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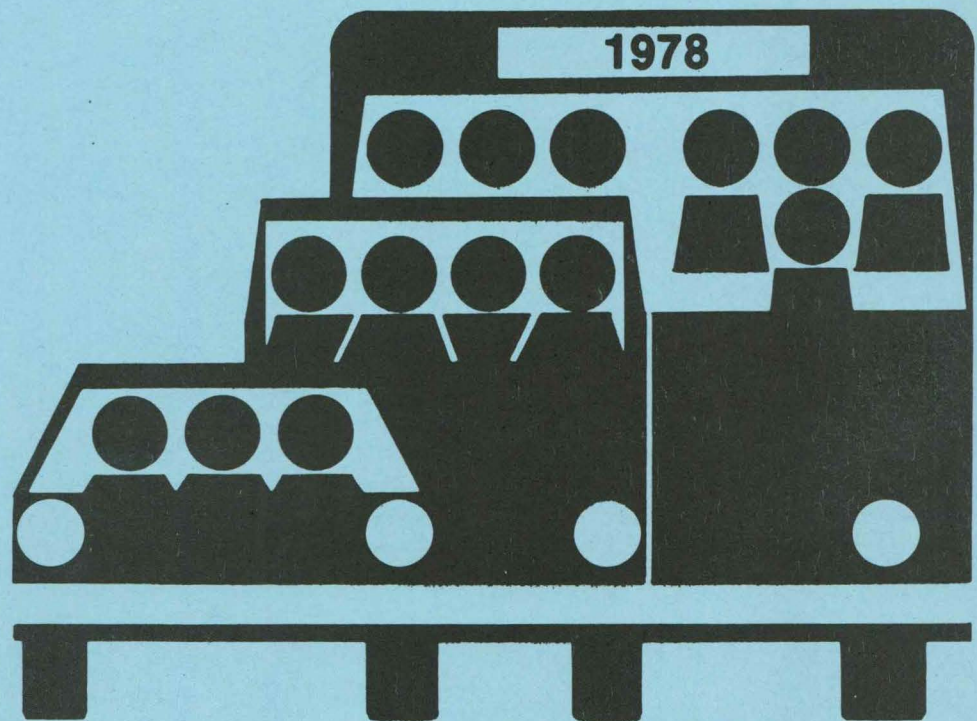
DEPARTMENT OF
TRANSPORTATION

JUL 3 1979

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Regional Transit Development Program

UPDATE REGION VI



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DISCLAIMER

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

Executive Committee Meeting
November 15, 1978

Motion by Veit to authorize the Chairman and Director to sign the memos of Understanding with H.S.A. using the proposed document and with Department of Transportation after a re-write is prepared to reflect the Region Six A-95 Review interest. Second by Christiansen. Motion carried.

Chairman Gardner presented a written request from the city of Toledo to have the planning agency perform a Park and Recreation Plan. The scope of services and charges would be based on those established for the city of Ackley.

Motion by Younker to authorize the Director to enter into an agreement with Toledo to perform a Park and Recreation Plan. Second by Veit. Motion carried.

Douglas Dirks, Transportation Planner, presented the fiscal year 1978 Update version of the Regional Transportation Development Plan. The goals and objectives, service standards and alternatives along with the five year program which showed a continuing interest to increase routes, includes additional captive rider populations - which includes several existing systems such as the Agency on Aging and Head Start were the changes discussed.

Motion by Christiansen to approve the FY-78 Regional Transit Development Plan. Second by Younker. Motion carried.

A-95 Reviews presented by Suchan

79-23 St. Anthony - E.P.A. - D.E.Q. Step I Grant Application to prepare a wastewater treatment feasibility study

Federal	\$ 2,060
Local	690
	<u>\$ 2,750</u>

79-24 Tama County - L. E. A. A. Request for partial funding and continuation of support for the Tama/Benton Iowa County probation districts' Volunteer Youth Services Program.

Federal	\$ 6,000
State	360
Local	5,640
	<u>12,000</u>

79-25 Ellsworth Community College - H.E.W.

Seeking funds to set up program. Inservice training for para-professionals serving severely profoundly handicapped children.

Federal	\$80,956
Applicant	<u>11,546</u>
	\$90,502

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1978 REGION VI

TRANSIT DEVELOPMENT PROGRAM UPDATE



prepared by

Region VI Planning Commission
8 North First Avenue
Marshalltown, Iowa, 50158

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INTRODUCTION:

The Region Six Planning **area** includes Hardin, Marshall, Tama and Poweshiek Counties. The area is approximately 2457 square miles in size with a current population of about 104,000 people. The main function of the areawide planning agency is to provide planning, technical and advisory assistance to its members. This assistance includes such things as: providing a forum by which separate communities can discuss common problems and seek solutions which are mutually beneficial, to identify and document needs, and to foster, develop and review plans for the coordinated development of the area. The planning agency also tries to educate the public on regional problems and the need for cooperation in dealing with those issues. Other functions include planning regional facilities and/or programs and establishing regional policies.

The transit functions of the planning agency, acting as the single administrative agency, are focussed on the consolidation and refinement of transportation data and the development of transit goals, objectives and standards for the region. These functions are needed in order to give the regional transit program a general direction and outline to progress along.

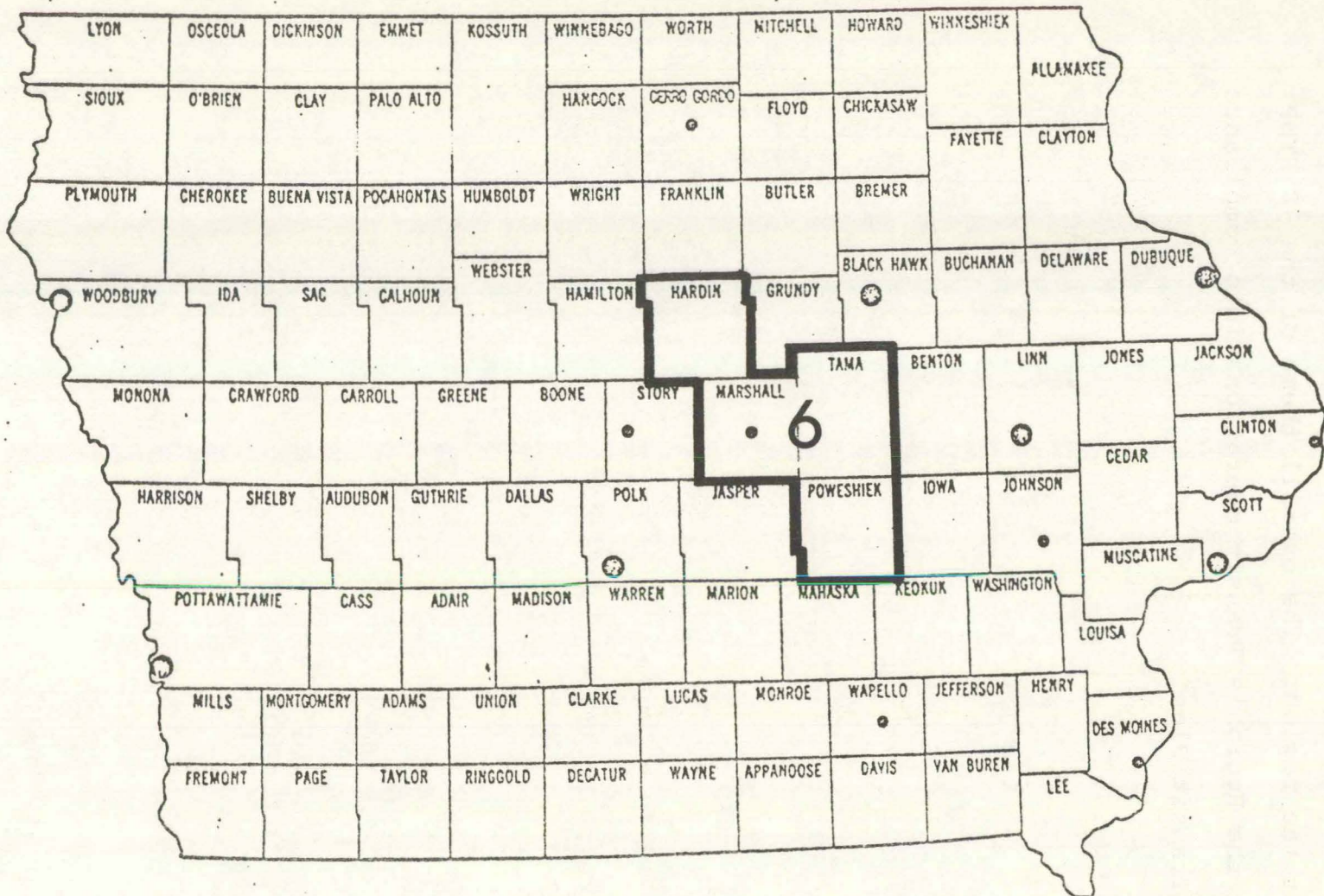
The Region's transit composition is made up primarily of non-profit systems for the transportation disadvantaged. The transit providers are agencies and organizations such as: the Hawkeye Valley Area Agency on Aging (HVAAA), who serve the elderly and the County Boards

of Supervisors who provide transportation to the non-elderly handicapped for employment and educational purposes. The Region has one small urban system which serves the City of Marshalltown operating with one bus on three routes. There are five private taxi companies within the region. One in each of the cities of Grinnell, Iowa Falls and Tama and two serving Marshalltown.

The general intent of the ongoing regional planning process as it moves toward the implementation of the three-five year program focusses around the formulation of a Single Administrative Agency, the coordination of all service providers, and working toward the implementation of the Region's transit goals, objectives and standards. These initial steps are necessary in order that the Region's transit operations can be brought into compliance with the State Transit Plan.

This update marks a transitional year for the data reporting and program implementation. The purpose of the 77 RTDP was to review the existing transit services being offered to the public within Region Six and to introduce a comprehensive program or guide for the future development of those services. This was accomplished by determining the transit needs and desires of the region. From the established needs, desires, goals and objectives, alternative transit service concepts were proposed in order to help meet the unmet needs and standards of the existing system and/or service. The purpose of the 78 RTDP update is primarily that of updating and refining the existing data presented in the original 77 RTDP.

The update will identify certain features of potential transit demand on the basis of data generated from three types of surveys conducted throughout the region. The overall theme of the 78 RTDP is that of bringing the Region's Transit operations into compliance with the State Transit Plan.



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Urban transit services in Iowa

Metropolitan Area ●

Small Urban Area ●

REGION 6

77 RTDP Goals and Objectives	REVISIONS	78 RTDP UPDATE Goals, Objectives, & Standards
<p>Goal 1 To provide a harmonious and comprehensive system to public transportation throughout the region.</p> <p>Objective a. Increase and improve the transit service to the regions population.</p>		<p>Goal 1 To provide a harmonious and comprehensive system of public transportation throughout the region.</p> <p>Objective a. Increase and improve the transit service to the regions population.</p> <p>Standard A 1. Investigate the possibility of sharing vehicles within the county through purchase of service agreements and/or inter-agency contracts in Hardin, Marshall, Tama and Poweshiek counties, within first 3 years.</p> <p>Standard A 2. Develop a schedule within the first 2 years for the replacement of old, worn-out vehicles.</p> <p>Standard A 3. Investigate the possibility of updating and/or increasing the service routes to meet unserved areas within the first 4 years.</p> <p>Standard A 4. Look into the possibility of developing inter and intra-county service to the major service areas within five years.</p>

77 RTDP Goals and Objectives	REVISIONS	78 RTDP UPDATE Goals, Objectives, & Standards
<p>Objective b. Develop more and better coordination and cooperation between existing services</p> <p>Objective c. Provide a centralized service within each county or region that would concentrate its efforts toward transportation alone.</p> <p>Goal 2 To provide a safe and dependable transportation system</p>	<p>Provide a centralized service agency within the region that would concentrate its efforts toward transportation alone.</p>	<p>Objective b. Develop more and better coordination and cooperation between existing services</p> <p>Standard B 1. Within the first 2 years, hold initial meetings at the county level between the existing service providers (such as the County Board of Supervisors, The Agency on Aging, local taxi and bus companies, etc.) to start talking about coordinating routes and time schedules, sharing vehicles, eliminating duplicated service, etc.</p> <p>Objective c. Provide a centralized service agency within the region that would concentrate its efforts toward transportation alone.</p> <p>Standard C 1. Within the first 5 years, initiate proceedings, through the Advisory Council, to investigate the development of a Regional Transit Authority that would concentrate its efforts on administration and monitoring the transit services.</p> <p>Goal 2 To provide a safe and dependable transportation system</p>

77 RTDP Goals and Objectives	REVISIONS	78 RTDP UPDATE Goals, Objectives, & Standards
<p>Goal 2 - continued that would serve those persons deprived of essential transportation services.</p> <p>Objective a. Assure mobility for the disadvantaged population equivalent to that of the general public.</p>		<p>Goal 2 - continued that would serve those persons deprived of essential transportation services.</p> <p>Objective a. Assure mobility for the disadvantaged population equivalent to that of the general public.</p> <p>Standard A 1. Within the first 3 years, investigate the development of a unified fare structure through a subsidy arrangement for the disadvantaged that would be used in conjunction with private profit motivated services.</p> <p>Standard A 2. Within the first 3 years, examine the possibility of developing a suggested contribution for the transportation disadvantaged that would be used in connection with the non-profit motivated services.</p> <p>Standard A 3. Investigate the possibility within the first 3 years of requiring any and all new vehicles purchased be equipped with a ramp or lift to help increase the number and accessibility of vehicles for the handicapped riders.</p>

77 RTDP Goals and Objectives	REVISIONS	78 RTDP UPDATE Goals, Objectives, & Standards
<p>Goal 3 To increase and improve the distribution of information to the region's population about public transportation.</p> <p>Objective a. Develop more and better communication lines between the user and the provider about existing services being furnished to help educate the user group about these services being provided and their operating procedures.</p>	<p>Develop more and better communication lines between the user and the provider about the existing service being provided in order to help educate the user group about the services and their operating procedures.</p>	<p>Goal 3 To increase and improve the distribution of information to the region's population about public transportation.</p> <p>Objective a. Develop more and better communication lines between the user and the provider about existing services being furnished to help educate the user group about these services being provided and their operating procedures.</p> <p>Standard A 1. Within the first 3 years, hold at least 1 meeting or panel discussion in each of the counties in which the service providers of the county and surrounding area would be invited to talk to the general public about their services and how they operate and to answer any questions there might be about their services.</p> <p>Standard A 2. Develop a brochure or pamphlet containing all the service providers, their service area, who they serve, their time schedules, and other pertinent information that would be released to the general public within 1st 3 yrs</p>

77 RTDP Goals and Objectives	REVISIONS	78 RTDP UPDATE Goals, Objectives, and Standards
<p>Objective b. Develop more and better marketing (advertisement) programs and techniques.</p> <p>Goal 4 4. Develop a more extensive, more reliable volunteer service for the elderly</p> <p>Objective a. Increase the number of volunteer drivers</p>	<p>Develop a more reliable service for the elderly</p>	<p>Objective b. Develop more and better marketing (advertisement) programs and techniques.</p> <p>Standard B 1. Within the first 2 years, investigate the possibility of developing and advertising campaign that would include newspaper ads, radio announcements, general information mailouts, etc., for the promotion of transit service within the region.</p> <p>Goal 4 4. Develop a more extensive, more reliable volunteer service for the elderly</p> <p>Objective a. Increase the number of volunteer drivers</p> <p>Standard A 1. Examine the possibility of increasing the subsidies and donations for the reimbursement of the volunteers' mileage, within the first 3 years.</p> <p>Standard A 2. Look into the possibility of setting up a volunteer referral agency or system, within the first 4 years, that would enable organizations and/or individuals to be placed on a list so that</p>

77 RTDP Goals and Objectives	REVISIONS	78 RTDP UPDATE Goals, Objectives, & Standards
<p>Objective b. Investigate the development of legislation for more and better liability insurance coverage for the volunteers.</p>	<p>Investigate the development of a regularly scheduled service on fixed routes or a route deviation system.</p>	<p>Standard A - continued agencies providing service can see what manpower is available and it will also let the volunteers see what transportation agencies need help.</p> <p>Objective b. Investigate the development of legislation for more and better liability insurance coverage for the volunteers.</p> <p>Standard B 1. Within the first 5 years, a task force of members from the Advisory Council and other interested persons should be developed for the purpose of investigating, by means of direct communication, letter writing, etc., to local legislators, the possibilities of the development of legislation regarding the improvement of liability insurance for the volunteers.</p> <p>Objective c. Investigate the development of a regularly scheduled service on fixed routes or a route deviation system.</p>

77 RTDP
Goals and Objectives

REVISIONS

78 RTDP UPDATE
Goals, Objectives, & Standards

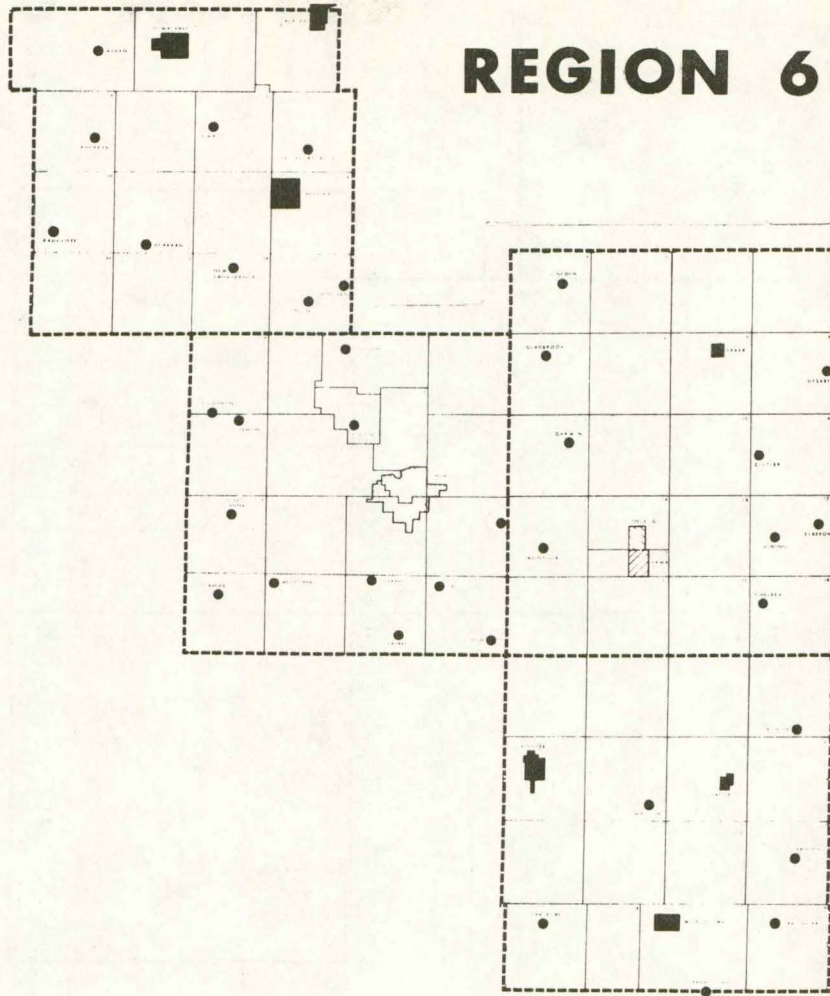
Standard C
1. Investigate the possibility, within the first 5 years, of converting from a volunteer type service to a service with more of a regularly scheduled system using fixed routes or route deviation.

CITY OF MARSHALLTOWN

77 RTDP Goals and objectives	REVISIONS	Goals, Objectives, & Standards
<p>Goal 2 To assure the persons deprived of essential transportation services the mobility equivalent to that of the general public.</p> <p>Objective a. To increase and improve transportation service to the disadvantaged</p>		<p>Goal 2 To assure the persons deprived of essential transportation services the mobility equivalent to that of the general public.</p> <p>Objective a. To increase and improve transportation service to the disadvantaged</p> <p>Standard A 2. Within the first two years investigate the possibility of locating by address, the handicapped persons within the community.</p> <p>Investigate the development of new routes or pickup routines for the handicapped and aged within the first three years.</p>

SECTION 1 - A. EXISTING CONDITIONS

REGION 6



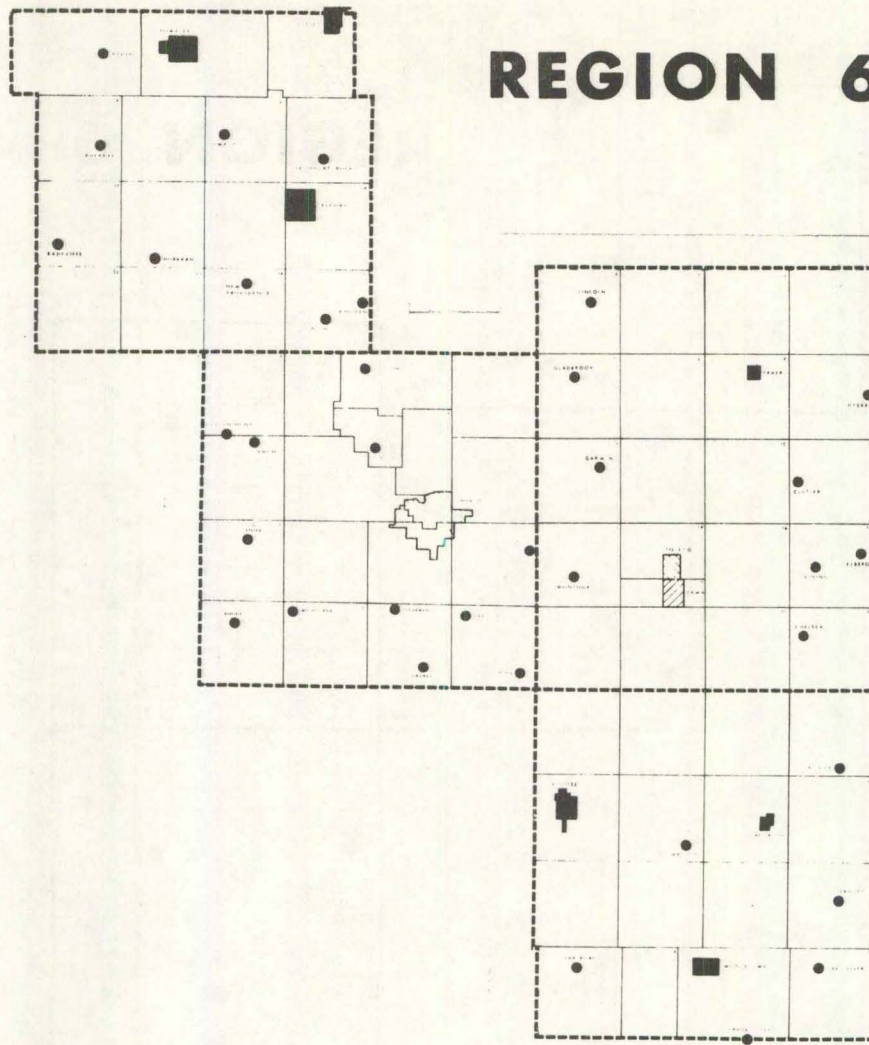
Rural SOCIO-ECONOMIC DATA*

Co.	Total Pop 1970	Rural Pop 1970	Rl. %	Rl. Area Sq Mi.	Rl. Dens Pop/sq. mi.	Rural Income Less Poverty Level				Rural Age Characteristics			
						Fam ily	%	Ind.	%	Over 65	%	below 18	%
Hardin	22,248	12,571	56.5	567.6	22.15	294	8.5	1273	10.1	1965	15.6	4165	33.1
Marshall	41,076	14,857	36.1	558.5	26.60	271	7.0	1262	8.4	1628	10.9	5486	36.9
Poweshiek	18,803	10,401	55.3	585.5	17.76	273	9.8	1228	11.8	1392	13.3	3691	35.4
Tama	20,147	17,147	85.1	716	23.95	485	10.5	2048	11.9	2545	14.8	5952	34.7
Reg Total	102,274	54,976	53.7	2422.6	22.69	1323	9.0	5811	10.5	7530	13.6	19294	35.0

* Non-urbanized characteristics as defined by U.S. Census of Population

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

REGION 6



URBAN SOCIO-ECONOMIC DATA*

Co.	Total Pop. 1970	Urban Pop. 1970	Urban %	sq. Mile Urban area	Dens	Urban Income Less than Poverty Level				Urban Age Characteristics			
						fam-ily	%	Ind.	%	over 65	%	below 18	%
Hardin	22248	9677	43.5	6.4	1512.0	213	8.9	1278	13.2	1545	15.9	2958	30.1
Marshall	41076	26219	63.8	15.5	1691.55	411	6.0	2306	9.1	3436	13.1	8489	32.5
Poweshiek	18803	8402	44.7	3.5	2400.57	150	7.5	958	12.8	1147	13.6	2392	28.1
Tama	20147	3000	14.9	4.0	750.	77	10.2	377	13.0	554	18.4	988	32.0
Reg. Total	102274	47298	46.2	29.4	1608.78	851	818	4919	10.4	7393	13.4	14827	26.9
Small Urban													
Marshall-town	26219	26219	100.0	15.5	1691.5	411	6.0	2306	9.1	3436	13.1	8489	32.5

. Urban characteristics as defined by 1970 U.S. Census of population
 .. Poverty level as defined by 1970 U.S. Census of Population

B. EXISTING TRANSIT SERVICES

TRANSIT OPERATIONS - CAPITAL & OPERATIONAL CHARACTERISTICS

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

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

TABLE I

Name of Service	Service Area	Target group	Type of Service	A # of Buses	B # of Vans	C # of Station Wagons	D # of Cars	E # of Other Types of Vehicles	F Total # of Vehicles	G # of Vehicles to Handicapped	H Type of Special Equipment	I # of Standard Seating Capacity	J # of Seats for Persons in Wheelchairs	K Total # of Seating Capacity on all Vehicles	L Radio Dispatch Center	M Total # of Annual Revenue Miles	N Days of Operation	O Hours of Operation	P Average Daily Passengers	Q Annual Passengers	R # of Paid Staff	S # of Volunteer Staff	T Fare Structure
Marshalltown, city of	Marshalltown	G	F	1	0	0	0	0	1	0	N/A	25	0	25	No	504K	6	12	200	N/A	3	0	.25
Hardin Co. Board of Supervisors	Hardin County	H	F	1	1	0	0	0	2	2	N/A	69	0	69	Yes	525K	5	6	32	N/A	2	0	.50
Marshall Co. Board of Supervisors	Marshall County	H	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tama Co. Board of Supervisors	Tama Co.	H	F	0	1	0	0	0	1	1	N/A	15	0	15	Yes	13K	5	3	14	N/A	1	1	.50
Poweshiek Co. Board of Supervisors	Poweshiek County	H	F	0	0	1	0	0	1	1	N/A	6	0	6	Yes	221K	5	2	2	N/A	1	0	N/A
Hardin Co. COA	Hardin Co.	E	D	0	0	0	27	0	27	0	N/A	N/A	0	N/A	Yes	32K	7	8	9	N/A	1	27	N/A
Marshall Co. COA	Marshall County	E	D	0	1	0	18	0	19	1	N/A	N/A	0	N/A	Yes	49K	7	8	27	N/A	1	18	N/A
Tama Co. C.O.A.	Tama Co.	E	D	0	0	0	14	0	14	0	N/A	N/A	0	N/A	Yes	146K	7	8	7	N/A	1	18	N/A
Poweshiek Co. COA	Poweshiek Co.	E	D	0	0	0	18	0	18	0	N/A	N/A	0	N/A	Yes	222K	7	8	8	N/A	1	14	N/A
Courtesy Cab	Grinnell	G	D	0	0	0	2	0	2	0	N/A	10	0	10	Yes	50/day	7	24	60	N/A	3	0	N/A
Scenic City Taxi	Iowa Falls	G, H, E	D	0	0	0	2	0	2	0	N/A	10	0	10	Yes	180/day	6	24	65	N/A	1	1	N/A
Royal Cab	Marshalltown	G	D	0	0	0	7	0	7	0	N/A	35	0	35	Yes	500/day	7	24	250	N/A	5-9	0	N/A

TRANSIT OPERATIONS - CAPITAL & OPERATIONAL CHARACTERISTICS

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

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

TABLE I (continued)

Name of Service	Service Area	Target group	Type of Service	A # of Buses	B # of Vans	C # of Station Wagons	D # of Cars	E # of Other Types of Vehicles	F Total # of Vehicles	G # of Vehicles to Handicapped	Type of Special Equipment : LIFT, ETC.	H # of Standard Seating Capacity	I # of Spaces for Persons in Wheelchairs	J Total # of Seating Capacity on all Vehicles (C+H)	K Radio Dispatch Center	L Total # of Annual Revenue Miles K=1000X	M Days of Operation	N Hours of Operation	O Average Daily Passengers	P Annual Passengers	Q # of Void Staff	R # of Volunteer Staff	S Fare Structure
Yellow Cab	Marshall town	G	D	0	0	0	4-2	0	4-2	0	N/A/N/A	20	0	20	Yes	1000	7	24	250	N/A	7-12	0	N/A
G I Cab	Tama	G	D	0	0	0	3-1	0	3-1	0	N/A/N/A	30	0	30	Yes	N/A	7	12	N/A	N/A	2	0	N/A
Greyhound Lines, Inc.	Marshall Tama Poweshiek Counties	G	F	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A/N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Iowa Coaches, Inc.	North Hardin Co	G	F	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A/N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Jefferson Lines, Inc.	Hardin County	G	F	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A/N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SUBTOTALS	Rural	H E	F D	1	3	1	77	0	82	5	N/A N/A	115	0	115	0	205.4		99			11	78	
	LOW Marshall town	G	F	1	0	0	0	0	1	0	N/A N/A	25	0	25	No	50.4 K	6	12	200	N/A	3	0	25
	Intercity Carriers	G	F	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A/N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Taxi's	G	D	0	0	0	14- 18	0	14- 18	0	N/A/N/A	105	0	105	Yes	622 K					18- 27	1	
TOTAL	Region 6			2	3	1	91= 95	0	96- 100	5	N/A N/A	245	0	245		877.8 k					32- 41	79	

ADMINISTRATIVE ORGANIZATIONAL CHART -

REGIONAL COORDINATION

TABLE II

Operations Operating Independently	Receiving Public Money	Plans to consolidate or sub- contract w/out prior approval	Under Regional Transit Authority				Under Single Administrative Agency					
			(Agency Name)	Consolidated	Sub-Contract w/out prior DOT approval	Sub-Contract with prior DOT approval	Receiving public money	(Agency Name)	Consolidated	Sub-Contract w/out prior DOT approval	Sub-Contract with prior DOT approval	Receiving public money
1. Courtesy Cab	No											
2. Scenic City Taxi	No										Yes	Yes
3. Royal Cab	No										Yes	Yes
4. Yellow Cab	No										Yes	Yes
5. G.I. Cab	No											
6. Hardin County C.O.A.	Yes											
7. Marshall County C.O.A.	Yes											
8. Tama County C.O.A.	Yes											
9. Poweshiek County C.O.A.	Yes											
10. Marshall County Bd of Supervisors	Yes											
11. Greyhound Lines, Inc.	No											
12. Iowa Coaches, Inc.	No											
13. Jefferson Lines, Inc.	No											

ADMINISTRATIVE ORGANIZATIONAL CHART

URBAN COORDINATION

TABLE II

Operations Operating Independently	Under Small Urban Area (Designate Recipient) Transit Board of Comm. City of Marshalltown (Agency Name)	Consolidated	Sub-Contract w/out prior DOT approval	Sub-Contract with prior DOT approval	Receiving public money	Under Large Urban Area (Designate Recipient) Transit Board of Comm. (Agency Name)	Consolidated	Sub-Contract w/out prior DOT approval	Sub-Contract with prior DOT approval	Receiving public money
	1. Courtesy Cab	1. Marshall Motor Coach	X		X	Yes				
2. Scenic City Taxi										
3. Royal Cab										
4. Yellow Cab										
5. G.T. Cab										
6. Hardin County C.O.A.										
7. Marshall County C.O.A.										
8. Tama County C.O.A.										
9. Poweshiek County C.O.A.										
10. Marshall County Bd of Supervisors										
11. Greyhound Lines, Inc.										
12. Iowa Coaches, Inc.										
13. Jefferson Lines, Inc.										

TABLE III

ADMINISTRATIVE ORGANIZATIONAL CHART

<p>List any transit operation which crosses between rural and urban areas on a regular basis.</p>	<p>In this space explain the nature of the relationship that exists between the various administrative agencies involved. If there is no relationship, designate as N/A.</p>
<ol style="list-style-type: none"> 1. Hardin County Board of Supervisors 2. Tama County Board of Supervisors 3. Poweshiek County Board of Supervisors 	<ol style="list-style-type: none"> 1.. The Boards of Supervisor transport non-elderly handicapped persons from their county to the Mid-Iowa Workshop and the Pleasant Hill Development School located in Marshalltown. <p>There is no relationship between the administrative agencies involved.</p> <p>This applies to all three groups.</p>

TABLE IV

ADMINISTRATIVE ORGANIZATIONAL CHART

<p>List any transit operation which crosses regional boundaries and/or state boundaries on a regular basis.</p>	<p>In this space explain the nature of the relationship that exists between the various administrative agencies involved. If there is <u>no</u> relationship, designate as N/A.</p>
<p>1. Greyhound Lines, Inc.</p> <p>2. Iowa Coaches, Inc.</p> <p>3. Jefferson Lines, Inc.</p>	<p>1. All three of these operators provide inter-city passenger service to the general public on fixed routes, operating a closed door service between designated stops.</p>

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

TABLE V

Name Of Transit Program	Area Involved	Brief Narrative Describing The Nature And Purpose Of Program
1. Marshalltown Transit Development Program	1. City of Marshalltown	<p>1. The program is developed to focus its attention on the City of Marshalltown, the only small urban area in the region, and its transportation service.</p> <p>It is being used to help the city improve its existing system.</p>

Narratives For Tables 1, 2, 3, 4, 5

Table I: Lists all of the Region's transit operator as well as capital and operational characteristics for those operators. The data found in this table is the only information pertaining to the operators that is available to the planning agency at this time.

Table II: Depicts the administrative structure of the operations that are included in Table I. This table documents which transit operations are in compliance with the State Transit Plan thus, making it one of the key elements in the update. Being in compliance with the State plan is one of the requirements needed to make the operators eligible recipients of governmental aid.

Table III: Lists any transit operation which crosses between rural and urban areas on a regular basis and explains the nature of the relationship that exists between the various administrative agencies involved.

Table IV: Lists any transit operation which crosses regional boundaries and/or state boundaries on a regular basis, and also explains the nature of the relationship that exists between the various administrative agencies involved.

Table V: Lists any additional transit programs being conducted in the region such as TDP's, TSM, TIP's, etc.

C. Financial Data

Only a limited amount of financial information is contained in this update. A more detailed breakdown of financial data will be reported after the final audit on the monitoring package.

SECTION II

A. Ridership Characteristics - Ridership Survey

In 1977, a Rider Survey was conducted on each cooperating transit service in the region to determine passengers' socio-economic characteristics, their trip purposes, and their general satisfaction with the existing service.

The role of the Region Six Planning Commission was to conduct the Rider Survey. In doing this, Region Six distributed the survey to both private and public transit services in the fall of 1977. The surveys were then collected and sent to the Iowa Department of Transportation to be analyzed and returned to the Planning Agency.

The Transit Services who participated were:

1. Hawkeye Valley Agency on Aging
 - a. Hardin County Aging
 - b. Marshall County Aging
 - c. Poweshiek County Aging
 - d. Tama County Aging
2. Handicapped Workshop
3. Marshall Motor Coach, Inc.
4. County Board of Supervisors

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. How did the vehicle arrive 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

List the name of the transit service:	Hawkeye Valley Area Agency on Aging
Identify target group	Elderly
Give area of service	Poweshiek County
Give total Number of surveys distributed	49
Give number of surveys returned	7
Give per centage of return	14.2%

Clearly outstanding number of similar responses: Question 2

Number of Individuals choosing the similar response 4

Per cent of return for this question 80%

Summarize the results: The question was "How far do you plan to travel on this vehicle", four people, 80% planned to travel 1-2 miles on this vehicle.

Clearly outstanding number of similar responses: Question 7

Number of individuals choosing the similar response 5

Per cent of return for this question 71.4%

Summarize the results: Question 7 asking "If this service was not available would you have been able to make this trip", five people, 71.4% of the respondents would not have been able to make the trip without this service.

Clearly outstanding number of similar responses:	User Profile Question 4
Number of individuals choosing the similar response	6
Per cent of return for this question	100%
Summarize the results:	Question 4 asking, "Was there a car available for this trip", six people, 100% indicated there was not a car available for this trip.

List the name of the transit service	Hawkeye Valley Area Agency on Aging
Identify target group	Elderly
Give area of service	Hardin County
Give total Number of surveys distributed	54
Give number of surveys returned	18
Give per centage of return	33.3%

Clearly outstanding number of similar responses:	Question 3
Number of individuals choosing the similar response	16
Per cent of the return for this question	80%
Summarize the results:	The question, "What is the primary purpose of trip", was answered by 16 people, 80% as being medical.

Clearly outstanding number of similar responses:	Question 4
Number of individuals choosing the similar response	7
Per cent of the return of this question	70%
Summarize the results:	Question 4 asking, "How did you get to the location where you were picked up", 7 people,

70% of the respondents got on at the origin

Clearly outstanding number of similar responses:

Question 5

Number of individuals choosing the similar response

15

Per cent of the return for the question

83.3%

Summarize the results:

This question asking, "If the vehicle was on time", 15 people 83.3% of the respondents indicated the vehicle was early.

Clearly outstanding number of similar responses:

Question 7

Number of individuals choosing the similar response

17

Per cent of the return for this question

100%

Summarize the results:

Question 7 asking, "If this service were not available, would you have been able to make this trip", 100% said they would not.

Clearly outstanding number of similar responses:

User Profile Question 4

Number of individuals choosing the similar response

13

Per cent of the return for this question

81.2%

Summarize the results:

This question, "Was there a car available for this trip, 13 people, 81.2% of the respondents said there was not a car available for the trip.

Clearly outstanding number of similar responses:

User Profile Question 5

Number of individuals choosing the similar response

14

Per cent of the return for this question

82.4%

Summarize the results:

Question 5 indicated that 14 people, 82.4% of the riders were female.

List the name of the transit service:

Hawkeye Valley Area Agency on Aging

Identify target group

Elderly

Give area of service

Marshall County

Give total number of surveys distributed

149

Give number of surveys returned

10

Give per cent of return

6.7%

Clearly outstanding number of similar responses:

Question 7

Number of individuals choosing the similar response

9

Per cent of the return for this question

90.0%

Summarize the results:

Question 7 asking, "If this service was not available, would you have been able to make this trip, 90% stated they would not.

Clearly outstanding number of similar responses:

User Profile Question 1

Number of individuals choosing the similar response

10

Per cent of the return for this question

100%

Summarize the results:

Question 1 asking, "Do you have a valid drivers license" 10 people, 100% of the respondents indicate they did not have a valid drivers license.

Clearly outstanding number of similar responses:

User Profile Question 4

Number of individuals choosing the similar response

7

Per cent of the return for this question

100%

Summarize the results:

Question 4 asking, "If there was a car available for this trip, was answered 7 people, 100% of the respondents that there was not a car available.

Clearly outstanding number of similar responses:

User Profile Question 5

Number of individuals choosing the similar response

9

Per cent of the return for this question

100%

Summarize the results:

Question 5 on sex indicated that 9 people, 100% of the respondents were female

Clearly outstanding number of similar responses:

User Profile Question 6

Number of individuals choosing the similar response

10

Per cent of the return for this question

100%

Summarize the results:

Question 6 indicated that 10 respondents 100% were 65 years or older.

List the name of the transit service:

Hawkeye Valley Area Agency on Aging

Identify target group

Elderly

Give area of service

Tama County

Give total number of surveys distributed

44

Give number of surveys returned

23

Give per cent of return

52.2%

Clearly outstanding number of similar responses:

Number of individuals choosing the similar response

Per cent of the return for this question

Summarize the results:

Clearly outstanding number of similar responses:

Number of individuals choosing the similar response

Per cent of the return for this question

Summarize the results:

Clearly outstanding number of similar responses:

Number of individuals choosing the similar response

Per cent of the return for this question

Summarize the results:

Question 5

20

90.9%

Question 5, "Was the vehicle on time", was indicative that 20 people, 90.9% felt that the vehicle was early.

Question 7

19

86.4%

Question 7 asking, "If this service were not available, would you have been able to make this trip", 19 riders, 86.4% of the respondents felt they would not be able to make this trip without the service

User Profile Question 1

21

91.3%

21 people, 91.3% of the respondents to question 1 did not have a valid drivers license.

Clearly outstanding number of similar responses:

User Profile Question 3

Number of individuals choosing the similar response

21

Per cent of the return for this question

91.3%

Summarize the results:

Question asking, "How many cars are in your household", 91.3% or 21 people indicated they had no cars in their household.

Clearly outstanding number of similar responses:

User Profile Question 5

Number of individuals choosing the similar response

21

Per cent of the return for this question

95.5%

Summarize the results:

On this question, 95.5% or 21 riders indicated they were female.

Clearly outstanding number of similar responses:

User Profile Question 6

Number of individuals choosing the similar response

22

Per cent of the return for this question

95.6%

Summarize the results:

Question 6 asking, the age of the rider showed 22 riders or 95.6% of the respondents were 65 years or older.

List the name of the transit service:

Handicapped workshops

Identify target group

Handicapped

Give area of service

Region Six (Hardin, Marshall, Poweshiek, and Tama County)

Give total number of surveys distributed

49

Give number of surveys returned

25

Give per cent of return

51%

Clearly outstanding number of similar responses:

Number of individuals choosing the similar response

Per cent of the return for this question

Summarize the results:

Question 6

24

96%

Question 6 asking, "How often do you ride this service", 24 riders or 96% of the respondents indicated they use this service three or more days a week

Clearly outstanding number of similar responses:

Number of individuals choosing the similar response

Per cent of the return for this question

Summarize the results:

Question 7

21

88%

Question 7 asking, "If this service was not available would you have been able to make this trip" 21 riders or 88% of the responding riders said they would not be able to make the trip without the service.

Clearly outstanding number of similar responses:

Number of individuals choosing the similar response

Per cent of the return for this question

Summarize the results:

Users Profile Question 1

23

96%

Question 1 asking, "If the rider has a valid drivers license, 23 riders or 96% did not have a valid license

Clearly outstanding number of similar responses: User Profile Question 7

Number of individuals choosing the similar response 24

Per cent of the return for this question 100%

Summarize the results: Question 7 on marital status indicated that 24 or 100% of the riders were single.

List the name of the transit service: Marshall Motor Coach Inc.

Identify target group General public

Give area of service Marshalltown

Give total number of surveys distributed 399

Give number of surveys returned 67

Give per cent of return 16.7%

Clearly outstanding number of similar responses: Question 2

Number of individuals choosing the similar response 30

Per cent of the return for this question 90.9%

Summarize the results: Question " How far do you plan to travel on this vehicle" 30 of the riders or 90.9% of the respondents plan to ride this service 1-3 miles

Clearly outstanding number of similar responses: Question 4

Number of individuals choosing the similar response 55

Per cent of the return for this question 83.3%

Summarize the results: Question 4 asks, "How did you

get to the location where you were picked up", showed 55 83.3% of the respondents walked to the service.

Clearly outstanding number of similar responses:

User Profile Question 1

Number of individuals choosing the similar response

53

Per cent of the return for this question

80.3%

Summarize the results:

Question 1 which asks, "Do you have a valid drivers license", 53 people or 80.3% of the respondents indicated they did not have a valid license.

Clearly outstanding number of similar responses:

User Profile Question 4

Number of individuals choosing the similar response

56

Per cent of the return for this question

87.5%

Summarize the results:

Question 4 asks, "If there was a car available for this trip" to which 56 riders or 87.5 indicated no car was available for the trip.

Clearly outstanding number of similar responses:

User Profile Question 8

Number of individuals choosing the similar response

57

Per cent of the return for this question

86.4%

Summarize the results:

Question 8 asks, "Do you have a physical disability which makes travel difficult" showed that 57 or 86.4% of the users did not have a physical disability

List the name of the transit service:	County Board of Supervisors
Identify target group	Non-elderly handicapped
Give area of service	Region Six (Hardin, Marshall, Poweshiek, Tama County)
Give total number of surveys distributed	49
Give number of surveys returned	23
Give per cent of return	46.9%

Clearly outstanding number of similar responses: Question 3

Number of individuals choosing the similar response 23

Per cent of the return for this question 96%

Summarize the results: Question 3, "What is the primary purpose of this trip" showed that the primary trip purpose was work oriented, 23 people or 96% of the respondents responded this way.

Clearly outstanding number of similar responses: Question 6

Number of individuals choosing the similar response 22

Per cent of the return for this question 96%

Summarize the results: 22 riders or 96% of the users indicated on question 6 that they ride the service three or more days a week.

Clearly outstanding number of similar responses: Question 7

Number of individuals choosing the similar response 21

Per cent of the return of this question 91%

Summarize the results:

As to the Question, "If this service were not available, would you have been able to make this trip", 21 people 91% stated they would not.

Clearly outstanding number of similar responses:

User Profile Question 1

Number of individuals choosing the similar response

21

Per cent of the return for this question

95%

Summarize the results:

Question 1 asks, "Do you have a valid drivers license", 95% or 21 of the users indicated they did not have a valid license.

Clearly outstanding number of similar responses:

User Profile Question 2

Number of individuals choosing the similar response

22

Per cent of the return for this question

100%

Summarize the results:

Question 2 asks, "If you don't have a valid license did you ever have one", 22 respondents, 100% said they had never had a valid drivers license.

Clearly outstanding number of similar responses:

User Profile Question 4

Number of individuals choosing the similar response

15

Per cent of the return of this question

83%

Summarize the results:

Question 4 asks, "Was there a car available for this trip", to which 15 people 83% said no car was available

Clearly outstanding number of similar responses:

User Profile Question 7

Number of individuals choosing the similar response

22

Per cent of the return for this question

100%

Summarize the results:

Question 7 on marital status indicated 22 of the riders 100% were single.

In reviewing this survey and its results, this agency finds that the general attitude of the riders of transit services are positive. The participants seem to be satisfied with the service. Some of the questions which were answered in a similar fashion by the riders were indicative of trends which were common to the seven types of services where the survey was conducted. The trends set seem to indicate that the people using the service are satisfied.

The question asking purpose of the trip indicated the majority of the riders needed the service for work or medical purposes. The survey also showed that all groups felt their vehicle arrived to early, and a large majority indicated they could not make the trip without the service. A large number of riders indicated they did not have a valid drivers license and have never had a drivers license. Also many riders showed that there was no car available for this trip other than the service.

The rider characteristics indicated that the riders of the various systems are satisfied with their service. The areas that the riders were asked to rate were: total time spent in waiting, comfort in vehicle, dependability of on-time arrival, pleasantness of ride, safety, vehicle cleanliness, total time of trip, cost of trip, courtesy of personnel, schedule information, transfer convenience, and area served. On all but two of these questions, 90% or more of the riders surveyed indicated the service was good or very good. On total time of trip and transfer convenience, 87% of the riders indicated the service was good or very good.

The items of safety and pleasure of ride received, no poor ratings. The largest percentage in the poor rating was 4.5% under total time of trip.

Due to low response rates and any problems people might have had in understanding the questions, our agency will employ this data keeping in mind any deficiencies that might exist. Also due to low response, our agency felt the validity and reliability of the survey may be questionable.

B. HANDICAPPED SELF-IDENTIFICATION SURVEY

The handicapped self-identification survey was conducted in an effort to more clearly determine the location and the types of transportation needs of the handicapped residents in Iowa.

The survey was conducted by the Iowa Department of Transportation and consisted of three handicapped self-identification efforts on September 1, January 23 and March 1. A sample survey form was sent to twenty-one different newspapers and radio stations located in the region. Respondents were instructed to clip out the form from the newspaper and mail it directly to the Region Six Planning Commission.

The role of the Iowa Department of Transportation was to develop the survey questionnaire and to distribute it to the news media throughout the state, including the four county areas of Region Six. The news media was used as the vehicle to make the survey available to the handicapped. The newspapers were asked to publish the survey. The Planning Agency's role in conducting this survey was to receive any returns. These results are to be used to help the agency determine transportation demands.

The newspapers who were asked to participate in Hardin County were: The World Journal in Ackley, which is published weekly and has a circulation of 1,660; The Herald Ledger and Index, located in Eldora. The Eldora paper is published weekly and serves 3,340. The Radcliffe Signal and Hubbard Review were also asked to participate. The Iowa

Falls citizen and the Hardin County Times with circulation of 4,876, were also asked to publish the survey. Both of these papers are published weekly.

In Marshall County, The Times-Republican, a daily paper with a circulation of 16,151 participated along with the Marshall County Record in Melbourne and the State Center Enterprise.

In Poweshiek County, the Brooklyn Chronicle, published weekly with a circulation of 1,660; the Grinnell Herald Register, published twice a week with a circulation of 4,102; the Montezuma Republican, published weekly with a circulation of 2,300 and the Deep River Record were all asked to publish the survey form.

Tama County Newspapers who were supplied with the survey form were the Tama News Herald, a weekly newspaper with a ridership of 3,950; the Toledo Chronicle, a weekly newspaper with a circulation of 3,875; the Traer Star Clipper, also a weekly with a circulation of 3,219. The Tama Northern, in Gladbrook, is published weekly and has a circulation of 1,485. Other newspapers in Tama County which were furnished with the survey were the Dysart Reporter and the Garwin Sun.

Respondents to the survey were instructed to clip out the form from the newspaper and mail it directly to the Region Six Planning Commission. Region Six has not received any response to the handicapped self-identification survey. We are uncertain about the number of times the survey was run since there has been no response to any of the survey to our knowledge, to date.

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

Could improved public transportation help?

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

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

AGENCY NAME _____

ADDRESS _____

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

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

Yes _____ No _____

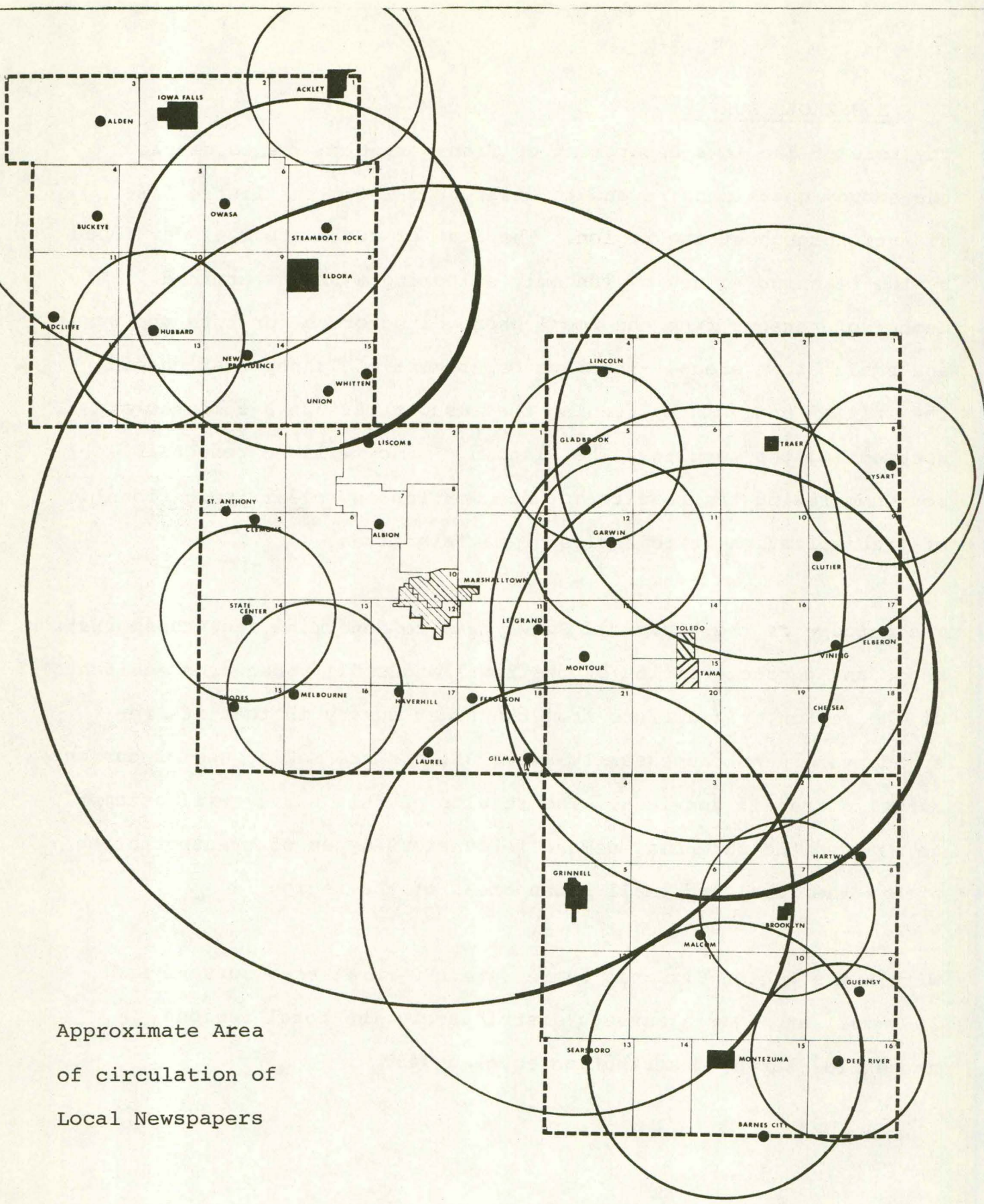
If yes, please specify type of health problem. _____

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

NAME--(optional) _____

ADDRESS _____

THANK YOU



Approximate Area
of circulation of
Local Newspapers

C. HOUSEHOLD SURVEY

The role of the Iowa Department of Transportation was to develop the survey questionnaire and to distribute it to the list of residents throughout the region. The list of residents was developed by the Planning Agency by randomly selecting a pre-determined number of persons from the local phone directories for both the rural and small urban areas. The Iowa Department of Transportation did the initial analysis by running the results through a computer and documenting the results. The Planning Agency will be responsible for summarizing the results and documenting any clear indications of transportation deficiencies or satisfactions.

The purpose of the Household Survey was to determine the transportation needs and characteristics of the rural and small urban area residents of the region. It differs from the Rider survey in that its respondents are not necessarily aware of, nor are making use of current existing transit services. The results of this survey will attempt to measure the potential demand for various types of transportation within the rural and small urban areas of the region.

Within the Region Six area there were 690 rural area surveys and 255 small urban area surveys distributed. The total regional household survey distribution equaled 945.

HOUSEHOLD SURVEY OF TRANSPORTATION NEEDS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Purpose

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

10. What is your address?

Township _____
City _____ County _____
Zip Code _____

This completes the questionnaire. Thank you for your cooperation.

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

PRELIMINARY ANALYSIS OF HOUSEHOLD
SURVEY OF TRANSPORTATION NEEDS

REGION 6 URBAN

During the months of October - December, 1977, the attached mail-out survey was distributed to a random sample of the 630,388 households in the rural and small urban areas of Iowa to determine public opinion regarding transportation needs within those areas of the state. A sufficient sample was drawn from the telephone directories in each of the seventeen regional transportation planning districts to assure statistical accuracy accepting an error of less than 5% with the total statewide sample of about 18,000. The sample for the 8,807 households in urban Region 6 was 255. The return rate for an initial mailing with a second wave follow-up was approximately 52% for Region 6U. 134 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	17.2
2	41.0
3	11.9
4	11.2
5 or more	10.4
no report	8.3

INCOME:

HOUSEHOLD INCOME:

<u>INCOME LEVEL</u>	<u>% OF THOSE HOUSEHOLDS ANSWERING QUESTION**</u>	<u>ADJUSTED 1970 CENSUS FOR IOWA***</u>
Less than \$5,000	8.8	10.2
\$ 5,000-\$ 9,999	18.4	20.5
\$10,000-\$14,999	18.4	22.7
\$15,000-\$19,999	24.6	15.1
\$20,000-\$49,999	27.2	28.3
\$50,000 or more	2.6	3.2

* Percent is based on an N of 134

** Percent is based on an N of 114

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

INCOME SOURCE:

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

<u>INCOME SOURCE</u>	<u>% OF RESPONDING HOUSEHOLDS* RECEIVING INCOME FROM SOURCE</u>	<u>percent not receiving income from source</u>
Wages	57.5	42.5 = 100
Investment	12.7	87.3 = 100
Self-employment	14.9	85.1 = 100
Social Security	30.6	69.4 = 100
Other Income Sources	6.7	93.3 = 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	17.2	82.8 = 100
Age 11-17	17.2	82.8 = 100
Age 18-59	63.4	36.6 = 100
Age 60-64	12.7	87.3 = 100
Over age 65	29.8	70.2 = 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	29.8
2	33.6
3 or more	23.9
no report	11.2
	100.0

* Percentage is based on an N of 134

NUMBER OF DRIVERS' LICENSES
BY HOUSEHOLD

PERCENT OF HOUSEHOLDS*

0	0.7
1	21.6
2	47.0
3 or more	15.7
no report	15.0
	100.0

86.6 percent of the respondents currently have valid drivers' licenses and 68.7 percent of them have no limitations on their ability to drive. Bad weather is the most common deterrent to drivers (6.7% of respondents). Other limitations reported were unwillingness to drive at night (2.2% of respondents) and unwillingness to drive long distances (4.5% of respondents). Only 5.2% of respondents reported never having had a driver's license.

HANDICAPPING CONDITION:

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

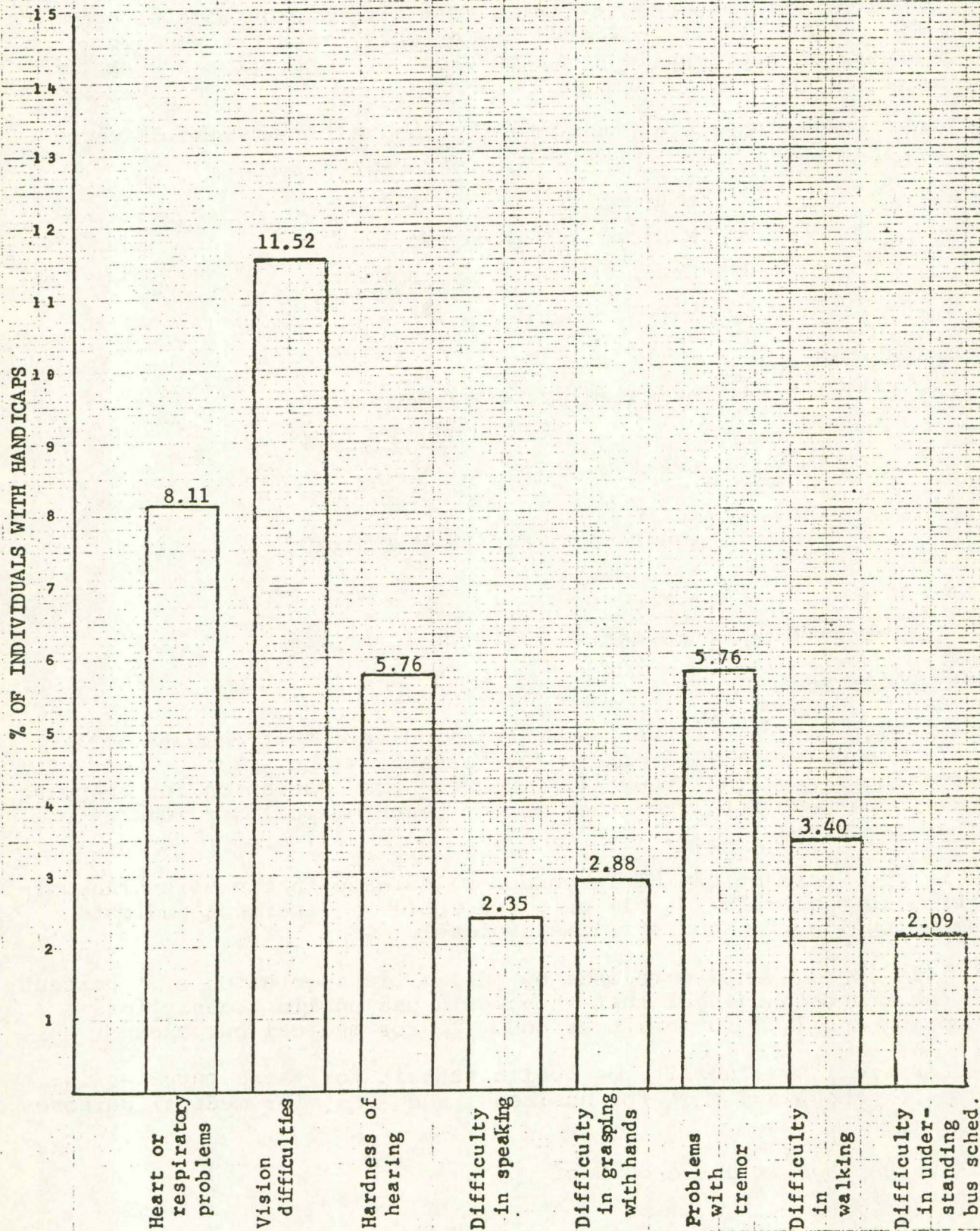
<u>HANDICAPPING CONDITION</u>	<u>PERCENT OF RESPONDING HOUSEHOLDS WITH IMPAIRMENT*</u>	<u>percent of responding households without impairment</u>
Heart or respiratory problems	19.4	80.6 = 100
Vision difficulties	23.9	76.1 = 100
Hardness of hearing	16.4	83.6 = 100
Difficulty in speaking	6.0	94.0 = 100
Difficulty in grasping with hands	4.5	95.5 = 100
Problems with tremor	12.7	87.3 = 100
Difficulty in walking	8.2	91.8 = 100
Difficulty in under- standing bus schedules	4.5	95.5 = 100

Among these households 3.0% find that handicapping conditions make it difficult for 1 or more family member/s to drive. 4.5% of the households have members whose handicapping conditions inhibit their ability to ride a car or taxi, while 4.5% of the households have members who have difficulty taking a bus or van.

* Percentage is based on N of 134

FIGURE 1

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



TRAVEL PATTERNS:

TRIP FREQUENCY

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

TRIP PURPOSE

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

80.6 % of the respondents indicated making one or more shopping trip a week. 70.1 % indicated one or more trips per week for business purposes while 62.7 % made one or more trips a week for recreation.

Other trip purposes as indicated by responding households were:

	<u>PERCENT*</u>
Church	50.0
Medical	15.7
Meals	6.0
Other	27.6

TRAVEL TIME

Key travel times indicated by respondents were:

	<u>PERCENT*</u>
6-8 A.M.	41.0
4-7 P.M.	27.6
1-4 P.M.	14.9
Saturday 8 A.M.-Noon	16.4

7.5 percent of respondents will travel any time.

TRANSPORTATION MODE:

6.7 percent of the respondents indicate that members of their household rely on others for transportation. 14.9 percent of respondents feel that they lack adequate transportation for shopping and 14.2 percent feel that they cannot reach medical services as often as needed.

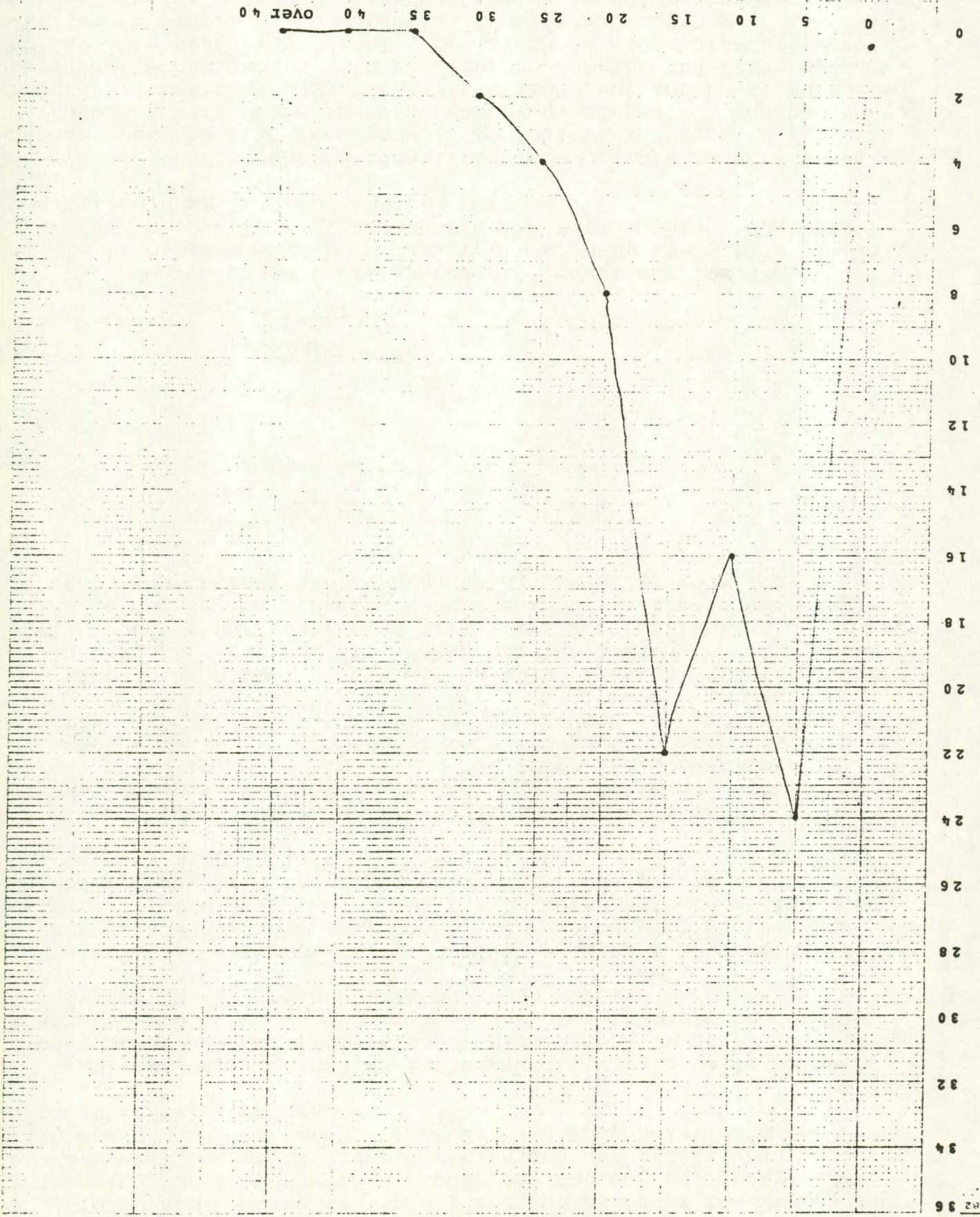
21.6 percent of the respondents indicate that public transportation is available for all purposes while 35.1 percent indicate the no public transportation is available.

If improvements were made by public transportation 16.4 percent of the respondents feel that they would use public transit for shopping and 20.9% for business and 10.4% for medical purposes.

Present availability of public transit for these purposes is: 17.9% for shopping; 11.2% for business; and 8.2% for medical purposes.

* Percentage is based on N of 134

FIGURE 2
TRIP FREQUENCY



0 5 10 15 20 25 30 35 40 OVER 40

To further define the transportation needs of the region 6U 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 50.

As Figure 3 shows drivers tend to come from households in higher income groups. They generally make more trips than non drivers (Figure 4). 4.0% of the drivers indicate reliance on others for one or more trips, while 4.0% 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 17. Although the households with potential transit riders generated trips less frequently than other households in the region, their preference in trip purpose was similar to other households. These households preferred to travel at:

<u>WEEKDAYS</u>	<u>PERCENT</u>
6-8 AM	23.52
4-7 PM	23.52
1-4 PM	17.64
<u>SATURDAYS</u>	
8-Noon	5.88

5.88% indicated a willingness to travel anytime. 35.29% of the households with potential users already use public transit. 29.41% indicated a lack of transportation for shopping, 29.41% for recreation, and 23.52% 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. 17.64% will travel anytime. 20.58% of the households in this group have members

relying on others for one or more trips each week. Of those households with handicapped members 73.52% 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. 16.12% of the households with members over age 60 currently generate one or more public transit trips a week. The preferred travel times for these households are: Weekdays 6-8 a.m. (22.58%); 4-7 p.m. (22.58%); and Weekdays and Weekends 9-Noon (19.35%)
The elderly clearly prefer to travel on weekdays.

FIGURE 3

DRIVERS BY INCOME LEVEL

<u>INCOME LEVEL</u>	<u>% OF DRIVER *</u>	<u>% OF NON DRIVER *</u>
Less than \$5,000	<u>4.55</u>	<u>18.75</u>
\$ 5,000-\$ 9,000	<u>11.36</u>	<u>25.00</u>
\$10,000-\$14,999	<u>20.45</u>	<u>25.00</u>
\$15,000-\$19,999	<u>22.73</u>	<u>25.00</u>
\$20,000-\$49,000	<u>38.64</u>	<u>6.25</u>
\$50,000 or more	<u>2.27</u>	<u>0.00</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>2.33</u>	<u>37.50</u>
3- 5	<u>13.95</u>	<u>12.50</u>
6-10	<u>25.59</u>	<u>12.50</u>
11-15	<u>18.61</u>	<u>18.75</u>
16-25	<u>32.57</u>	<u>6.25</u>
over 25	<u>6.99</u>	<u>12.50</u>

FIGURE 5

POTENTIAL TRANSIT RIDERS

<u>INCOME LEVEL</u>	<u>% OF RIDERS *</u>	<u>% OF NON RIDERS *</u>
Less than \$5,000	<u>28.57</u>	<u>2.17</u>
\$ 5,000-\$ 9,999	<u>28.57</u>	<u>10.87</u>
\$10,000-\$14,999	<u>14.29</u>	<u>23.91</u>
\$15,000-\$19,999	<u>21.43</u>	<u>23.91</u>
\$20,000-\$49,000	<u>7.14</u>	<u>36.96</u>
\$50,000 or more	<u>0.00</u>	<u>2.17</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						38	4	42
						52.05	5.48	57.53
						90.48	9.52	
						67.86	23.53	
YES						18	13	31
						24.66	17.81	42.47
						58.06	41.94	
						32.14	76.47	
TOTAL						56	17	73
						76.71	23.29	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						31	8	39
						42.47	10.96	53.42
						79.49	20.51	
						55.36	47.06	
YES						25	9	34
						34.25	12.33	46.58
						73.53	26.47	
						44.64	52.94	
TOTAL						56	17	73
						76.71	23.29	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>16.00</u>	<u>8.82</u>
3- 5	<u>8.00</u>	<u>17.64</u>
6-10	<u>24.00</u>	<u>20.58</u>
11-15	<u>16.00</u>	<u>20.58</u>
16-25	<u>32.00</u>	<u>20.58</u>
over 25	<u>4.00</u>	<u>11.76</u>

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

<u>TRIPS PER WEEK</u>	<u>% OF HOUSEHOLDS WITH HANDICAPPED MEMBERS*</u>	<u>% OF WITHOUT HANDICAPPED MEMBERS*</u>
	<u>shopping</u>	
1	<u>42.86</u>	<u>30.00</u>
2	<u>25.00</u>	<u>20.00</u>
3-4	<u>25.00</u>	<u>36.66</u>
5-6	<u>7.14</u>	<u>0.00</u>
7-8	<u>0.00</u>	<u>6.67</u>
9 & over	<u>0.00</u>	<u>6.77</u>
	<u>business</u>	
1	<u>4.76</u>	<u>9.68</u>
2	<u>19.05</u>	<u>6.45</u>
3-4	<u>4.76</u>	<u>6.46</u>
5-6	<u>19.04</u>	<u>29.03</u>
7-8	<u>14.28</u>	<u>6.46</u>
9 & over	<u>38.10</u>	<u>41.94</u>
	<u>recreation</u>	
1	<u>19.05</u>	<u>20.00</u>
2	<u>42.86</u>	<u>36.00</u>
3-4	<u>9.52</u>	<u>28.00</u>
5-6	<u>9.52</u>	<u>4.00</u>
7-8	<u>4.76</u>	<u>4.00</u>
9 & over	<u>14.29</u>	<u>8.00</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>29.41</u>	<u>13.79</u>
2	<u>17.65</u>	<u>51.72</u>
3-4	<u>23.52</u>	<u>17.20</u>
5-6	<u>5.88</u>	<u>6.90</u>
7-8	<u>11.76</u>	<u>0.00</u>
9 & over	<u>11.76</u>	<u>10.34</u>
	<u>shopping</u>	
1	<u>52.00</u>	<u>24.24</u>
2	<u>20.00</u>	<u>24.24</u>
3-4	<u>24.00</u>	<u>36.36</u>
5-6	<u>0.00</u>	<u>6.06</u>
7-8	<u>4.00</u>	<u>3.03</u>
9 & over	<u>0.00</u>	<u>6.06</u>
	<u>personal business</u>	
1	<u>14.29</u>	<u>5.26</u>
2	<u>28.57</u>	<u>5.26</u>
3-4	<u>7.14</u>	<u>5.26</u>
5-6	<u>28.57</u>	<u>23.64</u>
7-8	<u>7.14</u>	<u>10.52</u>
9 & over	<u>14.29</u>	<u>50.00</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	_____ congregate meals
_____ business	_____ church
_____ recreation	_____ all of the above
_____ shopping	_____ none of the above

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

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

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

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

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

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

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

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

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

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

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

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

Purpose

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

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

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

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

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

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

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

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

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

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

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

_____ members

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

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

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

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

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

10. What is your address?

Township _____

City _____ County _____

Zip Code _____

This completes the questionnaire. Thank you for your cooperation.

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

PRELIMINARY ANALYSIS OF HOUSEHOLD
SURVEY OF TRANSPORTATION NEEDS

REGION 6 - RURAL`

During the months of October - December, 1977, the attached mail-out survey was distributed to a random sample of the 630,388 households in the rural and small urban areas of Iowa to determine public opinion regarding transportation needs within those areas of the state. A sufficient sample was drawn from the telephone directories in each of the seventeen regional transportation planning districts to assure statistical accuracy accepting an error of less than 5% with the total statewide sample of about 18,000. The sample for the 33,266 households in non-urban Region 6 was 642 . The return rate for an initial mailing with a second wave follow-up was approximately 43% for Region 6R. 278 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	46	16.6
2	101	36.3
3	30	10.8
4	51	18.3
5 or more	36	13.0
no report	14	5.0

INCOME:

HOUSEHOLD INCOME:

<u>INCOME LEVEL</u>	<u>% OF THOSE HOUSEHOLDS ANSWERING QUESTION**</u>	<u>ADJUSTED 1970 CENSUS FOR IOWA***</u>
Less than \$5,000	15.3	10.2
\$ 5,000-\$ 9,999	13.2	20.5
\$10,000-\$14,999	19.8	22.7
\$15,000-\$19,999	20.7	15.1
\$20,000-\$49,999	28.5	28.3
\$50,000 or more	2.5	3.2

* Percent is based on an N of 278.

** Percent is based on an N of 242.

*** 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	54.3	45.7 = 100
Investment	15.8	84.2 = 100
Self-employment	23.7	76.3 = 100
Social Security	24.8	75.2 = 100
Other Income Sources	4.3	95.7 = 100

Some households reported more than 1 income source.

AGE:

AGE OF HOUSEHOLD MEMBERS:

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

<u>AGE GROUP</u>	<u>% OF HOUSEHOLDS WITH MEMBERS IN GROUP</u>	<u>% of households with no member in group</u>
Less than age 10	24.5	75.5 = 100
Age 11-17	19.8	80.2 = 100
Age 18-59	66.9	33.1 = 100
Age 60-64	10.1	89.9 = 100
Over age 65	28.8	71.2 = 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	2.2
1	27.0
2	33.8
3 or more	29.5
no report	7.5
	100.0

* Percentage is based on an N of 278.

<u>NUMBER OF DRIVERS' LICENSES BY HOUSEHOLD</u>	<u>PERCENT OF HOUSEHOLDS*</u>
0	2.2
1	19.4
2	52.2
3 or more	16.5
no report	9.7
	100.0

90.6 percent of the respondents currently have valid drivers' licenses and 73.0% percent of them have no limitations on their ability to drive. Bad weather is the most common deterrent to drivers (11.2% of respondents). Other limitations reported were unwillingness to drive at night (5.8% of respondents) and unwillingness to drive long distances (6.1% of respondents). Only 4.0% of respondents reported never having had a driver's license.

HANDICAPPING CONDITION:

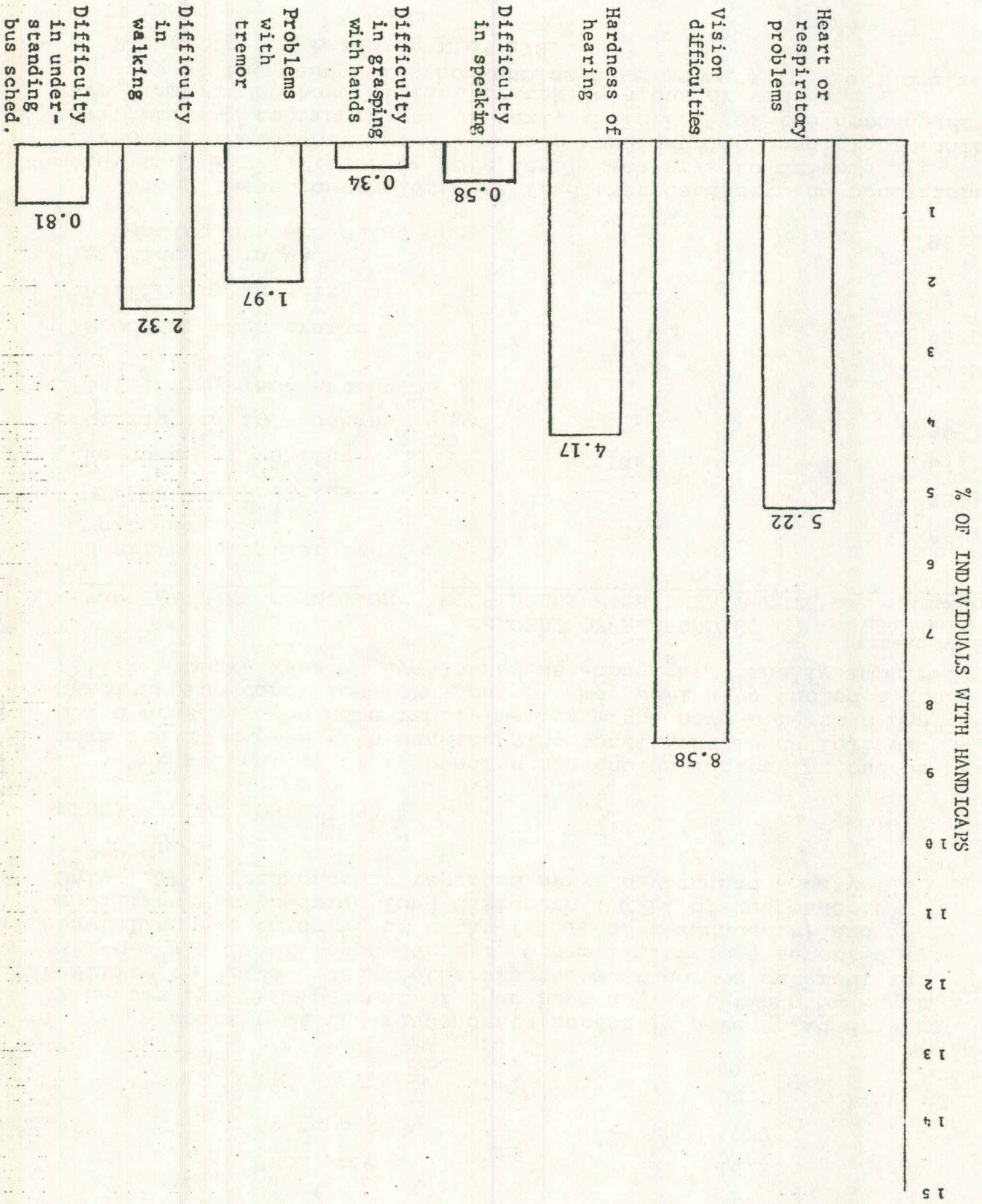
The percentage of responding households indicating one or more family member with handicapping conditions is as follows. Quite possibly the same family member might have more than one handicapping condition. Respondents may well have included those family members wearing eyeglasses as among the visually 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	13.3	86.7 = 100
Vision difficulties	16.9	83.1 = 100
Hardness of hearing	10.1	89.1 = 100
Difficulty in speaking	.7	99.3 = 100
Difficulty in grasping with hands	.1	99.9 = 100
Problems with tremor	5.0	95.0 = 100
Difficulty in walking	6.5	93.5 = 100
Difficulty in under- standing bus schedules	1.4	98.6 = 100

Among these households 2.2% find that handicapping conditions make it difficult for 1 or more family member/s to drive. .7% of the households have members whose handicapping conditions inhibit their ability to ride a car or taxi, while 2.5% of the households have members who have difficulty taking a bus or van.

.4% of the responding households have members in wheel chairs.

* Percentage is based on N of 278.



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:

FIGURE 1

TRAVEL PATTERNS:

TRIP FREQUENCY

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

TRIP PURPOSE

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

77.0% of the respondents indicated making one or more shopping trip a week. 72.7% indicated one or more trips per week for business purposes while 59.7% made one or more trips a week for recreation.

Other trip purposes as indicated by responding households were:

	<u>PERCENT*</u>
Church	50.7
Medical	16.5
Meals	7.5
Other	25.2

TRAVEL TIME

Key travel times indicated by respondents were:

	<u>PERCENT*</u>
6-8 A.M.	21.6
4-7 P.M.	23.0
1-4 P.M.	16.5
Saturday 8 A.M.-Noon	11.2

22.3 percent of respondents will travel any time.

TRANSPORTATION MODE:

13.3 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 2.5 percent feel that they cannot reach medical services as often as needed.

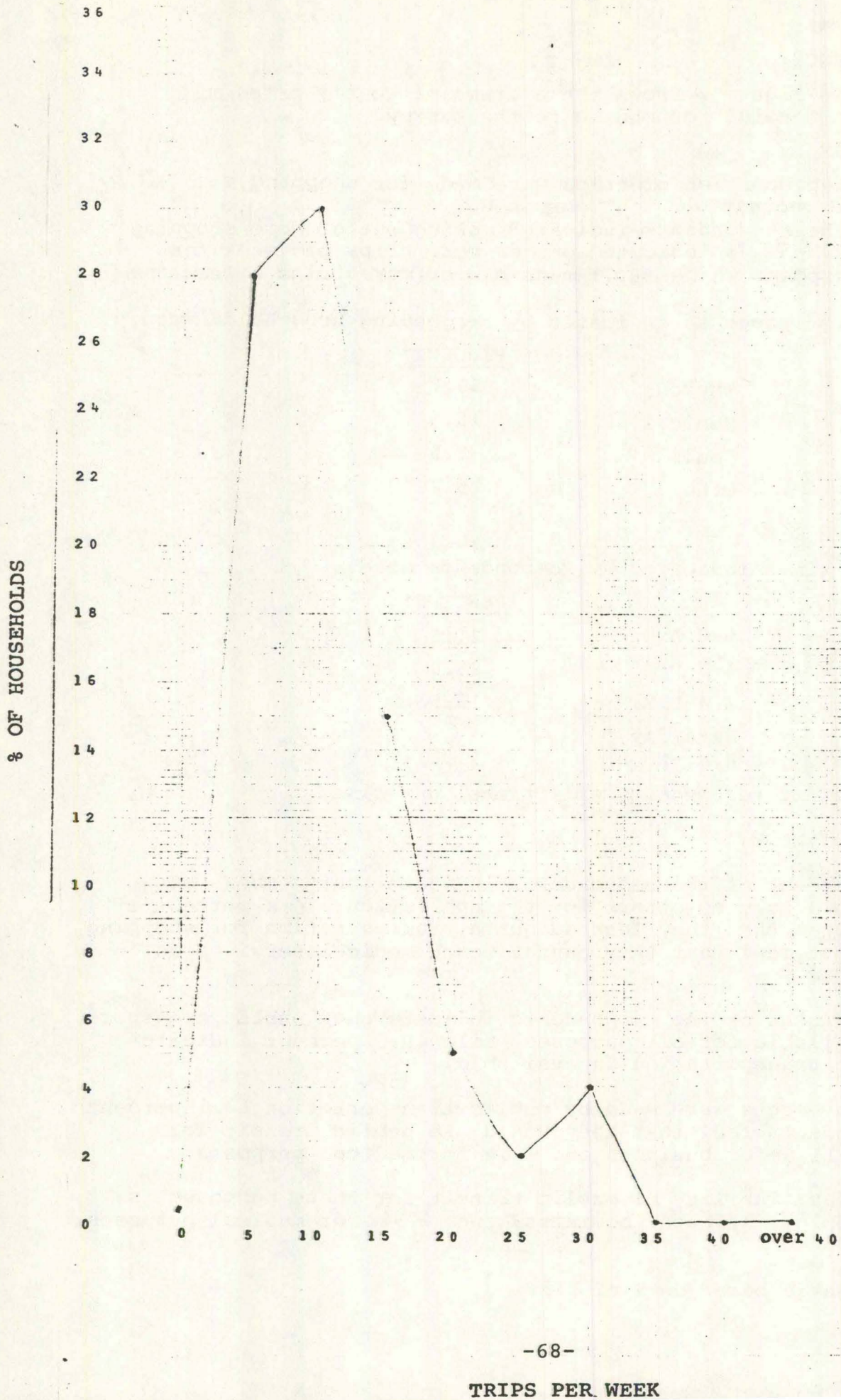
9.4 percent of the respondents indicate that public transportation is available for all purposes while 68.3 percent indicate the no public transportation is available.

If improvements were made by public transportation 12.6 percent of the respondents feel that they would use public transit for shopping and 11.5% for business and 9.0% for medical purposes.

Present availability of public transit for these purposes is: 6.8% for shopping; 3.6% for business; and 2.9% for medical purposes.

* Percentage is based on N of 278.

FIGURE 2
TRIP FREQUENCY



To further define the transportation needs of the region 6 rural 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 167.

As Figure 3 shows drivers tend to come from households in higher income groups. They generally make more trips than non drivers (Figure 4). 7.9% of the drivers indicate reliance on others for one or more trips, while 4.1% 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 53. 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	12.5
4-7 PM	10.9
1-4 PM	20.3
<u>SATURDAYS</u>	
8-Noon	9.4

14.1% indicated a willingness to travel anytime. 10.9% of the households with potential users already use public transit. 20.3% indicated a lack of transportation for shopping, 10.9% for recreation, and 7.8% 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. 19.8% of the households in this group have members

relying on others for one or more trips each week. Of those households with handicapped members 57.3% 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. 8.9% 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 AM-Noon (28.7%); 1-4 PM (21.8%); Anytime (47.5%)

FIGURE 3

DRIVERS BY INCOME LEVEL

<u>INCOME LEVEL</u>	<u>% OF DRIVER*</u>	<u>% OF NON DRIVER*</u>
Less than \$5,000	<u>11.86</u>	<u>24.62</u>
\$ 5,000-\$ 9,000	<u>12.99</u>	<u>13.85</u>
\$10,000-\$14,999	<u>19.21</u>	<u>21.54</u>
\$15,000-\$19,999	<u>25.99</u>	<u>6.15</u>
\$20,000-\$49,000	<u>28.25</u>	<u>29.23</u>
\$50,000 or more	<u>1.69</u>	<u>4.62</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>9.59</u>	<u>20.69</u>
3- 5	<u>16.77</u>	<u>20.69</u>
6-10	<u>32.34</u>	<u>32.77</u>
11-15	<u>19.16</u>	<u>8.62</u>
16-25	<u>11.39</u>	<u>12.06</u>
over 25	<u>10.79</u>	<u>3.44</u>

FIGURE 5

POTENTIAL TRANSIT RIDERS

<u>INCOME LEVEL</u>	<u>% OF RIDERS*</u>	<u>% OF NON RIDERS*</u>
Less than \$5,000	<u>37.74</u>	<u>8.99</u>
\$ 5,000-\$ 9,999	<u>15.09</u>	<u>12.70</u>
\$10,000-\$14,999	<u>11.87</u>	<u>20.11</u>
\$15,000-\$19,999	<u>11.32</u>	<u>23.28</u>
\$20,000-\$49,000	<u>13.21</u>	<u>32.80</u>
\$50,000 or more	<u>3.77</u>	<u>2.12</u>

FIGURE 8
TRIP FREQUENCY PER WEEK
FOR HOUSEHOLDS WITH HANDICAPPED MEMBERS

<u>TRIPS PER WEEK</u>	<u>% OF HOUSEHOLDS WITH HANDICAPPED MEMBERS*</u>	<u>% OF WITHOUT HANDICAPPED MEMBERS*</u>
1- 2	<u>18.99</u>	<u>4.1</u>
3- 5	<u>17.72</u>	<u>17.8</u>
6-10	<u>30.38</u>	<u>33.55</u>
11-15	<u>8.86</u>	<u>20.54</u>
16-25	<u>11.4</u>	<u>11.63</u>
over 25	<u>12.68</u>	<u>6.83</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>46.15</u>	<u>44.85</u>
2	<u>28.21</u>	<u>31.62</u>
3-4	<u>19.23</u>	<u>17.65</u>
5-6	<u>3.84</u>	<u>3.68</u>
7-8	<u>1.28</u>	<u>1.48</u>
9 & over	<u>1.28</u>	<u>.74</u>
	<u>business</u>	
1	<u>24.19</u>	<u>15.71</u>
2	<u>4.84</u>	<u>5.00</u>
3-4	<u>3.23</u>	<u>10.71</u>
5-6	<u>30.24</u>	<u>32.14</u>
7-8	<u>0.00</u>	<u>5.00</u>
9 & over	<u>34.33</u>	<u>31.43</u>
	<u>recreation</u>	
1	<u>37.04</u>	<u>39.29</u>
2	<u>29.63</u>	<u>23.21</u>
3-4	<u>18.52</u>	<u>24.11</u>
5-6	<u>11.11</u>	<u>11.61</u>
7-8	<u>1.85</u>	<u>0.00</u>
9 & over	<u>1.85</u>	<u>1.79</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>53.49</u>	<u>33.33</u>
2	<u>18.60</u>	<u>26.64</u>
3-4	<u>16.28</u>	<u>24.39</u>
5-6	<u>9.31</u>	<u>12.20</u>
7-8	<u>0.00</u>	<u>.81</u>
9 & over	<u>2.33</u>	<u>1.63</u>
	<u>shopping</u>	
1	<u>51.35</u>	<u>42.14</u>
2	<u>27.03</u>	<u>32.14</u>
3-4	<u>16.22</u>	<u>19.29</u>
5-6	<u>4.05</u>	<u>3.57</u>
7-8	<u>0.00</u>	<u>2.14</u>
9 & over	<u>1.35</u>	<u>.71</u>
	<u>personal business</u>	
1	<u>33.33</u>	<u>12.41</u>
2	<u>12.28</u>	<u>2.07</u>
3-4	<u>12.48</u>	<u>6.90</u>
5-6	<u>24.56</u>	<u>34.48</u>
7-8	<u>1.75</u>	<u>4.14</u>
9 & over	<u>15.79</u>	<u>40.00</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 Department of Transportation, Ames, Iowa, 50010. No stamp is needed.

The following is a summary of the results from both the rural and small urban household surveys:

For the rural area:

- 66.9% of the responding households have family members in the age group of 18-59.
- 90.6% of the respondents currently have valid drivers licenses.
- Only 4.0% of the respondents reported never having had a drivers license.
- Drivers tend to come from households in higher income groups and generally take more trips than non-drivers.
- The highest proportion of trips were made for shopping, business, and recreation.
- 68.3% of the respondents indicated that no public transportation is available.
- There are 53 households with potential transit riders (as defined by the survey results).
- If improvements were made by public transportation only 12.6% of the respondents feel that they would use public transit for shopping, 11.5% for business, and 9.0% for medical purposes.
- Key travel times indicated by the respondents were 6:00-8:00 a.m. 21.6% and 4:00-7:00 p.m., 23%.
- 22.3% of the respondents would travel anytime.
- 47.5% of the elderly would travel anytime, of the households with handicapped members 57.3% have members over the age of 60.

For the small urban:

- 66.4% of the responding households have family members in the age group of 18-59.
- 86.6% of the respondents have valid drivers license.
- Only 5.2% of the respondents reported never having had a valid drivers license.
- Drivers tend to come from households in higher income groups and generally take more trips than non-drivers.

- The highest proportion of trips were made for shopping, business, and recreation.
- 35.1% of the respondents indicated that no public transportation is available.
- There are 17 households with potential transit riders (as defined by the survey results).
- If improvements were made by public transportation only 16.4% of the respondents feel that they would use public transit for shopping, 20.9% for business and 10.4% for medical purposes.
- 41% of the respondents said that 6:00-8:00 a.m. was a key travel time.
- The elderly clearly preferred to travel on weekdays.
- Of the households with handicapped members, 73.5% have members over the age of 60.

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

The efficiency and effectiveness of the present network of service types and areas in meeting the transit needs of the region were evaluated in 1977 RTDP according to the criteria of the level of service measured in the degree of mobility. A look at the intercity bus routes and the townships, unincorporated places and rural areas which have rural or special transit service was depicted. This information can be found on pages 44-54 and 75-76 in the 1977 RTDP.

This update does give an evaluation of the existing transit services in relationship to the results of each transportation survey after each corresponding section in the text.

After reviewing the combination of results from the three surveys the conclusion drawn by the planning agency is that the people that are currently using the different transit services are generally very pleased with the services and those persons who are not using the services show no desire or need to use them. Also, as mentioned before, due to the low number of responses to the surveys our agency feels that the validity of the results is questionable.

SECTION III

A. Refinement of Selected Alternatives

Answers to questions to be used as suggested criteria to the refinement process.

1. Are revisions in funding possible?

Revisions in funding can be made to help cover increased cost due to inflation. These revisions in funding will be needed in order to maintain the existing level of service as stated in the goals and objectives.

2. Are revisions in service standards possible?

Revisions in service standards are possible. The service standards are being revised by extending the time frame of the service standards to make them more in line with the federal funding time frame for improved and additional service. ~~Increases in ridership needs and improvements in serving the~~ important origin and destination points can only be met with the receipt of the vehicles.

3. Are revisions in the local goals and objectives being met?

The implementation of the administrative goals and objectives have begun. Goals and objectives pertaining to operations have remained the same due to non-receipt of vehicles needed for implementation.

Survey results show satisfaction in existing service as well as lack of demand for additional service.

4. Are the results of the surveys being used in improving services in the region? How are the results being used?

The results of the surveys indicate that people are satisfied with existing service and there is no demand or desire for additional service.

5. Can increased capital improvements be met or funded?

Capital improvements can be met upon the approval and receipt of the necessary federal funds.

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

Modifications could possibly be made with the elderly system, but this is dependent on future federal funds for the purpose of capital equipment.

7. Are transit providers being brought into compliance with the state transit plan?

Those agencies participating in the regional plan developed by the planning agency. Local goals and objectives propose to bring additional service agencies currently not participating into compliance with the Regional and State Transit Plan.

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

Private transit agencies have and will continue to be invited to participate in the R.T.D.P. Planning sessions.

The proposed plans and local goals and objectives allow for the private transit agencies to provide the maximum amount of service capable to them.

9. Are elderly and handicapped individuals being supplied the needed service?

The local County Councils on Aging are providing the maximum amount of service to the elderly population of the region; for purposes including shopping, personal business, medical, recreation, etc. The revision of the goals and objectives focus on a more coordinated elderly service.

Handicapped individuals are being supplied needed service in the area for the purposes of employment and education wherever possible throughout the region. The lack of service to particular areas is due to the lack of vehicles to provide the service.

10. Are services operating in the entire region?

Yes, specialized service provided by County Councils on Aging provides service to the elderly population in each county throughout the entire region.

Are the services open to the general public and does the public know about them?

No, at this time the service by the County Councils on Aging is specifically for the elderly.

Are specialized services (for client groups) operating?

Yes, along with the elderly service, local Board of Supervisors provide service for the non-elderly handicapped to the mid-Iowa Workshop.

Could they be consolidated?

No, the specialized handicapped service is run on a fixed route and schedule, and has a specific destination.

11. Can better use be made of available equipment?

No, available equipment is being used to maximum levels of service wherever and whenever possible. Additional equipment is needed to provide more extensive and comprehensive service, but due to perceived institutional and funding barriers, these vehicles are non-obtainable for a period of time.

12. Can better use be made of available manpower?

Existing manpower is being used to its maximum output. Any shortage of manpower is related to lack of additional vehicles.

SECTION III - Refinement of the Selected Alternative

1. Are revisions in funding possible?

Revisions in funding can be made to help cover increased cost due to inflation. These revisions in funding will be needed in order to maintain the existing level of service as stated in the goals and objectives.

2. Are revisions in service standards possible?

Yes, experimental schedule and route changes will be investigated for the purpose of generating more ridership and more comprehensive service keeping with the goals of comfort and convenience and to resure the persons of deprived of essential transportation services.

3. Are revisions in local goals and objectives being met?

Implementation of the local goals and objectives has begun. They are also going through the revision process in order to strive towards more comprehensive service.

4. Are the results of the surveys being used in improving service in the city?

The results of the survey s relative to the city indicate general satisfaction with existing service. The survey also shows that there is little or no demand for additional service.

5. Can increased capital improvements be met or funded?

Local and state funds for capital improvements have been secured. More capital improvements will be dependent on the approval and receipt of necessary funds from the federal level.

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

Possibly through route changes which will be investigated. The city is looking towards and feels the need for an additional vehicle to provide a more efficient service as stated in the goals and objectives.

Refinement of Selected Alternative

7. Are transit providers being brought into compliance with the state transit plan?

The agencies participating are in the Regional Plan developed by the Planning Agency.

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

Private transit agencies, both in and outside of the city have and will continue to be invited to participate in the RTDP Planning sessions.

9. Are elderly and handicapped individuals being supplied with the needed service?

The local county Council on Aging is providing the maximum amount of service to the elderly of the county and city by providing transportation for shopping, medical, recreational, and personal purposes. The goals and objectives address both the elderly and handicapped needs as well as the general population. Handicapped individuals are being supplied with needed service in the area for the purpose of employment and education. Local goals and objectives indicate the need for additional vehicles for the concentrated use of the handicapped in the community.

10. Are services open to the general public?

Yes, the service is open to the public. The city feels a more comprehensive service is needed though the surveys show little demand for expanded coverage.

11. Can better use be made of available equipment?

Possibly through route and schedule changes. Experimental routes will be investigated.

12. Can better use be made of available manpower?

Existing manpower is being used to its fullest output, additional manpower may be needed in order to operate additional vehicles.

TABLE IVI (cont.)

	1977 Service Standards	1977 Selected Alternative	1978 Modifications Or Refinements In Service Standards	1978 Refined Selected Alternative
<u>Operations:</u>	5	5	108	108
Vehicles in Service	122,400	121,440	210,000	210,000
Vehicle Miles				
Running Costs	\$40,352.80	\$40,067.68	\$95,371	\$95,371
Administrative	\$10,500	\$10,500	\$13,500	\$13,500
Marketing	2,000	2,000	1,000	1,000
G & A	1,500	1,500	1,700	1,700
All Other				
Total Adminis- trative Costs	<u>14,000</u>	<u>14,000</u>	<u>16,200</u>	<u>16,200</u>
Total Operating Costs:	54,352.80	54,067.68	111,571	111,571
<u>Annualized Capital Costs:</u>				
Vehicles	22,210.00	22,210.00	--	--
TOTAL OPER. & ANN. CAP. COSTS	\$76,562.80	\$62,277.68	111,571	111,571

The modifications or refinements in service standards and the refined selected alternatives for FY-79 are based on the actual figures that were recorded from the system last year plus the estimated figures for the new services being added to the regional transit program. This year's transit program includes the existing service for the non-elderly handicapped throughout the region to the Mid-Iowa Workshop (and the Pleasant Hill Development School where applicable), client demand responsive service for the county care facilities in Hardin, Poweshiek and Tama counties, an extension of the existing route serving the non-elderly handicapped to the Mid-Iowa Workshop in Poweshiek County, an additional route to serve the non-elderly handicapped in northern Tama County going to the workshop, service to the non-elderly handicapped in Hardin and Poweshiek Counties that will be clients of the new Activity Centers when they are established and operating, the existing elderly service provided by the county Councils on Aging and the Hawkeye Valley Area Agency on Aging, (HVAAA), plus the administrative and marketing costs of the Single Administrative Agency.

The necessary vehicles that will be needed to provide the above mentioned additional service will have to be provided by existing vehicles, if at all possible. This is because the new, additional or replacement vehicles that are being applied for and cannot be purchased and put into operation until the application for federal money for capital equipment is approved by the Urban Mass Transportation Administration (UMTA). This process may take up to anywhere from 18 to 24 months. Thus there is a need to find vehicles that can provide the additional service until the receipt of the new vehicles.

The number of rides, vehicles in service, and the vehicle miles also reflect the provision of the additional services being proposed.

	1977 Service Standards	1977 Selected Alternative	1978 Modifications Or Refinements In Service Standards	1978 Refined Selected Alternative
<u>Total Rides</u>	81,574	81,574	59,000	59,225
<u>Rides by Type:</u>				
General Public	61,974	61,974	59,000	59,225
Non-Elderly	5,200	5,200		
Handicapped	14,400	14,400		
School Kids				
<u>% of Rider Demand Satisfied:</u>				
Total	7.4%	7.4%	N/A	N/A
General Public	10.0%	10.0%	N/A	N/A
Non-elderly				
Handicapped				
Other				
<u>Other Local Objectives:</u>				
Area Served	Existing Service Area	Existing Service Area	Existing Service Area	Existing Service Area
<u>Revenue:</u>				
Average Fare Charged	\$.25	\$.25	\$.25	\$.25
% Riders Charged	100%	100%	100%	100%
Farebox Revenue	\$20,393.50	\$20,393.50	\$14,750	\$14,806
Total Revenue	\$20,393.50	\$20,393.50	\$14,750	\$14,806

(CONT'D. NEXT PAGE)

TABLE VI (cont.)

	1977 Service Standards	1977 Selected Alternative	1978 Modifications Or Refinements In Service Standards	1978 Refined Selected Alternative
<u>Operations:</u>				
Vehicles in Service	2	2	1	1
Vehicle Miles	50,400	50,400	35,000	34,880
Running Costs	\$37,650	37,650	47,675	47,405
Administrative Marketing G & A	500 6,150	500 6,150	500 1,825	500 1,825
Total Administrative Costs	6,650	6,650	2,325	2,325
Total Operating Costs:	\$44,300	44,300	50,000	49,730
<u>Annualized Capital Costs:</u>				
Vehicles	\$ 4,715	4,715	----	----
TOTAL OPER. & ANN. CAP. COSTS	\$49,015	49,015	50,000	49,730

The modifications or refinements in service standards and the refined selected alternative for FY-79 for the City of Marshalltown are based on actual reported figures from the past fiscal year. The previous year's service standards and selected alternative were based on estimated figures rather than actual recorded data, thus the reason for the decrease in the number of rides, farebox revenue and vehicle miles between this coming year's figures and last year's figures. This year's transit program for the city consists of maintaining the existing service. An additional vehicle needed to provide expanded service is being applied for through UMTA but due to the federal application process and time frame the approval of the application needed to purchase the additional vehicle may take up to 18 to 24 months. Thus the city will be relying on experimental route changes and marketing and advertising programs to increase and improve service and ridership.

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

TABLE VII

<p>In this space list the steps initiated On the part of the Planning Agency toward implementation.</p>	<p>In this space list the <u>actual</u> (tangible) results made on implementation. If no progress resulted, give the reasons why not.</p>
<ol style="list-style-type: none"> 1. Authorize and/or develop a single Administrative Agency 2. Expand non-elderly handicapped service to fill in gaps in the service area. 3. Maintain existing level of service in the elderly system. 4. Gather and develop accurate and actual performance records for services provided. 	<ol style="list-style-type: none"> 1. Three of the four county Board of Supervisors resolved and authorized the Region Six Planning Commission to be the Single Administrative Agency. 2. Additional routes were planned for Tama & Poweshiek counties but due to UMTA's time frame in the application process for capitol equipment, the necessary vehicles needed to expand and improve the service will not be attainable for approximately two years (1980). 3. All four county councils on aging continued to provide service to the elderly population through the region by using a volunteer service on demand responsive routes. 4. Through the use of quarterly reporting forms, actual data on performance such as number passengers, mileage, expenses, revenues, subsidies, etc., were obtained and will be used as base information for future planning.

C. Conclusions

The functions and responsibilities of the Single Administrative Agency (Region Six Planning Commission) is to provide planning, technical and advisory assistance throughout the region in order to try to coordinate the different transportation services in existence and being planned for, to develop a comprehensive, coordinated, compatible service for the riders and providers. This coordination is being accomplished in part through the agency's transit planning for both the region and the city of Marshalltown (a small urban area) and also through the development and writing of the Regional Transit Development Plan.

Other functions of the Single Administrative Agency are to gather, record, and disperse data pertaining to the region's transit system to the participating providers and the Iowa Department of Transportation. This process will be performed on a quarterly basis and is necessary to help eliminate the duplication of administrative functions. Developing and running marketing and advertising programs are also functions of the agency. These programs will be run when and where applicable for the improvement and expansion of service(s). The agency is also responsible for applying for assistance grants for operating and/or capital equipment funds and administering those funds to the appropriate providers.

The Regional Transit Development Plan (RTDP) as mentioned above is one of the necessary tools used in the coordination of the development and implementation of the regional transit system and service. This plan contains information and data setup on

a 3-5 year program that if and when followed would help coordinate the existing services, eliminate unnecessary duplicated service, and lead toward a more comprehensive and compatible regional system. The 3-5 year program is a mechanism used by the single administrative agency and the various service providers to give them a direction of development. It is not meant to be a hard-fast rule but instead it should be carefully followed and updated or changed when necessary. The RTDP is also being used to bring those agencies and/or organizations using public money (federal, state or local) for transportation purposes in compliance with the State Transit Plan.

TYPE OF WORK

Work Code Operational

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

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

TABLE VIII

Name of Agency Responsible

Hardin County Board of Supervisors

Operation
or Capital

Project Title	Term (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Maintenance of existing service.	Regular fixed route service for the non-elderly handicapped to Mid-Iowa Workshop.		4	IDOT County Pass Rev	4003	4386	5238	6158	7152	8225	31159
					9276	11702	12638	13649	14740	15919	68648
					6260	6260	6260	6260	6260	6260	31300
					19539	22348	24136	26067	28152	30404	131107
	Client demand responsive service for the County Care Facility		4	IDOT County	--	500	540	584	631	681	2936
					2946	1544	1668	1801	1945	2101	9059
					2946	2044	2208	2385	2576	2782	11995
	Grant to local County Council on Aging		4	County	1758						
Service expansion	Provide service for clients attending new activity center for non-elderly handicapped	75 mi. a day 5 days week for last 9 mo. FY-79	1	IDOT County Pass Rev		500	592	733	886	1051	3762
						2300	1961	2118	2287	2470	11136
						652	1175	1175	1175	1175	5352
					24243	27844	30072	32478	35076	37882	163352

TYPE OF WORK

Work Code Operational

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

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

TABLE VIII

Name of Agency Responsible

Poweshiek County Board of Supervisors

Operation
or Capital

-97-

Project Title	Termini (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Maintenance of existing service	Regular fixed route for non-elderly handicapped to Mid-Iowa Workshop		4	IDOT County Pass Rev	-- 1481	1000 3636	1080 3927	1167 4241	1261 4580	1362 4946	5870 21330
	Client demand responsive service for County Care Facility		4	IDOT County	-- 847	676 1244	730 1344	789 1451	852 1567	921 1692	3968 7298
	Grant to local County C.O.A.		4	County	2367						11266
Route extension	Extension of existing route for non-elderly handicapped to Mid-Iowa Workshop	21 mi.	3	IDOT County Pass Rev		200 553	216 597	233 645	251 697	271 753	1171 3245
						753	813	878	948	1024	4416

Continued on next page

TYPE OF WORK

Work Code

Operational

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

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Capital

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

TABLE VIII

Name of Agency Responsible

Poweshiek County Board of Supervisors - continued

Operation
or Capital

Project Title (1)	Termint (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year (6)	Present Year (Annual Element) (7)	+1 Year (8)	+2 Year (9)	+3 Year (10)	+4 Year (11)	Total 5 yr. Program (12)
Service expansion	Provide service for clients attending new activity center for non-elderly handicapped	100 miles a day 5 days a week for last 9 months of FY-79 (196 days)	1	IDOT County Pass Rev		300 3401 275 <hr/> 3976	346 3165 783 <hr/> 4294	437 3418 783 <hr/> 4638	535 3691 783 <hr/> 5009	641 3986 783 <hr/> 5410	2259 17661 3407 <hr/> 23327
					4695	11285	12188	13164	14217	15355	66209

TYPE OF WORK

Work Code Operational

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

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Capital

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

TABLE VIII

Name of Agency Responsible

Operation

or Capital

Tama County Board of Supervisors

-69-

Project Title	Termini (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Maintenance of existing service	Regular fixed route service for non-elderly handicapped to the Mid-Iowa Workshop		4	IDOT	1720	1819	2082	2367	2674	3006	11948
				County	2759	4862	5251	5671	6125	6615	28524
				Pass Rev	1474	1474	1474	1474	1474	1474	7370
					(5953)	8155	8807	9512	10273	11095	47842
	Client demand responsive service for County Care Facility			IDOT	--	500	540	564	609	658	2871
				County	6635	2504	2704	2920	3154	3406	14688
					6635	3004	3244	3484	3763	4064	17559
	Grant to local C.O.A.			County	2000						
Route expansion	Add route to service non-elderly handicapped in northern part of County	82 miles round-trip	1	IDOT		1000	1164	1341	1531	1737	6773
				County		3950	4266	4607	4976	5374	23173
				Pass Rev		1044	1044	1044	1044	1044	5220
					5994	6474	6992	7551	8155	8155	35166
					14588	17153	18525	19988	21587	23314	100,567

TYPE OF WORK

Work Code Operational

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

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Capital

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

TABLE VIII

Name of Agency Responsible

Hardin Co. Council on Aging

Operation

or Capital

-100-

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)
Maintain exist- ing service	Demand respon- sive service to elderly with volunteer drivers		4	HEWT3 County Contrib.	4849.25 1961.27	7432 --	8027 --	8669 --	9363 --	10112 --	43603 --
Increase driver reimbursement	Additional\$.03 to cover increa- sed driving cost			Cash IDOT	4362.18 --	4635 1165	4829 1424	5312 1441	5312 1981	5312 2564	25400 8565
Inter-county shuttle service	Provide shuttle service from outlying commun- ities to the major service center(s) in the county & Surr- ounding area using fulltime drivers	75 mile/ day 42days/ a week		HEWT3 IDOT Pass Rev			3578 3579 1045 8202	3866 3867 1125 8858	4158 4159 1250 9567	4541 4541 1250 10332	16143 16146 4670 36959
					11172.70	13222	14280	15422	16656	17988	77568
					11172.70	13222	22482	24280	26223	28320	114527

TYPE OF WORK

Work Code Operational

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

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

Name of Agency Responsible

Marshall County Council on Aging

Operation
or Capital

TABLE VIII

-101-

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)
Maintain existing system	Demand responsive service to elderly with volunteer drivers		4	HEW T3 County Contri. Cash	5988.95 1738.97 2186.67	7974 -- 2734	8612 --- 3007	9301 --- 3307	10045 --- 3307	10849 --- 3307	46781 ---- 15662
Increase driver reimbursement	Additional \$.03/mile to cover increased driving cost			IDOT	---	1654	1732	1811	2221	2662	10080
					9914.59	12362	13351	14419	15573	16818	72523
Inter-county shuttle service	Provide shuttle service from outlying communities to major service center(s) in county & surrounding area using full-time drivers	75 miles/day 4 days/week		HEW T3 IDOT Pass Rev			3579 3578 1045	3866 3867 1125	4158 4159 1250	4541 4541 1250	16144 16145 4670
					9914.59	12362	21553	23277	25140	27150	109482

TYPE OF WORK

Work Code Operational

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

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Capital

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

TABLE VIII

Name of Agency Responsible

Poweshiek County Council on Aging

Operation
or Capital

-102-

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)
Maintain exist- ing system	Demand respon- sive service to elderly with volunteer drivers		4	HEW T3 County Contri.	2593.39 1936.27	4727 --	5105 --	5513 --	5954 --	6430 --	27729 --
Increase in driver reimbur- sement	Additional \$0.03/mile to cover increased driv- ing cost			Cash IDOT	973.45 806	1214 806	1335 847	1453 889	1468 1078	1468 1282	6953 4902
Inter-County shuttle services	Provide shuttle service from out- lying communities to major service center(s) in the county & sur- rounding area using full-time drivers	75 miles 1 day 4 days a week	1	HEW T3 IDOT Pass Rev			3578 3578	3867 3866	4158 4158	4541 4541	16144 16143 4670 36957
					5503.11	6747	7287	7870	8500	9180	89584
					5503.11	6747	15488	16728	18066	19512	76541

TYPE OF WORK

Work Code Operational

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

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

TABLE VIII

Name of Agency Responsible

Tama County Council on Aging

Operation
or Capital

-103-

Project Title (1)	Terminl (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year (6)	Present Year (Annual Element) (7)	+1 Year (8)	+2 Year (9)	+3 Year (10)	+4 Year (11)	Total 5 yr. Program (12)
Maintain existing system	Demand responsive service to elderly with volunteer drivers		4	HEW T3 County Contri. Cash	2024.02 1793.19 1654.04	3842 -- 2068	4149 -- 2274	4481 -- 2502	4839 -- 2502	5226 -- 2502	22537 -- 11848
Increase driver reimbursement	Additional \$.03/mile to cover increased driving cost			IDOT	-- 5471.25	848 6758	876 7299	900 7883	1173 8514	1467 9195	5264 39649
Inter-County shuttle service	Provide shuttle service from outlying communities to major service center(s) in county & surrounding area using full-time drivers	75 mile a day 4 days/week		HEW T3 IDOT Pass Rev			3578 3579 1045 8201	3867 3866 1125 8858	4158 4158 1250 9566	4541 4541 1250 10332	16144 16144 4670 36958
					5471.25	6758	15501	16741	18080	19527	76607

TYPE OF WORK

Work Code

Operational

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

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Capital

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

TABLE IX

Name of Agency Responsible

Operation
or Capital

Hardin County Board of Supervisors

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year (6)	Present Year (Annual Element) (7)	+1 Year (8)	+2 Year (9)	+3 Year (10)	+4 Year (11)	Total 5 yr. Program (12)
Fleet Replacement	Replace old vans for non-elderly handicapped service & County Care Facility clients	Van(2)	11	UMTA IDOT County				35,200 5,720 3,080 <u>44,000</u>			35,200 5,720 3,080 <u>44,000</u>
Fleet Replacement	Replace old bus for non-elderly handicapped service	Bus(1) *	11	UMTA IDOT County	22,000 3,575 1,125 <u>27,500</u>		35,200 5,720 3,080 <u>44,000</u>				35,200 5,720 3,080 <u>44,000</u>
*This vehicle is unattainable for 18 to 24 months due to federal application time frame					27,500		44,000	44,000			88,000

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

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

TABLE IX

Name of Agency Responsible

Poweshiek County Board of Supervisors

Operation
or Capital

Project Title	Termin (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Fleet Replacement	Replace old van for County Care Facility clients & old car for non-elderly handicapped	Van(2) *	11	UMTA IDOT County	10,560 1,716 <u>924</u> 13,200			22,000 3,575 <u>1,925</u> 27,500			22,000 3,575 <u>1,925</u> 27,500
					13,200			27,500			27,500

*This vehicle is unattainable for 18 to 24 months due to federal application time frame.

TYPE OF WORK

Work Code Operational

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

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

TABLE IX

Name of Agency Responsible

Tama County Board of Supervisors

Operation
or Capital

-106-

Project Title (1)	Termini (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year (6)	Present Year (Annual Element) (7)	+1 Year (8)	+2 Year (9)	+3 Year (10)	+4 Year (11)	Total 5 yr. Program (12)
Fleet Replacement	Replace old van for non-elderly handicapped service & County Care Facility clients	Van (2)	11	UMTA State IDOT Local County			22,000 3,575 1,925 <u>27,500</u>		22,000 3,575 1,925 <u>27,500</u>		44,000 7,150 3,850 <u>55,000</u>
Fleet expansion	Addition of van for expanded non-elderly handicapped service	Van (1) *	11	UMTA State IDOT Local County	10,560 1,716 924 <u>13,200</u>						
	*This vehicle is unattainable for 18 to 24 months due to federal application time frame.				13,200		27,500		27,500		55,000

TYPE OF WORK

Work Code Operational

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

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Capital

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

TABLE IX

Name of Agency Responsible

Hardin County Council on Aging

Operation
or Capital

-107-

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)
Fleet Expansion	Addition of vehicle for shuttle service	Van (1)	11 18 21	UMTA IDOT HVAAA			22,000 3,575 1,925 <u>27,500</u>				22,000 3,575 1,925 <u>27,500</u>
							27,500				27,500

TYPE OF WORK

Work Code Operational

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

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

TABLE IX

Name of Agency Responsible

Marshall County Council on Aging

Operation
or Capital

-801-

Project Title (1)	Terminal (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year (6)	Present Year (Annual Element) (7)	+1 Year (8)	+2 Year (9)	+3 Year (10)	+4 Year (11)	Total 5 yr. Program (12)
Fleet Expansion	Addition of vehicle for shuttle service	Van (2)	11 18 21	UMTA IDOT HVAAA			44,000 7,150 3,850 <u>55,000</u>				44,000 7,150 3,850 <u>55,000</u>
						55,000					55,000

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

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

TABLE IX

Name of Agency Responsible

Poweshiek County Council on Aging

Operation
or Capital

-109-

Project Title	Termini (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Fleet Expansion	Addition of vehicle for shuttle service	Van (1)	11 18 21	UMTA IDOT HVAAA			22,000 3,575 1,925 <u>27,500</u>				22,000 3,575 1,925 <u>27,500</u>
							27,500				27,500

TYPE OF WORK

Work Code Operational

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

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

TABLE IX

Name of Agency Responsible

Tama County Council on Aging

Operation

or Capital

-110-

Project Title (1)	Terminals (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year (6)	Present Year (Annual Element) (7)	+1 Year (8)	+2 Year (9)	+3 Year (10)	+4 Year (11)	Total 5 yr. Program (12)
Fleet Expansion	Addition of vehicle for shuttle service	Van (1)	11 18 21	UMTA IDOT HVAAA			22,000 3,575 1,925 <u>27,500</u>				22,000 3,575 1,925 <u>27,500</u>
							27,500				27,500

TYPE OF WORK

Work Code Operational

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

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Capital

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

TABLE X

Name of Agency Responsible

Regional Totals

Operation
or Capital

Project Title	Terminl (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Maintain existing system (region)	Regular fixed route service for non-elderly handicapped to the Mid-Iowa Workshop		4	IDOT	5723	7205	8400	9692	11087	12593	48977
				County	13516	20200	21816	23561	25445	27480	118502
				Pass	7734	7734	7734	7734	7734	7734	38670
				Rev.	26973	35139	37950	40987	44266	47807	206149
	Client demand responsive service for the county care facilities		4	IDOT	--	1676	1810	1937	2092	2260	9775
				County	10428	5292	5716	6172	6666	7199	31045
	Grant to local County Council on Aging		4	County	6125						
	Demand responsive service to elderly with volunteer drivers		4	HEW T3	15455.61	23975	25893	27964	30201	32617	140650
				IDOT	--	4463	4607	4741	6151	7689	27651
				County	7429.70	--	--	--	--	--	--
				Pass	9176.34	10651	11716	12888	12888	12888	61031
	Contri	32061.65	39089	42216	45593	49240	53194	229,332			

-III-

TYPE OF WORK

Work Code Operational

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

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

TABLE X

Name of Agency Responsible

Operation
or Capital

Regional Totals

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)
Route extension (Poweshiek Co)	Extension of existing route for non-elderly handicapped to Mid-Iowa Workshop	21 mi.	3	IDOT	--	200	216	233	251	271	1171
				County Pass Rev	--	553	597	648	697	753	3245
					--	--	--	--	--	--	
						753	813	878	948	1024	4416
Route expansion (tama County)	Add route to serve non-elderly handicapped in northern part of county	82 mi.	1	IDOT		1000	1164	1341	1531	1737	6773
				County Pass Rev		3950	4266	4607	4976	5374	23173
						1044	1044	1044	1044	1044	5220
						5994	6474	6992	7551	8155	35166
Service expansion (Hardin & Poweshiek Co)	Provide service for clients attending new activity centers for non-elderly handicapped	175 mi.	1	IDOT		800	938	1170	1421	1692	6021
				County Pass Rev		5701	5126	5536	5978	6456	28797
						927	1958	1958	1958	1958	8759
						7428	8022	8664	9357	10106	43577

Continued on next page

TYPE OF WORK

Work Code Operational

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

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Capital

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

TABLE X

Name of Agency Responsible

Regional Totals - Continued

Operation
or Capital

Project Title (1)	Terminl (general description) (2)	Length or Equipment (3)	Type of Work (4)	Funding Source (5)	Past Year (6)	Present Year (Annual Element) (7)	+1 Year (8)	+2 Year (9)	+3 Year (10)	+4 Year (11)	Total 5 yr. Program (12)
Inter-county shuttle service (region)	Provide shuttle service from outlying communities to major service center(s) in the county and surrounding area using full-time drivers	300 mi. a day 4 days a week	1	HEW T3	--	--	14313	15466	16633	18164	64576
				IDOT	--	--	14314	15466	16633	18164	64576
				Pass	--	--	4180	4500	5000	5000	18680
				Rev			32807	35432	38266	41328	147833
Total pages 1, 2, & 3					75587.65	95371	135808	146655	158386	171073	707293

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TYPE OF WORK

Work Code Operational

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

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Capital

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

TABLE X

Name of Agency Responsible

Operation
or Capital

Regional Totals

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 from pages 1 & 2					75587.65	95371	135808	146655	158386	171073	707293
Administration	Administration and overhead cost for single admin. agency		4	IDOT	11290.46	15200	16500	18000	18000	20000	87700
Marketing program	New multi-media marketing program for general public and elderly		6	IDOT	--	1000	2000	2500	2500	3000	11000
TOTAL Total	For all operation costs				86878.11	111571	154308	167155	178886	194073	805993

TYPE OF WORK

Work Code

Operational

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

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Capital

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

TABLE XI

Name of Agency Responsible

Operation
or Capital

Regional Totals

Project Title	Termini (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Fleet Replacement	Replace old vehicles for non-elderly handicapped service & County Care Facility service	Vans (6) Bus (1)	11	UMTA IDOT County	32,560 5,291 2,849 <u>40,700</u>		57,200 9,295 5,005 <u>71,500</u>	57,200 9,295 5,005 <u>71,500</u>	22,000 3,575 1,925 <u>27,500</u>		136,400 22,165 11,935 <u>170,500</u>
Fleet Expansion	Addition of vehicles for expanded non-elderly handicapped service & shuttle service for the elderly	Vans (6)	11	UMTA IDOT County HVAAA	10,560 1,716 924 <u>13,200</u>		110,000 17,875 9,625 <u>137,500</u>				110,000 17,875 9,625 <u>137,500</u>
					53,900		209,000	71,500	27,500		308,000

OPERATIONAL FORECAST

The operating forecast for the 3-5 year program is based on maintaining the existing system while expanding and improving the system in order to try to provide service to the entire Region Six area and its population. The biggest change or expansion in the program is being proposed for this fiscal year, FY-79. Services that are operated by the Boards of Supervisors which are being added to the system this year are as follows: the client demand responsive service for the county care facilities in Hardin, Poweshiek, and Tama Counties, the extension of the existing route serving the non-elderly handicapped to the Mid-Iowa Workshop in Poweshiek County, the addition of a route to serve the non-elderly handicapped in northern Tama County, and service to the non-elderly handicapped in Hardin and Poweshiek Counties that will be clients attending the new Activity Centers, when the centers are established and operating.

The present year operating figures for the services provided by the supervisors were determined from actual reported data from the past year's system along with the figures that were calculated for the provision of the additional services being brought into the system this year. In order to compensate for rising costs, an 8% inflation amount was added to the existing system's figures.

The operating figures for the next four years of the program were determined by adding 8% to the previous year's amount. This 8%

is mainly to help cover increase costs due to inflation.

Another new service being brought into the regional system this year is the elderly service provided by the county Councils on Aging and the Hawkeye Valley Area Agency on Aging (HVAAA) using volunteer drivers and county coordinators (dispatchers). The operating figures for this service for the past year were provided by HVAAA and are based on actual reported figures which they require for their overall operation. The figures for the 5 year program were determined by adding 8% to the previous year's operating costs.

An inter-county shuttle which would provide service to the elderly in each county from the outlying communities to the major service center(s) in the county and surrounding areas is being proposed for next year, FY-80. This service will run 75 miles a day, four days a week, in each of the four counties using vans and full-time drivers on fixed routes. The operating costs for the remaining three years were determined by adding 8% to the previous years costs. The plans for this shuttle service are to also make it available to the general public when there is space available on the vehicles.

The administrative functions will be conducted through the Region Six Planning Commission which has been authorized by the participating County Boards of Supervisors as the Single Administrative Agency for the regional transit system.

Mid-Iowa Community Action, Inc. (MICA) has just recently communicated with the planning commission and informed the agency of the transportation service they are providing for Head Start clients in Marshall, Tama, and Poweshiek Counties. The service is being provided by two vans and a school bus. A contractual agreement has been set up between MICA and the local school district for the Head Start kids to ride the bus.

In order for the transportation service provided by MICA for the Head Start kids to become a part of the regional transit system, MICA will be reporting to the Single Administrative Agency all the necessary information pertaining to the operation of the service. This data will be the same as that which is being reported by the participating providers at the present time. This year's operating statistics will be used as the base information for next year's RTDP and planning for future years.

CAPITAL EQUIPMENT NEEDS:

Determining the capital equipment need for the system is a significant part of the overall five year program. In many cases when additional ridership and/or service areas are proposed an added vehicle is needed to handle the increase. Also, there comes the time when the existing vehicles wear out and need to be replaced. If these new, additional and/or replacement vehicles are to be purchased with the help of federal dollars, a two year waiting period is needed to be planned. The application process for applying for and receiving UMTA section 3 funds, take from 18 to 24 months to complete. Vehicles that were needed last year and are currently being applied for, will not be available, if the application is approved, until some time in FY-80.

Thus, there is presently a great need for vehicles to provide the proposed expanded services and to replace the existing worn out vehicles. The Single Administrative Agency is proposing to use other existing county owned vehicles which are not currently being used full-time to help provide service until the new, additional and/or replacement vehicles are received.

In the first year of the 3-5 year program, there are no vehicles being asked (planned) for. This is because of the vehicles that are currently being applied for and also because the overall operation costs for this year's system were so large that the state funds that were allotted to the region for capital and operating assistance were almost totally used to help cover operating deficits. In the remaining years of the 3-5 year programs, the vehicles that are

being proposed as replacement vehicles are done so with a two year waiting period in mind. Thus the agency will be applying for those vehicles approximately two years before they are actually needed. The vehicles planned for fleet expansion are the vehicles that will be used for the projected shuttle service to the elderly.

TYPE OF WORK

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

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

TABLE VIII

Name of Agency Responsible

City of Marshalltown

Operation
or Capital

Project Title	Termin (general description)	Length or Equipment	Type of Work	Funding Source	Past Year	Present Year (Annual Element)	+1 Year	+2 Year	+3 Year	+4 Year	Total 5 yr. Program
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Maintain existing service	Regular fixed route service to general public within city limits		4	IDOT City Pass Rev	21,237.70 10,041.68 13,400.00 44,679.38	15,000 19,990 14,740 49,730	16,289 21,500 15,919 53,708	18,994 21,500 17,511 58,005	21,383 22,000 19,262 62,645	24,469 22,000 21,188 67,657	96,135 106,990 88,620 291,745
Service Expansion	Additional service due to fleet expansion	3-5 mile routes	2	IDOT City Pass Rev				30,005 20,000 8,000 58,005	31,645 21,000 10,000 62,645	33,657 22,000 12,000 67,657	95,307 63,000 30,000 188,307
					44,679.38	49,730	53,708	116,010	125,290	135,314	480,052

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TYPE OF WORK

Work Code Operational

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

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

TABLE IX

Name of Agency Responsible

City of Marshalltown

Operation
or Capital

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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)
Fleet Expansion	Add second bus to existing service	Bus (1) 25 pass	11 21	UMTA IDOT City	26,400 4,290 2,310 <u>33,000</u>						
					33,000						

OPERATIONAL FORECAST

The operating forecast for the 3-5 year program is based on maintaining the existing level of service while expanding and improving the system in order to provide service to the entire city and its population. The biggest change or expansion in the program is being proposed for the third year, FY-81. This is the period that a second bus is being planned to be into operation. This second vehicle will enable the existing head-ways to be cut in half and will also provide more and better service to the general public.

The past year's operating figures are based on actual reported figures. The present year figures were calculated from last years figures plus an increase in the contract agreement. the city has with Marshall Motor Coach, Inc., to operate the vehicles. The remaining years of the program were determined by adding 8% to the previous years costs. The third, forth, and fifth year's costs are doubled due to the addition of the proposed second vehicle.

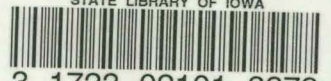
Until the second vehicle can be put into operation, the city will be relying on experimental route changes and an advertising and marketing program to improve service and increase ridership.

CAPITAL EQUIPMENT NEEDS:

The vehicle that is being proposed to be put into operation in FY-81 is currently being applied for. Due to the federal application process and time frame, which has been previously mentioned, the funds needed to purchase the vehicle are not expected to be approved and/or received for at least 18 to 24 months.

The existing vehicle as well as the proposed additional bus are expected to be in good operating condition for more than five years. Thus, there are no other vehicles being planned (applied) for in the 3-5 year program.

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