

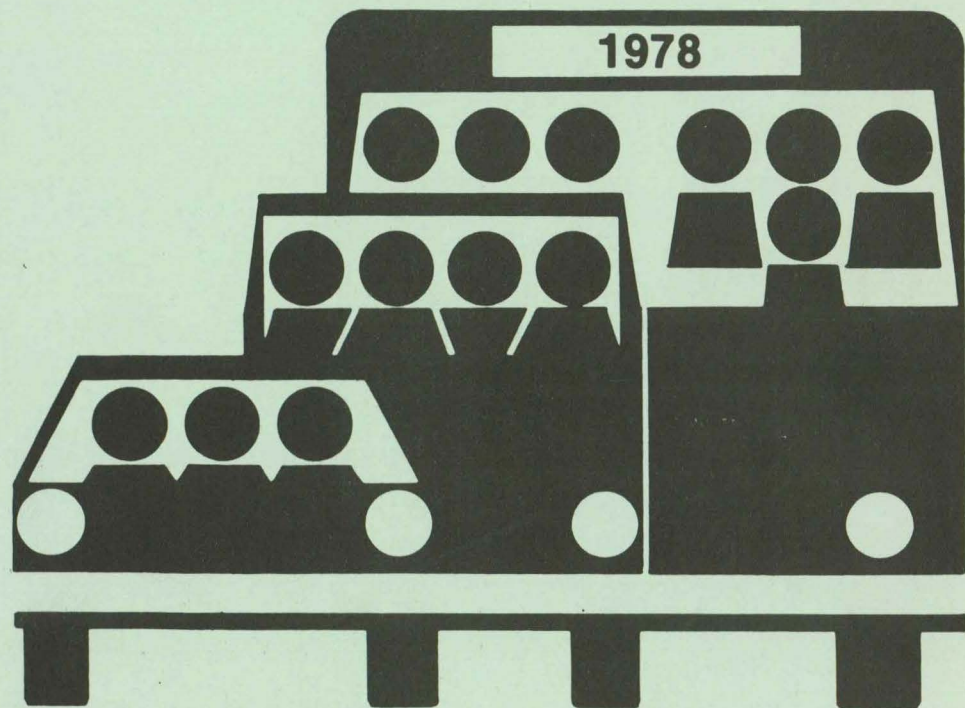
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Regional Transit Development Program

DEPARTMENT OF
TRANSPORTATION
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UPDATE

REGION XII



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DISCLAIMER

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

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1978 REGION XII

TRANSIT DEVELOPMENT PROGRAM UPDATE

DEPARTMENT OF
TRANSPORTATION
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Prepared by

Region XII Council of Governments
|||



REGION XII
COUNCIL OF GOVERNMENTS

527½ N. ADAMS PH. (712) 792-3511 P. O. BOX 663

CARROLL, IOWA 51401

MEMBER COUNTIES

Audubon County
Carroll County
Crawford County
Greene County
Guthrie County
Sac County

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Leo Heisterkamp, Vice-Chairman
Carl Beason, Secretary
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D. A. Gorton, Secretary

RESOLUTION NUMBER 78-79-11

DATE November 28, 1978

BE IT HEREBY RESOLVED BY THE EXECUTIVE BOARD OF THE REGION XII COUNCIL OF GOVERNMENTS THAT THE "REGIONAL TRANSIT PLAN - FINAL DRAFT - NOVEMBER, 1978" IS FORMALLY ADOPTED AS THE OFFICIAL REGIONAL TRANSIT PLAN FOR THE SIX COUNTIES OF THE REGION XII PLANNING DISTRICT.

Motion by:

Second by:

Leo A. Heisterkamp
via chairman
Donald E. Kristensen
Chairman

Bennett M. Michaelson
Bennett M. Michaelson
Interim Director

BY:

Carl Beason Date 12/4/78
Carl Beason
Secretary

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PURPOSE OF THE REGIONAL DEVELOPMENT PROGRAM UPDATE

The Region XII Council of Governments comprises a six county area and includes Audubon, Carroll, Crawford, Greene, Guthrie and Sac Counties. The 1970 census listed the population of this region at almost 92,000 people or approximately 26 people per square mile. This represents a 6.2% decrease from 1960. A few cities within the region have recently conducted special census surveys which show healthy population increases.

Approximately 13,000 senior citizens over the age of 65, or about 15% of the total population, reside in Region XII. This represents an increase in senior citizens of 6% from 1960. There are an estimated 3,000 developmentally disabled persons with mobility limitations within the area.

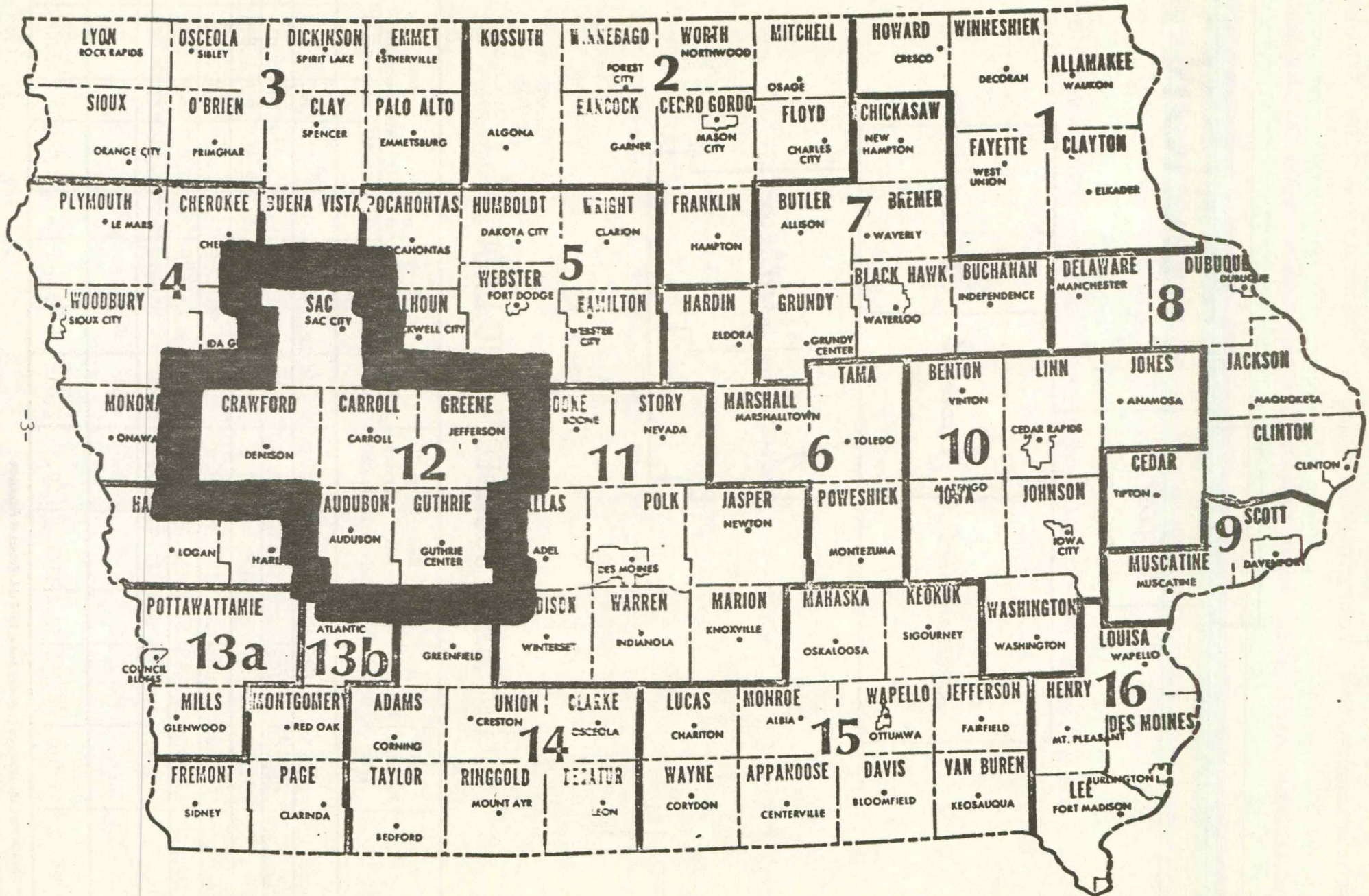
Within Region XII, approximately 12% of the total households, or 14,000 people, are without the services of an automobile. As shown by these figures, potentially 30,000 people are without adequate transportation services within the Region.

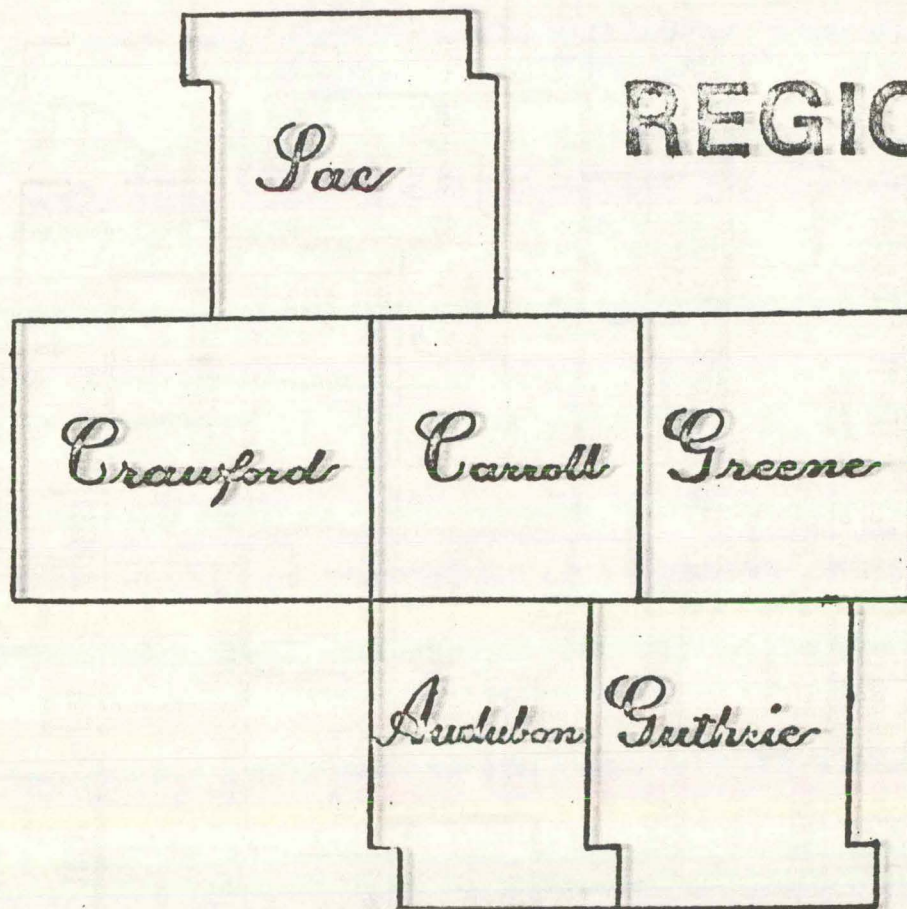
Region XII Council of Governments is engaged in the review of local planning and development activities, and their effects upon regional development. The COG provides technical assistance to member local governments and establish an areawide planning process. Such a process calls for the development of plans for the region's future in such areas as natural resources management, housing and community development, land use, public health, criminal justice, and human resource development

In the area of transportation, the Region XII Council of Governments is seeking to assist and coordinate the transportation services offered in the six member counties. The COG consolidated administrative functions while the operation of each transportation system continues to be centered in each individual county. Region XII is also coordinating its Regional Transit Develop-

ment Program with that of the State Transit Plan. This RTDP process is an on-going planning process, meeting the needs of today and the problems of tomorrow. The Update of the the 1977 RTDP marks a transitional year for data reporting and program implementation as the region's transportation systems actually begin to operate. Region XII will seek to monitor and initiate improvements to keep the system operating at peak efficiency and overall effectiveness.

16 Planning Regions



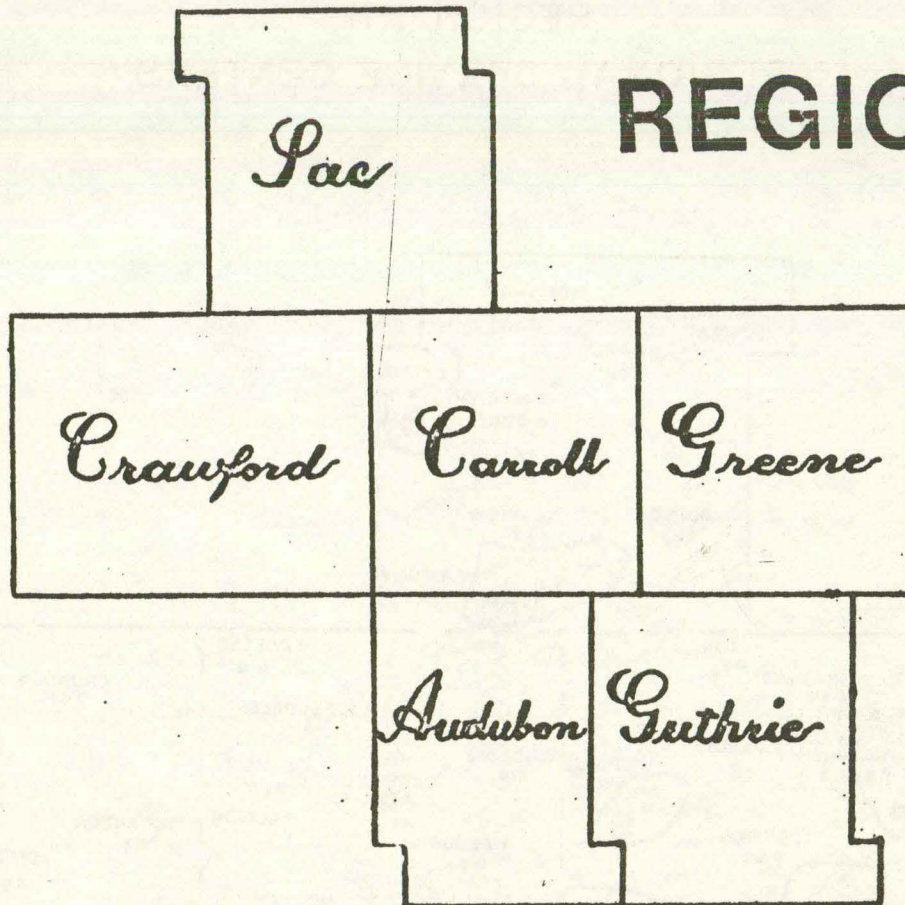


REGION XII

RURAL SOCIO-ECONOMIC DATA*

Counties	Total Population 1970	Rural Population 1970	Rural %	Rural Area (sq. miles)	Rural Density (pop./mi. ²)	Rural Income Less Than Poverty Level **				Rural Age Characteristics			
						Families	%	Individual	%	Over 65	%	Below 18	%
Audubon	9,595	6,688	69.7	430.5	22.3	322	12.4	1,298	19.4	867	13.0	2,435	36.4
Carroll	22,912	14,196	62.0	564.6	40.6	425	7.9	2,152	15.2	1,880	13.2	5,654	39.9
Crawford	18,780	12,898	68.7	690.4	27.2	375	7.7	1,877	14.6	1,567	12.1	4,853	37.6
Greene	12,716	7,981	62.8	538.3	23.6	242	6.9	1,039	13.0	1,149	14.4	2,711	34.0
Guthrie	12,243	12,243	100.0	576.0	21.3	330	9.9	1,639	13.4	2,271	18.5	3,892	31.8
Sac	15,573	12,305	79.0	571.9	27.2	360	8.7	1,442	11.8	1,912	15.5	4,295	34.9
Region Total	91,819	66,311	72.2	3371.7	19.7	2,054	8.6	9,447	14.2	9,646	14.5	23,840	35.9

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



REGION XII

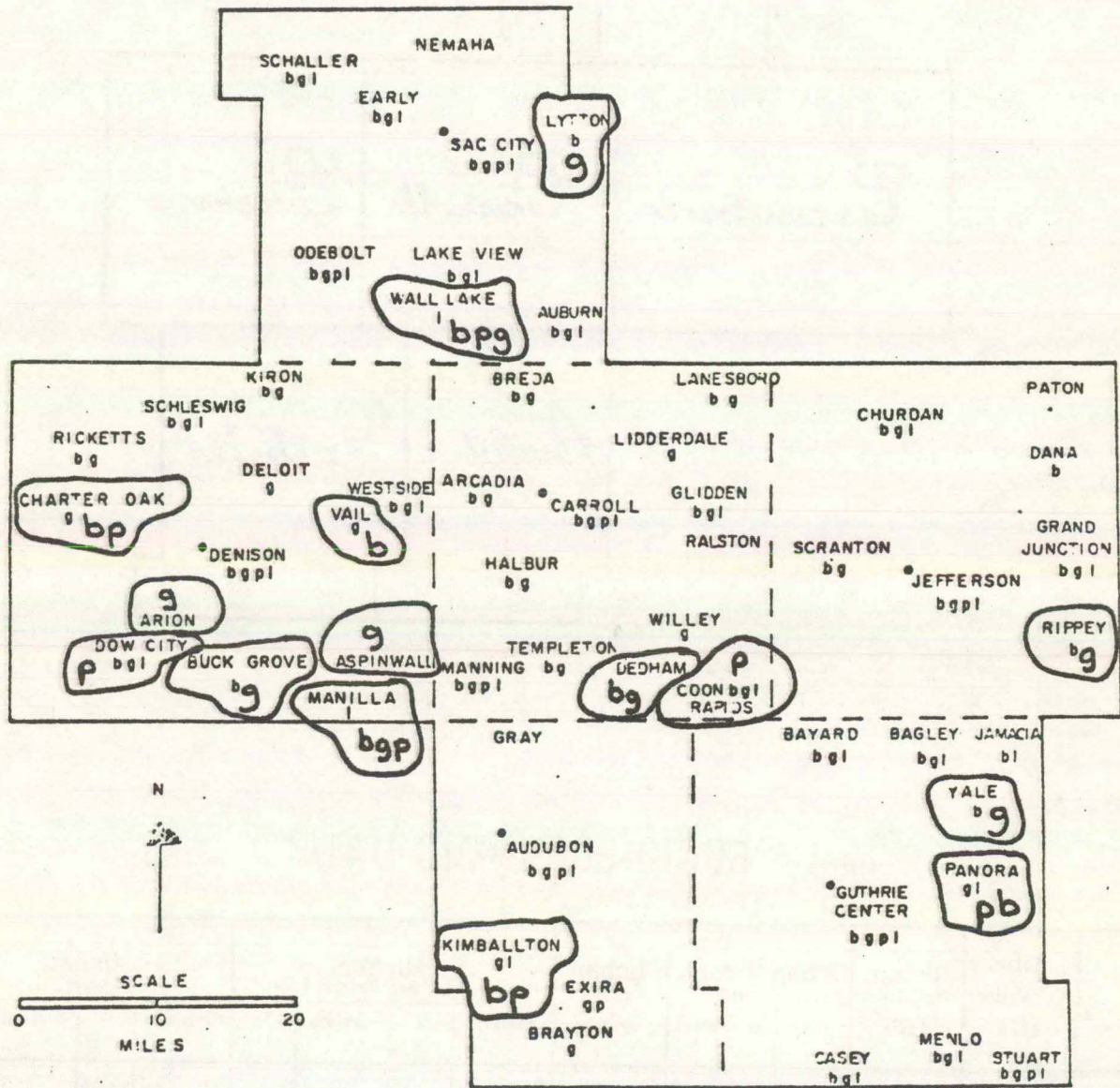
URBAN SOCIO-ECONOMIC DATA*

Counties	Total Population 1970	Urban Population 1970	Urban %	Urban Area (sq. miles)	Urban Density (pop./mi. ²)	Urban Income Less Than Poverty Level **				Urban Age Characteristics			
						Families	%	Individual	%	Over 65	%	Below 18	%
Audubon	9,595	2,907	30.3	1.5	1938.0	63	2.4	293	10.1	621	21.4	920	31.6
Carroll	22,912	8,716	38.0	11.4	764.6	153	2.8	815	9.2	1,157	13.3	3,517	40.4
Crawford	18,780	5,882	31.3	29.6	198.7	145	3.0	667	11.3	886	15.1	1,952	33.2
Greene	12,716	4,735	37.2	37.7	125.6	147	4.2	734	15.5	956	20.2	1,505	31.8
Guthrie	12,243	0	0	0	0	0	0	0	0	0	0	0	0
Sac	15,573	3,268	21.0	4.1	797.1	52	1.2	322	9.8	614	18.8	8,930	31.7
Region Total	91,819	25,508	27.8	84.3	302.6	560	2.4	2,821	11.1	4,234	16.6	8,930	35.0

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

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

REGION XII REGIONAL SERVICE CENTERS



LEGEND

- BANK b
- GROCERY g
- PHARMACY p
- LIBRARY i
- COUNTY SEAT •

SOURCE: TELEPHONE
DIRECTORIES

Circles communities indicate a change from previously reported data.

EXISTING TRANSIT SERVICES

A brief narrative is provided in the 1977 Regional Transit Development Program, page 16 and 17, on each of the existing transit operations. Since that time, however, some changes have taken place and new agencies have been added. The Rural Inter-County Disabled Elderly Service (RIDES) has split, with the service now incorporated into the Greene County Development Center and the Howard Activity Center. A brief description of services is provided below.

The Greene County Development Center, also known as the Greene County Sheltered Work Activity Center, is presently a service provided exclusively to handicapped persons. This service operates two vehicles, one 20-passenger bus, and one 12-passenger van. They are in use Monday through Friday from 7:30 to 8:30 a.m. and 3:30 to 4:30 p.m. The past year this service carried 9,567 riders a total of 41,184 miles. The majority of funds for the operation of these vehicles come from the State Developmental Disabilities Council and the Greene County Board of Supervisors. This service will be expanded to include elderly service by November 15, 1978.

Community Opportunities Incorporated (Headstart) is a service directed at pre-school developmentally disabled persons. This service serves the four county area of Calhoun, Carroll, Greene, and Guthrie. Two 15-passenger vans and a 6-passenger station wagon are currently used for transportation purposes. This service is offered Monday through Friday from 7:30 to 9:30 a.m. and 1:30 to 3:30 p.m. The past year, this service traveled some 70,000 miles with approximately 70 riders per day. Funds for this operation are appropriated by Community Opportunities. This system is presently operating independently of the Regional Transit System, but it is hoped that it can be utilized within the system in the near future.

New Hope Village offers transportation service for handicapped persons. Service is offered in Carroll County by two vans, one 9-passenger and one 16-passenger, and one car. These vehicles are available Monday through Saturday from 7:30 to 9:00 a.m. and 3:30 to 5:00 p.m. This service will be expanded to include elderly persons by November 15, 1978. Funds are received from two primary sources; the County Board of Supervisors and Title XX Funds from the Department of Social Services.

The Guthrie County Transit System is a revolutionary system currently being implemented. It uses available school buses during their down time to transport the elderly on a demand-response basis. The system became operational in May of 1978. In its first 35 days of operation some 1,224 miles were driven with 730 passengers. At present, four Guthrie County school districts are involved with the program but this will increase to six during the next year. Next year some 7,000 elderly persons are expected to be served on the service's fixed routes. Operations are from 9:00 a.m. to 3:30 p.m., Monday through Friday. Funding is received from Area Agency on Aging, private donations, the County Board of Supervisors and IDOT funds.

Denison Cab Company operates within the City of Denison for a \$1.00 fare. They operate seven days a week from 4:00 a.m. to 6:00 o.m. with two vehicles.

Kelch Taxi Service of Carroll owns two automobiles, but only operates one vehicle at a time. They operate between the hours of 6:00 a.m. and 9:00 p.m. seven days a week. The fare structure is \$1.00 for service within the City of Carroll.

A and E Cab Company also operates within the Denison City limits for a \$1.00 fare. They carry passengers from 7:00 a.m. to 10:00 p.m. seven days a week.

The Carroll Cab Company owns two automobiles, but normally operates only one vehicle at a time. It has a daily ridership of approximately 24 persons and operates between the hours on 7:00 a.m. and 6:00 p.m., Monday through Sat-

urday and until 1:00 p.m. on Sundays and holidays. The fare is \$1.00 for service within the City of Carroll and outside of Carroll an additional 50¢ per mile is charged.

Both cab companies in Carroll participate in a program sponsored by the North Central Iowa Area Agency on Aging. Under this program, the elderly may purchase a book of ten taxi coupons at whatever price they can afford. This usually amounts to approximately 20% of the total cost. This system, however, is only available to persons within the city limits of Carroll.

The Audubon County Mini-bus operates one 11-passenger van within Audubon County. This system averages 20 passengers a day and traveled some 10,200 miles last year. It operates from 6:45 to 8:45 a.m. and 3:00 to 5:00 p.m. Monday through Friday on a donation basis. The Audubon Mini-bus receives funding from the Area Agency on Aging, the Audubon County Board of Supervisors, and the Iowa Department of Transportation, as well as rider donations.

The Howard Activity Center has been providing transit service to handicapped persons since it was established approximately five years ago. This service will be expanded to include elderly persons within the year and the general public by 1980. The Center operates one bus and one van within Sac County at approximately 42,000 miles a year. The system averages 15 passengers daily and operates from 7:30 to 8:30 a.m. and 3:30 to 4:30 p.m. Monday through Friday. Funding is received from the State Developmental Disabilities Council, the Sac County Board of Supervisors, and the Iowa Department of Transportation.

West Central Development Corporation operates one 15-passenger van within Crawford County. This service is offered from 8:00 a.m. to 5:00 p.m. Monday through Friday for elderly persons although the service group will be expanded by mid 1980 to provide service to the handicapped and general public. Daily passengers average 17 with annual miles traveled approximately 4,500. This service is funded through the Area Agency on Aging, Crawford County Board of Supervisors, and the Iowa Department of Transportation.

TABLE I

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

FARE STRUCTURE: (Don) Donations, (NC) No Charge for Transportation

Name of Service	Service Area	Target Groups		Type of Service	A # of Buses	B # of Vans	C # of Station Wagons	D # of Cars	E # of Other Types of Vehicles	F # of Vehicles to Handicapped	Type of Special Equipment (Lift, etc.)	G # of Standard Seating Capacity	H # of Spaces for Persons in Wheelchairs	G+H Total # of Seating Capacity on all Vehicles	Radio Dispatch Center	Total # of Annual Revenue Miles	Days of Operation	Hours of Operation	Average Daily Passengers	Annual Passengers	# of Paid Staff	# of Volunteer Staff	Fare Structure	
		A	B																					
1. Audubon County Mini-Bus	Audubon County	E	D		1					1	Lift	11	2	13	No	10,199	M-F	6:45-8:45 3-5	20	5,246	1	4	Don.	
2. Carroll Cab Company	City of Carroll	G	D				2			2	Radio	6	0	6	Yes	15,000	M-Su	7 a.m.-6 p.m.	24	8,660	2	2	\$1.00	
3. Community Opportunties, Inc. - Head Start	Calhoun, Carroll, Greene, & Guthrie Counties	HS	F		2	2				4	Radio	42	0	42	No	48,000	M-F	7:30-9:00 1:30-3:00	34	6,120	4	4	N.C.	
4. Greene County Developmental Center (RIDES)	Greene County	H	F		1	1				2	2	Radio	32	0	32	No	41,184	M-F	7:30-8:30 3:30-4:30	37	9,567	2	0	N.C.

	Company	Denison	G	D				2		2			6	0	6	No	30,000	M-Su	6 p.m.										\$1.00
6.	A&E Cab Co.	City of Denison	G	D				1		1			3	0	3	Yes	40,000	M-Su	6 a.m. 10 p.m.	18		6,480	1						\$1.00
7.	Howard Activity Center (RIDES)	Sac County	H	M-F	1	1				2	2		31	1	32	Yes	41,629	M-F	7:30-8:30 3:30-4:30	15		3,965	1	0				\$1.50 Eld. Don. \$1.00	
8.	Guthrie County Transit System	Guthrie County	E	F	5					5			180	0	180	No	1,224	M-F	9 a.m.-3:30 p.m.	21		730	6	14				Don.	
9.	New Hope Village	Carroll County	H	C	M-F	1				1			26	4	30	No	44,400	M-Sa	7:30-9:00 3:30-5:00	47		14,016	2	2				N.C.	
0.	West Central Development Corporation	Crawford County	E	M-F	1					1			15	0	15	No	23,187	M-F	8 a.m.-5 p.m.	17		4,458	1	2				Don.	
1.	Kelch Taxi Service	City of Carroll	G	D				1		1			3	0	3	No	10,000	M-Su	5 a.m.-9 p.m.	18		6,500	1	0				\$1.00	
2.	Greyhound Lines West Division	Carroll, Crawford, Greene, & Sac Co.																											
3.	Iowa Coaches, Inc.	Sac County																											
4.	Sedalia-Marshall-Booneville Stagelines, Inc.	Carroll, Guthrie, & Crawford Counties																											
	TOTALS				7	7	2	7	1	24	7		355	7	362		310,823			266		71,142	22	28					

ADMINISTRATIVE ORGANIZATIONAL CHART

TABLE 3

<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>
<p>1. Region XII does not contain any urban areas (population 20,000+), so this chart does not apply.</p> <p>2.</p> <p>3.</p> <p>4.</p> <p>5.</p> <p>6.</p> <p>7.</p> <p>8.</p>	<p>1.</p> <p>2.</p> <p>3.</p> <p>4.</p> <p>5.</p> <p>6.</p> <p>7.</p> <p>8.</p>

ADMINISTRATIVE ORGANIZATIONAL CHART

TABLE 4

<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. Community Opportunities, Inc. (Headstart)</p>	<p>1. N/A</p>
<p>2. West Central Development Corporation</p>	<p>2. N/A</p>
<p>3. Greyhound Lines - West Division</p>	<p>3.</p>
<p>4. Sedalia-Marshall-Booneville Stage Lines, Inc.</p>	<p>4.</p>
<p>5. Iowa Coaches, Inc.</p>	<p>5.</p>
<p>6.</p>	<p>6.</p>
<p>7.</p>	<p>7.</p>
<p>8.</p>	<p>8.</p>
<p>9.</p>	

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

TABLE 5

Name Of Transit Program	Area Involved	Brief Narrative Describing The Nature And Purpose Of Program
1. There are no additional transit programs being	1.	1.
2. conducted within Region XII.	2.	2.
3.	3.	3.
4.	4.	4.
5.	5.	5.

FINANCIAL DATA

This 1978 Update comes on a transitional year for data reporting. Region XII is just now implementing many of individual systems within the RTS. The Guthrie County system is a good example as it began operation on May 17, 1978. All systems, however, will be fully operating within the next year. As a result, only a limited amount of financial information is available, and will be included in this report on Tables VIII - XI. More detailed breakdowns of financial data will be reported after the final audit on the new monitoring package being developed by the Iowa D.O.T.

RIDERSHIP CHARACTERISTICS - RIDER SURVEY

Region XII Council of Governments has conducted a rider survey of those transit services within the area. This survey was prepared by the Iowa Department of Transportation and distributed by Region XII. The transit agencies collected the data and returned it to I.D.O.T. where it was analyzed and returned to the COG. Agencies participating in the survey were Greene County Development Center, West Central Development Center, Audubon County Minibus, Howard Activity Center, and the Area Agency on Aging. The following is a sample of the rider survey.

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

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

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

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

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

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

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

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

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

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

RIDE CHARACTERISTICS:

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

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

USER PROFILE

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

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

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

THANK YOU FOR YOUR COOPERATION

RIDER SURVEY

TRANSIT SERVICE	TARGET GROUP	SERVICE AREA	TOTAL SURVEYS DISTRIBUTED	SURVEYS RETURNED	RETURN RATE	CHOSEN QUESTION	RESPONDENTS TO QUESTION	% ANSWER
Area Agency on Aging	Elderly	Carroll, Greene & Sac	500	349	69.8%	7	302	90.1%
Audubon Co. Minibus	Elderly	Audubon	35	22	62.8%	User Profile 6	22	90%
Greene Co. Development Center	Handi-capped Client	Greene	33	33	100%	7	33	97%
Howard Activity Center	Handi-capped Client	Sac	18	11	61.1%	User Profile 4	10	90%
West Central Development Center	Elderly	Crawford	52	35	67.3%	3	35	44%

SUMMARY

Area Agency on Aging - Question 7 asking: If this service was not available, would you have been able to make this trip? 90.1% answered no, proving the value and necessity of such a service.

Audubon County Minibus - Question User Profile 6 asking: How old are you? 90% are 65 years or older.

Greene County Development Center - Question 7 asking: If this service was not available would you have been able to make this trip? 97% answered no.

Howard Activity Center - Question User Profile 4 asking: Was there a car available for this trip? 90% answered no.

West Central Development Center - Question 3 asking: What is the primary purpose of this trip? 44% responded shopping.

Transit systems within Region XII are doing an adequate job in providing transportation service. These services are desperately needed and depended upon by those who have no other means of transportation. The only poor ratings received were on vehicle comfort. Time spent waiting and dependability of on-time arrival received especially good ratings. The services provided now should be expanded, but new vehicles with more comfort should be considered.

RIDE CHARACTERISTICS: **Area on Aging**

	SERVICE RATING	VERY GOOD	GOOD	FAIR	POOR	POOR	
Total time spent waiting	number %	252	22	2			total <u>276</u> 100%
Comfort in vehicle	number %	254	44	7	3	2	total <u>310</u> 100%
Dependability of on-time arrival	number %	241	35	1			total <u>277</u> 100%
Pleasantness of ride	number %	262	31	1			total <u>295</u> 100%
Safety	number %	269	25	1			total <u>295</u> 100%
Vehicle Cleanliness	number %	259	33	2			total <u>295</u> 100%
Total time of trip	number %	207	28	1			total <u>234</u> 100%
Cost of trip	number %	230	29	2			total <u>261</u> 100%
Courtesy of personnel	number %	263	20	1			total <u>284</u> 100%
Schedule information	number %	206	28	1			total <u>235</u> 100%
transfer convenience	number %	199	28				total <u>227</u> 100%
Area served	number %	176	29	1			total <u>206</u> 100%

USER PROFILE:

Do you have a valid driver's license?

	Number Responding	Percent Responding
Yes	<u>153</u>	_____
No	<u>168</u>	_____
Total Number Answering Question	<u>321</u>	<u>100%</u>

If not, did you ever have one?

	Number Responding	Percent Responding
Yes	<u>77</u>	_____
No	<u>107</u>	_____
Total Number Answering Question	<u>184</u>	<u>100%</u>

RIDE CHARACTERISTICS: Audubon Mini Bus

	SERVICE RATING	VERY GOOD	GOOD	FAIR	POOR	POOR	
Total time spent waiting	number %	75% 15	20% 4	5% 1			total 100%
Comfort in vehicle	number %	60% 12	25% 5	10% 2	5% 1		total 100%
Dependability of on-time arrival	number %	82% 18	18% 4				total 100%
Pleasantness of ride	number %	71% 15	19% 4	10% 2			total 100%
Safety	number %	90% 18	10% 2				total 100%
Vehicle Cleanliness	number %	76% 16	19% 4	5% 1			total 100%
Total time of trip	number %	70% 14	25% 5	5% 1			total 100%
Cost of trip	number %	81% 17	14% 4				total 100%
Courtesy of personnel	number %	81% 17	14% 3	5% 1			total 100%
Schedule information	number %	88% 15	12% 2				total 100%
transfer convenience	number %	80% 8	20% 2				total 100%
Area served	number %	94% 15		6% 1			total 100%

USER PROFILE:

Do you have a valid driver's license?

	Number Responding	Percent Responding
Yes	<u>6</u>	<u>29%</u>
No	<u>15</u>	<u>71%</u>
Total Number Answering Question	<u>21</u>	<u>100%</u>

If not, did you ever have one?

	Number Responding	Percent Responding
Yes	<u>5</u>	<u>45%</u>
No	<u>6</u>	<u>55%</u>
Total Number Answering Question	<u>11</u>	<u>100%</u>

RIDE CHARACTERISTICS: Greeve Co. Development Center

	SERVICE RATING	VERY GOOD	GOOD	FAIR	POOR	POOR	
Total time spent waiting	number %	61% 20	39% 13				total 33 100%
Comfort in vehicle	number %	67% 22	33% 11				total 33 100%
Dependability of on-time arrival	number %	64% 21	36% 12				total 33 100%
Pleasantness of ride	number %	67% 22	33% 11				total 33 100%
Safety	number %	100% 33					total 33 100%
Vehicle Cleanliness	number %	61% 20	39% 13				total 33 100%
Total time of trip	number %	61% 20	39% 13				total 33 100%
Cost of trip	number %	100% 33					total 33 100%
Courtesy of personnel	number %	79% 26	21% 7				total 33 100%
Schedule information	number %	76% 25	21% 7	3% 1			total 33 100%
transfer convenience	number %	79% 26	21% 7				total 33 100%
Area served	number %	82% 27	18% 6				total 33 100%

USER PROFILE:

Do you have a valid driver's license?

	Number Responding	Percent Responding
Yes	<u>13</u>	<u>41%</u>
No	<u>19</u>	<u>59%</u>
Total Number Answering Question	<u>32</u>	<u>100%</u>

If not, did you ever have one?

	Number Responding	Percent Responding
Yes	<u>1</u>	<u>5%</u>
No	<u>18</u>	<u>95%</u>
Total Number Answering Question	<u>19</u>	<u>100%</u>

RIDE CHARACTERISTICS: **HOWARD Activity Center**

	SERVICE RATING	VERY GOOD	GOOD	FAIR	POOR	POOR	
Total time spent waiting	number %	30% 3	70% 7				total 100%
Comfort in vehicle	number %	11% 1	89% 9				total 100%
Dependability of on-time arrival	number %	20% 2	80% 8				total 100%
Pleasantness of ride	number %	20% 2	80% 8				total 100%
Safety	number %	20% 2	80% 8				total 100%
Vehicle Cleanliness	number %	20% 2	70% 7	10% 1			total 100%
Total time of trip	number %	30% 3	70% 7				total 100%
Cost of trip	number %	50% 5	50% 5				total 100%
Courtesy of personnel	number %	30% 3	70% 7				total 100%
Schedule information	number %	33% 3	67% 6				total 100%
transfer convenience	number %	22% 2	78% 7				total 100%
Area served	number %	22% 2	78% 7				total 100%

USER PROFILE:

Do you have a valid driver's license?

	Number Responding	Percent Responding
Yes	—	—
No	11	100%
Total Number Answering Question	11	100%

If not, did you ever have one?

	Number Responding	Percent Responding
Yes	1	10%
No	9	90%
Total Number Answering Question	10	100%

RIDE CHARACTERISTICS: West Central Development Center

	SERVICE RATING	VERY GOOD	GOOD	FAIR	POOR	POOR	
Total time spent waiting	number %	97% 28	3% 1				total 29 100%
Comfort in vehicle	number %	85% 29	15% 5				total 34 100%
Dependability of on-time arrival	number %	91% 29	9% 3				total 32 100%
Pleasantness of ride	number %	91% 30	9% 3				total 33 100%
Safety	number %	94% 30	6% 2				total 32 100%
Vehicle Cleanliness	number %	90% 28	10% 3				total 31 100%
Total time of trip	number %	87% 25	11% 3				total 29 100%
Cost of trip	number %	93% 26	7% 2				total 28 100%
Courtesy of personnel	number %	91% 30	9% 3				total 33 100%
Schedule information	number %	83% 19	17% 4				total 23 100%
transfer convenience	number %	89% 16	11% 2				total 18 100%
Area served	number %	82% 14	18% 3				total 17 100%

USER PROFILE:

Do you have a valid driver's license?

	Number Responding	Percent Responding
Yes	<u>11</u>	<u>35%</u>
No	<u>20</u>	<u>65%</u>
Total Number Answering Question	<u>31</u>	<u>100%</u>

If not, did you ever have one?

	Number Responding	Percent Responding
Yes	<u>9</u>	<u>41%</u>
No	<u>13</u>	<u>59%</u>
Total Number Answering Question	<u>22</u>	<u>100%</u>

HANDICAPPED SELF-IDENTIFICATION SURVEY

Newspapers in Region XII were to be contacted by the Iowa Department of Transportation to run an advertisement for the IDOT Handicapped Self-Identification Survey. The contacts were to be on September 1, 1977 and January 23, 1978. None of the newspapers in the region have any record of such a request. As a result, no data will be presented in this update of the said survey. Region XII is planning to run the Handicapped Self-Identification Survey, however, in the Spring of 1979.

<u>NEWSPAPER'S NAME</u>	<u>TOWN</u>	<u>NO. OF TIMES AD WAS PRINTED</u>	<u>FREQUENCY OF CIRCULATION</u>	<u>SIZE OF CIRCULATION</u>
Audubon News Advocate	Audubon	0	Wed.	3,000
Nisna Tribune	Audubon	0	Wed.	5,700
Audubon County Journal	Exira	0	Wed.	1,350
Breda News	Breda	0	Thur.	750
Carroll Daily Times Herald	Carroll	0	Daily	6,800
Coon Rapids Enterprise	Coon Rapids	0	Thur.	2,000
Glidden Graphic	Glidden	0	Thur.	1,300
Manning Monitor	Manning	0	Thur.	1,700
Charter Oak Times	Charter Oak	0	Thur.	850
Denison Bulletin	Denison	0	Tues./Thur.	6,100
Denison Review	Denison	0	Sat.	6,100
Manilla Times	Manilla	0	Thur.	1,250
Schleswig Leader	Schleswig	0	Thur.	1,200
Vail Observer	Vail	0	Thur.	700
Globe Free Press	Grand Junction	0	Wed.	1,315
Jefferson Bee	Jefferson	0	Tues.	4,200
Jefferson Herald	Jefferson	0	Thur.	4,200
Scranton Journal	Scranton	0	Thur.	700
Adair News	Adair	0	Thur.	1,685
Bagley Gazette/Bayard News	Bagley/Bayard	0	Thur.	2,400
Guthrie Center Guthrian	Guthrie Center	0	Tues.	2,200
Guthrie Center Times	Guthrie Center	0	Thur.	2,200
Guthrie County Vedette	Panora	0	Thur.	1,400
Stuart Herald	Stuart	0	Thur.	1,362
Auburn Enterprise	Auburn	0	Wed.	400
Early News	Early	0	Thur.	700
Lake View Resort	Lake View	0	Wed.	1,600
Odebolt Chronicle	Odebolt	0	Thur.	2,250
Sac Sun	Sac City	0	Wed.	3,300
Lytton Starr	Sac City	0	Fri.	700
Schaller Herald	Schaller	0	Fri.	800
Wall Lake Blade	Wall Lake	0	Wed.	1,100

HOUSEHOLD SURVEY

Recently the Iowa Department of Transportation, with cooperation from Region XII Council of Governments, completed a random household survey in the counties of Audubon, Carroll, Crawford, Greene, Guthrie and Sac. The survey was prepared by I.D.O.T. and Region XII mailed this survey to random households selected from telephone directories. The survey was mailed to I.D.O.T. where the data was analyzed and returned to Region XII. This data will be used by the COG to determine present and future needs in the areas of transportation needs and services. The sample for the 17,603 households in the non-urban Region XII was 444. Of these 444 households, 44%, or 227 households returned this survey.

HOUSEHOLD SURVEY OF TRANSPORTATION NEEDS

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

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

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

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

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

_____ medical	_____ 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? _____

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

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

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

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

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

10. What is your address?

Township _____
 City _____ County _____
 Zip Code _____

This completes the questionnaire. Thank you for your cooperation.

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

PRELIMINARY ANALYSIS OF HOUSEHOLD
SURVEY OF TRANSPORTATION NEEDS

REGION 12 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 17,603 households in non-urban Region 12 was 444. The return rate for an initial mailing with a second wave follow-up was approximately 44 % for Region 12. 227 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	15.4
2	38.3
3	14.1
4	10.1
5 or more	14.5
no report	7.6

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	11.8	10.2
\$ 5,000-\$ 9,999	22.0	20.5
\$10,000-\$14,999	21.5	22.7
\$15,000-\$19,999	16.9	15.1
\$20,000-\$49,999	23.6	28.3
\$50,000 or more	4.1	3.2

* Percent is based on an N of 227.

** Percent is based on an N of 195.

*** 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	49.3	50.7 = 100
Investment	25.1	74.9 = 100
Self-employment	22.9	77.1 = 100
Social Security	34.4	65.6 = 100
Other Income Sources	7.5	92.5 = 100

Some households reported more than 1 income source.

AGE:

AGE OF HOUSEHOLD MEMBERS:

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

<u>AGE GROUP</u>	<u>% OF HOUSEHOLDS WITH MEMBERS IN GROUP</u>	<u>% of households with no member in group</u>
Less than age 10	22.9	77.1 = 100
Age 11-17	21.1	78.9 = 100
Age 18-59	59.9	40.1 = 100
Age 60-64	14.5	85.5 = 100
Over age 65	35.2	64.8 = 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	1.8
1	31.7
2	36.6
3 or more	24.2
no report	5.7
	100.0

* Percentage is based on an N of 227.

NUMBER OF DRIVERS' LICENSES
BY HOUSEHOLD

PERCENT OF HOUSEHOLDS*

0	1.8
1	23.3
2	52.4
3 or more	17.2
no report	5.3
	100.0

89.4 percent of the respondents currently have valid drivers' licenses and percent of them have no limitations on their ability to drive. Bad weather is the most common deterrent to drivers (11.5% of respondents). Other limitations reported were unwillingness to drive at night (8.4% of respondents) and unwillingness to drive long distances (9.3% of respondents). Only 7.5% 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	13.2	86.8 = 100
Vision difficulties	19.4	80.6 = 100
Hardness of hearing	14.1	85.9 = 100
Difficulty in speaking	2.6	97.4 = 100
Difficulty in grasping with hands	3.5	96.5 = 100
Problems with tremor	4.8	95.2 = 100
Difficulty in walking	4.8	95.2 = 100
Difficulty in understanding bus schedules	2.2	97.8 = 100

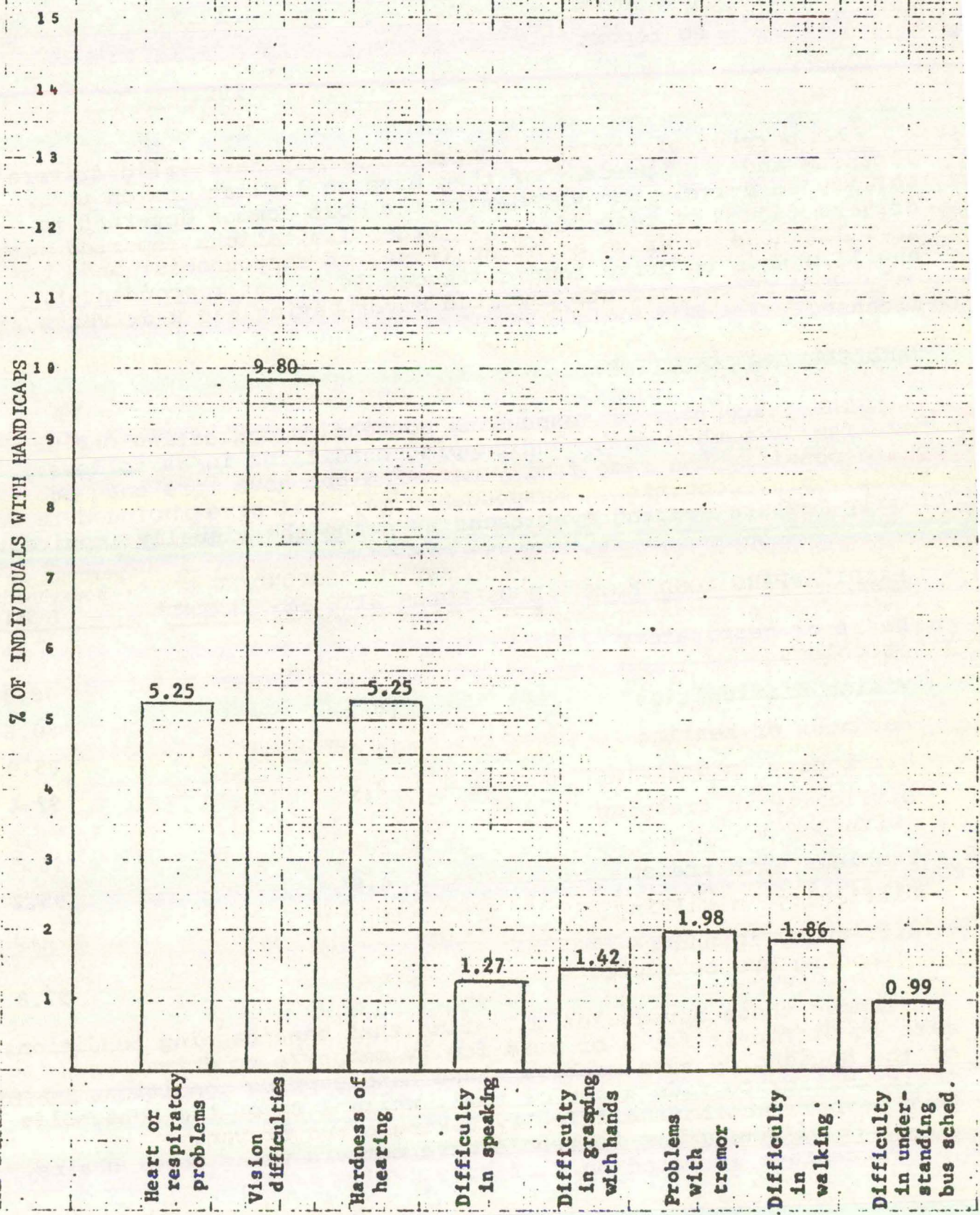
Among these households 2.2% find that handicapping conditions make it difficult for 1 or more family member/s to drive. 0 of the households have members whose handicapping conditions inhibit their ability to ride a car or taxi, while 1.8% of the households have members who have difficulty taking a bus or van.

.4% of responding household have members using wheel chairs.

* Percentage is based on N of 227.

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.

74.0% of the respondents indicated making one or more shopping trip a week. 70.0% indicated one or more trips per week for business purposes while 56.4% made one or more trips a week for recreation.

Other trip purposes as indicated by responding households were:

	<u>PERCENT*</u>
Church	50.2
Medical	18.5
Meals	4.4
Other	18.9

TRAVEL TIME

Key travel times indicated by respondents were:

	<u>PERCENT*</u>
6-8 A.M.	25.1
4-7 P.M.	18.1
1-4 P.M.	17.2
Saturday 8 A.M.-Noon	11.0

17.2 percent of respondents will travel any time.

TRANSPORTATION MODE:

6.2 percent of the respondents indicate that members of their household rely on others for transportation. 5.3 percent of respondents feel that they lack adequate transportation for shopping and 3.5 percent feel that they cannot reach medical services as often as needed.

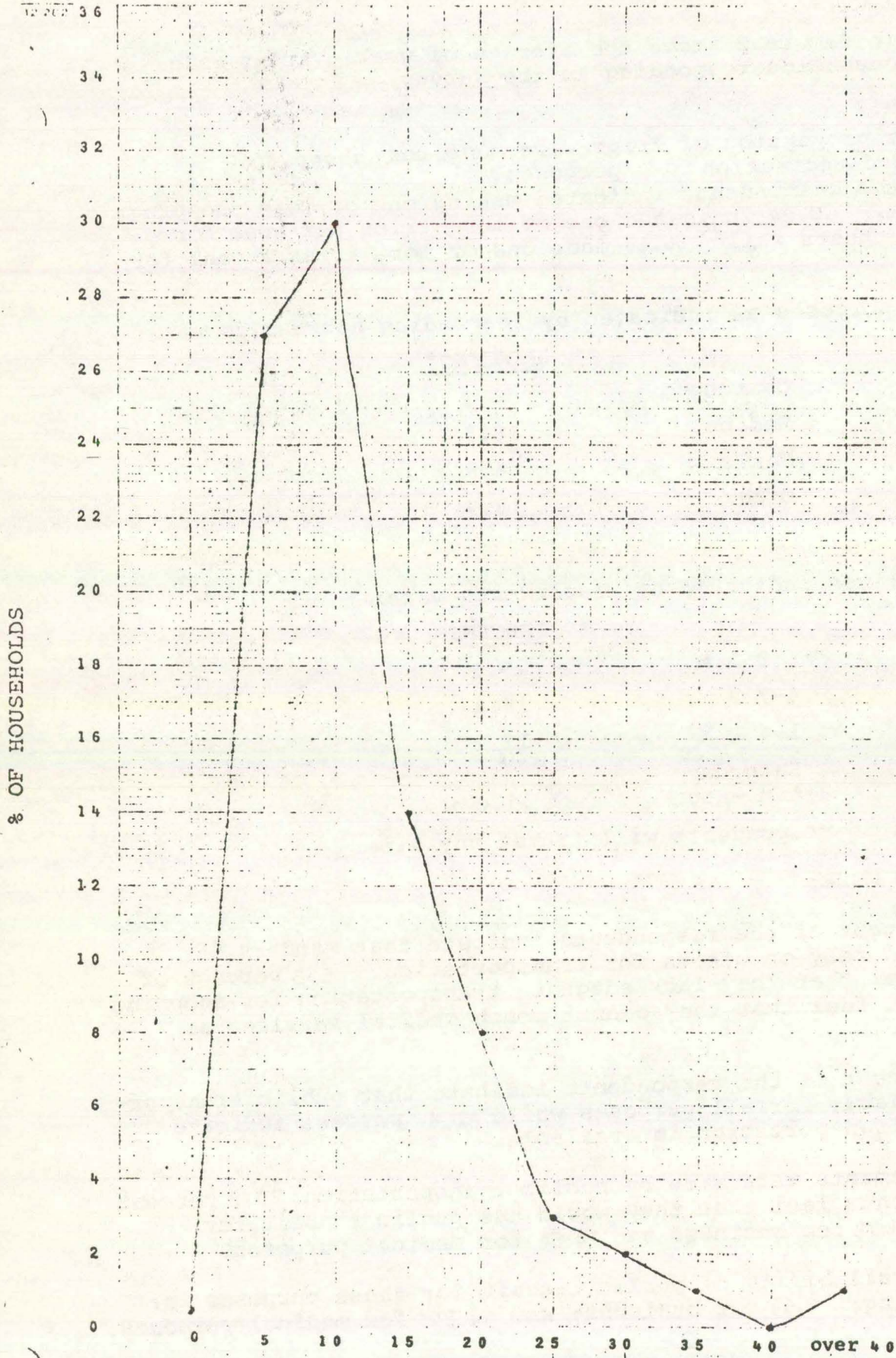
7.0 percent of the respondents indicate that public transportation is available for all purposes while 71.4 percent indicate the no public transportation is available.

If improvements were made by public transportation 20.3 percent of the respondents feel that they would use public transit for shopping and 13.7% for business and 14.5% for medical purposes.

Present availability of public transit for these purposes is: 6.6% for shopping; 4.4% for business; and 4.8% for medical purposes.

* Percentage is based on N of 227.

FIGURE 2
TRIP FREQUENCY



To further define the transportation needs of the region, 12 R 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 86.

As Figure 3 shows drivers tend to come from households in higher income groups. They generally make more trips than non drivers (Figure 4). 9.30% of the drivers indicate reliance on others for one or more trips, while 3.48% 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 28. 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	10.71
4-7 PM	21.42
1-4 PM	17.85
<u>SATURDAYS</u>	
8-Noon	3.57

7.14% indicated a willingness to travel anytime. 3.57% of the households with potential users already use public transit. 7.14% indicated a lack of transportation for shopping, 14.28% for recreation, and 7.14% 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. 18.36% will travel anytime. 12.24% of the households in this group have members

relying on others for one or more trips each week. Of those households with handicapped members 46.93% 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. 8.16% of the households with members over age 60 currently generate one or more public transit trips a week. The preferred travel times for these households are: Weekdays 1-4 PM (28.57%); 8-Noon (18.36%); and 4-7 PM (16.32%). 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>6.2</u>	<u>15.6</u>
\$ 5,000-\$ 9,000	<u>22.5</u>	<u>21.9</u>
\$10,000-\$14,999	<u>28.7</u>	<u>18.8</u>
\$15,000-\$19,999	<u>13.8</u>	<u>15.6</u>
\$20,000-\$49,000	<u>26.3</u>	<u>25.0</u>
\$50,000 or more	<u>2.5</u>	<u>3.1</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>10.0</u>	<u>25.8</u>
3- 5	<u>14.3</u>	<u>16.1</u>
6-10	<u>30.0</u>	<u>22.6</u>
11-15	<u>20.0</u>	<u>19.4</u>
16-25	<u>12.9</u>	<u>12.9</u>
over 25	<u>12.8</u>	<u>3.2</u>

FIGURE 5

POTENTIAL TRANSIT RIDERS

<u>INCOME LEVEL</u>	<u>% OF RIDERS*</u>	<u>% OF NON RIDERS*</u>
Less than \$5,000	<u>23.8</u>	<u>5.5</u>
\$ 5,000-\$ 9,999	<u>33.4</u>	<u>19.8</u>
\$10,000-\$14,999	<u>23.8</u>	<u>25.4</u>
\$15,000-\$19,999	<u>9.5</u>	<u>15.4</u>
\$20,000-\$49,000	<u>9.5</u>	<u>29.7</u>
\$50,000 or more	<u>0.0</u>	<u>3.2</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		68	10					78
		53.54	7.87					61.42
		87.18	12.82					
		68.69	35.71					
YES		31	18					49
		24.41	14.17					38.58
		63.27	36.73					
		31.31	64.29					
TOTAL		99	28					127
		77.95	22.05					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		62	16					78
		48.82	12.60					61.42
		79.49	20.51					
		62.63	57.14					
YES		37	12					45
		29.13	9.45					38.58
		75.51	24.45					
		37.37	42.86					
TOTAL		99	28					127
		77.95	22.05					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>10.5</u>	<u>17.5</u>
3- 5	<u>7.9</u>	<u>19.0</u>
6-10	<u>28.9</u>	<u>27.0</u>
11-15	<u>31.6</u>	<u>12.7</u>
16-25	<u>7.9</u>	<u>15.9</u>
over 25	<u>13.2</u>	<u>7.9</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>35.0</u>	<u>50.0</u>
2	<u>27.5</u>	<u>23.2</u>
3-4	<u>25.0</u>	<u>17.9</u>
5-6	<u>12.5</u>	<u>7.1</u>
7-8	<u>0.0</u>	<u>0.0</u>
9 & over	<u>0.0</u>	<u>1.8</u>
	<u>business</u>	
1	<u>27.3</u>	<u>23.6</u>
2	<u>9.1</u>	<u>3.6</u>
3-4	<u>9.1</u>	<u>10.9</u>
5-6	<u>22.7</u>	<u>29.1</u>
7-8	<u>11.4</u>	<u>7.3</u>
9 & over	<u>20.4</u>	<u>25.5</u>
	<u>recreation</u>	
1	<u>34.3</u>	<u>28.9</u>
2	<u>31.3</u>	<u>33.3</u>
3-4	<u>12.5</u>	<u>20.0</u>
5-6	<u>6.3</u>	<u>11.1</u>
7-8	<u>3.1</u>	<u>4.5</u>
9 & over	<u>12.5</u>	<u>2.2</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>37.0</u>	<u>28.0</u>
2	<u>25.9</u>	<u>36.0</u>
3-4	<u>22.2</u>	<u>14.0</u>
5-6	<u>3.7</u>	<u>12.0</u>
7-8	<u>7.4</u>	<u>2.0</u>
9 & over	<u>3.8</u>	<u>8.0</u>
	<u>shopping</u>	
1	<u>41.7</u>	<u>45.0</u>
2	<u>27.8</u>	<u>23.3</u>
3-4	<u>25.0</u>	<u>18.3</u>
5-6	<u>5.5</u>	<u>11.7</u>
7-8	<u>0.0</u>	<u>0.0</u>
9 & over	<u>0.0</u>	<u>1.7</u>
	<u>business (personal)</u>	
1	<u>40.0</u>	<u>17.2</u>
2	<u>14.3</u>	<u>1.6</u>
3-4	<u>14.3</u>	<u>7.8</u>
5-6	<u>20.0</u>	<u>29.7</u>
7-8	<u>2.8</u>	<u>12.5</u>
9 & over	<u>8.6</u>	<u>31.2</u>

* Based on total number of respondents.

In reviewing the results of the household survey, several conclusions can be supported. First the service should be directed toward low to moderate income households with elderly or handicapped members. The service needs to be broadened to include a much larger proportion of these households. Service should be concentrated in the early afternoon hours for the elderly and mostly on weekdays. Service should be expanded to include more recreation trips as well as more shopping and business trips.

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

The efficiency and effectiveness of the present system of service types in meeting the transit needs of the region was evaluated in the '77 RTDP according to the level of service measured in the degree of mobility. This information can be found on pages 18-23 in the '77 RTDP.

This update gives an evaluation of existing transit services in relation to the results of the transportation surveys after each corresponding section.

After reviewing the results of the transportation surveys and the other pertinent data presented in this report, several conclusions can be drawn.

Public Transit, as it is being provided in Region XII, is impacting those who need such service the most. It would appear that the service now being provided is of high quality, reliable, and safe. One deficiency, however, is that the supply of such service does not come close to meeting the demand. More transit staff persons are needed along with more modern, comfortable, and better equipped transit vehicles. Another drawback of the present system is that rides are only available to elderly and handicapped clientele. It is an objective of the transit system however, to expand this service to include the general public by the Fall of 1980.

In regards to present transit service, some areas of the region are not adequately served. Greene County is presently served only by its Sheltered Workshop and does not provide for transportation of the elderly. Carroll County on the other hand does offer elderly service, but routes are

limited to the City of Carroll. Both problems will be corrected by November 15, 1978. At this time additional service will be offered for necessity trips such as trips for shopping and medical assistance.

Coordination and consolidation opportunities are constantly being examined and will be implemented where costs can be minimized and additional benefits recognized.

REFINEMENT OF THE SELECTED ALTERNATIVE

1. Are revisions in funding possible?

Revisions in funding are always possible. Funds may be secured from such sources as municipal governments, private donations, user fees, or county governments in larger percentages all of which would make revision necessary. No revisions are suggested at this time until additional experience is realized by the present system. Any revisions would, however, uphold the objective to provide adequate transportation service at a reasonable cost.

2. Are revisions in service standards possible? Can increase ridership needs be met? Can improvements be made in serving the important origin and destination points?

Revisions in service standards will come about whenever they are warranted by demand. Increased ridership demands can only be satisfactorily met by either a similar increase in transit funds or additional benefits accrued through consolidation or coordination efforts. Improvements may be made in serving the important origin and destination points only if the said points are continually revised by any demand shift.

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

In this update, there are no revisions of either goals or objectives, however, original goals and objectives are being implemented.

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

The survey results from Region XII provided very little new or surprising results, but was valuable in showing the COG how much more there is to be accomplished. This data will be used to justify additional expenditures on the transit system.

5. Can increased capital improvements be met and funded?

The monies presently received by Region XII from the Iowa Department of Transportation are required for the operation of the present transit system. Recent capital improvements such as vehicle purchases have been funded through other sources such as the Urban Mass Transit Administration. Increased capital improvements can only be met through the combination of many funding sources. These may include Developmental Disabilities Council, Area Agency on Aging, County Boards of Supervisors, Urban Mass Transit Administration, and Iowa Department of Transportation funds. All of these sources will be drawn upon to meet any increased capital improvements needs.

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

Region XII is seeking to increase the cost efficiency of its transit operations by using volunteers from the RSVP program and using equipment such as school buses during their 'down time'. We are seeking to provide the most transit service to as many people as possible, and the lowest cost. This will include coordination and/or consolidation wherever such actions would increase cost efficiency.

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

Region XII is attempting to bring all transit operators within the area under the State Transit Plan. The COG is striving to achieve goals II and III and their accompanying objectives found on page 2 of the '77 RTDP.

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

Region XII is attempting to give private transit providers every opportunity possible for input into the planning process, but have also realized they are private enterprise and will be allowed to provide needed service where feasible.

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

The present transit programs are providing essential transportation services but the program comes far short of meeting the total transit needs of the region. The service not only needs to be expanded to more handicapped and elderly persons, but to the general public as well.

10. Are services operating in the entire region? Explain. Are services open to the general public (and does the public know about them)? Explain. Could they be consolidated?

As stated in the RTDP, Region XII is striving to insure that all persons within the region have access to adequate transportation service at a reasonable cost. At the present time, specialized services are operating in every county within the region. Consolidation of the various specialized services is being attempted but diverse management will render this a slow process. Transit systems in Greene, Carroll, Guthrie, and Sac are now being established, and by October 1, 1980 all regional systems will be transporting the general public in addition to their present clientele. Routes are being established and revised to offer maximum coverage to the small rural communities located throughout the region. Once the system is in operation, the public will be informed through press releases and taped radio commercials.

11. Can better use be made of available equipment?

Region XII is presently undertaking an inovative transit operation in Guthrie County which will utilize existing school buses within the county for public transportation. These buses will be available for public transit during their usual 'down time' (mid-morning to mid-afternoon) but still be used by the individual school districts to perform their normal functions. A similar system is also under consideration which would utilize specialized service vehicles for public transportation purposes during their usual 'down time'.

12. Can better use be made of available manpower?

In an effort to provide economic transportation service, Region XII is utilizing existing manpower in an efficient and productive manner. Consolidation of services is encouraged wherever possible to maintain low labor costs. Use of volunteer services, through area churches and the Retired Senior Volunteer Program is also promoted.

TABLE VI

	<u>1977 Service Standards</u>	<u>1977 Selected Alternative</u>	<u>1978 Modifications Or Refinements In Service Standards</u>	<u>1978 Refined Selected Alternative</u>
Operations:				
Vehicles in Service		7		12
Vehicle Miles				176,848
Vehicle Utilization				Daylight Hours
Running Costs		31,450		43¢/mile
Contract Trans. Costs		--		70,693
Administrative Marketing				185
G & A				0
All Other		--		0
Total Administrative Costs		7,600		6,400
Total Operating Costs:		39,050		76,079
Annualized Capital Costs:				
Vehicles				
Structures				
Total		24,000		0
TOTAL OPER. & ANN. CAP. COSTS				76,079
DEFICIT				
Deficit per Ride		12.12		1.45
Deficit per Capita		.054		.77

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

TABLE VI

	<u>1977 Service Standards</u>	<u>1977 Selected Alternative</u>	<u>1978 Modifications Or Refinements In Service Standards</u>	<u>1978 Refined Selected Alternative</u>
<u>Total Rides</u>		5,000		48,865
<u>Rides by Type:</u>				
Elderly				20,535
Non-Elderly				28,330
Handicapped				
Other				0
<u>% of Rider Demand Satisfied:</u>				
Total			10%	4.4%
Elderly			5%	1.9%
Non-Elderly				
Handicapped			5%	2.5%
Other				---
<u>Other Local Objectives:</u>				
Area Served	Region XII	Region XII	Region XII	Region XII
Activity Centers Served	All	All	All	All
Shelters			All	All
Other			All Congregate Meal Sites	All Congregate Meal Sites
<u>Revenue:</u>				
Average Fare Charged		\$.50		Donation
% Riders Charged		N/A		N/A
Farebox Revenue		2,500		5,154
Agency Contract Revenue				---
Total Revenue		2,500		5,154

(CONT'D. NEXT PAGE)

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. Recommended consolidation of RIDES Program.2. Promotion of transit services.3. Consolidate a transportation administrative agency.4. Establish a Guthrie County Transit System using school buses as vehicles.	<ol style="list-style-type: none">1. RIDES - consolidated into Greene County Developmental Center and Howard Activity Center.2. Taped radio commercials, press releases, etc.3. Established Region XII Transportation Tack Force.4. In implementation process.

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.</p> <p>If no progress resulted, give the reasons why not.</p>
<p>1. Establish a transit system that would operate one van within each county on a route deviation basis. Transit service would be provided to both unincorporated and incorporated areas of the counties to the activity centers.</p>	<p>1. At the present time each county is provided transit service by at least one vehicle. Some counties, however, are provided service to only one target group, either elderly or handicapped. All services offer transportation on modified-fixed routes although Audubon Mini-bus is primarily on a demand-response basis. During the next year service to all counties will be expanded to include both elderly and handicapped clientele.</p>
<p>2. Purchase new equipment and/or modify existing equipment so that all vehicles would possess the capability to handle elderly and handicapped riders as well as all other riders.</p>	<p>2. Vehicles are located in all counties, except Guthrie, which are equiped to handle both handicapped and elderly clients. Guthrie County is providing volunteers to assist passengers both on and off the buses.</p>
<p>3. Operate the transit system on a eight hour day, five day a week basis.</p>	<p>3. The Region XII transit system is utilizing vehicles from many sources. As a result, hours are determined by participating service agencies or workshops. These hours are constantly being adjusted to better meet the needs of the system's clientele.</p>
<p>4. The fare should be 50¢ per round trip per person except for the elderly, handicapped and low income persons who should receive a reduced rate by some means.</p>	<p>4. The system does not extend service to the general public as of yet and as a result, no standard fare is charged. All systems within the region now rely on a donation fare basis.</p>
<p>5. Administration of all transit service should be the responsibility of one regional authority.</p>	<p>5. Administration of the Region XII transit system will be under the direction of a regional transit manager as of October 1, 1978. Hid office will be located in Carroll with the Region XII Council of Governments' Offices.</p>

The following tables will present operational and capital cost figures for the past and present years, as well as projected figures for the next four years. The data reflected in these tables is as accurate as present and projected systems would indicate.

Many systems, however, are not presently fully operational. During the next year service will be expanded by all operators within the region. This service expansion will include extended routes, longer operating hours, and clientele expansion to include both the handicapped and elderly. The following year service will once again be expanded to include the general public.

As a result of the present limited service, many of the projected figures are merely estimates. More accurate figures will be available for next year's Regional Transit Development Program Update.

TABLE VIII

Five Year Operating Program

Audubon Mini-Bus

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)
Maintenance of existing service	1 fixed route with demand response		4	Local	4,669	7,650	4,962	4,962	4,962	4,962	31,167
				A.A.A.	716	2,056	2,159	2,159	2,159	2,159	11,408
				Fare	573	700	735	735	735	735	4,213
				IDOT	-0-	-0-	3,071	3,071	3,071	3,071	12,284

Region VII Operating Totals Presented on Table XI

TYPE OF WORK

Work Code Operational

- 1
- 2
- 3
- 4
- 5

- 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

TABLE VIII

Five Year Operating Program

Carroll Cab Company

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)
Maintenance of existing transit service	Special subsidy to elderly to ride in Carroll cabs (Carroll Cab Co. and Kelch Cab Co.)		4	Local	11,105	2,500	3,000	3,000	3,000	3,000	25,515
				A.A.A.	8,984	5,000	5,000	5,000	5,000	5,000	33,984
				IDOT	0-	7,500	7,500	7,500	7,500	7,500	37,500
				Fare	2,497	5,000	5,000	5,000	5,000	5,000	27,947

Region XII Operating Totals Presented on Table XI

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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TABLE VIII

Five Year Operating Program

Greene County Development Center

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)
Maintenance of existing service and expansion to elderly	Fixed route service for handicapped		4	Local	3,499	3,610	4,947	4,947	4,947	4,947	26,897
				A.A.A.	-0-	245	476	476	476	476	2,149
				IDOT	-0-	1,280	1,560	1,560	1,560	1,560	7,520
				Title XX	10,499	8,000	8,560	8,560	8,560	8,560	52,739
				Fares	-0-	250	600	600	600	600	2,650

Region XII Operating Totals Presented on Table XI

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

TABLE VIII

Five Year Operating Program
Guthrie County Transit System

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)
Maintenance of existing service	Fixed route service for the elderly		4	Local	0	1,200	1,200	1,200	1,200	1,200	6,000
				A.A.A.	255	2,450	2,450	2,450	2,450	2,450	12,505
				IDOT	588	6,900	6,900	6,900	6,900	6,900	35,088
				Fares	104	1,130	1,130	1,130	1,130	1,130	5,754
Region XII Operating Totals Presented on Table XI											

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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

TABLE VIII

Five Year Operating Program

Howard Activity Center

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)
Maintenance of existing service	Fixed route service for handicapped and elderly		4	Local	-0-	2,200	2,200	2,200	2,200	2,200	11,000
				A.A.A.	.70	665	665	665	665	665	3,325.7
				IDOT	176	2,018	2,018	2,018	2,018	2,018	10,266
				Title XX	14,961	8,852	8,852	8,852	8,852	8,852	59,221
				Fares	2	200	200	200	200	200	1,002
Region XII Operating Totals Presented on Table XI											

TYPE OF WORK

- 1. New route
- 2. Additional service hours or days
- 3. Extensions and modifications
- 4. System operations (existing system)
- 5. Planning and design (especially loading and unloading)

- 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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TABLE VIII

Five Year Operating Program

New Hope Village (Carroll)

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)
Maintenance of existing service and expansion to include	Modified-fixed route for handicapped and elderly		4	Local	N/A	1,650*	1,650*	1,650*	1,650*	1,650*	8,250*
				A.A.A.	-0-	350	525	525	525	525	2,450
				IDOT	-0-	1,900	2,925	2,925	2,925	2,925	13,600
				Title XX	N/A	N/A	N/A	N/A	N/A	N/A	N/A
				Fares	-0-	500	750	750	750	750	3,500
* Figures for senior citizen transportation only											
Region XII Operating Totals Presented on Table XI											

TYPE OF WORK

Work Code Operational

- 1 New route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 New system operation (existing system)
- 5 Planning and design (not fully 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

TABLE VIII

Five Year Operating Program

West Central Development Corporation

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)
Maintenance of existing service	Fixed route service for the elderly		4	Local	1,150	1,750	1,750	1,750	1,750	1,750	9,900
				A.A.A.	2,934	1,890	1,890	1,890	1,890	1,890	12,384
				IDOT	5,073	4,300	4,300	4,300	4,300	4,300	26,573
				Fares	1,527	1,620	1,620	1,620	1,620	1,620	9,627
Region XII Operating Totals Presented on Table XI											

TYPE OF WORK

Work Code Operational

- 1 New route
- 2 Additional service hours or days
- 3 Route extensions and modifications
- 4 General system operation (existing system)
- 5 Engineering and design (not including 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

TABLE IX

Five Year Capital Program

West Central Development Corporation

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)
Additional Equipment	Citizen Band Radios	Base and Mobile Radio	18 19	A.A.A.	400						400
Fleet Expansion	Addition of transit vehicle	15 passenger vans	11	Local			667				667
				A.A.A.	2,359				2,359		
				IDOT		1,333			1,333		
				Federal UMTA 16(b)(2)		8,000			8,000		
Region XII Capital Total presented on Table X											

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

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TABLE X

Regional Totals - Five Year Capital Program

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 Expansion	Addition of transit vehicles	15 passenger vans	11	Local	2,359		667				667
				A.A.A.					2,359		
				IDOT				1,333		1,333	
				UMTA 16(b)(2)			8,000		8,000		
Additional Equipment	Citizen Band Radio	Base and Mobile Radios	18 19	A.A.A.	400					400	

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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TABLE XI

Regional Totals - Five Year Operating Program

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)
Maintenance of existing transit service	Provision of transit service to elderly and handicapped residences of Region XIII		4	Local	20,333	20,560	19,709	19,709	19,709	19,709	119,729
				A.A.A.	12,889	10,461	13,165	13,165	13,165	13,165	76,010
				IDOT	5,837	23,898*	38,274*	28,274*	28,274*	28,274*	142,831*
				Title XX D.S.S.	25,460	16,852	17,412	17,412	17,412	17,412	111,960
				Fares	5,153	8,154	10,035	10,035	10,035	10,035	53,447
* does not include transit manager's salary or transit system marketing expenses.											

TYPE OF WORK

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

CONCLUSIONS

Region XII is the Single Administrative Agency for all transit operations within its six county area. The COG is responsible for coordination of services, administrative assistance, fare and route establishment assistance, technical guidance, as well as the establishment of a comprehensive transportation plan and regional directives.

The Region XII COG, along with the Transportation Task Force, has the responsibility of allocating funds to the individual transit operations within the region.

This single administrative agency retains the administrative and budgetary functions of the individual transit services, but the actual provision of service is their responsibility.

The Single Administrative Agency, to function effectively, must exercise its review process. Any new, or expansion of old, transit operations must conform to the RTDP and subsequent updates, as well as any other regional transit plans developed by the COG. Only through integrated transit development, directed by Region XII in conjunction with the Iowa Department of Transportation, can the transportation needs of the region be efficiently and effectively met.

The Region XII Council of Governments will implement its Regional Transit System in accordance with the following schedule:

1. Hire administrative person for RTS
October 1, 1978
2. First Transit Advisory Committee meeting
October 1978
3. General system advertising
November 1, 1978
4. Greene & Carroll County service expanded for elderly
November 15, 1978
5. Centralized data and financial systems
January 1, 1979
6. Service to all congregate meal sites
April 1, 1979
7. General public service - space available basis
July 1, 1979
8. All cities served on at least a weekly basis
June 1, 1980
9. General public service
July 1, 1980

These specific objectives have been chosen to be accomplished in the first two years of operation as they are the building blocks of any regional transit system. At such time when these objectives are reality, the regional system will be composed of six county-wide systems centrally administrated. All residents within the region will then be served by the transit system operating within the county in which they reside.

At this time, Region XII will coordinate routes and schedules in an attempt to provide inter-county travel. As this system progresses, consolidation of various services will be considered to lower costs and insure a minimum of duplication of services.

The ultimate five year goal of the Regional Transit System would be a centrally operated and administered transit program. This would allow intra-regional travel to all area residents by 1983.

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