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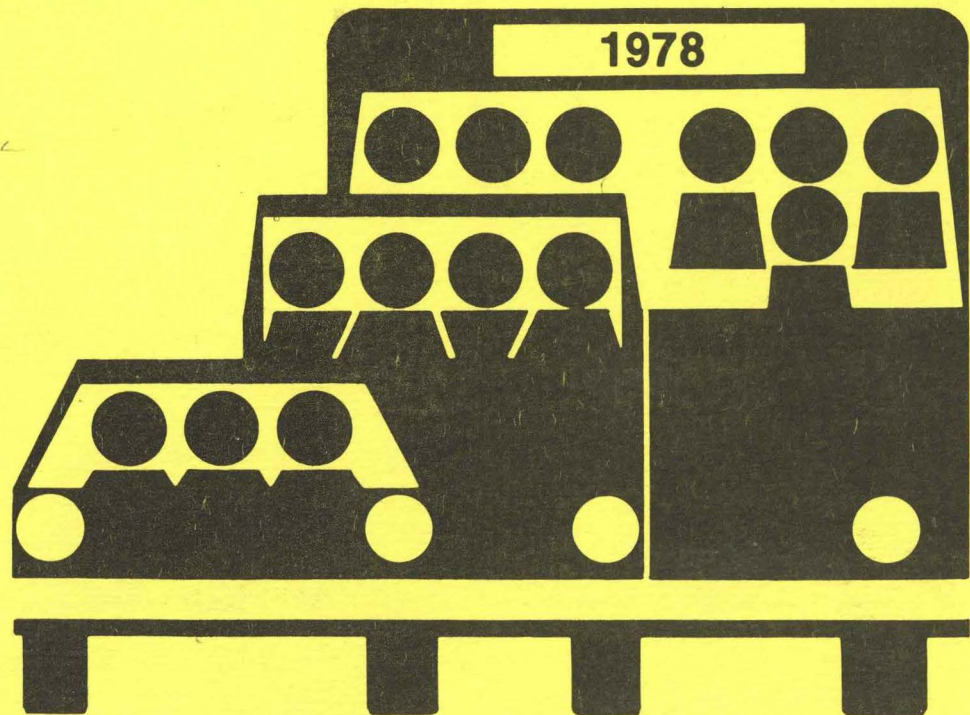
DEPARTMENT OF  
TRANSPORTATION

SEP 5 - 1979

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# Regional Transit Development Program

UPDATE REGION I



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

#### DISCLAIMER

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

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## MINUTES

D UPPER EXPLORERLAND REGIONAL PLANNING COMMISSION  
October 19, 1978

The quarterly meeting of the Upper Explorerland Regional Planning Commission was held October 19, 1978, in the Regional Planning Commission conference room, Postville, Iowa. Chairman Ed Kozelka called the meeting to order at 7:35 p.m.

MEMBERS PRESENT: John Beisker, Waukon; Joe Deeney, Waukon; Ed Kozelka, Postville; Milton Johnson, Elkader; Kermit Klinge, Monona; Francis Butikofer, Elgin; Ben Levin, Oelwein; Leallen Knox, Wadena; Robert Rechkemmer, Oelwein; Don Wurtzel, Decorah; Ed Selness, Winneshiek County; George Hanzlik, Decorah.

OTHERS PRESENT: Odel Solem, Iowa D.O.T.; Catherine Irons, N.E. Iowa Community Action Corp.; F. W. Severn, Postville; Madonna Storla, Postville; Clarence Storla, Postville; Bill Perusek, Acting Director Sub-Area I; Jerry Dumke, Rick Ernst, Anne Powers, Diane Kurdelmeyer, Commission staff members.

MINUTES: The minutes of the July 20, 1978 Commission Meeting were approved as mailed: Motion by Kermit Klinge/Bob Rechkemmer; carried.

TREASURER'S REPORT: The treasurer's report, presented by Ed Kozelka, was approved as read. Motion by Bob Rechkemmer/Milt Johnson; carried.

GUEST: Bill Perusek, Acting Director Sub-Area I for the Iowa Health System Agency from Charles City attended the Commission meeting and presented a slide presentation on the Health System Agency and the role it serves. Following the presentation a brief question and answer session was held. Mr. Dumke presented a memo of understanding that was mailed to the office, and upon review by this office it was recommended that the Commission adopt the memo as mailed. A motion to adopt the memo was made by John Beisker/Ben Levin; motion carried.

OVERALL ECONOMIC DEVELOPMENT PROGRAM: Jerry Dumke stated that the portion of the O.E.D.P. for Fayette County was sent to the State for their approval, then forwarded on to Denver, and then on to Washington. There are three formal industrial parks which developed under the O.E.D.P. program. A few questions were answered by Jerry Dumke.

REGIONAL HOUSING AUTHORITY: At the last Commission Meeting the Commission approved the expenditure of a limited amount of money to hire an attorney to assist the office in preparing the necessary forms and legal work for the formation of a Regional Housing Authority. Kevin Clefisch, Claton County Attorney, is presently reviewing the necessary paperwork and is working on a rough draft from which this office will type the final format in an effort to hold the cost to a minimum.

Jerry Dumke explained the Areawide Housing Opportunity Plan which this office is required to prepare and gave a brief review of the contents of a plan, the type of data which is required, and the importance of the plan and its relation to the overall planning function within the office. It was also pointed out that the H.U.D. office expects every planning commission in Iowa to submit an A.H.O.P. this year.

HISTORICAL INVENTORY PROJECT: The Planning Commission has received an \$8,000 historical grant. With this grant this office would hire a full-time staff person to search out and investigate historical sites in this area and a part-time college student for the summer. George Hanzlick raised the question, "Where will the match for the \$8,000 come from?" This question was discussed and a motion was made by George Hanzlick to hold the grant and keep looking for possible ways we can come up with matching funds for the grant; Second by Ben Levin; carried.

REGIONAL TRANSIT AUTHORITY: Mr. Dumke discussed the new State law which was passed stating that all transit agencies must combine efforts to form a single administrative agency. This agency would eliminate any duplications of service between the agencies already existing. The Regional Transit Authority could be either privately or publically owned and operated. The following format was suggested by a joint meeting of all the agencies affected by this change. It was pointed out that all the affected agencies are in agreement with the following proposal.

Ex-officio

Elected persons

- |                                                     |          |                                       |
|-----------------------------------------------------|----------|---------------------------------------|
| 1. Area Agency on Aging                             | 1.       | } Board of Supervisors<br>or designee |
| 2. Department of Social Services                    | 2.       |                                       |
| 3. Community Action Program                         | 3.       |                                       |
| 4. Crosslines/RSVP                                  | 4.       |                                       |
| 5. Handicapped Agency                               | 5.       |                                       |
| 6. Private person (one of the 2 taxi cab companies) | 6. Mayor |                                       |

It was pointed out that the I.D.O.T. had suggested the formation of a Technical Advisory Committee and a Policy Board concerning the make-up of the Regional Transit Authority. It has been their experience, particularly in larger metropolitan areas, that the Technical Advisory Committee, which would consist of the agency persons and/or ex-officio members, would meet possibly on a monthly basis to solve any day-to-day operation or administrative problems as they would arise. This committee would also prepare the annual budget. The Policy Board would meet less frequently and would make the final decision concerning operation and administrative policies and final approval of the budget as prepared by the Technical Advisory Committee.

It was the general consensus of all the agencies that were present that the Regional Transit Authority should be made up of combined ex-officio and elected persons so that the elected persons and/or policy persons are totally familiar with the needs of the system, the problems encountered in the day-to-day operations, and the justification for the annual budget as prepared.

Some of the advantages of a single administrative agency will be:

- Possible Fleet Insurance
- Fleet purchase of supplies
- Fleet maintenance
- Possible savings by a WATS line
- Only one audit
- Less rent

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MUNICIPAL CODE: Anne Powers provided a status report on the progress on the municipal code preparation which the office is preparing for 22, possibly 23 cities. The 23rd city which contracted with the office is the city of Elkader. These must be completed by 1980.

A-95 REVIEWS: Jerry Dumke explained what new projects have been applied for and have been approved for various governments and agencies within the region.

STATUS REPORTS: Status reports on the following:

Allamakee County Zoning Ordinances - Hope for adoption next summer or fall.  
Oelwein Zoning Ordinance and 2 mile study - Must be completed by June 30, 1979.  
Lansing Recreation Plan  
Postville Recreation Plan - These communities contracted with this office on the present HUD contract, however, work has not started yet.

Jerry Dumke explained that this office needed to make a budget ammendment as requested by OPP. The Commission over-matched by \$1,500 on the present HUD contract. Motion to make the ammendment by Kermit Klinge/John Beisker; carried.

Bob Rechkemmer made a motion for adjournment/Milt Johnson; carried. Meeting adjourned at 10:00 p.m.

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This new system must be in operation by March 1, 1979. This is the goal which George Pfister has submitted to I.D.O.T. A motion was made by Milt Johnson to set up the Regional Transit Authority the way Jerry Dumke presented it, get the facts on what the costs would be, the age of the entire fleet, and what would be available for funding; present the facts at a special meeting with the Commission and Board of Supervisors. Leallen Knox provided a second; carried.

CLAYTON COUNTY RURAL DEVELOPMENT PLANNING ASSISTANCE GRANT: This grant was denied because the letter from the Regional FmHA attorney in Kansas City stating his opinion whether Clayton County had the legal powers to undertake comprehensive planning was never received in Washington. This letter is being tracked down, and within the next three weeks another funding determination will be made on this grant under the FY79 budget.

OELWEIN -URBAN DEVELOPMENT ACTION GRANT PROPOSAL: Rick Ernst stated that this grant was turned down because Oelwein did not have a large enough local match. The Oelwein Industrial Development Corporation decided to leave the amount of local match as is and try to secure approval on the next quarterly review.

PHASE III - TRANSIT GRANT: This is a follow-up of R.T.D.P. and follow-up 78. The transit grant is from D.O.T. for \$5,500. \$3,800 for R.T.D.P. planning and \$1,700 for optional planning which will be for a bus pooling study for the region.

EDA - SECTION 304 - GRANT SUBMITTAL TIME: Application will be accepted for funding from 78 funds until November 30, 1978, and those projects not funded from the 78 allocation will be considered for funding from the 79 allocation until March 31, 1979.

Eligible projects: public works grants, public development loans, technical assistance, research, and information. The program can be used to match other appropriate federal funds. Illustrative projects that could be funded are: water and sewer systems, industrial parks, access roads, railroad sidings and spurs, and flood control projects. In selecting public works projects for economic impact, EDA looks primarily to the number of long-term jobs created. Examples of projects that would not be eligible: water and sewer type projects which have little or no economic impact (e.g., projects which would primarily serve, or upgrade service in residential areas), fire stations, libraries, schools, city halls and other public buildings. Local projects should have at least minimum financial participation by local governments. Under technical assistance the state indicated this money could be used for a market analysis and engineering studies.

7 COMMISSION APPROVAL OF PHASE II - R.T.D.P.: Jerry Dumke indicated that the Phase II contract with the I.D.O.T. to update the first Rural Transit Development Program has been completed and has been forwarded to I.D.O.T. In a telephone conversation from I.D.O.T. they indicated that prior to U.M.T.A. (Urban Mass Transportation Association) approval the Regional Planning Commission must also adopt the plan as prepared. Upon review of the plan motion by Milt Johnson/Ben Levin to approve the R.T.D.P. as prepared, motion carried.

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1978 REGIONAL TRANSIT DEVELOPMENT PROGRAM  
UPDATE

September 1978

Prepared by: Upper Explorerland  
Regional Planning Commission  
134 West Greene Street  
Postville, IA 52162

In Cooperation with: Iowa Department of Transportation  
Planning and Research Division

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## INTRODUCTION

### A. PURPOSE OF THE REGIONAL TRANSIT DEVELOPMENT UPDATE

#### Composition of the Planning District

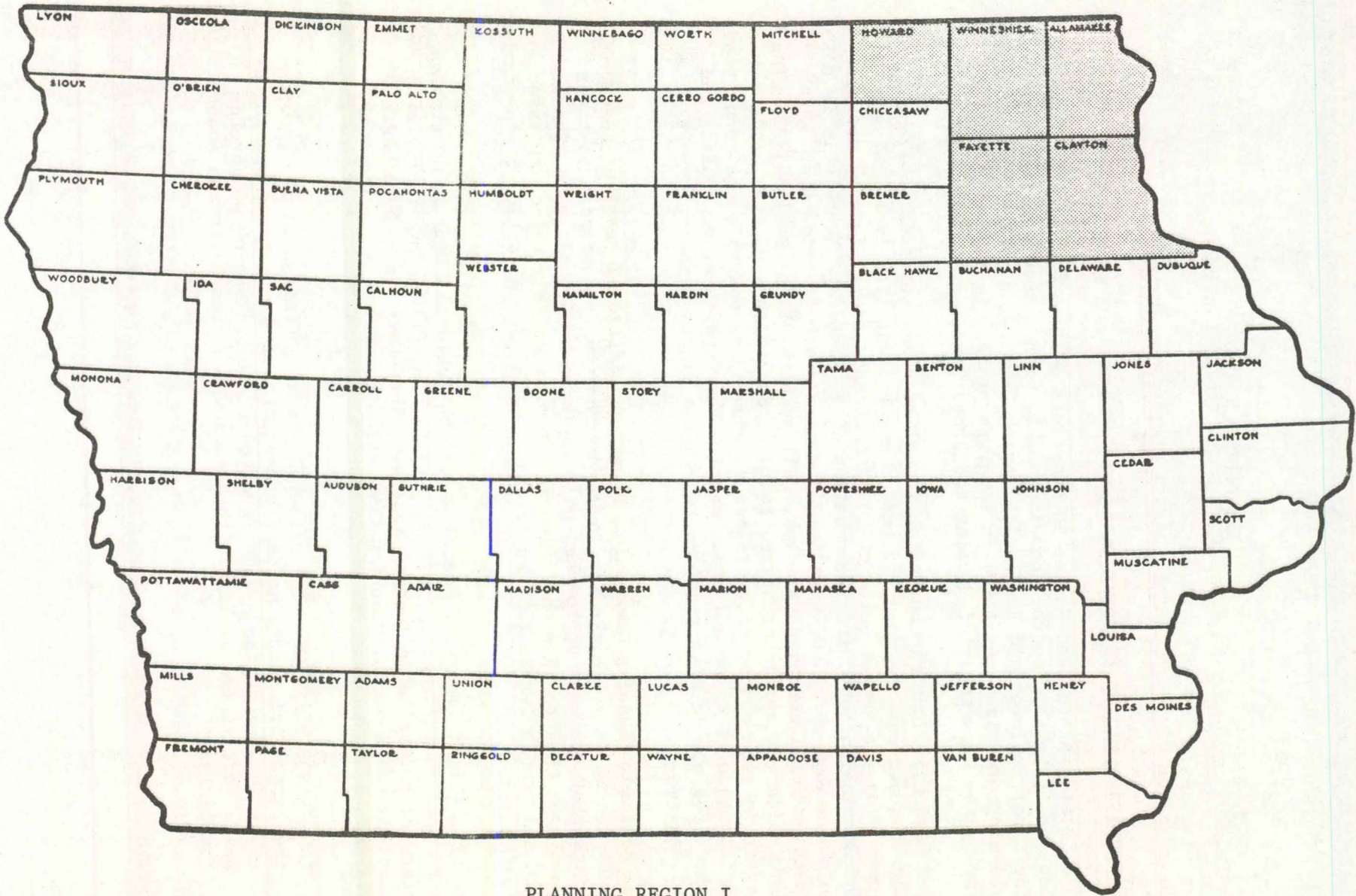
The Upper Explorerland Region is comprised of five counties: Allamakee, Clayton, Fayette, Howard, and Winneshiek, with a population of 95,672. The Upper Explorerland Regional Planning Commission is one of the 16 area planning organizations (APO) in Iowa, recognized by the State of Iowa and by the Department of Housing and Urban Development. (See Exhibit 1)

The Regional Planning Commission is unlike other units of government. It does not possess the power to tax or enact laws. Its financial support comes from the member units of government and federal funding sources. The Commission body, itself, consists of 23 members. Membership is based on one member per 5,000 persons and one for each fraction over 5,000, based on total county population. All members of the Regional Planning Commission are appointed by the Board of Supervisors and the collective mayors in each county to represent as equally as possible the population distribution of rural and urban areas. The Department of Housing and Urban Development also requires two-thirds of the membership be elected officials.

The Regional Planning Commission is not an additional level of government; but it is a vehicle for local governments to cooperate on those things that are best approached on a regional basis. It must also be remembered that the Regional Planning Commission is a voluntary association and can be terminated, as it was created, by the action of the member governments.

One of the most important functions of the Regional Planning Commission is to pass on information to the counties and cities, especially with reference to available funding sources. There are three more basic functions the Regional Planning Commission carries out for its member governments; these are:

1. LONG-RANGE PLANNING. The Regional Planning Commission can provide the capabilities for the development of long-range goals and objectives for the region. This involves the coordination of governmental activities dealing with issues which cross city and county boundaries.



PLANNING REGION I

2. **MANAGEMENT.** The Regional Planning Commission can provide an administrative home for federal grant-in-aid programs which must be carried out on a multi-county basis, and also serves as the A-95 Regional Clearinghouse. This is a program of review and comment concerning application for federally-funded programs. The purpose is to coordinate project planning in the five counties and prevent duplication of services.
3. **TECHNICAL ASSISTANCE.** The Regional Planning Commission can provide a planning capability to member governments of which individually they could not afford. The Regional Planning Commission can assist in the day-to-day planning and management activities of local governments and can be viewed as an extension of the administrative staffs of member governments. Many local units of government cannot afford full-time salaried officials. Here is where the Regional Planning Commission staff can be most valuable in carrying out planning functions at a minimum of cost to local units of government.

#### On Going Planning Process

To understand the on-going planning process, it may be wise to discuss how this particular process fits into the overall picture. The usual steps in the planning process include:

1. analysis of the problems
2. the identification of the goals and objectives
3. the design of alternative programs to reach the objectives
4. the evaluation of the alternatives
5. the making of recommendations to those who make the decisions
6. the monitoring of the effectiveness of the programs once they are being carried out.

In practice, these steps are not sharply separated; and often several of them go on simultaneously. The last step is where the on-going planning function, or program evaluation, comes into being.

Some would say that planning is injecting rationality into decisions before the fact and evaluation is attempting to do so afterward. The logical processes involved are not widely different, and it is usually the case that evaluation implies determining how well a program is accomplishing predetermined objectives. In the case of rural transit development, for example, one of the objectives is: To develop a rural transit system which considers the facilities and services necessary for the elderly, handicapped, and low-income persons.

This report concerns itself with the on-going evaluation/update process as it moves toward the implementation of the five-year program in the 1977 Regional Transit Development Program (RTDP).

B. LOCAL GOALS AND OBJECTIVES

RESTATEMENT OF GOALS AND OBJECTIVES FROM 1977 TRANSIT PLAN	MODIFIED GOALS AND OBJECTIVES	ADOPTED GOALS AND OBJECTIVES
<p>The overall objective is for maximum opportunity to be obtained for each person to improve cultural, social, and economic conditions, and contribute to the fullest extent of his abilities. The primary goals we hope to achieve are:</p>	<p>- - - SAME - - - -</p>	<p>- - - - - SAME - - - -</p>
<p><u>GOAL 1:</u> All residents of Region I should have access to safe, convenient, and modern transportation facilities.</p>	<p>- - - SAME - - - -</p>	<p>- - - - - SAME - - - -</p>
<p><u>Objectives:</u></p> <ul style="list-style-type: none"> <li>a. Develop a transit system to satisfy user needs and maximize economic and social benefits particularly for the elderly, handicapped, and low-income persons.</li> <li>b. Develop a complimentary and coordinated rural transit system that provides for a participatory planning process, which involves public, private, and citizen interests.</li> </ul>	<p>- - - SAME - - - -</p> <p>- - - SAME - - - -</p>	<p>- - - - - SAME - - - -</p> <p>- - - - - SAME - - - -</p>
<p><u>GOAL 2:</u> Provide for the optimal use of natural and man-made resources.</p>	<p>- - - SAME - - - -</p>	<p>- - - - - SAME - - - -</p>
<p><u>Objectives:</u></p> <ul style="list-style-type: none"> <li>a. Develop a rural transit system which minimizes economic, energy, and environmental costs.</li> </ul>	<p>- - - SAME - - - -</p>	<p>- - - - - SAME - - - -</p>
<p><u>GOAL 3:</u> Encourage the maintenance of an attractive, healthful, and convenient environment.</p>	<p>- - - SAME - - - -</p>	<p>- - - - - SAME - - - -</p>
<p><u>Objectives:</u></p> <ul style="list-style-type: none"> <li>a. Develop a rural transit system, which considers the facilities and services necessary for the elderly, handicapped, and low-income persons.</li> <li>b. Completion of an elderly trip demand market survey to further refine the present rural transit system.</li> </ul>	<p>- - - SAME - - - -</p> <p>- - - COMPLETED - - - -</p>	<p>- - - - - SAME - - - -</p> <p><u>GOAL 4:</u> To coordinate the administration and operation of all existing and any proposed transit systems.</p> <p><u>Objective:</u> a. To integrate all existing and any proposed transit systems to maximize continuity of service within the entire region.</p>

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## SECTION I

### A. EXISTING CONDITIONS

#### Area Descriptions

The project area is composed of five counties in northeast Iowa containing 2,114,560 acres, or 3,304 square miles, of land. The area is bounded on the north by the State of Minnesota and on the east by the Mississippi River and the State of Wisconsin. The topography varies from gently sloping land to the west to steep rocky land to the east.

The area is based primarily on an agricultural economy with small manufacturing plants located in the larger cities. No one city dominates the business activity of the area. The largest city has a population of 7,735 people. All counties are ranked in the low one-fourth of the state in per-family income.

In terms of existing transit services at the present time, the Upper Explorerland Region is served by Scenic Hawkeye Stages, Inc., Iowa Coaches, Inc., the Northeast Iowa Area Agency on Aging senior citizen vans, and several other agency vans, which will be discussed later.

The only communities in Region 1 with a taxi service are the Cities of Oelwein and Decorah.

#### Rural Socio-Economic Data

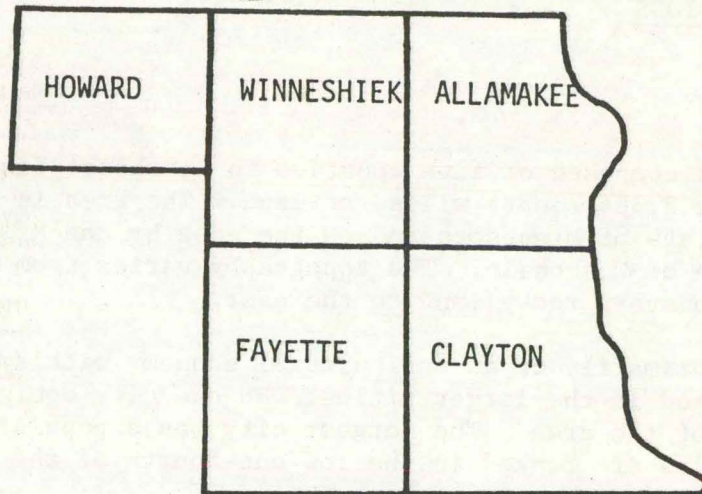
Both of the following tables show that there are substantial percentages of people over 65 and under 18 years of age both in urban and rural areas. For the region as a whole, approximately 40 percent of all urban residents are either under 18 or over 65 years of age. For the rural areas of Region 1, approximately 50 percent of all residents are either below 18 or over 65 years of age.

Concerning the data on poverty level, Howard County seems to be suffering the most. It leads all counties in all categories except Allamakee County, who has a higher percentage of both rural families and individuals above the poverty level.

All counties have at least 60 percent of their population, which is considered rural, with Clayton County being considered totally rural.

The density, both urban and rural, are quite low in both categories.

REGION I



URBAN SOCIO-ECONOMIC DATA\*

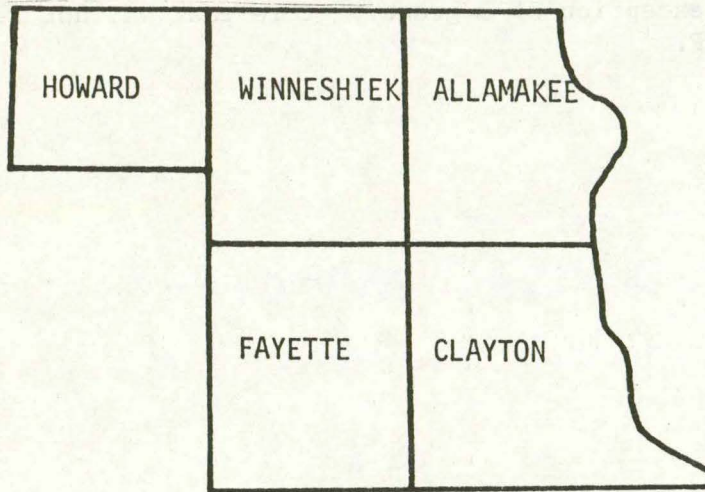
Counties	Total Population 1970	Urban Population 1970	Urban %	Urban Area (sq. miles)	Urban Density (pop./mi. <sup>2</sup> )	Urban Income Less Than Poverty Level **				Urban Age Characteristics			
						Families	%	Individual	%	Over 65	%	Below 18	%
Allamakee	14,968	3,883	25.9	16.8	231.1	80	7.9	498	12.8	902	23.2	1213	31.2
Clayton ***	20,606	--	--	--	--	--	--	--	--	--	--	--	--
Fayette	26,898	10,359	38.5	29.3	353.5	267	9.8	1231	11.9	1811	17.5	3466	33.5
Howard	11,442	3,927	34.3	15.5	253.4	153	15.5	709	18.1	884	22.5	1208	30.8
Winneshiek	21,758	7,458	34.3	16.2	460.4	144	9.4	715	9.6	1213	16.3	1619	21.7
Region Total	95,672	24,627	26.8	77.8	329.4	644	10.3	3,153	12.3	4810	18.8	7506	29.3

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

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

\*\*\*Clayton County does not have any urban areas (as defined by the U. S. Census Bureau).

REGION I



RURAL SOCIO-ECONOMIC DATA\*

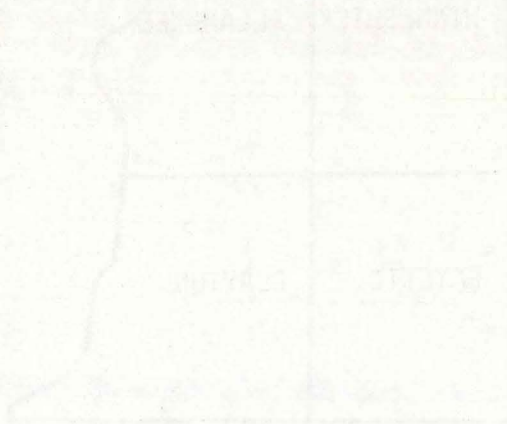
Counties	Total Population 1970	Rural Population 1970	Rural %	Rural Area (sq. miles)	Rural Density (pop./mi. <sup>2</sup> )	Rural Income Less Than Poverty Level **				Rural Age Characteristics			
						Families	%	Individual	%	Over 65	%	Below 18	%
Allamakee	14,968	11,085	74.1	604.7	18.3	490	18.5	2622	23.7	1492	13.5	4267	38.5
Clayton	20,606	20,606	100***	739.9	27.8	773	14.7	3559	17.3	3070	14.9	7279	35.3
Fayette	21,898	16,539	61.5	697.8	23.7	602	14.9	2654	16.0	2054	12.4	6021	36.4
Howard	11,442	7,515	65.7	455.5	16.5	335	17.0	1465	19.5	986	13.1	2847	37.9
Winneshiek	21,758	14,300	65.7	671.8	21.3	382	10.9	2059	14.4	1722	12.0	5802	40.6
Region Total	95,672	70,045	73.2	3169.7	22.0	2582	14.8	12,359	17.6	9324	13.3	26,216	37.4

\* 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

\*\*\*Clayton County does not have any urban areas (as defined by the U. S. Census Bureau).

The following map updates the Regional Service Center map from the 1977 Regional Transit Development Program (RTDP). The additions, which were added, are basically branch banks that were missed in the original RTDP, with the exception of a grocery store that was not reported in the earlier RTDP.



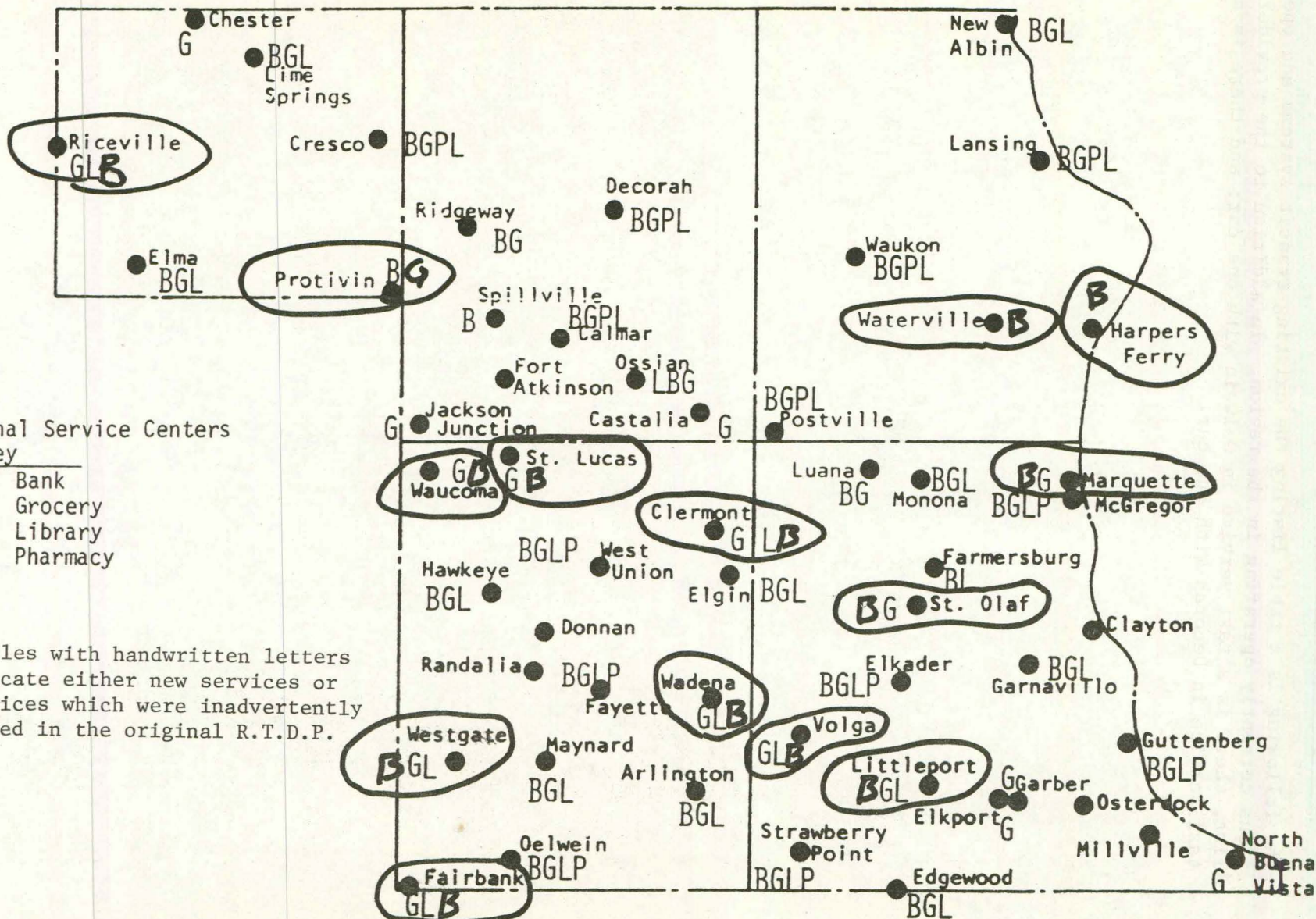
RURAL SOCIAL ECONOMIC DATA

Area	Population	Income	Education	Health	Other
Area 1	1000	10000	1000	1000	1000
Area 2	2000	20000	2000	2000	2000
Area 3	3000	30000	3000	3000	3000
Area 4	4000	40000	4000	4000	4000
Area 5	5000	50000	5000	5000	5000
Area 6	6000	60000	6000	6000	6000
Area 7	7000	70000	7000	7000	7000
Area 8	8000	80000	8000	8000	8000
Area 9	9000	90000	9000	9000	9000
Area 10	10000	100000	10000	10000	10000



# UPPER EXPLORERLAND

## REGION I



### Regional Service Centers

#### Key

- B Bank
- G Grocery
- L Library
- P Pharmacy

\* Circles with handwritten letters indicate either new services or services which were inadvertently missed in the original R.T.D.P.

B. EXISTING TRANSIT SERVICES

The following is a table listing the existing transit systems and operations currently operating in the region. In addition to the providers list, there is a taxi service in Oelwein with one car; and there is a taxi service in Decorah with one car.

TABLE I

TRANSIT OPERATIONS--CAPITAL AND OPERATIONAL CHARACTERISTICS

TARGET GROUP: 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 Route, D--Demand Response, R--Reservation.

Name of Service	Service Area	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 Lift, etc.	(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	Average Daily Passengers	Annual Passengers	# of Paid Staff	# of Volunteer Staff	Fare Structure
1. NE Iowa Developmental Center	Allamakee, NE Fayette Counties	F	0	2	1	0	0	3	all	--	10	--	30	--	75,000	260	7-4	17	4335	2	--	Title XX
2. Winneshiek Developmental Center	Winneshiek County	H	0	1	0	0	0	1	1	0	15	0	15	1	37,500	5/ wk.	5/ day	18	4590	1	0	per diem by units of service.
3. NE Iowa Community Action (Aging)	Region I	M-F R	0	5	0	0	0	5	0	0	14	0	70	cb's	5,923	5/ wk.	8/ day	84	21,168	7	55	Donation
4. NE Iowa Community Action (Head Start)	Region I	M-F	0	0	7	0	0	7	0	0	9	0	63	--	n/a	5/ wk.	8-9:30-12:30	98	n/a	7	--	n/a
5. NE Iowa Community Action (Nutrition)	Region I	DR	0	0	0	5	0	5	0	0	5	0	25	--	215,232	5/ wk.	3/ day	7	1680	4	5	0
6. Crosslines Council	City of Decorah	D	0	1	0	0	0	1	0	0	11	0	11	0	n/a	5/ wk.	4/ day	10	2550	1	2	Donation
7. Comprehensive Systems, Incorporated	Howard, Mitchell, Floyd Counties	FD M-F	2	4	0	0	2	8	5	Lift on one bus	75	11	86	com- ing	n/a	365	2,350	60	22,000	10	0	0
8. NE Iowa Community Action (Handicapped)	Region I	DR	0	1	0	0	0	1	1	1	4	3	7	cb's	2,728	5/ wk.	8/ day	n/a	990	1	--	50c/ trip
REGIONAL TOTALS		--	2	14	8	5	2	31	7	2	143	14	307	--	503,633	--	--	294	57,413	33	62	Varies

\* City Cab of Oelwein & Decorah were both asked to supply information, but did not respond. Follow ups were tried but to no success. Thus no information concerning them.

n/a= not available

-11-

The following table on Regional Coordination is quite self explanatory. Those operations which are currently operating independently are doing so out of necessity; it would not be economically feasible to try to coordinate their operations because of the special nature of the services they currently provide.

Those operations under a single administrative agency are currently working out quite well providing much needed transit services to the region, particularly filling in gaps of service that the private bus and taxi services are not able to provide because of either their fixed routes, time schedules, or fare structures.

TABLE II

REGIONAL COORDINATION

Operations Operating Independently	Receiving Public Money	Plans to consolidate or sub- contract w/out prior approval	Under Regional Transit Authority				Under Single Administrative Agency					
			Consolidated	Sub-Contract w/out prior DOT approval	Sub-Contract with prior DOT approval	Receiving public money	Consolidated	Sub-Contract w/out prior DOT approval	Sub-Contract with prior DOT approval	Receiving public money		
			_____ (Agency Name)				AREA AGENCY ON AGING _____ (Agency Name)					
1. Scenic Hawkey Stages, Inc.	no	no	1.	N/A						X	X	
2. Iowa Coaches, Inc.	no	no	2.									X
3. Comprehensive Systems	no	no	3.									X
4. Crosslines Council	yes	no	4.									X
5. City Cab--Oelwein	no	--	5.									X
6. Decorah Cab - Decorah	no	--	6.									X
7. NE Iowa Developmental Center - Waukon	yes	no										
8. Winneshiek Developmental Center - Decorah	yes	no										

The following three tables are also self explanatory. Because of the relationship between the Area Agency on Aging and the Northeast Iowa Community Action Program, who subcontracts to provide the majority of para-transit services in the region, the administration of the transit services is simplified.

TABLE III  
ADMINISTRATIVE ORGANIZATIONAL CHART

TRANSIT OPERATIONS WHICH CROSS BETWEEN RURAL  
AND URBAN AREAS ON A REGULAR BASIS

NATURE OF THE RELATIONSHIP THAT EXISTS BETWEEN  
THE VARIOUS ADMINISTRATIVE AGENCIES INVOLVED

-NOT APPLICABLE-

-NOT APPLICABLE-

TABLE IV

## ADMINISTRATIVE ORGANIZATIONAL CHART

TRANSIT OPERATIONS WHICH CROSS REGIONAL BOUNDARIES AND/OR STATE BOUNDARIES ON A REGULAR BASIS	NATURE OF THE RELATIONSHIP THAT EXISTS BETWEEN THE VARIOUS ADMINISTRATIVE AGENCIES INVOLVED
1. Scenic Hawkey Stages, Inc.	1. N/A
2. Iowa Coaches, Inc.	2. N/A
3. Comprehensive Systems	3. N/A
4. Northeast Iowa Community Action Program (CAP) Aging	4. Subcontracts with Area Agency on Aging (AAA) (The aging vans cross regional and/or state boundaries only on special excursion trips, such as to medical facilities at Rochester, Minnesota, or shopping trips to Waterloo, Iowa.)

TABLE V

ADDITIONAL TRANSIT PROGRAMS  
BEING CONDUCTED IN THE REGION

NAME OF TRANSIT PROGRAM	AREA INVOLVED	BRIEF NARRATIVE DESCRIBING THE NATURE AND PURPOSE OF PROGRAM
No other transit programs are being conducted in the Upper Explorerland, Region I.		



C. FINANCIAL DATA

At this time, because of time and data restrictions pertaining to the completion of this update, much of the needed financial data is not currently available. Only a limited amount of financial information will be contained in this update, that being on Tables VIII and XI.

A more detailed breakdown of financial data will be reported after the final audit on the new monitoring package being developed by the Iowa Department of Transportation (DOT).

## SECTION II

### A. RIDERSHIP CHARACTERISTICS--RIDER SURVEY

The characteristics of people who ride transit services tend to reflect what transportation needs are being met by the existing systems. In 1977, a rider survey was conducted on each cooperating transit service within each region to determine the passengers' socio-economic characteristics, trip purposes, and general satisfaction with the existing service.

In order to insure consistency and reliability of comparisons, standard survey forms were prepared by the Iowa Department of Transportation for state-wide use. The results of this survey will be helpful in determining transit improvements by defining general rider satisfaction with each transit service.

The Regional Planning agency distributed ridership survey sheets to three transit operators in Region I: The Northeast Iowa Developmental Center in Waukon, the Winneshiek Developmental Center in Decorah, and the Northeast Iowa Community Action Corporation. The Community Action Corporation subcontracts with the Area Agency on Aging to provide transit service in the five-county area.

The Community Action Corporation runs vans for the elderly in all five counties, as well as cars used at the Nutrition sites and station wagons used for transporting Headstart children. At the present time, the Community Action Corporation is currently running a van for the handicapped; but at the time of the ridership survey, the handicapped service had not been initiated.

The responsibility for contacting all the service providers and for arranging to conduct the survey rested with the Regional Planning agency. The Regional Planning agency conducted the surveys at the developmental centers in Waukon (Northeast Iowa Development Center) and in Decorah (Winneshiek Developmental Center) for adult, handicapped individuals.

On October 5, 1977, a meeting was held in Decorah with the transportation coordinator for the senior citizen transportation program, the Headstart director, and the director of the Nutrition program to explain the intent of the ridership survey, how to conduct the survey and how to complete the tally sheet. The survey forms were also distributed to the two developmental centers for handicapped individuals. The procedures were also explained to the directors and staff of each center. The Planning Commission staff assisted the developmental centers' staff and transit drivers in helping the handicapped individuals, many of whom are mentally retarded, to complete the questionnaires.

Of those survey forms distributed at the developmental centers, the forms were completed by everyone who rode the transit at the time. On October 11, 1977, the Regional Planning Agency staff collected all ridership survey forms, and they were mailed to the Iowa Department of Transportation.



UPPER EXPLORER LAND REGIONAL  
PLANNING COMMISSION RIDER SURVEY

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

UPPER EXPLORERLAND REGIONAL PLANNING COMMISSION  
RIDERSHIP TRANSIT-SURVEY DISTRIBUTION AND RETURN

	<u>Number Distributed</u>	<u>Number Returned</u>	<u>Percent Returned</u>	<u>Control Number</u>
Allamakee County Developmental Center	12	13	100%	30,928-30,940
Winneshiek County Developmental Center	25	24	96%	30,941-30,966
Allamakee County Aging	75	66	88%	30,967-31,042
Clayton County Aging	75	76	100%	31,043-31,118
Fayette County Aging	75	66	88%	31,119-31,194
Howard County Aging	75	74	99%	31,195-31,270
Winneshiek County Aging	<u>100</u>	<u>67</u>	<u>67%</u>	31,271-31,371
TOTALS	437	386	88%	
Headstart (six centers):				
Waterville	15			31,372-31,387
Lansing	9			31,388-31,397
Elkader	15			31,398-31,413
North Winneshiek	18			31,414-31,432
Oelwein	19			31,433-31,452
Cresco	<u>16</u>			31,453-31,469
TOTALS	92	70	76%	
Nutrition:				
Waukon	20			31,470-31,490
Cresco	10			31,491-31,501
McGregor	20			31,502-31,522
Oelwein	<u>25</u>			31,523-31,548
TOTALS	75	45	60%	
Crosslines Council--Decorah	25	(no response)		31,549-31,574

NOTE: All extra forms were filled out by the senior citizen transit service.

Total number distributed: 629; Total Returned: 501; Percent: 80%

NAME: Winneshiek Developmental Center for Adult Handicapped  
Individuals

TARGET GROUP: Adult Handicapped Individuals (Developmentally Disabled)

AREA OF SERVICE: Winneshiek County

NO. OF SURVEYS DISTRIBUTED: 25 surveys distributed

NO. OF SURVEYS RETURNED: 24 surveys returned/96% return on the surveys

NOTE: The Winneshiek Developmental Center is a center for handicapped adults, most of whom are developmentally disabled. Of the persons who answered the questionnaire, only two people possess a valid driver's license. It is unlikely the others will ever receive one because of their disabilities. The majority of the clients do not have a physical disability that hinders them from traveling.

The clients are each picked up at their door and returned to their door. During the day at the center, they must be transported on various activities, including such activities as swimming, bowling, or various activities located at Luther College.

They can be considered a near-perfect group for transit, as the majority of the clients must always rely on others for transportation. The service being provided is definitely needed; and to discontinue or cut back the service so as not to supply all the clients with service would undoubtedly cause a handicap.

All people answering the questionnaire answered almost identically. Their responses more than justified the need for the transit service that is provided them.

NAME: Northeast Iowa Developmental Center

TARGET GROUP: Adult Handicapped Individuals (Developmentally Disabled)

AREA OF SERVICE: Allamakee and Northern Fayette Counties

NO. OF SURVEYS DISTRIBUTED: 13 surveys distributed

NO. OF SURVEYS RETURNED: 13 surveys returned/100% return on surveys

NOTE: The Northeast Iowa Developmental Center is a center for developmentally disabled adults. Most of the clients are suffering from a degree of mental retardation. None of the clients that use the service possess a valid driver's license. It is unlikely that they will ever receive one because of their disabilities; however, the majority of the clients do not have a physical disability that hinders them from traveling.

The clients are each picked up at their door and then returned at the end of the day. During the day, they must be transported from the center to various activities in which the clients participate.

A group, such as this, can be considered a perfect group for transit as they must always rely on others for transportation.

All people answered the questionnaire almost identically. Their responses more than justified the need for the transit service that is provided them. The service being provided is definitely needed and to discontinue or cut back the service so as to not supply all clients with service would undoubtedly cause a hardship.

NAME: Headstart Program (Northeast Iowa Community Action Corporation)

TARGET GROUP: Pre-School Age, Disadvantaged Youths

AREA OF SERVICE: 6 centers: Waterville, Lansing, Elkader, North  
Winneshiek, Oelwein, Cresco

NO. OF SURVEYS DISTRIBUTED: 90 surveys distributed

NO. OF SURVEYS RETURNED: 70 surveys returned/76% return on surveys

NOTE: The Northeast Iowa Community Action Program provides a transportation service to transport pre-school youths to Headstart centers located in the region. These centers are located at: Waterville, Lansing, Elkader, North Winneshiek, Oelwein, and Cresco. The survey forms were filled in by the parents and the teachers.

Question 5--Was the vehicle on time? 42.7 percent said the vehicle was early, while 51.5 percent said the vehicle was only zero to five minutes late. Thus, this service is prompt and reliable.

Question 7--If this service was not available, would you have been able to make this trip? To this question, only 15.9 percent said "yes," while 84.1 percent said they would not have been able to make the trip. Thus, the service is definitely needed if the Headstart program is expected to continue.

Question 8--Why did you use this service to make the trip? To this question, 37.9 percent felt this service is more convenient, 24.2 percent said no other auto was available for the trip, and 23.2 percent said they felt the service was cheaper.

NOTE: It must be remembered here that these are pre-schoolers approximately four or five years of age. Thus, they must rely on others at all times for transportation.

Ride Characteristics: In this category, the majority of the responses were quite similar. Everyone seemed to be very well satisfied with the operation of the service.

NAME: Nutrition Program (Northeast Iowa Community Action Corporation)

TARGET GROUP: Elderly Individuals Making Use of the Community Action Nutrition Program

AREA OF SERVICE: Cresco, McGregor, Oelwein, and Waukon

NO. OF SURVEYS DISTRIBUTED: 65 surveys distributed

NO. OF SURVEYS RETURNED: 45 surveys returned/69% return on surveys

NOTE: The Northeast Iowa Community Action Program provides a transportation service to transport the elderly to the Title 7 Nutrition sites in Cresco, Oelwein, McGregor, and Waukon. The services are also used to transport home-delivered meals to the elderly who cannot participate in the meal site due to immobility. Routine transportation services provide daily transportation from clients' homes to the meal sites and back.

Question 5--Was the vehicle on time? While 85 percent of those answering said the vehicle was either early or zero to five minutes late, this is still the only returns we have received that indicate that the service provided to the nutrition sites might not be quite as prompt as other transit services.

Question 7--If this service was not available, would you have been able to make this trip? To this, 85.7 percent answered "no." This reflects the necessity of the service. It provides needed nutrition to those who otherwise might go without. If this transit service was discontinued, the people would not be able to attend the Nutrition centers or receive their meals.

Question 8--Why did you use this service to make this trip? 26.3 percent said they felt the service is more convenient, 21 percent said no auto was available for the trip (they are transit dependent), 19.3 percent do not have driver's licenses, and another 15.8 percent responded they do not like to drive. Only 5.3 percent said the service was cheaper. This corresponds to other services where the largest reason was the cost of the service; however, it shows that, if a service is more convenient, people will tend to pay a higher price.

Question 9--How often do you rely on other individuals for transportation? 23.8 percent rely on others at least five times a week. 28.6 percent rely on others at least three times a week and 19 percent rely on others at least twice a week. 28.6 percent have to rely on others only once a week.



NAME: Allamakee County Aging Van (Community Action Corporation)

TARGET GROUP: Elderly

AREA OF SERVICE: Allamakee County

NO. OF SURVEYS DISTRIBUTED: 75 surveys distributed

NO. OF SURVEYS RETURNED: 66 surveys returned/88% return on surveys

Question 5--Was the vehicle on time? 81.7 percent answered that the vehicle was early, 11.7 percent said it was only zero to five minutes late. It appears that the van is very prompt.

Question 6--How Often do you ride this service? 43.9 percent ride the service less than once a month, 26.3 percent said they ride at least once a month, and 17.5 percent ride two to five days a month.

Question 7--If this service was not available, would you have been able to make this trip? Of those responding, 77.4 percent said "no." 22.6 percent would have been able to make the trip anyway.

Ride Characteristics: Basically, under this section, the riders rated the service and van for such things as comfort, safety, cleanliness, cost, courtesy, etc. Also, all those rating the vehicles rated them as either good or very good.

User Profile: Question--Do you have a valid driver's license? Of those responding, 65.6 percent said "no." This appears to be a higher number/percentage than other counties.

Question--Was there a car available for this trip? 61.4 percent said "no."

Once again, 88.1 percent of those answering were females, 90.6 percent of those answering were 65 or over, 9.4 percent were 60-64 years of age. Also, 61.9 percent of those answering were widowed.

Question--Do you have a physical disability which makes travel difficult? 25 percent of those answering said "yes."

Other Service Information: Question--Do you plan to travel to another county on this vehicle? 70.7 percent said "yes."

Question--If this service sponsors special group excursions, how often have you gone on such trips? 47.5 percent said they would go a few times a year; 32.8 percent said "never."

Question--What is the primary purpose of this trip? 27.7 percent answered the primary purpose was for shopping, 24.1 percent said their primary purpose was recreational/social, 20.5 percent of those answering were using the service to make medical trips, and 15.7 percent were going to congregate meals.

NAME: Clayton County Aging Van (Community Action Corporation)

TARGET GROUP: Elderly

AREA OF SERVICE: Clayton County

NO. OF SURVEYS DISTRIBUTED: 75 surveys distributed

NO. OF SURVEYS RETURNED: 75 surveys returned/100% return on surveys

Question 5--Was the vehicle on time? 77.1 percent of those responding said the van was early, and 20 percent only waited zero to five minutes.

Question 2--If this service was not available, would you have been able to make this trip? 97.3 percent of those responding said they would not have been able to make the trip if the van service was not available.

User Profile: Question--Do you have a physical disability, which makes travel difficult? 38 percent of those answering say they do have a physical disability that makes travel difficult. Thus, there appears to be a concentration of people with some type of handicap in this area.

Over 84.1 percent said there was not car available to make the trip; so, these people have become dependent on the service.

Also, 85.5 percent of those responding to the survey were female; thus, as in the rest of the surveys, the great majority of those responding were females.

Concerning the group of questions regarding the characteristics of the ride, the overwhelming majority of those answering the questions gave the service very high marks of either good or very good.

Question--Do you have a valid driver's license? Of those responding, 56.2 percent do have a valid driver's license.

Question--Why do you use this service? 21.7 percent said they believed the service to be more convenient, 21.1 percent said the service is cheaper.

Question--How often do you rely on others for transportation? 50 percent of those answering rely on other individuals at least once a week, and 24 percent rely on others at least twice a week.

Question--Do you plan to travel to another county on this vehicle? 82.1 percent said they planned on traveling to another county. Thus, quite a lot of those people plan on traveling to another county, and thereby plan on leaving the county.

Question--What is the primary purpose of this trip? 32.0 percent were shopping, 30.8 percent were medical, 28.7 percent were recreational/ social trips.

NAME: Fayette County Aging Van (Run by Community Action Corporation)

TARGET GROUP: Elderly

AREA OF SERVICE: Fayette County

NO. OF SURVEYS DISTRIBUTED: 75 surveys distributed

NO. OF SURVEYS RETURNED: 66 surveys returned/88% return on surveys

Question 5--Was the vehicle on time? 56 of 66, or 84.8 percent, said the vehicle was early, the other 15.2 percent said the van was only zero to five minutes late. Thus, the van is prompt.

Question 7--If this service was not available, would you have been able to make this trip? 59 of 65 responded "no." In other words, 90.8 percent would not have been able to make the trip.

Question 9--How often do you rely on other individuals for transportation? 56.5% of those answering, 13 of 23, said they use it at least once a week; the rest of the responses (ten) used it more than once a week. Thus, there appears to be enough demand.

In the questions considering the characteristics of the ride, nearly all responses were that the service provided them was very good.

User Profile: The following will attempt to summarize the type of people who currently ride this van. Only 35.9 percent of those riding do not currently have a valid driver's license, while 64.1 percent do possess a valid license; however, 42.6 percent do not have a vehicle available to the household, while over 61 percent (61.5%) responded there was not a car available to make the trip. One interesting note is that 84.4 percent (54 of 64 responses) were females; whereas, 64.1 percent of those riding are also widowed.

Other Relevant Information Concerning the Service: A large number of people answering (89.4 percent) said they planned on traveling to another county. Concerning group excursions, only 7.9 percent said they never go, 54 percent go a few times a year, 27 percent go once a month, and 11.1 percent go more than once a month. Concerning the primary purpose of the trip, 53 percent of the trips were recreation/social trips, 21.7 percent for shopping, and 14.5 percent for congregate meals.

NAME: Howard County Aging Van (Community Action Corporation)

TARGET GROUP: Elderly

AREA OF SERVICE: Howard County

NO. OF SURVEYS DISTRIBUTED: 75 surveys distributed

NO. OF SURVEYS RETURNED: 74 surveys returned/98.6% return on surveys

Question 5--Was the vehicle on time? To this question, 56.2 percent said it was early, 37.0 percent said it was zero to five minutes late, and 6.8 percent said it was five to ten minutes late. In comparison to the other elderly vans, this van does not appear to be quite as prompt.

Question 7--If this service were not available, would you have been able to make this trip? 93.2 percent answered "no" to this question; thus, it reflects the dependence that the elderly have on this service.

Question 8--Why did you use this service to make this trip? 28.8 percent answered that the service is more convenient, while 20.5 percent said the service is cheaper than other available means. These seem to be the two answers which are picked the most. It appears that both the convenience, price, and promptness of the van are what is making it so attractive to many people.

Question 9--How often do you rely on other individuals for transportation? 51.6 percent said they rely at least once a week on others, another 39.4 percent rely on others at least twice a week for transportation.

Rider Characteristics: Once again, as with the other surveys, the riders answering the various questions concerning the ride characteristics of the transit service all gave the transit service high marks, either good or very good. It appears that, in Howard County, as with the other Aging Vans, almost all the riders are very happy and satisfied with the service being provided.

User Profile: Question--Do you have a valid driver's license? Of those replying, 59.1 percent said yes; only 40.9 percent did not possess a valid license. This is higher than most counties.

Question--Was there a car available for this trip? 63.1 percent answered no car was available for the trip; only 36.9 percent said they did have a car available for such a trip.

Under the two questions concerning age and sex, 89.4 percent of those responding were females, 65.2 percent of those answering the survey were also widowed. Thus, in summary to generalize, the largest group of those riding the vans are female, over 65 years of age, and widowed.

Question--Do you have a physical disability which makes travel difficult? 88.6 percent did not have a disability, whereas 11.4 percent do have a physical disability.

Other Service Information: Question--Do you plan to travel to another county on this vehicle? The people answered 87 percent planned on traveling to another county. It appears that most of the people riding the aging vans in all the counties plan on going to another county.

Question--If this service sponsors special group excursions, how often have you gone on such trips? 53.6 percent said they went a few times a year, 24.6 percent said they went once a month, only 13.1 percent said they never went. It appears group excursions are extremely popular and should continue to be scheduled in the future.

Question--What is the primary purpose of this trip? 31.9 percent said the purpose was recreation/social; 28.6 percent said shopping was the main purpose of the trip. Another 16.0 percent said they were attending congregate meals as their primary purpose; and 13.4 percent said medical trips were their primary purpose.

NAME: Winneshiek County Aging Van

TARGET GROUP: Elderly

AREA OF SERVICE: Winneshiek County

NO. OF SURVEYS DISTRIBUTED: 100 surveys distributed

NO. OF SURVEYS RETURNED: 67 surveys returned/67% return on surveys

Question 5--Was the vehicle on time? 68.2 percent said the vehicle was early, 27 percent said it was not more than five minutes late. Thus, apparently, the schedule is correct; and the riders know when the van will arrive.

Question 7--If this service was not available, would you have been able to make this trip? 90.2 percent of those replying said they would not have been able to make the trip. Thus, the van and service is definitely needed.

In the questions concerning the ride characteristics, the overwhelming majority of people rated the service as good to very good.

User Profile: The following will attempt to summarize the type of people who are currently riding this van. Only 35.1 percent of those riding the van have a valid driver's license; whereas, 64.9 percent do not possess a valid license. 52.7 percent do not have a vehicle in the household, and 73.1 percent said no vehicle was available to make the trip. One interesting note is that the great majority of people riding the van are women over 65 and widowed.

Other Relevant Information Concerning the Service: 58.8 percent said their trip would keep them in the county, and 41.2 percent planned to travel out of the county. 70.6 percent planned on going on special group excursions which the service offers at least a few times a year. Concerning the primary purpose of the trip, 34.6 percent were for shopping, 24.3 percent for work, only 19.6 percent for recreational/social reasons, and 15 percent for congregate meals.

### Summary of Ridership Survey

In reviewing the results of the ridership survey, two facts become quite evident. The transit services surveyed are needed and justified services, and the individuals who ride the services are quite happy with the type of service, which is being provided them.

When this survey was conducted, the handicapped van, which is currently operating, had not started. Thus, no information about the riders was obtained.

The transit services at the two developmental centers is instrumental to these centers' operations. The same is true for the Headstart program. All the riders who ride this service are definitely transit dependent.

The Nutrition transit service is also justified; for without such service, many of the elderly individuals would not be able to participate in the meal sites.

The largest transit service, the elderly transit, has the largest usage and the most satisfied and happy riders. It seems as if the service could be enlarged or else the ridership increased. Perhaps more people could be reached and more service provided if the service is publicized more, such as with radio announcements and newspaper advertisements.

B. HANDICAPPED SELF-IDENTIFICATION SURVEY

A handicapped self-identification survey was conducted in an effort to more clearly determine the location and the types of transportation needs of the handicapped residents in Region I. Newspapers in Region I were asked to participate by running the standard self-identification form developed by the Iowa D.O.T. on two separate dates; September 1, 1977 and January 23, 1978. Respondents were instructed to clip out the form from the newspaper and mail it directly to Regional Planning Agency in Postville.

The return of these forms to the Regional Planning Agency in Postville was non-existent. The Iowa D.O.T. has no confirmation as to whether or not the handicapped self-identification survey ads were actually run. The Upper Explorerland Regional Planning Commission contacted the news media who were to have received copies of the survey ad and a request from the Iowa D.O.T. to run the ad. A list of the news media contacted by the Upper Explorerland Regional Planning Commission, along with their response follows:

<u>Media</u>	<u>Response</u> (was the ad run in your paper?)
1. Allamakee Journal & Lansing Mirror Lansing, IA	No
2. News Editor Courier Press Prairie du Chien, WI	No response
3. News Editor Prairie Spy Prairie du Chien, WI	No response
4. Postville Herald Postville, IA	No, never received ad.
5. The Tribune 435 S. Fourth St. La Crosse, WI	No response
6. Waukon Republican - Standard and Democrat Waukon, IA	No response
7. Clayton County Register Elkader, IA	No response
8. North Iowa Times McGregor, IA	No response



MediaResponse

- |                                                           |                                                                    |
|-----------------------------------------------------------|--------------------------------------------------------------------|
| 9. Clayton County Press - Journal<br>Strawberry Point, IA | No response                                                        |
| 10. The Oelwein Daily Register<br>Oelwein, IA             | No response                                                        |
| 11. Fayette County Leader<br>Fayette, IA                  | No response                                                        |
| 12. Jericha Community Echo<br>Waucoma, IA                 | No response                                                        |
| 13. Elgin Echo<br>Elgin, IA                               | No response                                                        |
| 14. Fayette County Union<br>West Union, IA                | No response                                                        |
| 15. Arlington News<br>Arlington, IA                       | No response                                                        |
| 16. Post-Bulletin<br>13 First Avenue SE<br>Rochester, MN  | No                                                                 |
| 17. Cresco Times - Plain Dealer<br>Cresco, IA             | No                                                                 |
| 18. Lime Springs Herald<br>Lime Springs, IA               | No, do not recall<br>receiving ad.                                 |
| 19. Guttenberg Press<br>Guttenberg, IA                    | No, do not remember seeing<br>the survey, nor recall a<br>request. |
| 20. Decorah Journal & Public Opinion<br>Decorah, IA       | No response                                                        |
| 21. Ossian Bee<br>Ossian, IA                              | No response                                                        |

It becomes quite obvious that these members of the news media indicated no interest in the ad or in follow-up inquiries.

The Region I Regional Planning Commission works quite closely with the Region I Coordinating Agency for the Handicapped. The Coordinating Agency for the Handicapped identifies handicapped individuals of the region and tries to assist them to receive help through a multitude of services. The Coordinating Agency for the Handicapped conducted its own handicapped transit survey in September, 1977, and was kind enough to allow the Planning Commission's staff access to this information.

The Handicapped Agency conducted a survey of handicapped individuals that they had previously identified. The survey was conducted in conjunction with the Area Agency on Aging and the N.E. Iowa Community Action Corporation.

The Area Agency on Aging subcontracted with the Community Action Corporation to have the Corporation provide a transit van for the handicapped individuals of Region I. The van was equipped to meet the needs of the handicapped, complete with a lift and wheel chair tie-downs.

The Coordinating Agency for the Handicapped sent out 90 questionnaires and received a return of 61 questionnaires or a 68 percent return.

The majority of those responding to the survey indicated that they thought the van was an excellent idea and would make use of such a van. Everyone who was sent a questionnaire, either had some type of physical disability or health problem which has left them dependent on others for transportation.

After the data was compiled and reviewed, the handicapped van was put in operation. The van services one county each day of the week. At the time of the writing of this update, the success of this service is inconclusive. The handicapped van, a converted aging van, has had numerous maintenance problems and has sat idle for a number of weeks. On those days the service did operate, the ridership was low.

Apparently, one of the major problems with the vans operation is the amount of publicity and news coverage the van has not received. There is apparently a large number of handicapped individuals who have not heard about the van and the service it provides.

The need is apparent, it is documented in the initial Region I R.T.D.P. Program. The Coordinating Agency for the Handicapped, who has been in existence for less than one year, has identified over 900 individuals in the region who are considered handicapped.

It is felt that, with both the need and availability of the van, the service should and undoubtedly will become quite successful.

The following is a sample survey form used by the Region One Coordinating Agency for the Handicapped, so well as a map of the region with the number of replies from individuals who felt a need for such a service and would use it. Following, is a copy of the self-identification form the Iowa D.O.T. issued to newspapers of the region.

QUESTIONNAIRE

I WOULD USE THIS VAN FOR:  
(please number in order  
of preference)

\_\_\_\_\_ RECREATION & SOCIALIZATION

\_\_\_\_\_ BUSINESS REASONS

\_\_\_\_\_ SHOPPING

\_\_\_\_\_ DOCTOR APPOINTMENTS

\_\_\_\_\_ OTHER \_\_\_\_\_

THE TOWN OR AREA IN MY COUNTY I WOULD MOST LIKE TO BE ABLE TO  
GET TO IS \_\_\_\_\_

I WOULD LIKE TO USE THE VAN ON THE AVERAGE OF \_\_\_\_\_ MORE THAN  
ONCE A WEEK \_\_\_\_\_ ONCE A WEEK \_\_\_\_\_ EVERY TWO WEEKS \_\_\_\_\_ ONCE  
A MONTH \_\_\_\_\_ OTHER \_\_\_\_\_

THE DAY OF THE WEEK I WOULD MOST LIKE THE VAN IN MY AREA IS:  
\_\_\_\_\_

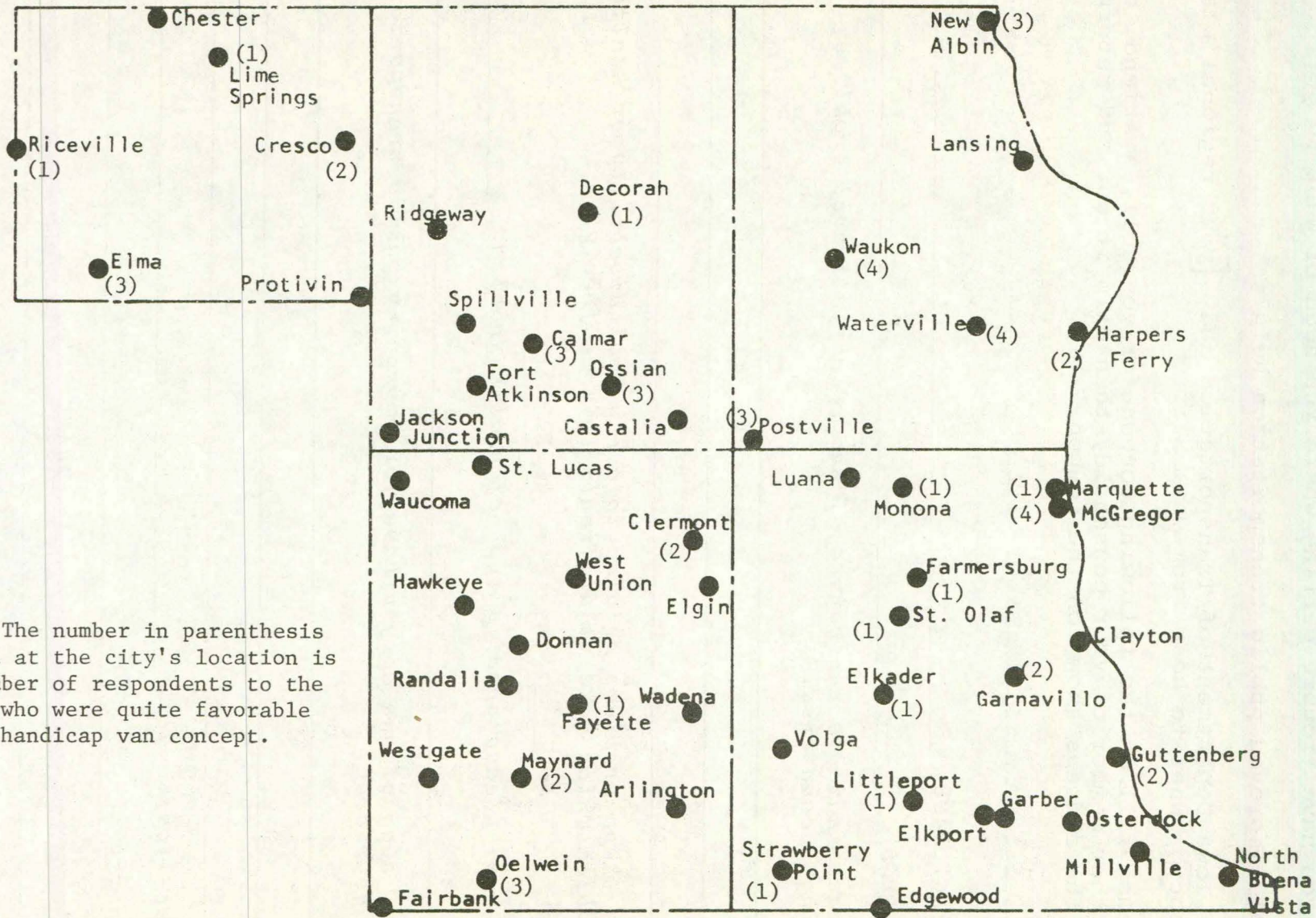
PLEASE COMMENT ON HOW YOU WOULD LIKE THE VAN TO BE USED:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

ENCLOSE NAME AND ADDRESS IF YOU WISH  
\_\_\_\_\_  
\_\_\_\_\_

THANK YOU

# UPPER EXPLORERLAND

## REGION I



NOTE: The number in parenthesis plotted at the city's location is the number of respondents to the survey who were quite favorable to the handicap van concept.

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 encountered.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

Yes \_\_\_\_\_ No \_\_\_\_\_

If yes, please specify type of health problem. \_\_\_\_\_

\_\_\_\_\_

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

NAME--(optional) \_\_\_\_\_

ADDRESS \_\_\_\_\_

THANK YOU

C. HOUSEHOLD SURVEY

The Upper Explorerland Regional Planning Commission, in cooperation with the Iowa Department of Transportation (DOT), conducted a household survey of transportation needs in Region I.

The survey used a methodology developed and pretested by the Iowa DOT. Under this methodology, the Regional Planning Commission assisted in selecting the sample of residents to receive the household survey and in preparing address labels for those residents. The DOT's Office of Transportation Research in Ames was responsible for mailing out the surveys, receiving and coding completed questionnaires, and performing initial analyses.

The sample was drawn from telephone directories for the region. This procedure did exclude those without telephones and those with unlisted numbers. It also did not allow for recent departures or arrivals; however, using telephone directories did provide for a random list of names since each listing has an equal probability of being selected.

In the month of August, 1977, the staff of the Regional Planning Agency prepared 275 press-on labels for the household survey. It was later learned that, for the household survey to be statistically valid, the sample size should be three times the size. The Planning Commission's staff thus proceeded to prepare an additional 550 labels. The following analysis of the household survey was prepared by the Iowa DOT of Region I.

PRELIMINARY ANALYSIS OF HOUSEHOLD  
SURVEY OF TRANSPORTATION NEEDS

REGION 1



During the months of October - December, 1977, a 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 29,143 households in non-urban Region 1 was 825. The return rate for an initial mailing with a second wave follow-up was approximately 49% for Region 1. 411 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	49	11.9
2	145	35.3
3	63	15.3
4	59	14.4
5 or more	71	17.3
no report	24	5.8

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	13.0	10.2
\$ 5,000-\$ 9,999	21.2	20.5
\$10,000-\$14,999	25.9	22.7
\$15,000-\$19,999	17.9	15.1
\$20,000-\$49,999	16.8	28.3
\$50,000 or more	5.2	3.2

\* Percent is based on an N of 411.

\*\* Percent is based on an N of 363.

\*\*\* 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	48.9	51.1 = 100
Investment	16.8	83.2 = 100
Self-employment	34.1	65.9 = 100
Social Security	27.3	72.7 = 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	25.1	74.9 = 100
Age 11-17	25.3	74.7 = 100
Age 18-59	66.2	33.8 = 100
Age 60-64	14.6	85.4 = 100
Over age 65	26.8	73.2 = 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	1.5
1	30.9
2	36.2
3 or more	27.0
no report	4.4
	100.0

\* Percentage is based on an N of 411.



NUMBER OF DRIVERS' LICENSES BY HOUSEHOLD		PERCENT OF HOUSEHOLDS*
0	8	1.9
1	71	17.3
2	217	52.8
3 or more	90	21.9
no report	25	6.1
		100.0

92.0 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 (11.9% of respondents). Other limitations reported were unwillingness to drive at night (4.4% of respondents) and unwillingness to drive long distances (4.4% of respondents). Only 5.1% 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	10.7	89.3 = 100
Vision difficulties	14.8	85.2 = 100
Hardness of hearing	10.0	90.0 = 100
Difficulty in speaking	1.2	98.8 = 100
Difficulty in grasping with hands	2.2	97.8 = 100
Problems with tremor	3.4	96.6 = 100
Difficulty in walking	5.8	94.2 = 100
Difficulty in under-standing bus schedules	1.2	98.8 = 100

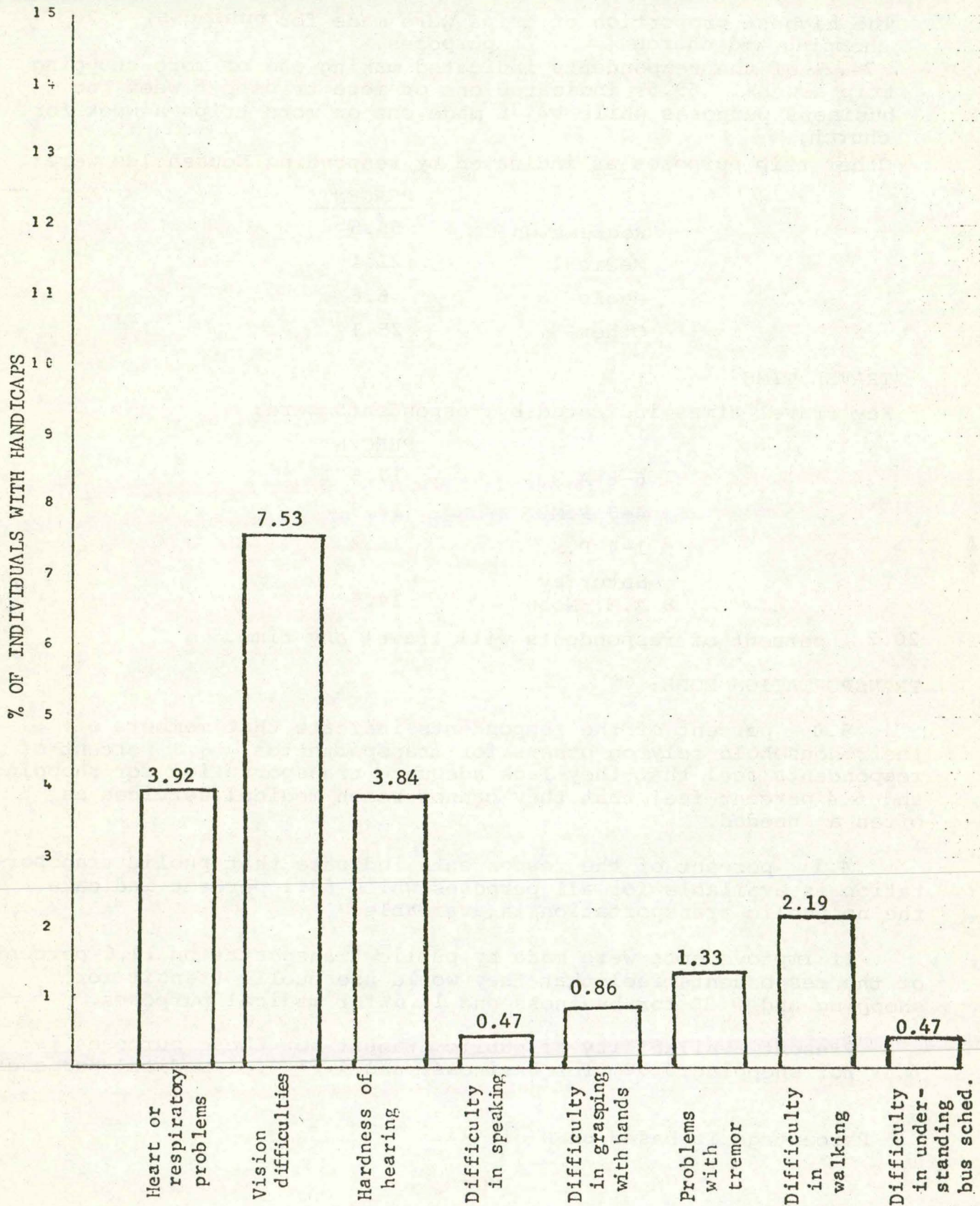
Among these households 3.4% find that handicapping conditions make it difficult for 1 or more family member/s to drive. 2.4% of the households have members whose handicapping conditions inhibit their ability to ride a car or taxi, while 2.2% of the households have members who have difficulty taking a bus or van.

.7% of the responding household have members in wheel chairs.

\* Percentage is based on N of 411.

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 business, shopping and church purposes.

74.2% of the respondents indicated making one or more shopping trip a week. 69.6% indicated one or more trips per week for business purposes while 62.3% made one or more trips a week for church.

Other trip purposes as indicated by responding households were:

	<u>PERCENT*</u>
Recreation	55.5
Medical	22.1
Meals	6.6
Other	25.1

TRAVEL TIME

Key travel times indicated by respondents were:

	<u>PERCENT*</u>
6-8 A.M.	17.5
4-7 P.M.	18.5
1-4 P.M.	19.2
Saturday 8 A.M.-Noon	14.6

20.2 percent of respondents will travel any time.

TRANSPORTATION MODE:

9.0 percent of the respondents indicate that members of their household rely on others for transportation. 6.8 percent of respondents feel that they lack adequate transportation for shopping and 5.4 percent feel that they cannot reach medical services as often as needed.

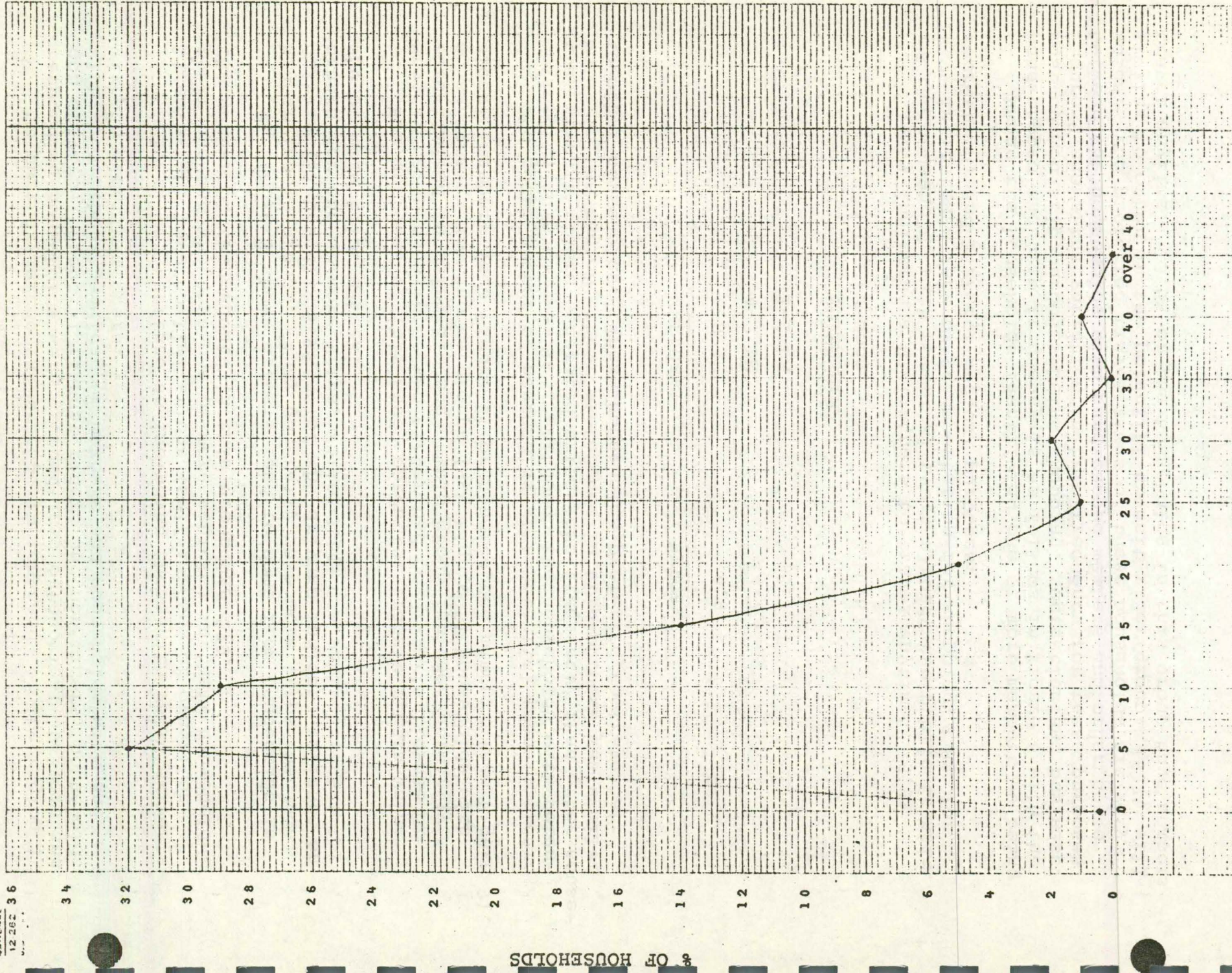
4.1 percent of the respondents indicate that public transportation is available for all purposes while 69.1 percent indicate the no public transportation is available.

If improvements were made by public transportation 14.6 percent of the respondents feel that they would use public transit for shopping and 9.0% for business and 14.6% for medical purposes.

Present availability of public transit for these purposes is: 6.1% for shopping; 3.9% for business; and 4.6% for medical purposes.

\* Percentage is based on N of 411.

FIGURE 2  
TRIP FREQUENCY



To further define the transportation needs of the region 1 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 270.

As Figure 3 shows drivers tend to come from households in higher income groups. They generally make more trips than non drivers (Figure 4). 8.9% of the drivers indicate reliance on others for one or more trips, while 3.6% 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 94 . Although the households with potential transit riders generated trips less frequently than other households in the region, their preference in trip purpose was similar to other households. These households preferred to travel at:

<u>WEEKDAYS</u>	<u>PERCENT</u>
6-8 AM	9.8
4-7 PM	12.7
1-4 PM	15.7
<u>SATURDAYS</u>	
8-Noon	10.8

12.7% indicated a willingness to travel anytime. 5.9% of the households with potential users already use public transit. 15.7% indicated a lack of transportation for shopping, 9.8% for recreation, and 16.7% 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. 16.7% will travel anytime. 13.5% of the households in this group have members

relying on others for one or more trips each week. Of those households with handicapped members 69.0% 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. 5.3% 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: 8-Noon (30.7%); 6-8 AM (24.0%); Anytime (41.3%).

FIGURE 3

DRIVERS BY INCOME LEVEL

<u>INCOME LEVEL</u>	<u>% OF DRIVER *</u>	<u>% OF NON DRIVER *</u>
Less than \$5,000	<u>7.0</u>	<u>30.8</u>
\$ 5,000-\$ 9,000	<u>19.1</u>	<u>27.5</u>
\$10,000-\$14,999	<u>27.6</u>	<u>20.9</u>
\$15,000-\$19,999	<u>19.5</u>	<u>13.1</u>
\$20,000-\$49,000	<u>21.0</u>	<u>4.4</u>
\$50,000 or more	<u>5.9</u>	<u>3.3</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>5.2</u>	<u>8.7</u>
3- 5	<u>21.5</u>	<u>30.0</u>
6-10	<u>31.8</u>	<u>21.2</u>
11-15	<u>17.4</u>	<u>11.2</u>
16-25	<u>10.7</u>	<u>8.7</u>
over 25	<u>11.9</u>	<u>0</u>

FIGURE 5

POTENTIAL TRANSIT RIDERS

<u>INCOME LEVEL</u>	<u>% OF RIDERS *</u>	<u>% OF NON RIDERS *</u>
Less than \$5,000	<u>29.1</u>	<u>7.9</u>
\$ 5,000-\$ 9,999	<u>32.6</u>	<u>17.7</u>
\$10,000-\$14,999	<u>18.6</u>	<u>28.2</u>
\$15,000-\$19,999	<u>8.1</u>	<u>20.9</u>
\$20,000-\$49,000	<u>8.1</u>	<u>19.5</u>
\$50,000 or more	<u>3.5</u>	<u>5.8</u>

FIGURE 6

TABLE OF AGED BY POTENTIAL TRANSIT RIDERS

AGED  
(over age 60)                      POTENTIAL TRANSIT RIDERS

FREQUENCY PERCENT ROW PCT COL PCT	NO	YES	TOTAL
NO	2.17 52.80 83.14 70.23	44 10.71 16.86 43.14	2.61 63.50
YES	92 22.38 61.33 29.77	58 14.11 38.67 56.86	1.50 36.50
TOTAL	3.09 75.18	1.02 24.82	4.11 100.00

FIGURE 7

TABLE OF HANDICAP BY POTENTIAL TRANSIT RIDERS

HANDICAP                                      POTENTIAL TRANSIT RIDERS

FREQUENCY PERCENT ROW PCT COL PCT	NO	YES	TOTAL
NO	2.32 56.45 81.40 75.08	53 12.90 18.60 51.96	2.85 69.34
YES	77 18.73 61.11 24.92	49 11.92 38.89 48.04	1.26 30.66
TOTAL	3.09 75.18	1.02 24.82	4.11 100.00



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>12.0</u>	<u>10.8</u>
3- 5	<u>28.0</u>	<u>21.6</u>
6-10	<u>31.0</u>	<u>30.8</u>
11-15	<u>13.0</u>	<u>17.2</u>
16-25	<u>11.0</u>	<u>10.0</u>
over 25	<u>4.0</u>	<u>8.4</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>45.4</u>	<u>56.6</u>
2	<u>30.7</u>	<u>21.2</u>
3-4	<u>14.8</u>	<u>14.6</u>
5-6	<u>6.8</u>	<u>5.1</u>
7-8	<u>1.1</u>	<u>.5</u>
9 & over	<u>1.1</u>	<u>2.0</u>
	<u>business</u>	
1	<u>25.6</u>	<u>18.2</u>
2	<u>11.6</u>	<u>9.5</u>
3-4	<u>7.0</u>	<u>10.9</u>
5-6	<u>35.0</u>	<u>30.0</u>
7-8	<u>4.6</u>	<u>5.9</u>
9 & over	<u>16.3</u>	<u>25.0</u>
	<u>recreation</u>	
1	<u>57.4</u>	<u>44.3</u>
2	<u>22.9</u>	<u>26.3</u>
3-4	<u>11.5</u>	<u>16.8</u>
5-6	<u>3.3</u>	<u>6.0</u>
7-8	<u>0</u>	<u>2.4</u>

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

<u>TRIPS PER WEEK</u>	<u>% OF HOUSEHOLDS WITH ELDERLY MEMBERS*</u>	<u>% OF HOUSEHOLDS WITHOUT ELDERLY MEMBERS*</u>
	<u>recreation</u>	
1	<u>58.3</u>	<u>44.0</u>
2	<u>20.0</u>	<u>27.4</u>
3-4	<u>8.3</u>	<u>17.9</u>
5-6	<u>4.0</u>	<u>5.4</u>
7-8	<u>1.7</u>	<u>1.8</u>
9 & over	<u>6.7</u>	<u>3.6</u>
	<u>shopping</u>	
1	<u>56.7</u>	<u>51.1</u>
2	<u>23.1</u>	<u>24.7</u>
3-4	<u>11.5</u>	<u>15.5</u>
5-6	<u>6.7</u>	<u>4.9</u>
7-8	<u>1.0</u>	<u>.5</u>
9 & over	<u>1.0</u>	<u>2.2</u>
	<u>personal business</u>	
1	<u>36.7</u>	<u>12.5</u>
2	<u>9.2</u>	<u>10.6</u>
3-4	<u>10.2</u>	<u>9.6</u>
5-6	<u>26.5</u>	<u>34.6</u>
7-8	<u>5.1</u>	<u>5.8</u>
9 & over	<u>14.3</u>	<u>26.4</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).

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

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

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

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

WEEK-DAYS (M-F)

WEEK-ENDS (SAT. & SUN.)

None needed \_\_\_\_\_

6:00 to 8:29 A.M. \_\_\_\_\_

8:30 to 11:59 A.M. \_\_\_\_\_

12:00 Noon to 1:29 P.M. \_\_\_\_\_

1:30 to 4:29 P.M. \_\_\_\_\_

4:30 to 6:59 P.M. \_\_\_\_\_

7:00 to 9:29 P.M. \_\_\_\_\_

9:30 P.M. to 6:00 A.M. \_\_\_\_\_

Will travel anytime \_\_\_\_\_

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

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

Medical ( ) yes ( ) no

Business/work ( ) yes ( ) no

Recreation/social ( ) yes ( ) no

Shopping ( ) yes ( ) no

Congregate meals ( ) yes ( ) no

Church ( ) yes ( ) no

Other ( ) yes ( ) no

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

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

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

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

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

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

Purpose

Medical \_\_\_\_\_

Business \_\_\_\_\_

Recreation/Social \_\_\_\_\_

Shopping \_\_\_\_\_

Congregate Meals \_\_\_\_\_

Church \_\_\_\_\_

Others \_\_\_\_\_

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

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

- b) How many members of your household use wheelchairs? \_\_\_\_\_
- c) For how many members of your household do the above physical disabilities limit the ability to move freely in

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

7. a) How many persons live in your household? \_\_\_\_\_
- b) Including yourself how many persons in your household are in the following age groups? ( ) 0-10 years; ( ) 11-17 years; ( ) 18-59 years; ( ) 60-64 years; ( ) 65 or over
8. a) What is the approximate combined gross income of all members of your household? ( ) Under \$5,000; ( ) \$5,000-\$9,999; ( ) \$10,000-\$14,999; ( ) \$15,000-\$19,999; ( ) \$20,000-\$49,999; ( ) \$50,000 or more
- b) How many members of your household contribute to the household income? \_\_\_\_\_ members
- c) What are the principal sources of your total household income? (Please check one or more). ( ) wages or salaries; ( ) investment income; ( ) self-employment; ( ) social security, public programs; ( ) other
9. a) Are you: ( ) Male; ( ) Female
- b) Are you: ( ) Single; ( ) Married; ( ) Widowed; ( ) Other
- c) What is your age? ( ) under 18; ( ) 18-24; ( ) 25-39; ( ) 40-59; ( ) 60-64; ( ) 65 or over

10. What is your address?

Township \_\_\_\_\_  
 City \_\_\_\_\_ County \_\_\_\_\_  
 Zip Code \_\_\_\_\_

This completes the questionnaire. Thank you for your cooperation.  
 Please return this questionnaire to the Office of Transportation Research,  
 Iowa 50010 No stamp is needed.

## Summary and Review of Region I Household Survey

The household survey produces some interesting results but nothing earth shattering or totally unknown by the Regional Planning Commission's staff.

The following is some of the more interesting highlights of the household survey. One of the most interesting findings was the percentage figures for trip purposes. Recreation amounted to 55 percent of the trip purposes, followed by 22.1 percent medical, 6.6 percent meals, and 25.1 percent other. This large percentage of individuals wishing to make trips for recreational purposes presents a problem. Transit services many times find it hard to meet the high demand for recreational-oriented trips because of the times and scheduling conflicts encountered in trying to provide a service to meet this need.

Other interesting highlights include the results that 9 percent of the respondents rely on others for transportation. 4.1 percent indicated public transportation was available for all purposes, while 69.1 percent indicated that no public transportation was available. These results reflect the need for added publicity of currently-existing services, such as taxis, aging vans, handicap vans, etc.

The survey pointed out that drivers tend to come from households in higher incomes. This is explained simply in that it is becoming very expensive to drive an automobile.

For the purpose of this study, potential transit riders were broadly defined as those who either had no driver's license or were limited in using their licenses. This group included primarily households in low-income groups, households with elderly members or handicapped members. The estimate of 23 percent of the households replying to the survey have potential transit riders.

In Region I, transit services have been started to provide public transportation for the elderly and handicapped; however, nothing has really been done for the low-income people. With the exception of a taxi-cab business in Oelwein and in Decorah, no public transportation is available in the region for the region's residents. This is especially critical for getting around in the towns and/or between rural towns.

Thus, the one noticeable deficiency is the lack of public transit for the general public and especially the low-income families and individuals. Another deficiency that was noticed was the lack of knowledge by the general public of existing public transportation services currently available to them.

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

The 1977 Regional Transit Development Program evaluated the levels of service, as well as the efficiency and effectiveness of the transit network in Region I. When the evaluation of the services in 1977 (contained on pages 41-43 of the 1977 Regional Transit Development Program) was compared to the results of the three surveys, it was noted that the findings in 1977 were borne out in the three survey results.

Handicapped residents, as well as the young and low-income residents, of Region I all still suffer from a lack of adequate transit services available to them. The elderly of the region are the group helped most by the transit service available; and they also make use of its availability more so than the general public and the handicapped. It is felt, however, if the public were made more aware of existing services, they would take advantage of them.

While the original 1977 Regional Transit Development Program evaluated the transit services of the region at that time, the update is able to evaluate the services from the eyes of the general public. The similarities between the two evaluations of levels of service is much the same.

Summary

In conclusion, when looking at all three surveys, a few basic points concerning the region's transit services can be noted. Transportation for the elderly is being provided; it is both efficient and effective. It has the possibility of increasing in size and amount of service provided; but at this time, continuation of the existing aging transit would be best basically because of the apparent lack of service being provided the handicapped, young, and low-income residents of the region.

The elderly of the region apparently know that a transit service is available to them, both elderly and nutrition; and they seem to be very satisfied with it and make use of it as much as possible. It is both well organized and well run.

The handicapped of the region still suffer from a lack of service, but advances are being made to fill this gap of service. A handicap van is currently providing service to each county of the region. Service is provided one day a week in each county. The major problem existing with this service is that, apparently, the individuals this service is designed to service either do not know of its existence or are currently not interested in using it.

The gap still exists in providing transit services to the young and low income. Both of these groups provide special problems, which must first be alleviated before an efficient transit system can be started to provide for their transportation needs. One of the biggest problems would be proving to the general public that service to the young and low-income persons is both needed and can be justified. Many times, the general public feels there is already too much public money available to the low-income people of the county.

Public awareness of both transportation problems and available transit services is of utmost importance in solving any of the problems involved in public transportation.



### SECTION III

#### A. REFINEMENT OF THE SELECTED ALTERNATIVE

Any refinements or modifications made in either the regional service standards and the selected alternative should reflect any refined regional goals and objectives, as well as the results of the three surveys, which were conducted in the region.

Perhaps, one of the best ways to document any of the refinements to be made in any service standards is to answer a group of questions put forward by the Iowa DOT. The questions are as follows:

1) ARE REVISIONS IN FUNDING POSSIBLE? There appears to be no possibility of any cuts in funding. The transit system, which presently exists, is just beginning to meet the needs of the region. Even with refinements in scheduling and marketing procedures, it is doubted that any costs could be cut. Refinements such as this would undoubtedly just increase ridership, which in turn, would only increase the need for additional capital purchases. This can be seen in the large usage of the senior citizen vans. They are usually at or near capacity loads. The other transit services, with the exception of the Handicapped transit, are truly needed services which cannot be cut in funding without serious harm done to their related programs, those being the Nutrition and Headstart programs. The handicapped transit program needs some refinements; but with only six months of operation behind it, it appears to have a good start. Perhaps, one of the largest problems involved in keeping the cost down is the rising costs of insurance coverage for the vehicles and drivers. This cost has been skyrocketing.

2) ARE REVISIONS IN SERVICE STANDARDS POSSIBLE? Yes, it is felt that increases in ridership totals can be met. The largest increase in riderships will be gained hopefully in the areas of elderly and handicapped transportation. Elderly ridership is gaining mostly through increased knowledge of residents of the region actually learning of the availability of the service. The handicapped transportation is new; and as such, it suffers from problems such as lack of public knowledge of the service and establishment of the best schedules and routing.

3) ARE REVISIONS IN THE LOCAL GOALS AND OBJECTIVES BEING MET? Yes, goals and objectives previously established are becoming more of a reality with changes being made in the existing transit service to help obtain these goals.

4) ARE THE RESULTS OF THE SURVEYS BEING USED IN IMPROVING SERVICES IN THE REGION? The ridership survey and handicapped survey have both been used to improve services. The handicap survey was without a doubt the most important survey. Through the use of replies that the Region One Coordinating Agency for the Handicapped received back from their survey, the Community Action Corporation was able to set up a fairly good schedule of usage for the counties.

Results from the ridership survey, especially those conducted on the aging van, will probably lead to such things as increased excursion trips, which apparently were very popular with the users.

The results of the household survey were late in being analyzed, but it is hoped that the results will be helpful to the transit providers of the region.

5) CAN INCREASED CAPITAL IMPROVEMENTS BE MET AND FUNDED? It is hoped that money will be available through 16 (b) (2) funds to help purchase capital improvements in the future. The existing system has never used 16(b) (2) funds in the past. They were able to meet both capital and operating costs with their present funding levels; but with the increases in replacement cost and purchase of new vehicles, combined with the substantial increases in insurance costs, driver's wages, gasoline costs, etc., it is felt that, in order to even provide the same level of service, additional funding must be obtained somewhere, especially to help meet capital improvements.

6) CAN ANY MODIFICATIONS BE MADE THAT WOULD INCREASE COST EFFICIENCY? Undoubtedly certain modifications can be made to the handicapped system, which will increase cost efficiency. The handicapped system, being fairly new, is having some growing pains, which hopefully can be ironed out. The following is a list of other possible modifications to the system which could result in a greater cost efficiency.

- The setting up of a single administrative/policy agency for the entire region, to apply for all grants, handle the planning and subcontract the transit needs of the region.
- The setting up of a regional fleet of transit vehicles, complete with a comprehensive regional dispatch system, using a WATTS Line system to improve efficiency.
- Coordination of all federal funding for the various transportation systems on a common fiscal year, to improve administrative organization permitting greater operating flexibility.
- A single contractual agreement for maintenance of vehicles, as well as pursuing fleet discount purchases for parts and supplies.
- The purchase of more efficient equipment.

7) ARE TRANSIT PROVIDERS BEING BROUGHT INTO COMPLIANCE WITH THE STATE TRANSIT PLAN? The transit providers with the exception of private providers, contribute much input into the regional transit plan and have worked closely with the Regional Planning Commission. With all providers being coordinated by the Community Action Program, with the exception of the two developmental centers and R.S.V.P., there is no problem with their compliance with the state plan. The two developmental centers and R.S.V.P. from Decorah all rely on the Regional Planning Commission as well as I.D.O.T. for guidance with compliance with the state plan. All organizations are very cooperative and willing to accept compliance with the state plan.

8) ARE PRIVATE TRANSIT PROVIDERS BEING BROUGHT INTO THE PLANNING PROCESS? ARE THEY GIVEN A FAIR OPPORTUNITY TO SUPPLY THE SERVICE? Efforts have repeatedly been made by both the Regional Planning Commission staff and Community Action Program staff members to bring these private transit operators into the planning process but all efforts have failed. Basically the private operators extend no cooperation.

9) ARE ELDERLY AND HANDICAPPED INDIVIDUALS BEING SUPPLIED THE NEEDED SERVICES? The elderly and the handicapped services are being met. At least every attempt is being made to supply the needed services. The aging vans are presently doing an excellent job of meeting the needs. The handicap van service was just initiated six months ago, but it appears to be catching on; and service is expected to increase and improve.

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 OPERATING, AND COULD THEY BE CONSOLIDATED? The transit services for both the elderly and handicapped operate in the entire region. The elderly service has been established for some time; as such, the majority of the people in the region know about it. The handicapped van is relatively new, and more publicity concerning its operation and schedules should be made. The only services actually available to the general public are the two private bus lines and taxi companies, and the general public is well aware of these operations.

Specialized Operations. Both Developmental Centers operate their own vans. These transportation services are definitely needed. Consolidation has been looked into; however, with the vans being needed throughout the day to transport clients to various places and the special nature of the clientele being serviced, consolidation does not appear as a reality immediately. Whereas consolidation with other services seems virtually impossible, perhaps a fleet concept of transit vehicles could result in a consolidation and more efficient use of vehicles. However the problems unique to each developmental center and their transit vehicles still remains as a major obstacle to these efforts.

The other two specialized services would be Headstart transportation and Nutrition vehicles. The Headstart station wagons are needed because of the varied hours of attendance, as well as the ages of the individuals being transported. The children are all four or five years old. Thus, consolidation of this service with any other service does not seem likely. The other service, that being the Nutrition cars who deliver meals and transport individuals to meal sites, are also needed. Because of varied schedules and routes, consolidation does not seem likely here; however, greater use might be made of the cars for other services to the elderly and handicapped.

11) CAN BETTER USE BE MADE OF AVAILABLE EQUIPMENT? As was pointed out in question 10, perhaps additional use can be made of the Nutrition vehicles. Perhaps service can be extended to handicapped and elderly individuals such as during hours when the car will not be used.

12) CAN BETTER USE BE MADE OF AVAILABLE MANPOWER? At the present time, the manpower is being used very efficiently. It is doubtful whether it could be used still more efficiently.

The following table will show and document the 1978 refinements in service standards and the selected alternative. The selected alternative is basically the same as the chosen alternative in the 1977 Region I RTDP (refer to page 65 of that document). It was the feeling of the Planning Commission's Transportation Advisory Committee that the alternative selected in the 1977 RTDP was very realistic. In fact, probably more so in 1978 than in 1977. They actually feel that the goals will be more attainable. The Planning Commission's Staff also agrees with them.

TABLE VI

	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	26,000	30,880	30,000	30,880
Non-Elderly				
Handicapped	15,000	21,824	20,000	21,824
Other (Headstart)	4,000	6,100	6,000	6,100
<u>% of Rider Demand Satisfied:</u>				
Total	10%	3.6%	10%	3.6%
Elderly		4.4%		4.4%
Non-Elderly				
Handicapped		5.0%		5.0%
Other		1.4%		1.4%
<u>Other Local Objectives:</u>				
Area Served	Region I	Region I	Region I	Region I
Activity Centers				
Served	All	All	All	All
Shelters	0	0	0	0
Other	0	0	0	0
<u>Revenue:</u>				
Average Fare Charged	75¢ donation	75¢ donation	75¢ donation	75¢ donation
% Riders Charged				
Farebox Revenue	\$40,000	\$44,103	\$40,000	\$44,103
Agency Contract Revenue				
Total Revenue		<u>\$44,103</u>		<u>\$44,103</u>

\*It was the feelings of the Regional Planning Commission Transportation Advisory Committee, as well as the Planning Agency's staff, that the 1977 Selected Alternative was a very viable solution and as such should be the alternative we should strive for. It was also their opinion that all figures were realistic and should still be strived for.

(Continued on following page.)

TABLE VI (continued)

<u>Operations:</u>	<u>1977 Service Standards</u>	<u>1977 Selected Alternative</u>	<u>1978 Modifications Or Refinements In Service Standards</u>	<u>1978 Refined Selected Alternative</u>
Vehicles in Service	18	20	18	20
Vehicle Miles	400,000	500,960	400,000	500,960
Vehicle Utilization	75%	80%	75%	80%
Running Costs		\$188,246		\$188,246
Contract				
Trans. Costs		0		0
Administrative				
Marketing		500		500
G & A		18,000		18,000
All Other		23,235		23,235
Total Administrative Costs		<u>41,735</u>		<u>41,735</u>
Total Operating Costs		\$229,981		\$229,981
<u>Annualized Capital</u>				
<u>Costs:</u>				
Vehicles		\$51,471		\$51,471
Structures		<u>0</u>		<u>0</u>
Total		\$51,471		\$51,471
TOTAL OPER. & ANN CAPITAL COSTS		\$281,452		\$281,452
DEFICIT				
Deficit per Ride	\$3.25	\$4.04	\$3.50	\$4.04
Deficit per Capita	\$2.00	\$2.48	\$2.25	\$2.48

## B. IMPLEMENTATION OF THE FIVE-YEAR PROGRAM

The 1977 Regional Transit Development Program for Region I has proposed a five-year program (page 68 in 1977 RTDP). It was through this program, that it was hoped the transit system in Region I would be able to achieve the selected alternatives set forth in that document.

The Upper Explorerland Regional Planning Commission has established a close working arrangement between themselves, the Area Agency on Aging (the single administrative agency), and the Northeast Iowa Community Action Program. Combined with this previous arrangement is a close working arrangement between the two developmental centers and the Regional Planning Commission. Also Crosslines Council and the Community Action Program. This arrangement has been extremely helpful in allowing each separate agency to know what each other agency is doing. The Planning Commission was also responsible for the establishment of a monthly monitoring procedure through which the Planning Commission is able to keep track of the number of riders, new riders, and donations collected by each separate systems supplied by the Northeast Iowa Community Action Program.

There has also been a consolidation of three of the operations under a transportation coordinator employed by the Northeast Iowa Community Action Program. Previously, the coordinator was only in charge of the operation of the Elderly vans, now she will be in charge of the Handicapped vans; and shortly she will be in charge of the Nutrition vehicles.

One of the largest gaps in service, which existed in the region, was the lack of services available to the handicapped in the region. In early fall of 1977, a handicapped van started operation within the five-county area. Presently, the van services one county each day of the week. As ridership increases, it is expected that more vans, up to one van per county, will be needed to meet the demand. Bringing the handicapped transit under the auspices of the Community Action Program and, in turn, under the umbrella of the Area I Agency on Aging, which is the designated single administrative agency, is another move toward consolidation and lessening any duplications of efforts which otherwise could happen.

At this time in the planning process we are concerned first with providing service. Until we can provide a level of service in Region I which we feel is acceptable and will meet the needs and demands of the citizenry of Region I, consolidation must come more slowly. The trouble in Region I is not there are too many services operating inefficiently, but that we are not well enough established so that those services that do exist, are fulfilling the demand. If we are to reduce either the number of providers or the level of service we would do nothing at this time but hurt the existing fledgling systems.

It does not appear feasible at this time in the planning process that either administrative or operational responsibilities can be consolidated into either a single administrative and/or operating agency for all existing transit services in the region.

Consolidation of some agencies is a reality. The Area Agency on Aging has administrative responsibilities for the Elderly Transportation Service, the Nutrition cars and the new handicapped transit service. The Area Agency on Aging subcontracts operational responsibilities to the Community Action Program for those three transit services. The Community Action Program also handles both administrative and operational responsibilities for the Headstart Program.

At the same time the two developmental centers (Winneshiek County Developmental Center and the Northeast Iowa Developmental Center) handle their own transit services. Consolidation of the transit services provided by the developmental centers with other transit services in the region at the present time sounds in doubt. The transit services the developmental centers provide to their clients require that the vehicles used by the developmental centers be available at all times.

Such is not the case with the Crosslines Council who operates a transit service in Decorah. They have coordinated their services with the Country Traveller Transit Service on various occasions. They have helped the aging vans who operate in Winneshiek County at different times. The same is true of the Country Traveller Transit Service and its operation with respect to certain common carriers.

This region is however looking into the possibility of the formation of a Regional Transit Authority. Possibly such a single administrative/policy agency set up for the entire region could do much more to consolidate and lessen duplication of efforts. Thus bringing about a more realistic attempt by the region's transit providers to serve the unmet demand of the region.

Service provided to the general public will at this time in the planning process, be left to the private providers of the region. At this time we are still concerned most with meeting the transit demand which exists because of those people who are wholly transit dependent, those being primarily elderly, handicapped and young. Efforts are being made to coordinate the private with the public operators however.

TABLE VII

IMPLEMENTATION OF FIVE-YEAR PROGRAM

STEPS INITIATED ON THE PART OF THE REGIONAL PLANNING AGENCY TOWARD IMPLEMENTATION	ACTUAL RESULTS MADE ON IMPLEMENTATION
<p>1. Helping the Area I Agency on Aging, as well as the Northeast Iowa Community Action Program, start the handicapped transit service, thereby, helping fill a gap in service which previously existed.</p> <p>2. Established a monthly monitoring procedure to help the Commission's staff keep track of the progress of the existing and new transit services.</p> <p>3. Development of a close working agreement between the Planning Agency, Area Agency on Aging, and the Community Action Program so each agency knows what the other is doing.</p> <p>4. Efforts toward the formation of a Regional Transit Authority to handle the transit needs of the region. Hopefully leading to consolidation of existing systems.</p>	<p>1. The actual establishment of the Handicapped System covering each county one day a week, thereby providing a much-needed aspect of the present system.</p> <p>2. Monthly monitoring reports from the Handicapped, Aging, Headstart, and Nutrition services are received in the Planning Commission's office listing the number of riders, new riders, and donations collected.</p> <p>3. Meetings have been held periodically among representatives of all three agencies to discuss various aspects of the transit system.</p> <p>4. The setting up of a meeting inviting all transit providers of the region as well as other interested persons to discuss the formation of a Regional Transit Authority.</p> <p>5. Crosslines Council, Scenic Hawkeye Stages and the Country Traveler Transit systems many times cooperate on providing service to many residents of the region.</p>



C. CONCLUSIONS

The Area I Agency on Aging has been designated as the single administrative agency for Region I. At the present time, the Area Agency on Aging is the administering agency; whereas, the Northeast Iowa Community Action Program actually provides the services to the region. This is with the exception of the transportation provided by the two developmental centers located in Waukon and Decorah. The type of transportation service that these two developmental centers provide involves many short hauls, waiting, and special excursions, which must be handled by each separate developmental center.

Presently, the Community Action Program provides transportation services for the elderly, handicapped, Headstart program, and the Nutrition sites located throughout the region. The Community Action Program is responsible for reporting to the Area Agency on Aging. The transportation coordinator, who is employed by the Community Action Program, works closely with the director of the Area Agency on Aging.

The Area Agency on Aging is responsible for applying for and distributing funds, initiating new programs, such as the handicapped van, and also responsible for purchasing new or replacement equipment, and coordination of all efforts.

It is the feelings of the Regional Transportation Advisory Committee and the Iowa Department of Transportation that the Regional Transit Development Program should act as the only justification for any projects slated for implementation. All the public transit providers were members of the transportation committee and, thus, know what has been programmed for the next five years.

Any additional public transit services not included in the Regional Transit Development Program (RTDP) would undoubtedly cause some duplication of efforts. The purpose of the RTDP is to lessen duplication of efforts and consolidate the programs and efforts so they provide a more efficient service for less money.

With the huge increases in cost, such as gasoline, wages and insurance, subsidies must be used. Everyone will agree that it is much easier to have one agency administer the funds and one plan so that duplications will not develop.

## SECTION IV

### A. REVISED FIVE-YEAR PROGRAM

This section will document the revised five-year program based on the modifications and accomplishments toward implementation listed on previous tables in the Update.

The following two tables (Tables VIII and IX) present the five-year plans for both operational and capital costs for the existing transit systems in the region. It should be noted that, while both Developmental Centers (Waukon and Decorah) are listed in Table VIII for operation costs, they are not listed in Table IV for capital costs. This is because they are required to lease vans; thus, they incur no capital costs.

The tables are all basically self explanatory. On Table VIII, covering operational costs for each agency, a 6-percent annual increase on operational costs was figured in.

At this time in the planning process in Region I, the formation of a regional Transit Authority is being discussed. However our major concern at this time is providing a needed service. Until unmet needs are worked out and met, or until a Regional Transit Authority can be established, it is felt that continuation of the basic existing system should continue. Efforts should be made to increase service, lessen duplication of efforts, and work toward a better system which will supply better service for less money.

The people involved with planning of this regions transit are not sure that consolidation of services at this time is the answer, at least until the present systems have proved themselves.

**TYPE OF WORK**

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

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

Operation  
or  Capital

TABLE VIII

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)
Handicapped Transportation (NE Iowa Comm. Action Program)	on-going	1 van	4	DOT Title III counties monies fare-box	--	\$7,500 estimate 1st year expense	\$15,900 2 vans total expected (1 van added)#	\$16,854 2 vans	\$26,798 3 vans total (1 van added)#	\$47,343 5 vans total (2 vans added)#	\$114,395 with 5 vans operating at end 5 years
Senior Citizen Transportation (Aging Vans) (NE Iowa Comm. Action Program)	on-going	5 vans	4	DOT Title III counties monies fare-box	\$80,383	\$99,242	\$105,196	\$111,508	\$118,198	\$125,290	\$559,434
Nutrition Transportation (NE Iowa Comm. Action Program)	on-going	5 autos	4	Title VII counties monies	\$2,742	\$4,488	\$4,757	\$5,042	\$5,345	\$5,666	\$25,298

\*6% increase on operational expenses figured yearly.

**TYPE OF WORK**

Work Code	Operational		Capital
1	New route	11	Vehicle-Passenger carrier (purchase)
2	Additional service hours or days	12	Vehicle-Non-Passenger carrier
3	Route extensions and modifications	13	Construction of new garage and maintenance facilities (buildings, major additions, etc.)
4	General system operations (existing system)	14	Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.)
5	Engineering and design (especially leading to construction)	15	Passenger amenity facilities (purchase and installation)
6	Marketing (special projects only, of appropriate scale or significance for individual inclusion)	16	Bus stop signs
7	Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)	17	Bus stop shelters
8	Maintenance (special projects only, of appropriate scale or significance for individual inclusion)	18	Other
9	Other special projects	19	Vehicle equipment (purchase and installation, as required)
		20	Radios
		21	Radio Base Station
		22	Spare parts
		23	Handicapped assistance equipment
		24	Fare collection equipment
		25	Other
		26	Office and maintenance equipment (purchase and installation, as required)
			Land or right-of-way acquisition
			Other

Name of Agency Responsible

Operation  
or  Capital

TABLE VIII  
(continued)

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)
Headstart Transportation (NE Iowa Comm. Action Program)	on-going	6 station wagons	4	HEW Counties monies	\$20,000	\$26,500	\$28,090	\$29,775	\$31,561	\$33,455	\$149,381
NE Iowa Developmental Center Waukon	on-going	1 van leased	4	Title XX Allama-kee Co.	--	\$20,000	\$21,200	\$22,472	\$23,820	\$25,249	\$112,741
Winneshiek Developmental Center Decorah	on-going	1 van leased	4	Title XX Winnes- shiek Co.	--	\$9,484	\$10,053	\$10,656	\$11,295	\$11,973	\$53,461
R.S.V.P Crosslines Council--Decorah	on-going	1 van	4	ACTION grant Private sources (church)	--	\$1,850	\$1,961	\$2,079	\$2,204	\$2,336	\$10,430

\*6% increase on operational expenses figured yearly.

**TYPE OF 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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- 21
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- 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

Operation  
or  Capital

TABLE IX

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)
Handicapped Transportation (NE Iowa Comm. Action Program)	on-going	1 van	11	DOT	--		1 van		1 van	2 vans	4 vans
			21	16(b)(2)			\$10,000		\$10,000	\$10,000	\$40,000
			18	Title III Counties monies			lift		lift	2 lifts	4 lifts
				Trade-ins fare-box			\$2,000		\$2,000	\$4,000	\$8,000
						radio		radio	radios	4 radios	
						\$140		\$140	\$280	\$560	
											<u>\$48,560</u>
Senior citizen Transportation (Aging Vans) (NE Iowa Comm. Action Program)	on-going	5 vans	11	DOT	--	2 vans	3 vans	2 vans			7 vans
				16(b)(2) Title III Counties monies			\$20,000	\$30,000	\$20,000		
				Trade-ins fare-box							
Nutrition Transportation (NE Iowa Comm. Action Program)	on-going	5 autos	11	16(b)(2) Title VII Counties monies	--		3 cars		2 cars	2 cars	7 cars
				Trade-ins			\$18,000		\$12,000	\$12,000	\$42,000

**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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- 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

Operation  
or  Capital

TABLE IX  
(continued)

Project Title	Termint (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)
Headstart Transportation (NE Iowa Comm. Action Program)	on-going	6 station wagons	11	16(b) (2) HEW Counties monies Trade-ins	--	1 station wagon \$8,000	3 station wagons \$24,000	3 station wagons \$24,000	3 station wagons \$24,000	3 station wagons \$24,000	3 station wagons \$104,000
R.S.V.P. Cross-lines Council Decorah	on-going	1 van	11	ACTION 16(b) (2) Private sources (churches)	--	--	1 van \$10,000	--	--	--	1 van \$10,000

The following two tables represent the regional totals for all existing transit systems in the region, both operational and capital costs. They are the accumulation of the information in the previous two tables.

The breakdown of funding sources follows the Regional totals of Capital and Operational expenses.

1	New route	14	Construction of new garage and maintenance facilities (buildings, major additions, etc.)
2	Additional service hours or days		Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.)
3	Route extensions and modifications		Passenger amenity facilities (purchase and installation)
4	General system operations (existing system)	15	Bus stop signs
5	Engineering and design (especially leading to construction)	16	Bus stop shelters
6	Marketing (special projects only, of appropriate scale or significance for individual inclusion)	17	Other
7	Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)	18	Vehicle equipment (purchase and installation, as required)
		19	Radios
		20	Radio Base Station
8	Maintenance (special projects only, of appropriate scale or significance for individual inclusion)	21	Spare parts
		22	Handicapped assistance equipment
		23	Fare collection equipment
9	Other special projects	24	Other
		25	Office and maintenance equipment (purchase and installation, as required)
		26	Land or right-of-way acquisition
			Other

Regional Totals

Operation  
or  Capital

TABLE X

Project Title	Termini (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
NE Iowa Community Action Program:											
1. Handicapped Transportation	on-going	1 van	11 18 21	Title III Older Ameri- cans Act DOT funds U.M.T.A. 16(b)(2) County monies trade-ins fare-box	---	--	1 van \$10,000 1 lift \$2,000 radio \$140	--	1 van \$10,000 1 lift \$2,000 radio \$140	2 vans 2 lifts \$4,000 2 radios \$280	4 vans 4 lifts \$8,000 4 radios 560 <u>\$48,560</u>
2. Senior Citizen Transportation (Aging Vans)	on-going	5 vans	11	DOT funds U.M.T.A. 16(b)(2) Title III Older Ameri- cans Act County monies Trade-ins fare-box	--	2 vans \$20,000	3 vans \$30,000	2 vans \$20,000	--	--	7 vans \$70,000



A 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

- 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 Farm collection equipment
- 25 Other
- 26 Office and maintenance equipment (purchase and installation, as required)
- Land or right-of-way acquisition
- Other

Regional Totals

Operation      TABLE X  
 or  Capital      (continued)

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)
3. Nutrition Transportation	on-going	5 autos	11	U.M.T.A. 16(b)(2) Title VII Older Americans Act Counties monies Trade-ins	--	--	3 autos \$18,000	--	2 autos \$12,000	2 autos \$12,000	7 autos \$42,000
4. Headstart Transportation	on-going	6 station wagons	11	U.M.T.A. 16(b)(2) HEW Child Development Counties monies Trade-ins	--	1 station wagon \$8,000	3 station wagons \$24,000	3 station wagons \$24,000	3 station wagons \$24,000	3 station wagons \$24,000	13 station wagons \$104,000
R.S.V.P. Cross-lines Council Decorah	on-going	1 van	11	ACTION U.M.T.A. 16(b)(2) Private sources	--	--	1 van \$10,000	--	--	--	1 van \$10,000



PK 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

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

Regional Totals

Operation  
or  Capital

TABLE XI

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)
NE Iowa Community Action Program											
1. Handicapped Transportation	on-going	1 van	4	Title III Older Americans Act DOT Funds Counties monies fare-box	--	1 van \$7,500 estimate 1st year expense	2 vans \$15,900	3 vans \$16,854	3 vans \$26,798	5 vans \$47,343	5 vans operating at end of five year: \$114,395
2. Senior Citizen Transportation (Aging Vans)	on-going	5 vans	4	Title III Older Americans Act DOT Funds Counties monies fare-box	\$80,383	\$99,242	\$105,196	\$111,508	\$118,198	\$125,290	\$559,434
3. Nutrition Transportation	on-going	5 autos	4	Title VII Older Americans Act Counties monies	\$2,742	\$5,588	\$4,757	\$5,042	\$5,345	\$5,666	\$25,298

\*6% increase on operational expenses figured yearly.

1	New route	13	Construction of new garage and maintenance facilities (buildings, major additions, etc.)
2	Additional service hours or days	14	Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.)
3	Route extensions and modifications		Passenger amenity facilities (purchase and installation)
4	General system operations (existing system)	15	Bus stop signs
5	Engineering and design (especially leading to construction)	16	Bus stop shelters
6	Marketing (special projects only, of appropriate scale or significance for individual inclusion)	17	Other
7	Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)	18	Vehicle equipment (purchase and installation, as required)
8	Maintenance (special projects only, of appropriate scale or significance for individual inclusion)	19	Radios
9	Other special projects	20	Radio Base Station
		21	Spare parts
		22	Handicapped assistance equipment
		23	Fare collection equipment
		24	Other
		25	Office and maintenance equipment (purchase and installation, as required)
		26	Land or right-of-way acquisition
			Other

Regional Totals

Operation  
 or  Capital

TABLE XI  
 (continued)

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)
4. Headstart Program	on-going	6 station wagons	4	HEW Child Development Counties monies	\$20,000	\$26,500	\$28,090	\$29,775	\$31,561	\$33,455	\$149,381
R.S.V.P. Cross-lines Council Decorah	on-going	1 van	4	ACTION Grant Private sources (churches)	--	\$1,850	\$1,961	\$2,079	\$2,204	\$2,336	\$10,430
NE Iowa Developmental Center Waukon	on-going	1 van leased	4	Title XX Social Services Allama-kee Co. money	--	\$20,000	\$21,200	\$22,472	\$23,820	\$25,249	\$112,741
Winneshiek Developmental Center Decorah	on-going	1 van leased	4	Title XX Social Services Winneshiek Co. money	--	\$9,484	\$10,053	\$10,656	\$11,295	\$11,973	\$53,461

\*6% increase on operational expenses figured yearly.

Code	Operational		
1	New route	11	Vehicle-Passenger carrier (purchase)
2	Additional service hours or days	12	Vehicle-Non-Passenger carrier
3	Route extensions and modifications	13	Construction of new garage and maintenance facilities (buildings, major additions, etc.)
4	General system operations (existing system)	14	Reconstruction of existing garage and maintenance facilities (modifications, major repairs, etc.)
5	Engineering and design (especially leading to construction)	15	Passenger amenity facilities (purchase and installation)
6	Marketing (special projects only, of appropriate scale or significance for individual inclusion)	16	Bus stop signs
7	Administration, overhead and accounting (special projects only, of appropriate scale or significance for individual inclusion)	17	Bus stop shelters
8	Maintenance (special projects only, of appropriate scale or significance for individual inclusion)	18	Other
9	Other special projects	19	Vehicle equipment (purchase and installation, as required)
		20	RADIOS
		21	Radio Base Station
		22	Spare parts
		23	Handicapped assistance equipment
		24	Fare collection equipment
		25	Other
		26	Office and maintenance equipment (purchase and installation, as required)
			Land or right-of-way acquisition
			Other

Regional Totals

Operation  
or  Capital

TABLE XI  
(continued)

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)
TOTAL OPERATIONAL COSTS FOR REGION I					\$103,125	\$169,064	\$187,157	\$198,386	\$219,221	\$251,312	\$1,025,140
					includes Senior Citizen Nutrition Headstart Transportation						Total Operational Costs for 5-Year Program

Funding Sources

The following is a breakdown of the funding sources of Year +1, for the transit providers of Region I. The funding breakdown will be done only for year 1, as the funding sources for the following years will be somewhat similar.

Capital expenditure for the year 1 will be approximately \$94,000. Operational expenditures for year 1 will be approximately \$187,000. Thus total operational and capital expenditures for the region for year 1 will be approximately \$281,000. The funding source breakdown follows.

Planning Year +1

Capital Costs

\$94,000.00

Will be met by \$75,200 applied for from U.M.T.A. 16(b)(2) funds matched with \$17,600 county money and \$1,200 farebox revenues.

Capital Cost

\$94,000.00

Funding Source

Amount

U.M.T.A. 16(b)(2)  
County funds  
Farebox Revenues

\$75,200.00  
17,600.00  
1,200.00

\$94,000.00

Operational Costs

\$187,000.00

Will be met by \$50,000, Title III (Older American Act); \$6,000, Title VII (Older American Act); \$25,000, Title XX (Social Services Department); \$28,000 (H.E.W.; Headstart); \$1,850 (A.C.T.I.O.N.); \$40,000 (State of Iowa); \$7,400 County Money plus hopefully \$28,750 in farebox and donations.

Operational Cost

\$287,000.00

Funding Source

Amount

Title III  
Title VII  
Title XX  
H.E.W. (Headstart)  
A.C.T.I.O.N.  
State of Iowa  
County Money  
  
Farebox & Donations

\$ 50,000.00  
6,000.00  
25,000.00  
28,000.00  
1,850.00  
40,000.00  
7,400.00  
\$158,250.00  
+28,750.00

\$187,000.00

Funding Source Summary

<u>Total Cost</u>	=	<u>Operational Cost</u>	+	<u>Capital Cost</u>
\$281,000.00		\$187,000.00		\$94,000.00

Federal Sources:

Money needed

Title III	\$	50,000.00
Title VII	6,000.00	
Title XX	25,000.00	
H.E.W. (Headstart)	28,000.00	
A.C.T.I.O.N.	1,850.00	
16(b)(2) U.M.T.A.	<u>75,200.00</u>	

	\$186,050.00	\$186,050.00
--	--------------	--------------

State Sources:

	\$ 40,000.00	\$ 40,000.00
--	--------------	--------------

County Money:

Allamakee	\$	8,525.80
Clayton	3,525.80	
Fayette	3,525.80	
Howard	3,525.80	
Winneshiek	<u>5,896.80</u>	

	\$ 25,000.00 <sup>1</sup>	\$ 25,000.00
--	---------------------------	--------------

Farebox & Donations:

	\$ 29,950.00	\$ 29,950.00
--	--------------	--------------

\$281,000.00

<sup>1</sup>Including \$17,600 for 16(b)(2) match and \$2,371 for Winneshiek Developmental Center and \$5,000 for the Northeast Iowa Developmental Center and \$29 for general operational expenses.

### Explanation of Program Financing and Funding Sources

It has become evident that obtaining funding for implementation of the entire program may cause some difficulties. The first year will undoubtedly be the most difficult, as new sources and increased funding from existing sources will be needed. While it appears that there exists a myriad of funding sources available for transit, each has its own regulations and restrictions on what the funds can be used for. The major problem, which will be encountered, will be a funding source for the increase in service to the handicapped. At the current time, there is a definite lack of sources from which to obtain funding for handicapped transit. One possible option to investigate for future funding would be the Title XX funds available from the Department of Social Services.

The existing systems should receive all priority in funding. If the entire program cannot be funded, the cut in service from the accepted alternative should come from the operating expenses of the handicapped transit services.

### Management and Operational Responsibility

The management and operational responsibility of the entire system is the Northeast Iowa Area Agency on Aging, centered in Calmar. At the present time, the Community Action Program operates the senior citizen transportation program via a contractual arrangement with Area I Agency on Aging. The Community Action Program agency also operates/coordinates the Headstart, Nutrition Programs, and Handicapped transportation.

### Marketing and Promotion Strategies

Marketing programs are often an overlooked and underfinanced part of transit development projects. Yet, the growth and financial stability of the project is, in part, dependent upon public knowledge of the availability of transit services. An effective promotional strategy cannot only improve the image of the public transit operation, but can result in significant increase in patronage.

At the present time, the Community Action Program agency has prepared a transit brochure for each county listing the routes and schedules for the Senior Citizen Transportation Program. The brochures are widely distributed and easily accessible. The Community Action Program agency has also had magnetic signs made for each senior citizen transit van to early identify the vans and further promote the transit system to improve the level of ridership. In the near future when further coordination and/or utilization of the Headstart and Nutrition vehicles takes place, additional efforts will have to be made in terms of promotion strategies. These strategies should be directed toward increasing the awareness of the expanded system, providing information about routes, schedules, fares, possible transfer points, and any special services provided. The same is true for the new handicapped system.



It is recommended that the Community Action Program agency purchase magnetic signs for these vehicles, as well, to easily identify the vehicle and further promote the expanded system.

#### Program Maintenance

Surveillance: At the present time, the Community Action Program agency requires the drivers of each of the vans and autos to maintain a daily log listing the drivers' name, the number of miles driven, destinations, number of riders, and the amount of fare donations. The above daily information is then collected into monthly and annual reports.

Individual cards are kept on file for each van and auto concerning the total costs for operation and maintenance. This information is also collected on a monthly and annual basis to reflect the total costs of operation.

#### Continuation of the Planning Process

The continuation of the planning process involves the assimilation of the data gathered to be used to monitor the transit system. The on-going planning process and the continued evaluation of the final alternative can be considered one of the most important functions in operating the entire transit system.

Since the initial start-up date of the existing transit system, several route modifications have been made in some counties to make the system more workable. As the system grows older, ridership trends, operating costs, revenue collected, and so on, can be monitored continuously on a monthly basis thereby providing a data base upon which to make further system refinements.

The Regional Planning Commission's role in monitoring the transit system will be varied. The Planning Commission's staff will continue to conduct an ongoing monitoring of the Regional Transit Development Program system. The staff will continue to gather data quarterly from record-keeping forms that the transit operators will keep. Hopefully, the monitoring process, designed as such, will enable the Regional Planning Commission's staff to both implement and/or refine both the organizational and service concepts of the transit system. With the information gained from the monitoring system, the Regional Planning Commission staff will be able to issue a yearly update of the Regional Transit Development Program.

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