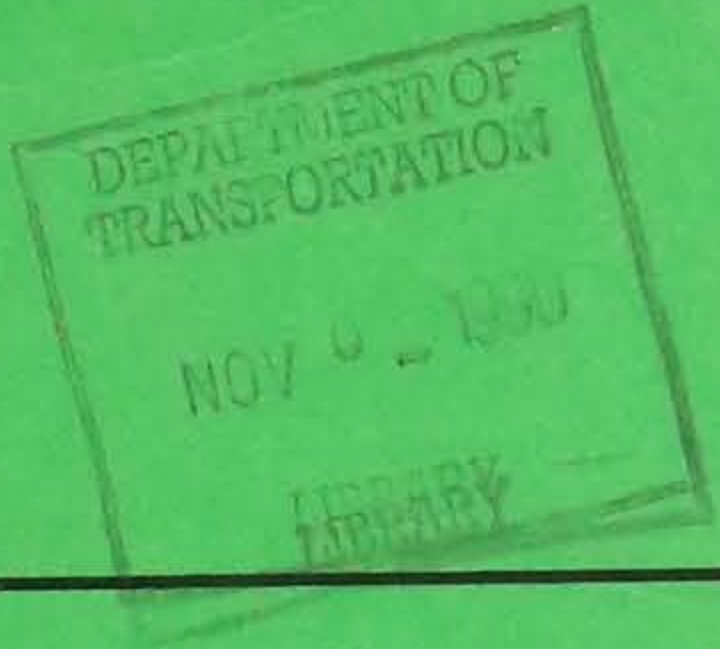


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Region 2

Transit Development Plan

North Iowa Area
Council of Governments



FY 1990-94

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REGION II
TRANSIT DEVELOPMENT PLAN,
1989



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prepared by:
NORTH IOWA AREA COUNCIL OF GOVERNMENTS,
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REGIONAL BOARD OF DIRECTORS

ABSTRACT

The Regional Transit Development Plan for Region II outlines a transit development program for Cerro Gordo, Floyd, Franklin, Hancock, Kossuth, Mitchell, Winnebago, and Worth Counties. The plan provides a working guideline for transit development for a five year period, FY 1990 - 1994, based upon local needs, goals, objectives and funding.

The plan provides data on population, centers of activity, existing transit services, and other factors affecting transportation. Unmet transportation needs are identified as are goals and objectives for the Region. This base data is then used to formulate development directions for transit services.

Each section of the plan draws upon previous sections, building to a detailed directional plan for transit service provisions based upon all of the data presented. The plan is a working document to be used to develop appropriate transit service in Region II.

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- Mayor, Center
- Supervisor, Winnebago Co.
- Mayor, Buffalo Center
- Supervisor, Worth Co.
- Mayor, Northwood

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- Acting Director
- Administrative Assistant
- Planning Director
- Program Administrator
- Site Coordinator

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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, the Federal Highway Administration, or the Urban Mass Transportation Administration.

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Mitchell
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Riceville
Saint Ansgar
Stacyville

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Rake
Scarville
Thompson

WORTH COUNTY

Fertile
Grafton
Hanlontown
Joice
Kensett
Manly
Northwood

REGION II TRANSIT DEVELOPMENT PLAN

SECTION I

*INTRODUCTION

*TRANSIT PLANNING/SERVICE AREA

*PRINCIPAL PARTICIPANTS/PROVIDERS

*TRANSIT PLANNING/DECISION MAKING

INTRODUCTION

The Regional Transit Development Plan is developed to provide a working document, which details goals, objectives and service projects for the regional transit system, which can be used to guide daily actions in the development and operation of transit services. The document is the result of the cooperative efforts of transit system users, government officials, and interested citizens. The plan builds upon previous plans and accomplishments and the existing needs and desires of the local contingency.

TRANSIT PLANNING/SERVICE AREA

Region II is located in North Central Iowa and consists of the following eight counties: Cerro Gordo, Floyd, Franklin, Hancock, Kossuth, Mitchell, Winnebago, and Worth. The region is surrounded by Minnesota and the following counties: Emmet, Palo Alto, Humboldt, Wright, Hardin, Butler, Chickasaw, and Howard. Included in these eight counties are 67 incorporated cities. The region's population in 1980 was 151,229.

Mason City, which is located in Cerro Gordo County, serves as the regional center. In the remaining counties, the county seat serves as the secondary center. Most of the amenities needed by people are located in the regional center, while the day to day necessities are available from the cities or the secondary centers.

The importance of streets and highways to the region cannot be over emphasized due to the fact that approximately 95% of the movement and 80% of the goods and services movement rely on streets and highways.

The total mileage of roadway by county in Region II is as follows:

<u>COUNTY</u>	<u>MILES</u>
Cerro Gordo	1313
Floyd	1037
Franklin	1169
Hancock	1150
Kossuth	1893
Mitchell	914
Winnebago	841
Worth	801
TOTAL	9118

The major highways within the North Iowa Area include the following:

U.S. INTERSTATE 35 - (Franklin, Cerro Gordo, and Worth Counties)
- This north - south route transverses the United States from

Duluth, Minnesota to Laredo, Texas.

U.S. HIGHWAY 18 - (Cerro Gordo, Floyd, Hancock, and Kossuth Counties) - The main east - west highway in Region II, this road runs the entire width of the state from Wisconsin to South Dakota.

U.S. HIGHWAY 65 - (Cerro Gordo, Franklin and Worth Counties), U.S. HIGHWAY 69 - (Hancock and Winnebago Counties) and U.S. HIGHWAY 169 - (Kossuth County) - These three routes lie within a north - south corridor which bisects the state.

U.S. HIGHWAY 218 - (Floyd and Mitchell Counties) - Origination in Keokuk, Iowa, this roadway carries traffic from Southeastern Iowa to the north central part of the state and beyond.

IOWA HIGHWAY 9 - (Mitchell, Worth, Winnebago, and Kossuth Counties) - Although a secondary highway, this road parallels U.S. Highway 18 throughout the state and interconnects the northern tier of counties in the region.

There is also an extensive, well maintained, network of farm to market roads that feed to these major thoroughfares providing an excellent network of roads for access to goods and services.

The area has a regional airport located in Mason City. It is serviced by Northwest Airlink Airline. Northwest offers nine flights per day to and from Minneapolis/Saint Paul, Fort Dodge and Sioux City.

Airports are also located in Forest City, Algona, Charles City, Garner, Hampton, Lake Mills, Northwood and Osage.

The region is predominately rural with Cerro Gordo County being the only urban county. Even though the region is classified as rural, there are many recreational, cultural and educational facilities throughout the eight counties. There are also employment opportunities in most fields which allows for access to goods and services.

PRINCIPAL PARTICIPANTS/PROVIDERS

The North Iowa Area Council of Governments (NIACOG) serves as the regional transit administrative agency. Formed in 1973, NIACOG is a voluntary association of local governments established to promote intergovernmental cooperation, along with strengthening local governments. The agency prepares and administers transit operating and capital grants; prepares, negotiates and administers contracts with local governments, and transit operators; provides financial and technical assistance; maintains a book-keeping and data collection system to monitor transit operation; promotes and markets transit services; implements service improvements; coordinates existing transit services; and expands

service to unserved jurisdictions. NIACOG operates services as a brokerage rather than serving as a central operating/dispatch function.

Contracts are written with the local operators who provide the service. These operators include cities, senior citizen groups, private providers and handicap facilities. NIACOG then oversees these operations.

Providers under contract with NIACOG include:

- City of Algona
- City of Lake Mills
- City of Forest City
- Hancock Association of Retarded Citizens
- North Central Human Services
- Easter Seal Society
- North Iowa Community Action
- Exceptional Opportunities
- Rockford Sunset Generation
- Manly Development Commission
- Franklin County Work Activity Center
- Osage Senior Citizens
- Comprehensive Systems, Inc.
- Charles City Transit
- Clear Lake Transit
- City of Northwood
- Christensen Transit
- City of Mason City

Transit providers not under contract:

- Handicap Village
- Huffman Transportation Company
- Yellow Cab Company/Northland Bus Company

Unincorporated providers are aware of the regional system. Private providers are invited to participate in the system through an annual public meeting held to inform them of service offerings and answer questions. Proposals for operation are then solicited. The providers are also invited to the annual public hearing which affords them another opportunity for input.

Some of the unincorporated providers have been under contract before or been approached to provide service and refused. Capable residents of Handicap Village are eligible to use the taxi program in Clear Lake. There is a good relationship with the unincorporated providers and particularly with private providers a concerted effort has been made to include them in regional efforts.

Planning is performed by NIACOG in cooperation with transit operators, users and local funding sources. This seems to be effective because NIACOG, as the broker, is directly aware of operations.

TRANSIT PLANNING/DECISION MAKING

The Assistant Director of NIACOG is responsible for planning and administration of the transit program. Overall decision and

policy making authority for the region rests with the NIACOG Board of Directors, composed of two elected officials, one city representative and one county representative from each of the region's eight counties.

TDP OVERVIEW

The Regional Transit Development Plan is divided into four sections as follows:

Section I

The purpose of this section is to provide background information about the region.

Section II

Section II provides data on population characteristics, transit services available, local economic conditions and other characteristics of the region that impact upon the demand for transit services.

Section III

This section of the plan details past accomplishments in addition to policies of the policy board. Needs of the area are delineated, and priorities are established to determine action steps to pursue.

Section IV

This section details the goals and objectives of the system in terms of specific action steps in relation to available funding.

REGION II TRANSIT DEVELOPMENT PLAN

SECTION II

- *TRANSIT CONDITIONS
- *SERVICE AREA CHARACTERISTICS
- *TRANSIT SERVICES AVAILABLE
- *TRANSIT PROVIDED BY OTHER SYSTEMS
- *INTERICTY BUS/RAIL/AIR
- *INTERACTION BETWEEN INTEGRATED SYSTEMS
AND OTHER PROVIDERS
- *SUMMARY

TRANSIT CONDITIONS

Section II provides data on population characteristics, available transit services, local economic conditions and other characteristics of the region that impact upon the demand for transit services.

SERVICE AREA CHARACTERISTICS

REGION II

- Cerro Gordo County
- Floyd County
- Franklin County
- Hancock County
- Kossuth County
- Mitchell County
- Winnebago County
- Worth County

LAND AREA

- 4,482 Square Miles

POPULATION

- 151,229

URBAN POPULATION

- 45%

RURAL POPULATION

- 55%

MAJOR ECONOMIC ACTIVITY

- Agriculture
- Agriculture Related
- Small Manufacturing

Region II has a population of 151,229 of which 55% is rural. Mason City, the regional center, has 30,144 residents, approximately 20% of the total regional population.

The region has a significant percentage of persons aged 60 and above. This ever - increasing segment of the population creates a growing demand upon transit services. Isolation is increasing as older people continue to live longer and to reside in their own homes. This isolation will increase the amount of transportation that is needed.

There are also a number of work activity centers, group homes and other facilities for the handicapped in the region which require transit services for their clients. The facilities provide employment training, semi - independent living settings and other activities designed to incorporate these people into the mainstream of their communities.

The number of households without an automobile also impacts upon the use of public transit services. This ranges from 9% in Cerro Gordo county, down to 5.9% in Kossuth County. This immobilizes these persons unless public transit is available or assistance is provided from others.

Income also affects people's use of public transit service, as the lower the income the lower the ability to financially support a personal vehicle. Franklin, Kossuth and Mitchell Counties all report 12% of persons below the poverty level. This is the bare minimum of income.

The rural nature of the region also contributes to transit demand. As the economic condition in the state has declined, smaller communities are experiencing a reduction in service and retail offerings with the loss of business. This forces a person to seek these elsewhere requiring travel.

Many goods and services can only be acquired in the large communities like the county seat, or even on a more regional scale such as in Mason City. Social services, located in these larger communities are also experiencing greater demand due to poor economic conditions. All of this requires more travel at a time when it is the hardest on people to afford.

Common trip destinations for transit system users include senior citizen centers and meal sites, work activity centers, medical services, and other basic services. Government offices, retail establishments and social services are other common destination points.

TRANSIT SERVICES AVAILABLE

Transit service in Region II is operated as a brokerage system. NIACOG does not operate the system but contracts with a number of transit operators to provide public transit services. Most systems are operated on a county - wide basis with a number of city - wide services operating in larger communities.

A variety of types of providers are under contract. These include cities, handicap organizations, senior citizen groups and private operators. Of particular pride for Region II is the use of private operators in three systems. These are for - profit businesses under contract to provide services, county - wide and city - wide. Rather than creating another entity to operate these services, existing operators and their resources are utilized. Further, all systems purchase gasoline, maintenance services, parts and other items locally from private businesses.

All counties except Cerro Gordo rely solely on the regional system contractors for public transportation. The largest county and regional center, Cerro Gordo County, has many regional facilities

and programs operating within their boundaries. Efforts are underway to coordinate services to provide county-wide service in addition to meeting those existing obligations.

The regional system operates as many independent systems yet when necessary assist each other in a cooperative manner. Interchanging of vehicles, and shared trips to Iowa City and Rochester are only two examples of this cooperative spirit.

The City of Mason City operates a fixed route system, 6:30 A.M. to 5:30 P.M., Monday through Friday, over seven routes covering the developed portions of the city. The city contracts with Easter Seals to provide handicap service to those persons not readily served by the route system. Regional systems encourage use of city busses when transporting persons to Mason City, and further coordination is planned if county - wide service in Cerro Gordo County becomes a reality.

A more detailed description of the regional system follows.

CERRO GORDO COUNTY

Service began in the City of Clear Lake in October, 1985. The Clear Lake Transit Service operated by a private-for-profit business, is under contract with NIACOG to provide reduced cost rides for the elderly and handicapped on a user-side subsidy program. Tickets are sold to qualified persons for a suggested contribution of \$.60 per ticket. The transit operator then accepts these tickets in place of cash. The tickets are then redeemable by the operator for an agreed upon per ticket rate.

County-wide service is presently unavailable. Several operators are active within the county serving a variety of clients. These include Easter Seal Society, Handicap Village, Christensen Transit Company, Huffman Transportation, and Yellow Cab.

Handicapped individuals are served by Handicap Village if they are clients, and Easter Seals if they are school children or participants of the North Iowa Vocational Center. Handicapped persons who live in Mason City and are not participants in a program, but need transportation, may use Easter Seal L.I.F.T.S service. Easter Seals serves non-client persons outside of Mason City when budgetary limitations permit.

FLOYD COUNTY

The City of Charles City is served by a private-for-profit operator under a user-side subsidy program. The service operates six days per week, nine hours per day, within the city limits.

Rockford Sunset Generation operates the county-wide service. This demand-response system is based in Rockford with volunteers transporting persons within the city five days per week. One afternoon per week a paid driver transports county residents to Ma-

son City or Charles City.

Handicapped and developmentally-disabled persons are transported to Comprehensive Systems, Inc. programs and activities through a network of daily routes and special scheduling.

The Floyd County systems utilize a number of vehicles which are shared as needed. While these systems are separate operations, organized as such by NIACOG, cooperation is promoted and the systems assist each other in service provision.

Handicap transportation is available in Charles City, as the transit van is lift equipped. For the county, lift vans can be made available to persons in need of them, through an exchange of vehicles.

FRANKLIN COUNTY

Public transportation services in Franklin County are operated by Christensen Transit Company. The system is a combination of fixed routes transporting clients to Headstart, Work Activity Center programs, and demand-response service for the general public. The program is strong and provides maximum coordination of services.

Handicapped persons may readily use the service as both vehicles are lift equipped.

HANCOCK COUNTY

The Hancock Association of Retarded Citizens operates the county-wide service Monday through Friday, 9:00 A.M. to 2:00 P.M. Two afternoons per month the systems provide transportation to Mason City.

Handicapped persons may readily use the service as the vehicle is equipped with a wheelchair lift.

KOSSUTH COUNTY

The City of Algona operates city-wide transit service Monday through Friday 8:00 A.M. to 4:30 P.M. Exceptional Opportunities provides route transit and incidental transportation for clients only. There is no county-wide service.

Persons with a handicap could be served through special arrangements.

MITCHELL COUNTY

Mitchell County Transit is operated by the Osage Senior Citizens, Inc. The demand-response system serves specific areas of the county on specific days of the week. Each community knows when the vehicle is available for its use. The system serves all ar-

reas of the county and local funding is shared by the county and the incorporated cities.

Handicap persons could be served as the vehicle in use is lift equipped.

WINNEBAGO COUNTY

The City of Lake Mills in cooperation with the Senior Citizens Center operates a demand-response service, six days per week within the city limits.

North Central Human Services, Inc. is the contractor for all other transit services in Winnebago County. North Central Human Services provides transportation to clients in its programs and for residents of the county and the City of Forest City. The service is a combination of daily routes, demand-response and special scheduling.

WORTH COUNTY

The Manly Development Commission and Manly Senior Citizens operate demand-response transit within the city limits five days per week.

The city of Northwood operates a transit service within the city limits six days per week. The City is also the contractor for county-wide service. Daily route service for Department of Human Service clients to the North Iowa Vocational Center and Handicap Village is provided. Persons in job-training programs also utilize the service. Three days per week, from 9:00 A.M. to 3:00 P.M., the system operates in the county. Two days per month during these same hours, the service travels to Mason City.

Handicap persons can be served with a lift equipped vehicle through special arrangements, allowing for a vehicle exchange.

TRANSIT SERVICES

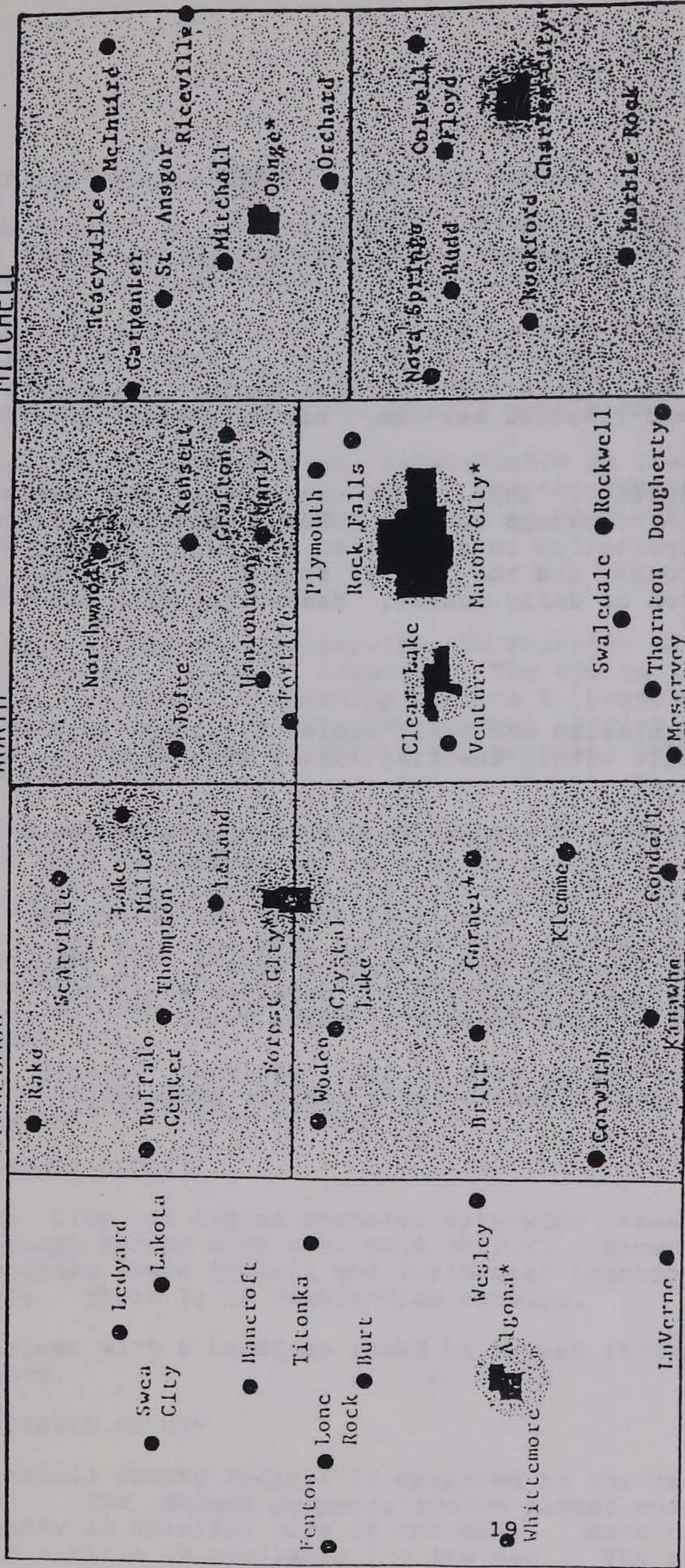
Region II

KOSSUTH

WINNEBAGO

WORTH

MITCHELL



CERRO GORDO

HANCOCK

FLOYD

THE SHADED AREAS ARE THOSE THAT HAVE TRANSIT SERVICES

* County Seat

TRANSIT PROVIDED BY OTHER SYSTEMS

The only transit providers not officially coordinated with the regional system are located in Cerro Gordo County. Handicapped Village provides transportation for its clients. Their residents sometimes use the Clear Lake Taxi as they are eligible for the ticket program. The North Iowa Vocational Center (NIVC) contracts with Easter Seals L.I.F.T.S. to transport its clients in Cerro Gordo County to its program. Easter Seals L.I.F.T.S. also contracts for special school transportation, some Handicap Village routes, demand-response service in the city of Mason City and special trips. Private providers include Huffman Transportation which contracts for school transportation, and Mason City Headstart transportation. Christensen Transportation contracts for school transportation, railroad worker service and special trips. Hie is also a provider under regional contract in Franklin County. Yellow Cab Company operates taxi service exclusively.

All providers are familiar with the regional system. Easter Seals and Yellow Cab previously contracted with the regional system but when the city assumed responsibility for all city service, they chose not to renew the Yellow Cab contract and revised the contract with Easter Seals. Handicap Village was involved in the organization of the Clear Lake Taxi program and discussions of the county service.

Private providers are invited to participate in the planning and operation of the regional system. A meeting is held annually, to which private operators are invited, to explain services and answer any questions concerning operations. It is an open forum for providers. Proposals are then solicited at a later date, opening all systems for consideration. The proposals are then evaluated and considered. If accepted, a contract is negotiated. If rejected, the provider may protest by following the adopted appeals/protect procedure.

INTERCITY BUS/RAIL/AIR

Two bus companies provide inter-city service. Jefferson Lines, Inc. operates along Interstate 35, Highway 65 and Highway 18. Scenic Trailways operates along I-35 for express service. Private charters are available through Christensen Transportation and Jefferson.

The area is serviced by the Mason City Airport which offers commuter service connections to Minneapolis. Airports in Forest City, Garner, Hampton, Lake Mills, Osage, Northwood, Algona and Charles City serve private aircraft.

There is no passenger rail service in the area.

INTERACTION BETWEEN INTEGRATED SYSTEMS AND OTHER PROVISIONS

Non-integrated providers are aware of the regional system and are always part of the planning process. Private providers in particular have always been part of the regional system in planning efforts and service provision. Providers are invited to private provider meetings and to public hearings to solicit their input. They are also encouraged to submit proposals for operation.

Cooperation is prevalent as referrals are frequently made to other operators when the regional system cannot meet a particular need. The regional systems are also organized so as not to interfere with or duplicate existing operations of private or not-for-profit organizations. Institution of the Chapter 601-J Mandate is progressing with few problems due to the cooperative effort pursued rather than a takeover type of approach. It is a continual process approached with the assumption that things will be organized to optimize benefits to the region's citizens needing transit service and the organizations involved rather than to impose a rigid organizational structure.

SUMMARY

Service in Region II is available except for parts of Kossuth and Cerro Gordo Counties. These areas are in need of service particularly for the elderly and non-client handicapped. Presently, with additional equipment these areas could be served through contracts with existing providers. Cerro Gordo county will require considerable effort due to the number of existing providers. Kossuth County has not expressed much demand for service and will be particularly hard to serve due to its size.

REGION II TRANSIT DEVELOPMENT PLAN

SECTION III

- *REVIEW OF RECENT YEARS EFFORTS
- *PUBLIC INPUT
- *REGIONAL SURVEY
- *SURVEY RESPONSES
- *SERVICE NEEDS
- *MANAGEMENT NEEDS
- *VEHICLE NEEDS
- *SYSTEM OBLIGATIONS
- *GOALS AND OBJECTIVES
- *PRIVATE ENTERPRISE ANALYSIS
- *FLEET UTILIZATION ANALYSIS
- *FLEET REPLACEMENT/REHABILITATION SCHEDULE

REVIEW OF RECENT YEAR'S EFFORTS

Top priority for fiscal year 1988 was the continuation of services already in operation. It was feared that some changes would have to be made in the Charles City service due to insufficient local dollars, but the riders rallied, and through a survey, expressed their desire to pay higher fares to keep Saturday service. This has resulted in sufficient local dollars being supplied to the service, without the need for a change in operations. Worth County service has also remained at prior levels, due to increased ridership and in turn local dollars into the system. The institution of a county wide service in Cerro Gordo County has been put on hold until fiscal year 1989 when Stripper Well funding became available to fund this experimental service. This was determined to be the best way to pursue this service, to prevent the commitment of local dollars and other operating funds to a service which was going to be a trial effort.

Funding sources continue to remain constant, including Elderbridge Agency on Aging, Title XX, Headstart, Section 18, State Transit Assistance, local funds, fares and contributions. Funds are used for appropriate services as many are targeted to certain populations or programs. Funds with more discretion in possible use are distributed where needed. Section 18 funding is used for operations and State Transit Assistance is used for program management and operations.

Preparation of the Regional Transit Development Plan was also on the list of priorities. This document provides a working guide for system operation and development for a five year period. This gives direction and purpose to actions taken.

Fiscal year 1988 has seen the services gel into more efficient, workable operations, with an overall streamlined operation.

PUBLIC INPUT

The regional transit system receives input on a regular basis from riders, operators, drivers, city and county officials, non-riders, and policy board members. More formally, the system conducts annual public hearings to receive public comment. Regular attendance at Elderbridge Agency on Aging advisory committee meetings (one in each county), also allows for steady input. Input is also received from periodic surveys. This includes regional, county and city-wide surveys. The most recent regional survey is shown on the following pages.

Current input consists primarily of concern from local funding sources for financing for the systems, in particular the holding or reduction of costs. Governmental bodies providing support for the systems are concerned that costs be minimized. At the same time, most realize that the existing operations are extremely efficient and very little reduction in costs can occur. This con-

	Total	Average	Rank
A. Provide a convenient means of transportation to get people to and from places of employment and business.	518	4.43	5
B. Provide a means of transportation for those who cannot afford their own.	451	3.85	4
C. Provide convenient transportation for those who commute a long distance to their job.	652	5.57	7
D. Provide transportation for the elderly to shop, doctor, nutrition site, etc.	267	2.28	1
E. Provide transportation to developmentally disabled persons to workshops and activity centers.	424	3.62	3
F. Provide transportation to physically handicapped persons to shop, doctor, etc.	364	3.11	2
G. Provide transportation to the general public for shopping, etc.	625	5.34	6
H. Provide transportation for rural residents into cities.	757	6.47	8

SERVICE NEEDS

Ensuring the provision of transportation services to meet the increasing demand from the growing elderly population is a primary regional need. In addition, handicapped individuals being integrated into the community through a variety of programs will place a growing demand upon public transit services, as will the transit dependent of any age or physical condition.

Continuation of existing service is top priority in conjunction with monitoring of same to enhance service provision through implementation of improvements, cost reductions and coordination. With the new computer capabilities of NIACOG, a maintenance plan will be implemented with the director having more information at hand. This will allow the director to instruct the providers when it is the appropriate time to service the vehicles.

Presently, Cerro Gordo and Kossuth Counties are without county wide service. Mason City and Clear Lake in Cerro Gordo County and Algona in Kossuth County are the only communities with service in their respective counties. Exceptional Opportunities in

Kossuth County is now incorporated into the system and will be the county provider if service is warranted. Initial reaction to inquiries indicates minimal interest in Kossuth County for county service. Contacts with providers and potential riders indicates moderate interest in Cerro Gordo County. Providers are aware of the need for coordination. Researching interest in, need for, and available financing, is needed to determine actual need, and service instituted if warranted.

Marketing of transit services is needed to ensure that people in need of transportation are aware of available services. Reaching persons in non - urbanized areas is critical.

MANAGEMENT NEEDS

Management of the regional system is handled by one person. With the limited time element only one or two items will be handled at a time. The manager will oversee the contracts, marketing of the system, and work on expanding the system. The main focus of the manager will be to implement the new computer system. The computer will help with efficiency as well as energy savings. There will be better monitoring and data analysis which will benefit the maintenance of the vehicles.

VEHICLE NEEDS

A regular schedule of vehicle replacement has enabled the transit system to operate safe, reliable vehicles and maintain an adequate fleet. All are equipped without flair or excess accoutrements. Each vehicle is used to its potential for the purpose intended. A variety of vehicle types are used, busses, vans and cars, to meet system ridership needs while maintaining the lowest cost possible. There are no reserve vehicles.

The system is proposing the replacement of six vehicles but is also in need of expansion vehicles as no back up vehicles are available. The replacements are proposed to ensure present service continues. Some of those vehicles that are being replaced may be used as backups.

SYSTEM OBLIGATIONS

The system has no financial obligations to institutions or governmental bodies. Region II has never been involved in a state loan or any other loan process. The only obligations of the system are to third party contractors as budgeted.

GOALS AND OBJECTIVES

1. Provide accessibility for the general public, especially the transit disadvantaged to needed goods and services through the provision of transit services designed according to local needs, desires and cost effectiveness.
2. Eliminate duplication of transit service through coordination of existing providers.
3. Design transit systems to accommodate desires of local governing body and reflect the policies of the NIACOG Board of Directors.
4. Serve as a clearinghouse for brokering transit services through a coordinated management approach.

PRIVATE ENTERPRISE ANALYSIS

Region II has always pursued and contracted with private providers when organizing transit services. The system has a long history of private provider involvement. Presently, three service elements are operated by private providers, Franklin County, Charles City and Clear Lake.

The region has always approached available private providers when starting new services or seeking alternatives to existing providers. As all service in Region II is brokered, contracting opportunities are readily available to private providers.

The policy will be expanded to invite submission of written proposals from private providers on a yearly basis for all services in operation in addition to any proposed new services. When an existing service is targeted for operation by a private provider a proposal will also be solicited from the existing operator. The proposals will be evaluated and selection of an operator made based upon all factors affecting system operation, not just the cost.

Private providers are also used in other areas of the system. Some gasoline is purchased from cities or the Iowa Department of Transportation garage, but a large percentage is purchased from private stations. Maintenance services and parts are purchased through private businesses as are other system related items.

There is no inter - city shuttle service within the region.

Private providers in the region operate primarily on a contract basis. Christensen Transit contracts for school bus service, railroad worker transit, charters and for the region's Franklin County service. Huffman Transportation contracts for school transportation, and Headstart service. Yellow Cab Company provides taxi service and also performs charter service. Clear Lake Taxi operates taxi service only, and contracts with the regional system for reduced cost rides for the elderly and handicapped.

Charles City Transit operates the city - wide transit and in under contract with the region for elderly and handicapped reduced cost rides also.

Fleet Replacement/Rehabilitation Schedule

Transit System North Iowa Area Regional Transit System

Fleet ID #	Year/Model	Seats/ Wheelchairs	Vehicle Equipment	Mileage As of 9/30/88	Current Year FY 89	Proposed Work				
						FY 90	FY 91	FY 92	FY 93	FY 94
2002	1982 Plymouth	15 / 0	N/A	104,089		Rep				
3001	1982 Plymouth	11 / 1	L,MR	79,292			Rep			
4001	1982 Plymouth	11 / 1	L	95,142			Rep			
6001	1982 Plymouth	11 / 1	L,MR	107,446		Rep				
6002	1977 Dodge	16 / 0	N/A	186,500	Rep					
8001	1984 Dodge	15 / 0	MR	142,208		Rep				
8002	1972 Ford	15 / 0	N/A	183,300	Rep					
D003	1982 Ford	15 / 0	MR	143,214		Rep				
D004	1982 Ford	10 / 1	L,MR	39,753				Rep		
D005	1981 Dodge	14 / 0	MR	181,933	Rep					
D007	1976 Ford	6 / 11	L,MR	57,505					Rep	
D008	1976 Ford	20 / 0	MR	17,765				Rep		
D009	1982 Chevrolet	15 / 1	L,MR	146,467	Rep					
D010	1984 Dodge	15 / 0	MR	55,960					Rep	
D011	1984 Dodge	15 / 0	MR	100,604				Rep		
D012	1984 Dodge	15 / 0	MR	81,929				Rep		
D013	1984 Dodge	15 / 0	MR	47,037					Rep	
D014	1984 Dodge	15 / 0	MR	48,541				Rep		
D015	1984 Dodge	15 / 0	MR	102,687			Rep			
D016	1984 Ford	12 / 0	MR	57,580					Rep	
D018	1977 Dodge	14 / 0	MR	170,127	Rep					
D019	1976 International	3 / 0	MR	25,634						
E001	1982 Plymouth	11 / 1	L,MR	113,558		Rep				
E002	1986 Ford	9 / 1	L, MR	52,869					Rep	
G001	1982 Plymouth	11 / 1	L,MR	115,794	Rep (88)					

Equipment Code: L=Wheelchair Lift; R=Wheelchair Ramp; MR=Mobile Radio; F=Farebox

Work Code: REP=Replace, REHAB.=Rehabilitate

Fleet Replacement/Rehabilitation Schedule

Transit System North Iowa Area Regional Transit System

Fleet ID #	Year/Model	Seats/ Wheelchairs	Vehicle Equipment	Mileage As of 9/30/88	Current Year FY 89	Proposed Work				
						FY 90	FY 91	FY 92	FY 93	FY 94
G002	1978 Dodge	12 / 1	L	155,000						
G003	1977 Dodge	15 / 0	N/A	147,800						
S001	1982 Plymouth	11 / 1	L	117,199	Rep					
S002	1984 Dodge	15 / 0	MR	60,639		Rep				
S003	1979 Ford	5 / 2	L	88,838	Rep					
S005	1984 Dodge	5 / 0	MR	80,082		Rep				
S006	1986 Bluebird	12 / 2	L,MR	18,161				Rep		
S007	1986 Ford	9 / 1	L	42,908			Rep			
U002	1981 Ford	5 / 0	MR	75,161		Rep				
V002	1986 Chevrolet	5 / 0	MR	13,530				Rep		
W001	1986 Chevrolet	5 / 0	MR	21,746				Rep		
N001	1986 Ford	15 / 0	MR	73,689			Rep			
N002	1986 Ford	15 / 0	MR	77,729			Rep			
M003	1987 Ford	5 / 0	MR	19,375				Rep		
S008	1987 Ford	8 / 2	L,MR	14,290				Rep		
D020	1986 Ford	21 / 0	MR	74,696			Rep			
D021	1976 International	/		102,145		Rep				
S009	1978 Ford Wagon	5 / 0	MR	115,538						
G004	1988 Ford Champion	12 / 1	L	18,294						Rep
		/								
		/								
		/								
		/								
		/								
		/								
		/								

Equipment Code: L=Wheelchair Lift; R=Wheelchair Ramp; MR=Mobile Radio; F=Farebox

Work Code: REP=Replace; REHAB.=Rehabilitate

Pub. 088-3
9/87

Fleet Utilization Analysis

Transit System North Iowa Area Regional Transit System

Date Prepared November 1988

Fleet ID #	Year/Model	Seats/ Wheelchairs	Base Location	Assignment(s)	Hrs Per Week	Used Evg/Wknd	Projected Annual Miles
2002	1982 Plymouth	15/ 0	Rockford	Daily Demand Response	20	X	6,000
3001	1982 Plymouth	11/ 1	Hampton	Daily Demand Response/Route	45	X	15,000
4001	1982 Plymouth	11/ 1	Britt	Daily Demand Response	28		14,500
6001	1982 Plymouth	11/ 1	Osage	Daily Demand Response	45		17,900
6002	1977 Dodge	16/ 0	Osage	Back-up	10	X	2,000
8001	1984 Dodge	15/ 0	Northwood	Daily Routes/ Demand Response	48		34,000
8002	1972 Ford	15/ 0	Northwood	Back up	5		1,500
D003	1982 Ford	15/ 0	Charles City	Daily Routes	38		20,000
D004	1982 Ford	10/ 1	Charles City	Daily Routes	15		5,700
D005	1981 Dodge	14/ 0	Charles City	Daily Routes	35		14,000
D007	1976 Ford	6/ 11	Charles City	Special Trips	25	X	5,600
D008	1976 Ford	20/ 0	Charles City	Daily Routes	30		12,000
D009	1982 Chevrolet	15/ 1	Osage	Daily Route/Group Home Trips	50	X	19,600
D010	1984 Dodge	15/ 0	Charles City	Daily Routes	35		18,500
D011	1984 Dodge	15/ 0	Charles City	Daily Routes	45	X	30,000
D012	1984 Dodge	15/ 0	Charles City	Daily Routes	40	X	23,300
D013	1984 Dodge	15/ 0	Charles City	Daily Routes	25		15,500
D014	1984 Dodge	15/ 0	Charles City	Daily Routes	23		13,000
D015	1984 Dodge	15/ 0	Charles City	Daily Routes	32	X	20,000
D016	1984 Ford	12/ 0	Mason City	Daily Route/ Incidental	35	X	11,500
D017	1981 Chevrolet	5/ 0	Charles City	Daily Routes	20		10,000
D018	1977 Dodge	14/ 0	Charles City	Daily Routes	20		12,000
D019	1976 International	3/ 0	Charles City	Maintenance	20		5,000
E001	1982 Plymouth	11/ 1	Charles City	Daily Routes	25		21,000
E002	1986 Ford	9/ 1	Charles City	Daily Demand Response	54	X	21,700
G001	1982 Plymouth	11/ 1	Hampton	Route/Demand Response Daily	45	X	38,000

Fleet Utilization Analysis

Transit System North Iowa Area Regional Transit System Date Prepared November 1988

Fleet ID #	Year/Model	Seats/ Wheelchairs	Base Location	Assignment(s)	Hrs Per Week	Used Evg/Wknd	Projected Annual Miles
G002	1978 Dodge	12, 1	Hampton	Back Up	5	X	2,500
G003	1977 Dodge	15, 0	Hampton	Back Up	5	X	2,500
S001	1982 Plymouth	11, 1	Forest City	Daily Route/ Incidental	50		12,800
S002	1984 Dodge	15, 0	Forest City	Daily Route/Long Trips	35	X	12,000
S005	1984 Dodge	5, 0	Forest City	Daily Route/Demand Response/Incidental	55	X	16,400
S006	1986 Blue Bird	12, 2	Forest City	Daily Route/Special Trips	30		15,600
S007	1986 Ford	9, 1	Forest City	Daily Route	45	X	13,600
U002	1981 Ford	5, 0	Lake Mills	Daily Demand Response	51	X	10,000
V002	1986 Chevrolet	5, 0	Manly	Daily Demand Response	30		5,000
W001	1986 Chevrolet	5, 0	Northwood	Daily Demand Response	47	X	7,800
N001	1986 Ford	15, 0	Burt	Daily Routes/ Daily Activity	30	X	36,000
N002	1986 Ford	15, 0	Burt	Daily Routes/ Daily Activity	30	X	31,000
M003	1987 Ford	5, 0	Algona	Demand Response	42		16,500
S008	1987 Ford	8, 2	Forest City	Daily Routes/ Daily Activity	40	X	20,000
D020	1986 Ford	21, 0	Charles City	Daily Routes/ Daily Activity	40	X	25,000
S009	1986 Ford	9, 1	Forest City	Daily Routes/ Daily Activity	35	X	22,000
D021	1977 International	8, 1	Charles City	Daily Routes/ Daily Activity	30	X	20,000
		/					
		/					
		/					
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		/					
		/					

REGION II TRANSIT DEVELOPMENT PLAN

SECTION IV

*FIRST YEAR PROGRAM - FISCAL YEAR 1990

*SECOND YEAR PROGRAM - FISCAL YEAR 1991

*THREE YEAR SKETCH PLAN - FISCAL YEAR
1992 - 1994

*FIVE YEARS FROM NOW

This section presents the proposed plan of action for the Region II transit system. Fiscal Years 1990 and 1991 are presented in detail and Fiscal Years 1992 - 1994 are presented as a sketch plan. These action steps are used to guide the operation, management and organization of the transit system over the next year and chart a course of development for a five year period.

FIRST YEAR PROGRAM - FISCAL YEAR 1990

Maintenance of existing service is the top priority for FY 1990. Services should remain the same depending on funding.

A variety of funding sources support the system. These include Area Agency on Aging, Title XX, Title V, Headstart, Section 18, State Transit Assistance, local funds, fares and contributions. Funds are used for appropriate services as many are targeted to certain populations or programs. Section 18 funding is used for operations and State Transit Assistance is used for program management and operations.

The system is proposing the replacement of six vehicles but is also in need of expansion vehicles as no back up vehicles are available. The replacements are proposed to ensure present service continues. Some of those vehicles that are being replaced may be used as backups.

Preparation of the transit development plan is also on the list of priorities. This document provides a working guide for system operation and development for a five year period. This gives direction and purpose to actions taken. Two meetings were held to allow contractors the opportunity to comment on the planning documents.

As discussed earlier in this document, the use of private providers has been a long standing policy of the system. This year, an informational meeting was held for private operators to provide them with the necessary tools to prepare proposals for possible system operation. All private providers had the opportunity to submit proposals in writing for operation of any service. All private providers must submit proposals in writing regardless of whether they are presently under contract or are potential new contractors. Submittal of a proposal does not guarantee award of a contract. Proposals will be evaluated based upon cost, experience, prior service and other factors in relation to existing operation.

Final authorization for FY 1989 plans is given by the NIACOG Board of Directors upon their review of the action steps, budget and proposed service providers.

Biennial Element Program Summary

Transit System North Iowa Area Regional Transit System

Program Year. 1st 2nd **Fiscal Year.** 1990

Priority	Type	Activity Description	Goals/ Objectives	Cost
1	O	Basic System/Continuation of existing services as listed	1-4	307,529
2	P	Preparation of Regional Transit Development Plan to outline development alternatives for the region for FY 1991-1994	2,3	4,000
3	O	Continue Capital Improvement Program	1-4	114,000
			Total	\$ 425,529

Biennial Element Program Summary

	Amount	
A.		
Operations		
Vehicle Operations	<u>269,529</u>	
Vehicle Maintenance	<u> </u>	
Non-Vehicle Maintenance	<u> </u>	
General Administration	<u>38,000</u>	
TOTAL EXPENSES		\$ <u>307,529</u>
Passenger Fares	<u>46,350</u>	
Contracts/Special Fares	<u>52,882</u>	
Local Cash Grants/Reimb.	<u>65,975</u>	
State Cash Grants/Reimb.	<u>68,956</u>	
Federal Cash Grants/Reimb.	<u>27,712</u>	
Other	<u>53,354</u>	
TOTAL FUNDING		\$ <u>315,229</u>

B.		
Capital		
Vehicles	<u>114,000</u>	
Other	<u> </u>	
TOTAL EXPENSES		\$ <u>114,000</u>
Local Cash Grants/Reimb.	<u>28,500</u>	
State Cash Grants/Reimb.	<u>85,500</u>	
Federal Cash Grants/Reimb.	<u> </u>	
Other	<u> </u>	
TOTAL FUNDING		\$ <u>114,000</u>

C.		
Planning		
TDP	<u>4,000</u>	
Special Projects	<u> </u>	
Other	<u> </u>	
TOTAL EXPENSES		\$ <u>4,000</u>
Local Cash Grants/Reimb.	<u>800</u>	
State Cash Grants/Reimb.	<u>3,200</u>	
Federal Cash Grants/Reimb.	<u> </u>	
Other	<u> </u>	
TOTAL FUNDING		\$ <u>4,000</u>

TOTAL EXPENSES (A+B+C) **\$ 425,529**

TOTAL FUNDING (A+B+C) **\$ 425,529**

SECOND YEAR PROGRAM - FISCAL YEAR 1991

Fiscal Year 1991 will also see maintenance of existing services as top priority.

Preparation of the annual transit development plan would also be on the list of action steps as would continuation of the capital improvement program.

THREE YEAR SKETCH PLAN - FISCAL YEAR 1992 - 1994

The following three fiscal years would center around continuation of existing services, as by that time, all counties would be served. This maintenance would not necessarily mean service exactly as it exists but with refinement and adjustments to meet changing needs and available funding.

These years would also see the continuation of planning activities and the continuation of the capital improvement program as delineated on TDP Form 6.

FIVE YEARS FROM NOW

The Region II Transit System should be fully developed by the end of Fiscal Year 1993 with systems being refined and designed for efficiency and for meeting identified needs. All counties will have county - wide services, leaving no part of the Region II area unserved. Service will still be brokered, with private providers having annual opportunities to submit proposals for operating services. Funding availability will play a big part in how services are designed and in their ability to meet identified needs.

Biennial Element Program Summary

Transit System North Iowa Area Regional Transit System

Program Year. 1st 2nd **Fiscal Year.** 1991

Priority	Type	Activity Description	Goals/ Objectives	Cost
1	O	Continue Basic System as Listed	1-4	315,000
2	P	Prepare Transit Development Plan for Region 2	1-4	4,000
3	C	Continue Capital improvement program	1-4	106,000
Total				\$ 425,000

	Amount	
A.		
Operations	<u>277,000</u>	
Vehicle Operations	<u> </u>	
Vehicle Maintenance	<u> </u>	
Non-Vehicle Maintenance	<u>38,000</u>	
General Administration	<u> </u>	
TOTAL EXPENSES		\$ <u>315,000</u>
Passenger Fares	<u>46,350</u>	
Contracts/Special Fares	<u>106,236</u>	
Local Cash Grants/Reimb.	<u>65,746</u>	
State Cash Grants/Reimb.	<u>68,956</u>	
Federal Cash Grants/Reimb.	<u>27,712</u>	
Other	<u> </u>	
TOTAL FUNDING		\$ <u>315,000</u>

B.		
Capital	<u>106,000</u>	
Vehicles	<u> </u>	
Other	<u> </u>	
TOTAL EXPENSES		\$ <u>106,000</u>
Local Cash Grants/Reimb.	<u>26,500</u>	
State Cash Grants/Reimb.	<u> </u>	
Federal Cash Grants/Reimb.	<u>79,500</u>	
Other	<u> </u>	
TOTAL FUNDING		\$ <u>106,000</u>

C.		
Planning	<u>4,000</u>	
TDP	<u> </u>	
Special Projects	<u> </u>	
Other	<u> </u>	
TOTAL EXPENSES		\$ <u>4,000</u>
Local Cash Grants/Reimb.	<u>800</u>	
State Cash Grants/Reimb.	<u> </u>	
Federal Cash Grants/Reimb.	<u> </u>	
Other	<u>3,200</u>	
TOTAL FUNDING		\$ <u>4,000</u>

TOTAL EXPENSES (A+B+C) **\$ 425,000**

TOTAL FUNDING (A+B+C) **\$ 425,000**

Transit System North Iowa Area Region Three Year Sketch Plan of

Fiscal Years

1992, 1993, 1994

Date Prepared _____

Priority	Type	Proposed Program Activity Description	Goals	Objectives	Projected Implementation Year		
					FY92	FY 93	FY 94
1	O	Service Provision. Continue service in Clear Lake, Lake Mills, Forest City, Franklin County, Manly, Comprehensive Systems, Floyd County, Charles City, Mitchell County, Algona, Northwood, Hancock County, North Central Human Services, Winnebago County, Worth County, Cerro Gordo County, Kossuth County	1-4	1-4	X	X	X
2	P	Update Regional Transit Development Plan	1-4	1-4	X	X	X
3	C	Vehicles/Replace or Rehabilitate	1-4	1-4	X	X	X
Program Budgets					Comments		
		FY 92	FY 93	FY 94			
Operations		315,000	318,000	322,000			
Capital		202,000	207,000	0			
		4,000	4,000	4,000			
Planning		2,000	2,000	2,000			
Total		\$523,000	\$531,000	\$328,000			

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Capital Improvement Program

Transit System NORTH IOWA REGIONAL TRANSIT SYSTEM

A. Vehicles and Related Equipment										
Veh. Type	Seats/ Wheelchairs	Vehicle Equipment	Type Purchase	Needs Reference	Current Year FY <u>89</u>	Acquisition Year/Programmed Costs				
						FY <u>90</u>	FY <u>91</u>	FY <u>92</u>	FY <u>93</u>	FY <u>94</u>
V	15, 0	0	REP	6002	18,000					
V	9, 0	L	REP	8002	22,000					
MV	7, 0	0	REP	D009	14,000					
Mv	2, 3	L	REP	D018	23,500					
MV	2, 3	D	REP	E001	23,500					
V	15, 0	0	REP	D005	18,000					
V	15, 0	0	REP	S003	18,000					
V	15, 0	0	REP	2002		18,000				
MV	9, 1	L	REP	6001		22,000				
MV	9, 1	L	REP	8001		22,000				
V	15, 0	0	REP	D003		18,000				
MV	9, 1	L	REP	E001		22,000				
S	5, 0	0	REP	S009		12,000				
MV	9, 1	L	REP	3001			22,000			
MV	9, 1	L	REP	4001			22,000			
V	15, 0	0	REP	D015			18,000			
V	15, 0	0	REP	S002			18,000			
V	7, 0	0	REP	S005			14,000			
S	5, 0	0	REP	U002			12,000			
	/									
Total					137,000	114,000	106,000			

Equipment: L = Lift, R = Ramp, MR = Mobile Radio, F = Farebox

Purchase Types: Rep. = Replacement, Rehab. = Rehabilitation, Exp. = Expansion

Needs Reference: Fleet ID# of vehicle to be replaced or rehabilitated or name of proposed new service(s) if expansion

Capital Improvement Program

B. Non-Vehicle Equipment and Real Property

Description	Type Purchase	Acquisition Year/Programmed Cost				
		FY <u>90</u>	FY <u>91</u>	FY <u>92</u>	FY <u>93</u>	FY <u>94</u>
Totals		0	0	0	0	0

C. Annual Budget Summaries

	FY <u>90</u>	FY <u>91</u>	FY <u>92</u>	FY <u>93</u>	FY <u>94</u>
Capital Expenses					
1. Vehicles and Related Equipment	114,000	106,000	202,000	207,000	
2. Non-Vehicle Equip.					
3. Real Estate (Bldgs.)					
4. Other					
Total	114,000	106,000	202,000	207,000	

Capital Improvement Program

Transit System NORTH IOWA AREA REGIONAL TRANSIT SYSTEM

A. Vehicles and Related Equipment										
Veh. Type	Seats/Wheelchairs	Vehicle Equipment	Type Purchase	Needs Reference	Current Year FY ____	Acquisition Year/Programmed Costs				
						FY 92	FY 93	FY 94	FY ____	FY ____
V	9/0	L	REP	D004		22,000				
B	21/0	0	REP	D008		34,000				
V	15/0	0	REP	D011		18,000				
V	15/0	0	REP	D012		18,000				
V	15/0	0	REP	D014		18,000				
MV	9/1	L	REP	S007		22,000				
V	15/0	0	REP	N001		18,000				
V	15/0	0	REP	N002		18,000				
B	21/0	0	REP	D020		34,000				
B	21/0	L	REP	D007			35,500			
V	15/0	0	REP	D010			18,000			
V	15/0	0	REP	D013			18,000			
V	15/0	0	REP	D016			18,000			
MV	9/1	L	REP	E002			22,000			
B	16/1	L	REP	S006			37,500			
S	5/0	0	REP	V002			12,000			
S	5/0	0	REP	W001			12,000			
S	5/0	0	REP	M003			12,000			
MV	9/1	L	REP	S008			22,000			
	/									
Total						202,000	207,000			

Equipment: L = Lift, R = Ramp, MR = Mobile Radio, F = Farebox

Purchase Types: Rep. = Replacement, Rehab. = Rehabilitation, Exp. = Expansion

Needs Reference: Fleet ID# of vehicle to be replaced or rehabilitated or name of proposed new service(s) if expansion

APPENDIX

Transit System Fact Sheet

Data current as of _____
(date)

1. System Name Easter Seals LIFTS
 Provider Easter Seals Society
 Address 525 First NE, Mason City, IA 50401

2. General description of Transit Operations.

a. Type of Service(s) D

b. Groups Served H, E, CH

c. Service Area City of Mason City, Handicap Village

d. Service hours and days of operation.

Monday through Friday 6:45 a.m. - 4:45 p.m.
 Saturday -----
 Sundays and Holidays -----

e. Number of Employees.

	Full-time	Part-time	Volunteers
Administrative	1		
Maintenance			
Drivers		3	

f. Union. Are any employee groups covered under collective bargaining agreements?

Yes No

Union

Local #

g. Receive public money? Yes No

3. Fare Structure.

\$2.00 per ride one-way

4. Vehicle Fleet.

Number of Vehicles: Buses 3 Vans 1 Trucks _____
 Station Wagons _____ Cars _____ Other _____
 Passenger Capacity: Seating 43 Standing _____
 Wheelchair Spaces 4
 Number of Vehicles with: Wheelchair Lifts 2
 Two-Way Radios 4
 Other Special Equipment _____

5. Performance.

	(Last Year) FY <u>88</u> Actual	(Current Year) FY <u>89</u> Projected
Operating Passengers	24,000	24,000
Wheelchair Lift Operations Performed	400	400
Revenue Miles	105,000	105,000
Revenue Hours		
Pass./Rev. Mile		
Pass./Rev. Hour		
Avg. Daily Pass. Carried	92	92
Financial		
Operating Expenses		
Operating Revenues		
Capital Expenses		
Cost/Rev. Mile		
Rev./Rev. Mile		
Cost/Pass. Trip		
Rev./Pass. Trip		
Cost/Rev. Hour		
Rev./Rev. Hour		
Avg. Pass. Fare/Trip		

Covers the period From 7/1/87 to 6/30/88

6. Other Information.

Transit System Fact Sheet

Data current as of _____
(date)

1. System Name Handicap Village
 Provider Handicap Village
 Address 1200 Ninth Street West, Clear Lake, IA 50428

2. General description of Transit Operations.

a. Type of Service(s) F, O (special trips)

b. Groups Served CH

c. Service Area Cerro Gordo County, some fringe areas

d. Service hours and days of operation.

Monday through Friday	<u>24 hours as scheduled</u>
Saturday	<u>24 hours as scheduled</u>
Sundays and Holidays	<u>24 hours as scheduled</u>

e. Number of Employees.

	Full-time	Part-time	Volunteers
Administrative		2	10
Maintenance			
Drivers		6	

f. Union. Are any employee groups covered under collective bargaining agreements?

Yes No

Union _____

Local # _____

g. Receive public money? Yes No

3. Fare Structure.

None

4. Vehicle Fleet.

Number of Vehicles: Buses _____ Vans 2 Trucks _____
 Station Wagons _____ Cars _____ Other _____
 Passenger Capacity: Seating 33 Standing _____
 Wheelchair Spaces 6
 Number of Vehicles with: Wheelchair Lifts 1
 Two-Way Radios _____
 Other Special Equipment _____

5. Performance.

	(Last Year) FY <u>88</u> Actual	(Current Year) FY <u>89</u> Projected
Operating Passengers	<u>23,000</u>	<u>23,500</u>
Wheelchair Lift Operations Performed	<u>300</u>	<u>375</u>
Revenue Miles	<u>100,000</u>	<u>115,000</u>
Revenue Hours	_____	_____
Pass./Rev. Mile	_____	_____
Pass./Rev. Hour	_____	_____
Avg. Daily Pass. Carried	<u>62</u>	<u>65</u>
Financial		
Operating Expenses	_____	_____
Operating Revenues	_____	_____
Capital Expenses	_____	_____
Cost/Rev. Mile	_____	_____
Rev./Rev. Mile	_____	_____
Cost/Pass. Trip	_____	_____
Rev./Pass. Trip	_____	_____
Cost/Rev. Hour	_____	_____
Rev./Rev. Hour	_____	_____
Avg. Pass. Fare/Trip	_____	_____

Covers the period From 7/1/87 to 6/30/88

6. Other Information.

Transit System Fact Sheet

Data current as of _____
(date)

1. System Name North Iowa Area Regional Transit System
 Provider Contractors
 Address 121 Third Street N.W., Mason City, IA 50401

2. General description of Transit Operations.

a. Type of Service(s) F, D

b. Groups Served E, H, CH, G

c. Service Area Region II

d. Service hours and days of operation.

Monday through Friday See Contracts
 Saturday _____
 Sundays and Holidays _____

e. Number of Employees.

	Full-time	Part-time	Volunteers
Administrative		2	
Maintenance			
Drivers			

f. Union. Are any employee groups covered under collective bargaining agreements?

Yes No
 Union _____

Local # _____

g. Receive public money? Yes No

3. Fare Structure.

As Per Contract

4. Vehicle Fleet.

Number of Vehicles: Buses 6 Vans 30 Trucks _____
 Station Wagons _____ Cars 4 Other _____
 Passenger Capacity: Seating 359 Standing _____
 Wheelchair Spaces 23
 Number of Vehicles with: Wheelchair Lifts 12
 Two-Way Radios 24
 Other Special Equipment _____

5. Performance.

	(Last Year) FY <u>88</u> Actual	(Current Year) FY <u>89</u> Projected
Operating Passengers	<u>252,051</u>	<u>260,000</u>
Wheelchair Lift Operations Performed	_____	_____
Revenue Miles	<u>631,593</u>	<u>640,000</u>
Revenue Hours	<u>64,173</u>	<u>64,000</u>
Pass./Rev. Mile	<u>.40</u>	<u>.41</u>
Pass./Rev. Hour	<u>3.93</u>	<u>4.06</u>
Avg. Daily Pass. Carried	<u>1,108</u>	<u>1,040</u>
Financial		
Operating Expenses	<u>300,078</u>	<u>305,000</u>
Operating Revenues	<u>300,078</u>	<u>305,000</u>
Capital Expenses	<u>34,428</u>	<u>114,000</u>
Cost/Rev. Mile	<u>.48</u>	<u>.48</u>
Rev./Rev. Mile	<u>.48</u>	<u>.48</u>
Cost/Pass. Trip	<u>1.19</u>	<u>1.17</u>
Rev./Pass. Trip	<u>1.19</u>	<u>1.17</u>
Cost/Rev. Hour	<u>4.68</u>	<u>4.77</u>
Rev./Rev. Hour	<u>4.68</u>	<u>4.77</u>
Avg. Pass. Fare/Trip	<u>.50</u>	<u>.55</u>

Covers the period From 7/1/87 to 6/30/88

6. Other Information.

Transit System Fact Sheet

Data current as of _____ (date)

1. System Name North Iowa Area Regional Transit System
 Provider Comprehensive Systems, Inc.
 Address P.O. Box 636, Charles City, IA 50616

2. General description of Transit Operations.

a. Type of Service(s) F, D

b. Groups Served CH, G

c. Service Area Floyd County, Elma, Osage

d. Service hours and days of operation.

Monday through Friday	7:00 a.m. - 5:00 p.m.
Saturday	As needed
Sundays and Holidays	As needed

e. Number of Employees.

	Full-time	Part-time	Volunteers
Administrative		2	
Maintenance	1	1	
Drivers		14	

f. Union. Are any employee groups covered under collective bargaining agreements?
 Yes No
 Union _____ Local # _____

g. Receive public money? Yes No

3. Fare Structure.

One-Way
 \$.75 elderly contribution
 \$1.50 general public

4. Vehicle Fleet.

Number of Vehicles: Buses 4 Vans 8 Trucks 1
 Station Wagons _____ Cars 1 Other _____
 Passenger Capacity: Seating 204 Standing _____
 Wheelchair Spaces 13
 Number of Vehicles with: Wheelchair Lifts 3
 Two-Way Radios 4
 Other Special Equipment _____

5. Performance.

	(Last Year) FY <u>88</u> Actual	(Current Year) FY <u>89</u> Projected
Operating		
Passengers	<u>108,837</u>	<u>110,000</u>
Wheelchair Lift- Operations Performed	<u>277,490</u>	<u>278,000</u>
Revenue Miles	<u>24,415</u>	<u>24,400</u>
Revenue Hours	<u>.39</u>	<u>.40</u>
Pass./Rev. Mile	<u>4.46</u>	<u>4.51</u>
Pass./Rev. Hour	<u>4.35</u>	<u>4.40</u>
Avg. Daily Pass. Carried		
Financial		
Operating Expenses	<u>41,758</u>	<u>42,000</u>
Operating Revenues	<u>41,758</u>	<u>42,000</u>
Capital Expenses	<u>---</u>	<u>---</u>
Cost/Rev. Mile	<u>.15</u>	<u>.15</u>
Rev./Rev. Mile	<u>.38</u>	<u>.38</u>
Cost/Pass. Trip	<u>.38</u>	<u>.38</u>
Rev./Pass. Trip	<u>1.71</u>	<u>1.72</u>
Cost/Rev. Hour	<u>1.71</u>	<u>1.72</u>
Rev./Rev. Hour	<u>---</u>	<u>---</u>
Avg. Pass. Fare/Trip		

Covers the period From 7/1/87 to 6/30/88

6. Other Information.

Transit System Fact Sheet

Data current as of _____
(date)

1. System Name North Iowa Area Regional Transit System
 Provider Rockford Sunset Generation
 Address 207 6th NW, Rockford, IA 50468

2. General description of Transit Operations.

a. Type of Service(s) D

b. Groups Served E

c. Service Area City of Rockford, Floyd County

d. Service hours and days of operation.

Wednesday

Monday through Friday 10:30 a.m. - 12:30 p.m. 12:30 p.m. - 4:00 p.m.
 Saturday -----
 Sundays and Holidays -----

e. Number of Employees.

	Full-time	Part-time	Volunteers
Administrative			
Maintenance			
Drivers		1	5

f. Union. Are any employee groups covered under collective bargaining agreements?

Yes No

Union

Local #

g. Receive public money? Yes No

3. Fare Structure.

One-Way Trip
 35¢ contribution elderly and handicapped
 \$1.00 general public

4. Vehicle Fleet.

Number of Vehicles: Buses _____ Vans 1 Trucks _____
 Station Wagons _____ Cars _____ Other _____
 Passenger Capacity: Seating 10 Standing _____
 Wheelchair Spaces _____
 Number of Vehicles with: Wheelchair Lifts 1
 Two-Way Radios _____
 Other Special Equipment _____

5. Performance.

	(Last Year) FY <u>88</u> Actual	(Current Year) FY <u>89</u> Projected
Operating		
Passengers	<u>2,296</u>	<u>2,300</u>
Wheelchair Lift Operations Performed	_____	_____
Revenue Miles	<u>5,162</u>	<u>5,100</u>
Revenue Hours	<u>161</u>	<u>660</u>
Pass./Rev. Mile	<u>.44</u>	<u>.45</u>
Pass./Rev. Hour	<u>14.26</u>	<u>3.45</u>
Avg. Daily Pass. Carried	<u>9.18</u>	<u>9.20</u>
Financial		
Operating Expenses	<u>3,264</u>	<u>3,300</u>
Operating Revenues	<u>3,264</u>	<u>3,300</u>
Capital Expenses	<u>---</u>	<u>---</u>
Cost/Rev. Mile	<u>.63</u>	<u>.65</u>
Rev./Rev. Mile	<u>.63</u>	<u>.65</u>
Cost/Pass. Trip	<u>1.42</u>	<u>1.43</u>
Rev./Pass. Trip	<u>1.42</u>	<u>1.43</u>
Cost/Rev. Hour	<u>4.94</u>	<u>5.00</u>
Rev./Rev. Hour	<u>4.94</u>	<u>5.00</u>
Avg. Pass. Fare/Trip	<u>.50</u>	<u>.50</u>

Covers the period: From 7/1/87 to 6/30/88

6. Other Information.

Transit System Fact Sheet

Data current as of _____ (date)

1. System Name North Iowa Area Regional Transit System
 Provider Charles City Transit - Karen Hagarty
 Address 906 Gilbert, Charles City, IA 50616

2. General description of Transit Operations.

a. Type of Service(s) D

b. Groups Served E, H, G

c. Service Area City of Charles City

d. Service hours and days of operation.

Monday through Friday	8:00 a.m. - 5:00 p.m.
Saturday	8:00 a.m. - 5:00 p.m.
Sundays and Holidays	-----

e. Number of Employees.

	Full-time	Part-time	Volunteers
Administrative		1	
Maintenance			
Drivers	1	2	

f. Union. Are any employee groups covered under collective bargaining agreements?

Yes No

Union

Local #

g. Receive public money? Yes No

3. Fare Structure.

One-Way Trip
 75¢ contribution elderly and handicapped
 \$2.00 general public

4. Vehicle Fleet.

Number of Vehicles: Buses _____ Vans 1 Trucks _____
 Station Wagons _____ Cars _____ Other _____

Passenger Capacity: Seating 11 Standing _____
 Wheelchair Spaces 1

Number of Vehicles with: Wheelchair Lifts 1
 Two-Way Radios 1
 Other Special Equipment _____

5. Performance.

	(Last Year) FY 88 Actual	(Current Year) FY 89 Projected
Operating Passengers	13,316	13,300
Wheelchair Lift Operations Performed		
Revenue Miles	23,899	24,000
Revenue Hours	2,790	2,790
Pass./Rev. Mile	.56	.56
Pass./Rev. Hour	4.77	4.77
Avg. Daily Pass. Carried	44	44
Financial		
Operating Expenses	25,850	26,000
Operating Revenues	25,850	26,000
Capital Expenses	---	---
Cost/Rev. Mile	1.08	1.08
Rev./Rev. Mile	1.08	1.08
Cost/Pass. Trip	1.94	1.95
Rev./Pass. Trip	1.94	1.95
Cost/Rev. Hour	9.27	9.32
Rev./Rev. Hour	9.27	9.32
Avg. Pass. Fare/Trip	.85	.85

Covers the period From 7/1/87 to 6/30/88

6. Other Information.

Transit System Fact Sheet

Data current as of _____
(date)

1. System Name North Iowa Area Regional Transit System
 Provider Osage Senior Citizens
 Address 615 State, Osage, IA 50461

2. General description of Transit Operations.

a. Type of Service(s) D

b. Groups Served E, H

c. Service Area Mitchell County

d. Service hours and days of operation.

Monday through Friday 8:00 a.m. - 5:00 p.m.
 Saturday -----
 Sundays and Holidays -----

e. Number of Employees.

	Full-time	Part-time	Volunteers
Administrative		1	
Maintenance			
Drivers		2	

f. Union. Are any employee groups covered under collective bargaining agreements?

Yes No
 Union _____ Local # _____

g. Receive public money? Yes No

3. Fare Structure.

One-Way Trip
 50¢ contribution elderly and handicapped
 \$1.00 general public

4. Vehicle Fleet.

Number of Vehicles: Buses _____ Vans 2 Trucks _____
 Station Wagons _____ Cars _____ Other _____

Passenger Capacity: Seating 26 Standing _____
 Wheelchair Spaces _____

Number of Vehicles with: Wheelchair Lifts 1
 Two-Way Radios 1
 Other Special Equipment _____

5. Performance.

	(Last Year) FY <u>88</u> Actual	(Current Year) FY <u>89</u> Projected
Operating Passengers	<u>4,266</u>	<u>4,300</u>
Wheelchair Lift Operations Performed	_____	_____
Revenue Miles	<u>14,736</u>	<u>14,700</u>
Revenue Hours	<u>2,032</u>	<u>2,032</u>
Pass./Rev. Mile	<u>.29</u>	<u>.29</u>
Pass./Rev. Hour	<u>2.10</u>	<u>2.12</u>
Avg. Daily Pass. Carried	<u>17.06</u>	<u>17.2</u>
Financial		
Operating Expenses	<u>12,620</u>	<u>12,600</u>
Operating Revenues	<u>12,620</u>	<u>12,600</u>
Capital Expenses	<u>---</u>	<u>---</u>
Cost/Rev. Mile	<u>.86</u>	<u>.86</u>
Rev./Rev. Mile	<u>.86</u>	<u>.86</u>
Cost/Pass. Trip	<u>2.96</u>	<u>2.93</u>
Rev./Pass. Trip	<u>2.96</u>	<u>2.96</u>
Cost/Rev. Hour	<u>6.21</u>	<u>6.21</u>
Rev./Rev. Hour	<u>6.21</u>	<u>6.21</u>
Avg. Pass. Fare/Trip	<u>.50</u>	<u>.50</u>

Covers the period From 7/1/87 to 6/30/88

6. Other Information.

Transit System Fact Sheet

Data current as of _____ (date)

1. System Name North Iowa Area Regional Transit System
 Provider Christensen Transit, Inc.
 Address P.O. Box 1464, Mason City, IA 50401

2. General description of Transit Operations.

a. Type of Service(s) F, D

b. Groups Served E, H, CH, G

c. Service Area Franklin County

d. Service hours and days of operation.

Monday through Friday 7:00 a.m. - 5:00 p.m.
 Saturday -----
 Sundays and Holidays -----

e. Number of Employees.

	Full-time	Part-time	Volunteers
Administrative		1	
Maintenance			
Drivers		4	

f. Union. Are any employee groups covered under collective bargaining agreements?

Yes No

Union _____

Local # _____

g. Receive public money? Yes No

3. Fare Structure.

One-Way - In County
 50¢ suggested contribution elderly and handicapped
 \$1.50 general public

4. Vehicle Fleet.

Number of Vehicles: Buses 1 Vans 2 Trucks _____
 Station Wagons _____ Cars _____ Other _____
 Passenger Capacity: Seating 33 Standing 0
 Wheelchair Spaces 3
 Number of Vehicles with: Wheelchair Lifts 3
 Two-Way Radios 3
 Other Special Equipment _____

5. Performance.

	(Last Year) FY <u>88</u> Actual	(Current Year) FY <u>89</u> Projected
Operating Passengers	<u>19,276</u>	<u>19,300</u>
Wheelchair Lift Operations Performed	<u>49,333</u>	<u>49,300</u>
Revenue Miles	<u>3,723</u>	<u>3,723</u>
Revenue Hours	<u>.39</u>	<u>.39</u>
Pass./Rev. Mile	<u>5.1</u>	<u>5.1</u>
Pass./Rev. Hour	<u>77.1</u>	<u>77.1</u>
Avg. Daily Pass. Carried	<u>31,628</u>	<u>32,000</u>
Financial Operating Expenses	<u>31,628</u>	<u>32,000</u>
Operating Revenues	<u>31,628</u>	<u>32,000</u>
Capital Expenses	<u>---</u>	<u>---</u>
Cost/Rev. Mile	<u>.64</u>	<u>.64</u>
Rev./Rev. Mile	<u>1.64</u>	<u>1.66</u>
Cost/Pass. Trip	<u>1.64</u>	<u>1.66</u>
Rev./Pass. Trip	<u>8.50</u>	<u>8.60</u>
Cost/Rev. Hour	<u>8.50</u>	<u>8.60</u>
Rev./Rev. Hour	<u>.50</u>	<u>.50</u>
Avg. Pass. Fare/Trip	<u>.50</u>	<u>.50</u>

Covers the period From 7/1/87 to 6/30/88.

6. Other Information.

Transit System Fact Sheet

Data current as of _____
(date)

1. System Name North Iowa Area Regional Transit System
 Provider Clear Lake Taxi
 Address 1214 South Shore Drive, Clear Lake, IA 50428

2. General description of Transit Operations.

a. Type of Service(s) D

b. Groups Served E, H, G

c. Service Area City of Clear Lake

d. Service hours and days of operation.

Monday through Friday	<u>24 hours</u>
Saturday	<u>24 hours</u>
Sundays and Holidays	<u>24 hours</u>

e. Number of Employees.

	Full-time	Part-time	Volunteers
Administrative		1	
Maintenance			
Drivers	2	1	

f. Union. Are any employee groups covered under collective bargaining agreements?

Yes No

Union

Local #

g. Receive public money? Yes No

3. Fare Structure.

One-Way Trip
 75¢ suggested contribution elderly and handicapped
 \$3.00 - \$5.00 general public

4. Vehicle Fleet.

Number of Vehicles: Buses _____ Vans _____ Trucks _____
 Station Wagons _____ Cars 2 Other _____
 Passenger Capacity: Seating 10 Standing _____
 Wheelchair Spaces _____
 Number of Vehicles with: Wheelchair Lifts _____
 Two-Way Radios 2
 Other Special Equipment _____

5. Performance.

	(Last Year) FY <u>88</u> Actual	(Current Year) FY <u>89</u> Projected
Operating		
Passengers	<u>10,939</u>	<u>10,900</u>
Wheelchair Lift Operations Performed	_____	_____
Revenue Miles	<u>33,234</u>	<u>33,200</u>
Revenue Hours	<u>5,215</u>	<u>5,215</u>
Pass./Rev. Mile	<u>.33</u>	<u>.33</u>
Pass./Rev. Hour	<u>2.1</u>	<u>2.1</u>
Avg. Daily Pass. Carried	<u>43.7</u>	<u>43.7</u>
Financial		
Operating Expenses	<u>30,236</u>	<u>30,200</u>
Operating Revenues	<u>30,236</u>	<u>30,200</u>
Capital Expenses	<u>---</u>	<u>---</u>
Cost/Rev. Mile	<u>.91</u>	<u>.91</u>
Rev./Rev. Mile	<u>.91</u>	<u>.91</u>
Cost/Pass. Trip	<u>2.76</u>	<u>2.76</u>
Rev./Pass. Trip	<u>2.76</u>	<u>2.76</u>
Cost/Rev. Hour	<u>5.80</u>	<u>5.80</u>
Rev./Rev. Hour	<u>5.80</u>	<u>5.80</u>
Avg. Pass. Fare/Trip	<u>.50</u>	<u>.75</u>

Covers the period From 7/1/87 to 6/30/88

6. Other Information.

Transit System Fact Sheet

Data current as of _____
(date)

1. System Name North Iowa Area Regional Transit System
 Provider Manly Development Committee
 Address Box 57, Manly, IA 50456

2. General description of Transit Operations.

a. Type of Service(s) D

b. Groups Served E, C

c. Service Area City of Manly

d. Service hours and days of operation.

Monday through Friday	9:00 a.m. - 3:00 p.m.
Saturday	-----
Sundays and Holidays	-----

e. Number of Employees.

	Full-time	Part-time	Volunteers
Administrative			1
Maintenance			
Drivers		1	

f. Union. Are any employee groups covered under collective bargaining agreements?

Yes No

Union

Local #

g. Receive public money? Yes No

3. Fare Structure.

One-Way Trip
 50¢ suggested contribution elderly and handicap
 \$1.00 general public

4. Vehicle Fleet.

Number of Vehicles: Buses _____ Vans _____ Trucks _____
 Station Wagons _____ Cars 1 Other _____
 Passenger Capacity: Seating 5 Standing _____
 Wheelchair Spaces _____
 Number of Vehicles with: Wheelchair Lifts _____
 Two-Way Radios _____
 Other Special Equipment _____

5. Performance.

	(Last Year) FY <u>88</u> Actual	(Current Year) FY <u>89</u> Projected
Operating Passengers:	<u>3,193</u>	<u>3,450</u>
Wheelchair Lift Operations Performed	_____	_____
Revenue Miles	<u>5,024</u>	<u>5,000</u>
Revenue Hours	<u>1,683</u>	<u>1,680</u>
Pass./Rev. Mile	<u>.64</u>	<u>.62</u>
Pass./Rev. Hour	<u>1.90</u>	<u>1.85</u>
Avg. Daily Pass. Carried	<u>13</u>	<u>12.4</u>
Financial		
Operating Expenses	<u>4,083</u>	<u>4,000</u>
Operating Revenues	<u>4,083</u>	<u>4,000</u>
Capital Expenses	<u>--</u>	<u>--</u>
Cost/Rev. Mile	<u>.81</u>	<u>.80</u>
Rev./Rev. Mile	<u>.81</u>	<u>.80</u>
Cost/Pass. Trip	<u>1.28</u>	<u>1.29</u>
Rev./Pass. Trip	<u>1.28</u>	<u>1.29</u>
Cost/Rev. Hour	<u>2.43</u>	<u>2.38</u>
Rev./Rev. Hour	<u>2.43</u>	<u>2.38</u>
Avg. Pass. Fare/Trip	<u>.40</u>	<u>.50</u>

Covers the period From 7/1/87 to 6/30/88

6. Other Information.

Transit System Fact Sheet

Data current as of _____
(date)

1. System Name North Iowa Area Regional Transit System
 Provider City of Northwood
 Address City Hall, Northwood, IA 50459

2. General description of Transit Operations.

a. Type of Service(s) F, D

b. Groups Served E, G, CH

c. Service Area City of Northwood, Worth County

d. Service hours and days of operation.

	<u>City</u>	<u>County</u>
Monday through Friday	8:00 a.m. - 5:00 p.m.	7:00 a.m. - 9:00 a.m.
Saturday	9:30 a.m. - 11:30 a.m.	3:00 p.m. - 5:00 p.m.
Sundays and Holidays		<u>3 days</u> 9:00 a.m. - 3:00 p.m.

e. Number of Employees.

	Full-time	Part-time	Volunteers
Administrative			
Maintenance		2	
Drivers			

f. Union. Are any employee groups covered under collective bargaining agreements?
 Yes No
 Union _____ Local # _____

g. Receive public money? Yes No

3. Fare Structure. One-Way Trip

<u>City</u>	<u>County</u>
50¢ contribution elderly and handicapped \$1.00 general public	75¢ contribution in County \$1.50 contribution to Mason City suggested elderly and handicapped \$1.50 general public in county \$3.00 general public to Mason City

4. Vehicle Fleet.

Number of Vehicles: Buses _____ Vans 2 Trucks _____
 Station Wagons _____ Cars 1 Other _____
 Passenger Capacity: Seating 35 Standing _____
 Wheelchair Spaces _____
 Number of Vehicles with: Wheelchair Lifts _____
 Two-Way Radios 2
 Other Special Equipment _____

5. Performance.

	(Last Year) FY <u>88</u> Actual	(Current Year) FY <u>89</u> Projected
Operating Passengers	10,007	10,000
Wheelchair Lift Operations Performed		
Revenue Miles	40,693	40,000
Revenue Hours	3,476	3,475
Pass./Rev. Mile	.25	.25
Pass./Rev. Hour	2.88	2.88
Avg. Daily Pass. Carried	40	40
Financial		
Operating Expenses	25,286	25,200
Operating Revenues	25,286	25,200
Capital Expenses	--	--
Cost/Rev. Mile	.62	.63
Rev./Rev. Mile	.62	.63
Cost/Pass. Trip	2.53	2.52
Rev./Pass. Trip	2.53	2.52
Cost/Rev. Hour	7.27	7.25
Rev./Rev. Hour	7.27	7.25
Avg. Pass. Fare/Trip	.50	.50

Covers the period From 7/1/87 to 6/30/88

6. Other Information.

Transit System Fact Sheet

Data current as of _____
(date)

1. System Name North Iowa Area Regional Transit System
 Provider Hancock Association of Retarded Citizens
 Address 720 West 11th, Garner, IA 50438

2. General description of Transit Operations.

a. Type of Service(s) MF, D

b. Groups Served E, CH

c. Service Area Hancock County

d. Service hours and days of operation.

Monday through Friday	9:00 a.m. - 2:00 p.m.
Saturday	-----
Sundays and Holidays	-----

e. Number of Employees.

	Full-time	Part-time	Volunteers
Administrative			
Maintenance		1	
Drivers			

f. Union. Are any employee groups covered under collective bargaining agreements?

Yes No

Union

Local #

g. Receive public money? Yes No

3. Fare Structure.

One-Way
 50¢ contribution elderly and handicapped
 \$1.50 general public

4. Vehicle Fleet.

Number of Vehicles: Buses _____ Vans 1 Trucks _____
 Station Wagons _____ Cars _____ Other _____
 Passenger Capacity: Seating 11 Standing _____
 Wheelchair Spaces 1
 Number of Vehicles with: Wheelchair Lifts 1
 Two-Way Radios _____
 Other Special Equipment _____

5. Performance.

	(Last Year) FY <u>88</u> Actual	(Current Year) FY <u>89</u> Projected
Operating Passengers:	<u>6,219</u>	<u>6,200</u>
Wheelchair Lift Operations Performed	_____	_____
Revenue Miles	<u>12,977</u>	<u>13,000</u>
Revenue Hours	<u>822</u>	<u>822</u>
Pass./Rev. Mile	<u>.48</u>	<u>.48</u>
Pass./Rev. Hour	<u>7.57</u>	<u>7.54</u>
Avg. Daily Pass. Carried	<u>24.9</u>	<u>24.4</u>
Financial		
Operating Expenses	<u>5,439</u>	<u>5,400</u>
Operating Revenues	<u>5,439</u>	<u>5,400</u>
Capital Expenses	<u>---</u>	<u>---</u>
Cost/Rev. Mile	<u>.42</u>	<u>.42</u>
Rev./Rev. Mile	<u>.42</u>	<u>.42</u>
Cost/Pass. Trip	<u>.87</u>	<u>.87</u>
Rev./Pass. Trip	<u>.87</u>	<u>.87</u>
Cost/Rev. Hour	<u>6.62</u>	<u>6.62</u>
Rev./Rev. Hour	<u>6.62</u>	<u>6.62</u>
Avg. Pass. Fare/Trip	<u>.50</u>	<u>.50</u>

Covers the period From 7/1/87 to 6/30/88

6. Other Information.

Transit System Fact Sheet

Data current as of _____
(date)

1. System Name North Iowa Area Regional Transit System
 Provider City of Lake Mills
 Address City Hall, Lake Mills, IA 50450

2. General description of Transit Operations.

a. Type of Service(s) D

b. Groups Served E

c. Service Area City of Lake Mills

d. Service hours and days of operation.

Monday through Friday	8:00 a.m. - 12:00 and 1:00 p.m. - 5:00 p.m.
Saturday	8:00 a.m. - 12:00 and 1:00 p.m. - 5:00 p.m.
Sundays and Holidays	9:30 a.m. - 11:30 a.m.

e. Number of Employees.

	Full-time	Part-time	Volunteers
Administrative			
Maintenance			
Drivers		3	

f. Union. Are any employee groups covered under collective bargaining agreements?

Yes No

Union _____

Local # _____

g. Receive public money? Yes No

3. Fare Structure.

35¢ contribution elderly
 \$1.00 general public

4. Vehicle Fleet.

Number of Vehicles: Buses _____ Vans _____ Trucks _____
 Station Wagons _____ Cars 1 Other _____
 Passenger Capacity: Seating 5 Standing _____
 Wheelchair Spaces _____
 Number of Vehicles with: Wheelchair Lifts _____
 Two-Way Radios 1
 Other Special Equipment _____

5. Performance.

	(Last Year) FY <u>88</u> Actual	(Current Year) FY <u>89</u> Projected
Operating Passengers:	8,627	8,200
Wheelchair Lift Operations Performed:		
Revenue Miles	6,734	6,700
Revenue Hours	1,824	1,824
Pass./Rev. Mile	1.23	1.22
Pass./Rev. Hour	4.53	4.5
Avg. Daily Pass. Carried	33.0	32.8
Financial		
Operating Expenses	9,198	9,200
Operating Revenues	9,198	9,200
Capital Expenses	-----	-----
Cost/Rev. Mile	1.37	1.37
Rev./Rev. Mile	1.37	1.37
Cost/Pass. Trip	1.11	1.12
Rev./Pass. Trip	1.11	1.12
Cost/Rev. Hour	5.04	5.04
Rev./Rev. Hour	5.04	5.04
Avg. Pass. Fare/Trip	.35	.35

Covers the period - From 7/1/87 to 6/30/88

6. Other Information.

Transit System Fact Sheet

Data current as of _____
(date)

1. System Name North Iowa Area Regional Transit System
 Provider North Central Human Services
 Address P.O. Box 368, Forest City, IA 50436

2. General description of Transit Operations.

a. Type of Service(s) F, D

b. Groups Served E, CH, G

c. Service Area Winnebago County, City of Forest City

d. Service hours and days of operation.

Monday through Friday	7:00 a.m. - 5:00 p.m.
Saturday	-----
Sundays and Holidays	-----

e. Number of Employees.

	Full-time	Part-time	Volunteers
Administrative		2	
Maintenance			
Drivers		5	

f. Union. Are any employee groups covered under collective bargaining agreements?

Yes No

Union _____ Local # _____

g. Receive public money? Yes No

3. Fare Structure.

<u>In Forest City One-Way</u>	<u>County</u>
50¢ contribution elderly & handicapped \$2.50 general public	\$1.50 contribution elderly & handicapped \$3.00 general public

4. Vehicle Fleet.

Number of Vehicles: Buses 1 Vans 4 Trucks _____
 Station Wagons 1 Cars 1 Other _____
 Passenger Capacity: Seating 52 Standing _____
 Wheelchair Spaces _____
 Number of Vehicles with: Wheelchair Lifts 3
 Two-Way Radios 6
 Other Special Equipment _____

5. Performance.

	(Last Year) FY <u>88</u> Actual	(Current Year) FY <u>89</u> Projected
Operating Passengers	<u>31,834</u>	<u>32,000</u>
Wheelchair Lift Operations Performed	_____	_____
Revenue Miles	<u>87,821</u>	<u>87,800</u>
Revenue Hours	<u>11,931</u>	<u>11,931</u>
Pass./Rev. Mile	<u>.36</u>	<u>.36</u>
Pass./Rev. Hour	<u>2.67</u>	<u>2.67</u>
Avg. Daily Pass. Carried	<u>127</u>	<u>127</u>
Financial		
Operating Expenses	<u>29,939</u>	<u>29,900</u>
Operating Revenues	<u>29,939</u>	<u>29,900</u>
Capital Expenses	<u>---</u>	<u>---</u>
Cost/Rev. Mile	<u>.34</u>	<u>.34</u>
Rev./Rev. Mile	<u>.34</u>	<u>.34</u>
Cost/Pass. Trip	<u>.94</u>	<u>.94</u>
Rev./Pass. Trip	<u>.94</u>	<u>.94</u>
Cost/Rev. Hour	<u>2.51</u>	<u>2.51</u>
Rev./Rev. Hour	<u>2.51</u>	<u>2.51</u>
Avg. Pass. Fare/Trip	<u>.60</u>	<u>.60</u>

Covers the period From 7/1/87 to 6/30/88.

6. Other Information.

Transit System Fact Sheet

Data current as of _____
(date)

1. System Name North Iowa Area Regional Transit System
 Provider Exceptional Opportunities
 Address P.O. Box 197, Burt, IA 50522

2. General description of Transit Operations.

a. Type of Service(s) F. O (special trips)

b. Groups Served CH

c. Service Area Kossuth County

d. Service hours and days of operation.

Monday through Friday	7:00 - 9:00 a.m.	3:00 - 5:00 p.m.
Saturday	As needed	
Sundays and Holidays	As needed	

e. Number of Employees.

	Full-time	Part-time	Volunteers
Administrative		1	
Maintenance			
Drivers		2	

f. Union. Are any employee groups covered under collective bargaining agreements?

Yes No

Union _____

Local # _____

g. Receive public money? Yes No

3. Fare Structure.

4. Vehicle Fleet.

Number of Vehicles: Buses _____ Vans 2 Trucks _____
 Station Wagons _____ Cars _____ Other _____
 Passenger Capacity: Seating 30 Standing _____
 Wheelchair Spaces _____
 Number of Vehicles with: Wheelchair Lifts _____
 Two-Way Radios 2
 Other Special Equipment _____

5. Performance.

	(Last Year) FY <u>88</u> Actual	(Current Year) FY <u>89</u> Projected
Operating		
Passengers	<u>13,679</u>	<u>12,600</u>
Wheelchair Lift Operations Performed		
Revenue Miles	<u>68,022</u>	<u>68,000</u>
Revenue Hours	<u>2,580</u>	<u>2,580</u>
Pass./Rev. Mile	<u>.2</u>	<u>.2</u>
Pass./Rev. Hour	<u>5.3</u>	<u>5.27</u>
Avg. Daily Pass. Carried	<u>54.7</u>	<u>54.4</u>
Financial		
Operating Expenses	<u>8,621</u>	<u>8,600</u>
Operating Revenues	<u>8,621</u>	<u>8,600</u>
Capital Expenses	<u>---</u>	<u>---</u>
Cost/Rev. Mile	<u>.13</u>	<u>.13</u>
Rev./Rev. Mile	<u>.13</u>	<u>.13</u>
Cost/Pass. Trip	<u>.63</u>	<u>.63</u>
Rev./Pass. Trip	<u>.63</u>	<u>.63</u>
Cost/Rev. Hour	<u>3.34</u>	<u>3.33</u>
Rev./Rev. Hour	<u>3.34</u>	<u>3.33</u>
Avg. Pass. Fare/Trip		

Covers the period From 7/1/87 to 6/30/88

6. Other Information.

Transit System Fact Sheet

Data current as of _____
(date)

1. System Name North Iowa Area Regional Transit System
 Provider City of Algona
 Address P.O. Box 452, Algona, IA 50511

2. General description of Transit Operations.

a. Type of Service(s) D

b. Groups Served G, E

c. Service Area City of Algona

d. Service hours and days of operation.

Monday through Friday 8:00 a.m. - 5:00 p.m.
 Saturday -----
 Sundays and Holidays -----

e. Number of Employees.

	Full-time	Part-time	Volunteers
Administrative		1	
Maintenance			
Drivers		2	

f. Union. Are any employee groups covered under collective bargaining agreements?

Yes No

Union _____

Local # _____

g. Receive public money? Yes No

3. Fare Structure.

One-Way
 50¢ elderly
 \$1.00 non-elderly

4. Vehicle Fleet.

Number of Vehicles: Buses _____ Vans _____ Trucks _____
 Station Wagons _____ Cars 1 Other _____
 Passenger Capacity: Seating 5 Standing _____
 Wheelchair Spaces _____
 Number of Vehicles with: Wheelchair Lifts _____
 Two-Way Radios 1
 Other Special Equipment _____

5. Performance.

	(Last Year) FY <u>88</u> Actual	(Current Year) FY <u>89</u> Projected
Operating Passengers	<u>9,175</u>	<u>9,100</u>
Wheelchair Lift Operations Performed	<u>12,103</u>	<u>12,180</u>
Revenue Miles	<u>2,196</u>	<u>2,196</u>
Revenue Hours	<u>.76</u>	<u>.75</u>
Pass./Rev. Mile	<u>4.2</u>	<u>4.14</u>
Pass./Rev. Hour	<u>36.7</u>	<u>36.4</u>
Avg. Daily Pass. Carried		
Financial		
Operating Expenses	<u>25,925</u>	<u>25,000</u>
Operating Revenues	<u>25,925</u>	<u>25,000</u>
Capital Expenses	<u>---</u>	<u>---</u>
Cost/Rev. Mile	<u>2.14</u>	<u>2.07</u>
Rev./Rev. Mile	<u>2.14</u>	<u>2.07</u>
Cost/Pass. Trip	<u>2.83</u>	<u>2.75</u>
Rev./Pass. Trip	<u>2.83</u>	<u>2.75</u>
Cost/Rev. Hour	<u>11.81</u>	<u>11.38</u>
Rev./Rev. Hour	<u>11.81</u>	<u>11.38</u>
Avg. Pass. Fare/Trip	<u>.60</u>	<u>.60</u>

Covers the period From 7/1/87 to 6/30/88

6. Other Information.

Transit System Fact Sheet

Data current as of _____
(date)

1. System Name Mason City Transit
 Provider City of Mason City
 Address City Hall, 19 South Delaware, Mason City, IA 50401

2. General description of Transit Operations.

a. Type of Service(s) F

b. Groups Served E, H, G

c. Service Area City of Masn City

d. Service hours and days of operation.

Monday through Friday	6:30 a.m. - 5:30 p.m.
Saturday	-----
Sundays and Holidays	-----

e. Number of Employees.

	Full-time	Part-time	Volunteers
Administrative		2	
Maintenance			
Drivers		14	

f. Union. Are any employee groups covered under collective bargaining agreements?

Yes No
 Union _____ Local # _____

g. Receive public money? Yes No

3. Fare Structure.

Elderly	25¢
Student	25¢
Adult	50¢

4. Vehicle Fleet.

Number of Vehicles: Buses 10 Vans _____ Trucks _____
 Station Wagons _____ Cars _____ Other _____
 Passenger Capacity: Seating 193 Standing _____
 Wheelchair Spaces 1
 Number of Vehicles with: Wheelchair Lifts 1
 Two-Way Radios 10
 Other Special Equipment _____

5. Performance.

	(Last Year) FY <u>88</u> Actual	(Current Year) FY <u>89</u> Projected
Operating		
Passengers	<u>146,597</u>	<u>160,000</u>
Wheelchair Lift Operations Performed	<u>0</u>	<u>0</u>
Revenue Miles	<u>251,511</u>	<u>265,000</u>
Revenue Hours	_____	_____
Pass./Rev. Mile	_____	_____
Pass./Rev. Hour	_____	_____
Avg. Daily Pass. Carried	<u>586</u>	<u>640</u>
Financial		
Operating Expenses	<u>276,412</u>	<u>235,632</u>
Operating Revenues	<u>276,412</u>	<u>235,632</u>
Capital Expenses	<u>0</u>	<u>34,000</u>
Cost/Rev. Mile	<u>1.10</u>	<u>.89</u>
Rev./Rev. Mile	<u>1.10</u>	<u>.89</u>
Cost/Pass. Trip	<u>1.89</u>	<u>1.47</u>
Rev./Pass. Trip	<u>1.89</u>	<u>1.47</u>
Cost/Rev. Hour	<u>16.75</u>	<u>14.28</u>
Rev./Rev. Hour	<u>16.75</u>	<u>14.28</u>
Avg. Pass. Fare/Trip	<u>.24</u>	<u>.25</u>

Covers the period From 7/1/87 to 6/30/88

6. Other Information.

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