City of Grand Island

Tuesday, September 05, 2006
Study Session

Item -3

Presentation of Transportation Study Survey

Staff Contact: Cindi Preisendorf

Council Agenda Memo

From: Cindi Preisendorf

Meeting: September 5, 2006

Subject: Transportation Access Project

Item #'s: 3

Presenter(s): Cindi Preisendorf, Heartland Campaign Management TAP Project Cordinator; Judy Vohland, Vocataional Rehabilitation Services; Terri Sautter, Workforce Development; Jeff Burke, Vocational Reahabilitaiton; Marlan Ferguson, Economic Development Corporation, Dr. Lynn Black, Central Community College; Kris Nolan-Brown, Goodwill Industries; and Chuck Leach, Center for Independent Living

Background

For a number of years, lack of public transportation had been identified as the most critical service gap by the yearly Heartland Continuum of Care gap analysis as well as identified as a critical priority in six separate community needs assessments, as well as by consumers, residents and service providers consistently. As a result, in 2003 the subcommittee of Heartland Continuum of Care was formed to research avenues to fill this gap.

The Community Transportation Association of America granted funds to TAP partner St. Francis Medical Center to bring in Jim Moore, of Moore and Associates, a nationally known consultant on public transit. In June 2005, Jim Moore visited Grand Island and conducted research. His findings were compiled in a community report that gave:
–Recommendations for reorganizing the current system for better efficiency and growth
–Recommendation for planning for future growth
–Recommendation for development of services and funding

Discussion

A second CTAA grant application was funded in January 2006 to complete detailed planning necessary to implement Phase 1. Eight objectives are listed for completion in 2006, including OBJECTIVE 3: To conduct surveys and interviews with existing riders and potential riders to determine interest and need. This survey has recently been completed and we will report results to the City Council as well as other venues in the month of September. Several represenatives from business, industry, human service agencies, higher educaiton and current HCPT riders will give additional testimony on the issue.

Conclusion

This item is presented to the City Council in a Study Session to allow for any questions to be answered and to create a greater understanding of the issue at hand.

OC _____

TAP Transportation Survey for Residents

The purpose of this survey is to improve transportation for Grand Island Residents

This information is confidential and will be used for statistical purposes to determine the future transportation needs of Grand Island residents. Do not provide any personal information that might identify you. Thank you!

1. **Have you filled out this survey previously?**
   - ? **No**: Answer the following questions based upon your own experience whether that is your own car, public transportation or something else that gets you where you need to go.
   - ? **Yes**: **STOP!** We have already collected your information. Thank you!

2. **Do you need transportation on a regular basis for? Check all that apply.**

? Getting to work between 8 am and 5 pm
? Night work shifts or early morning work shifts
? Off peak hours (after 8:30 a.m. before 5 p.m.)
? Recreational activities and events
? Weekend and holiday travel
? Accessing social service providers
? Getting kids to day care or school
? Going to the doctor / dentist / medical
? Visiting friends and family, shopping and errands
? Attending training or education classes
? Travel to surrounding communities

3. **How do you usually get places?**

? Personal car/vehicle
? Bicycle/walking
? Family / Friends
? Family/Friends
? Vanpool / Carpool
? Hall County Public Transportation
? Other Service Provider:
  - ? MNIS
  - ? Goodwill
  - ? Other _____

4. **Are you currently employed?**	? Yes	? No
4 a. **If yes, is your employment?**	? Full-time	? Part-time
5. **Do you use the transportation listed above to get to work?**	? Yes	? No
6. **Is your transportation to work limited because of where you live?**	? Yes	? No

Please rate how well you agree: **The transportation I use:**	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree	N/A
7. Does a good job of getting me where I need to go.	?	?	?	?	?
8. Makes me wish there was something better.	?	?	?	?	?
9. Limits where I can work.	?	?	?	?	?
10. Is difficult to pay for.	?	?	?	?	?
11. Makes it easy to do other errands in addition to work	?	?	?	?	?
I would use public buses for work regularly if:					
12. I knew what was available.	?	?	?	?	?
13. There were bus routes where I lived.	?	?	?	?	?
14. It allowed me to make stops for other tasks.	?	?	?	?	?
15. Wait time for pick-up was shorter.	?	?	?	?	?
16. Bus arrival time was more reliable.	?	?	?	?	?
17. It was easier for me to make an appointment.	?	?	?	?	?
18. I felt safe and secure.	?	?	?	?	?
19. Someone taught me how to use the bus.	?	?	?	?	?
20. Buses were easier for me to board.	?	?	?	?	?
21. Language was not a problem.	?	?	?	?	?

Continue on Back

OC _____

Please rate how well you agree: **Although I have a car, I would still use public transportation to**	**Strongly Agree**	**Somewhat Agree**	**Somewhat Disagree**	**Strongly Disagree**	**N/A**
22. Get to work.	?	?	?	?	?
23. Get to medical appointments.	?	?	?	?	?
24. Shopping, social events, entertainment.	?	?	?	?	?
25. Get to service provider appointments.	?	?	?	?	?

Demographic Information

26. **What city do you live in?** ? Wood River ? Cairo ? Alda ? Doniphan ? Grand Island ? Other

27. **Age?** ? Under 19 ? 20-34 years ? 35-54 years ? 55-64 years ? 65 and over

28. **Gender?** ? Male ? Female

29. **Number of adults in household?** ? 1 ? 2 ? 3 ? 4 ? 5+

30. **Number of children in household who are:**
    a. **under 6 years of age?** ? 1 ? 2 ? 3 ? 4 ? 5+
    b. **6-13 years of age?** ? 1 ? 2 ? 3 ? 4 ? 5+
    c. **14-19 years of age?** ? 1 ? 2 ? 3 ? 4 ? 5+

31. **Total annual household income?** ? $0 - $9,999 ? $10,000-$19,999 ? $20,000-$39,999 ? 40,000-$49,999 ? $50,000+

32. **Are you eligible to receive SSI, Social Security Disability, TANF or other programs with income guidelines?** ? Yes ? No

33. **Do you have a disability that makes using transportation difficult?** ? Yes ? No
    a. **If yes, check appropriate boxes:** ? Developmental / Learning ? Psychiatric ? Vision /Hearing ? Other Physical _____

34. **Is English your first language?** ? Yes ? No

35. **Can you access services in English?** ? Yes ? No

36. **Today's date**: ____/ ____ /_____

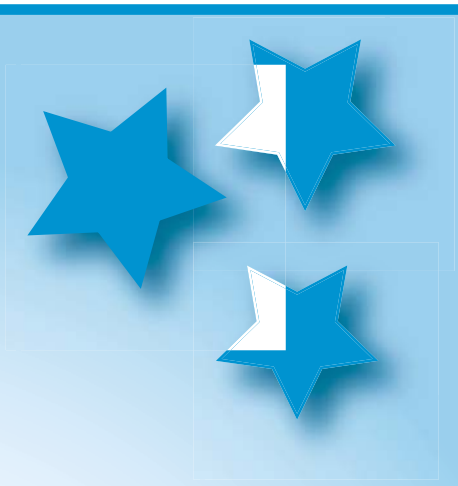
37. **Where did you get this survey?**

39. **Please add comments/suggestions:**

Thank You!

Please return to Community Development , P.O. Box 1968, Grand Island, NE 68802

If you have questions regarding the survey please call: 308-850-7190



Community Transportation ASSOCIATION

for

Technical Assistance

Grand Island, Nebraska

June 2005

25530 Avenue Stanford
Suite 208
Valencia, CA 91355
Tel: 661-253-1277
Fax: 661-253-1208
www.moore-associates.net

Moore & Associates
Transportation Marketing • Planning • Audits

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INTRODUCTION

ORIGIN OF STUDY

The Grand Island Coordinated Transportation System Committee is a voluntary committee whose mission is improving access to public transportation for all residents of Hall County. Composed of more than 30 members, Committee representatives include the Saint Francis Medical Center, City of Grand Island, Senior Citizens Industries Inc., Central Nebraska Community Services, Hope Harbor, and numerous other social service agencies located throughout Hall County and central Nebraska.

Over the last decade, Committee members have become increasingly aware of the significant increase in the number of low-income persons lacking basic mobility to access essential healthcare and social service programs. This population subset often relies on social service agencies to assist with housing, food, job training, or healthcare related services.

While public transportation has been available in Hall County since the 1970s, it has focused historically on the mobility needs of seniors and persons with disabilities. This increasing demand for affordable transportation services has resulted in the fielding of some *lifeline* services by members of the Committee or similar organizations. In some instances, such efforts are actual transportation services; in other cases it may be subsidized transportation vouchers (i.e., gasoline vouchers, taxi scrip). Despite these efforts, demand is significantly outpacing available funding.

At the Committee's request, the St. Francis Medical Center Foundation (Grand Island, Nebraska) submitted a funding request (November 2004) to the Community Transportation Association of America (CTAA) for short-term technical assistance. The CTAA approved the Foundation's application in May 2005.

The overall goal of this project is to identify strategies for leading to possible expansion of public transportation services in Hall County, thereby enhancing access by all residents with the belief that successful public transit is both a quality of life and economic development element.

CONSULTANT'S ROLE

The Community Transportation Association of America is a national, professional membership association of organizations and individuals committed to removing barriers to isolation and to improving mobility to all people. CTAA conducts research, provides technical assistance, offers educational programs, and serves as an advocate in order to make coordinated community transportation available, affordable, and accessible.

Funded under the USDA Rural Passenger Transportation Technical Assistance Program, short-term technical assistance is available to help small communities enhance economic growth and development by improving community transportation services. Short-term technical assistance projects must be located in rural areas defined as being not within the outer boundary of a city having a population of 50,000 or more and its immediately adjacent urbanized or urbanizing area with a population density greater than 100 persons per square mile.

Established in 1991, Moore & Associates is a full-service, public transportation consulting practice offering marketing and advertising, service evaluation and planning, performance audits, and TDM-related services.

Our family of clients include some of the country's most successful and fastest growing public transportation organizations. Past and present clients include public transit operators, inter-city and regional rail services, commercial airports, Metropolitan Planning Organizations, Regional Transportation Planning Agencies, specialized transportation providers, and Transportation Demand Management programs.

The Moore & Associates team is committed to developing client partnerships that yield situation-specific solutions marked by cost-effective methods and quantifiable results.

The Grand Island project included six distinct steps or project milestones: (1) conduct site visits to Hall County, Nebraska, (2) conduct stakeholder meetings, (3) summarize demand for public transportation services, (4) compile recommendations, (5) prepare and present report to CTAA, and (6) identify any additional technical assistance arising from study recommendations.

PUBLIC TRANSIT IN HALL COUNTY

The Hall County Transportation system was established in the early 1970s, with Platte Valley Community Action Agency being the first administrator. In 1972, administration of the Hall County Transportation system was transferred to the Senior Citizens Industries, Inc., a nonprofit IRS Section 501(c)(3) organization. Senior Citizens Industries, Inc. has been administrator of the program ever since.

In 1974, the Handi Bus program was initiated to provide transportation for seniors and the disabled. During that year, Handi Bus purchased two new vans and provided more than 2,050 trips. In the early 1980s, the program expanded to three vehicles. Historically, the service operated on a fare-free basis. In 1982, a 50-cent fare was introduced, and the fare structure has remained unchanged since.

In recent years, the Handi Bus branding was changed to Hall County Public Transportation to reflect the change in scope of service from a senior and disabled service to one open to the general public. HCPT operates as a shared-ride, curb-to-curb,

reservation-based transportation service. Patrons desiring a ride must call the HCPT dispatch center at least one day in advance to schedule a ride.

In FY 2005, HCPT provided nearly 41,000 rides annually. The service operates weekdays (7 a.m. to 5 p.m.) utilizing a fleet of six vans. According to calendar year 2004 data, HCPT had an annual operating budget of $180,462. Operating funds are derived from four sources: Federal Transit Administration ($87,083), state ($38,606), local/county ($54,773), and farebox revenue.

IDENTIFY AND QUANTIFY DEMAND FOR EXPANDED SERVICE

To accurately identify and quantify demand for public transportation services in Hall County, Moore & Associates conducted a variety of primary and secondary research activities inclusive of the following:

1. Demographic research of Hall County.
2. Creation and administration of self-administered survey to social service agencies.
3. On-site fieldwork.
4. Site meetings with several social service organizations (principally a subset of the Coordinated Transportation System Committee).
5. Research of best practices regarding rural transportation provisions within the region.
6. Facilitation of community meetings.
7. Attendance at Coordinated Transportation System Committee meeting.

SOCIAL SERVICE SURVEYS

In an effort to identify the transportation needs of social service agency clientele as well as those transportation services currently being provided outside the publicly funded circle, Moore & Associates prepared and distributed a self-administered survey to each member of the Grand Island Transportation Committee. Valid responses were received from the following organizations:

- Central District Health Department
- Central Nebraska Community Services
- City of Grand Island
- Goodwill Industries of Greater Nebraska
- Grand Generation Center
- Grand Island Public Schools
- Hope Harbor
- Senior Citizens Industries, Inc.

AGENCIES PROVIDING TRANSPORTATION

Of the 8 respondents listed above, five provide transportation services using agency-owned vehicles: Senior Citizens Industries, Inc., Grand Generation Center, Hope Harbor, Goodwill Industries of Greater Nebraska, and Grand Island Public Schools.

Senior Citizens Industries, Inc. and Grand Island Public Schools reported the level of service being provided (by their agency) addresses the baseline transportation needs of their individual clientele.

Senior Citizens Industries, Inc. and Grand Generation Center (Senior and Disabled Center) share facilities and serve the same clientele base. However, the Senior Citizens Industries, Inc. representative completed the survey from the viewpoint of administrator of the Hall County Public Transportation system, while the Grand Generation Center representative completed the survey from the Center's broader point of view.

While Grand Island Public Schools did not identify any (current) unmet transportation needs, subsequent research revealed the District only provides home-to-school transportation to pre-kindergarten students. Given the changing demographics of the community combined with present and forecast land-use patterns, Moore & Associates believes this translates to significant latent demand (i.e., untapped transit customer market). Further, based on our experience in similar communities, we believe school-to-home travel demand can complement (i.e., cost-sharing) a spectrum of general public transportation services.

Grand Generation Center, Hope Harbor, and Goodwill Industries of Greater Nebraska indicated that, while they provide transportation to their clientele, the level of service provided is limited in both scope and capacity.

Grand Generation Center provides services to the elderly and disabled. Services include transportation to healthcare facilities, shopping, job training, and education. Sources of transportation for their clientele are the Hall County Public Transportation program, and contracts with local taxi companies (through subsidized rides). The Grand Generation Center indicates "needs are not being met based on the current level of service being provided". The Center would like to see additional vehicles and drivers for Hall County Public Transportation program.

Hope Harbor provides a wide range of services targeting persons who are either homeless or near homeless. The majority of clients are childbearing aged women under 30 years. The most pressing identified need is access to healthcare services. The number two-trip purpose identified by Hope Harbor is job training/access to employment. Based on our independent assessment of recent actual demand, 60 one-way trips are requested daily through Hope Harbor. However, given funding limitations, Hope Harbor is only able to fulfill 8.3 percent (or five trips) of the requests received. In addition to providing its own transportation, Hope Harbor also distributes gasoline purchase vouchers (generally limited to five dollars). Based on our site discussion, Hope Harbor's management team would seriously consider purchasing monthly blocks of (public transit) fare media for distribution to its clientele if an expanded public transit service became available in Hall County.

Goodwill Industries of Greater Nebraska serves developmentally disabled people age 18 and older, providing services such as rehabilitation, employment training, housing placement, and transportation. Currently, Goodwill provides up to 100 trips daily in

Grand Island to access healthcare and job training services for its clientele. Goodwill Industries site management expects a forecast an increase in both intra-community and inter-community travel demand within the next twelve months, which GWI cannot accommodate given its in-house transportation service is already at capacity.

AGENCIES NOT PROVIDING TRANSPORTATION

The three respondents not providing their own internal transportation are: Central District Health Department, City of Grand Island, and Central Nebraska Community Services.

Within the Central District Health Department, the director of the WIC Program (Women, Infants and Children) responded. The WIC program is aimed at children under the age of five, as well as pregnant women, those breastfeeding, or up to six months postpartum, who are low-income. Currently, 2,700 persons are enrolled in the Department's service area, which extends outside Hall County.

CDHD services include health, nutrition, and breast-feeding education as well as monthly vouchers for food items. Staff noted a high percentage of program participants miss their appointments because they lack transportation to/from the local WIC office. The WIC program has no financial means of providing transportation assistance to its clientele, and therefore supports an expanded general public transportation system in the Grand Island area.

The City's Community and Economic Development Department identifies, applies for, and administers programmed and discretionary grants to assist with housing and infrastructure improvements for low to moderate-income families residing within the Community Development Block Grant (CDBG) project area. On the economic development side, the City assists in the creation of economic opportunities and quality jobs for persons in the low to moderate-income category. The Department serves approximately 1,000 persons annually across all age ranges. While public transportation services are outside the Department's immediate purview, the City recognizes the HCPT program as currently structured cannot meet the growing demands of the Grand Island community. City staff envisions a more traditional (i.e., fixed-route) service providing an easy and affordable means of traveling around town.

Central Nebraska Community Services (CNCS) is a "one stop" provider offering assistance to the homeless/near homeless, childcare services, and nutritional programs. The majority of clients are low-income and children. While the agency does not provide transportation services, it does provide transportation subsidies through a Housing Urban Development (HUD) grant. Client trip purposes cover a gamut of needs including accessing healthcare, work-related, and school-related. The agency would like to see an enhanced and affordable public transit service addressing these trip needs. If such a service were introduced, CNCS staff indicated a willingness to explore a reoccurring transportation-dedicated fundraiser.

Six of the eight social service agencies indicated current transportation services are not meeting the needs of their clientele. The most common priorities/unmet needs identified were: (1) reliable and affordable transportation to access healthcare facilities, work, school, shopping, and transporting kids to childcare; and (2) additional funding to provide more vehicles/service to the existing HCPT program.

Based on the Hall County Public Transportation program, whose current rider ship is 99 percent seniors and persons with disabilities, there exists significant latent demand among low-income persons who could directly benefit from an expanded countywide public transit service. Beyond this core group, there is an expanding general public population in need of enhanced public transportation alternatives.

FIELD OBSERVATIONS

In addition to distributing surveys to social service agencies, Moore & Associates' project team traveled to Grand Island and conducted one-on-one interviews with a number of organizations including:

- Central Nebraska Community Services
- City of Grand Island
- Hope Harbor
- National Assistance to Farmworkers
- Salvation Army
- St. Francis Medical Center
- Third City Community Clinic, and
- Transportes Latinos.

The Salvation Army operates a men's shelter, community food pantry, provides congregate meals, and operates a thrift store. Most clientele either walk or use a bicycle to access SA services, with an estimated 300 persons using agency services daily. While the Salvation Army provides no transportation services, it does provide vouchers for transportation. Salvation Army site staff expressed openness to possible purchase of blocks of transit fare media for distribution to its clients, assuming an expanded county-wide transit service became available.

The National Assistance to Farmworkers (NAF) focuses its resources on returning low-income/economically disadvantaged persons to full-time work through training and employment assistance. NAF provides vouchers for a variety of items including rent, gasoline, food, and taxi vouchers for job interviews. Most NAF client (at the Grand Island facility) are either Hispanic or Sudanese. The NAF sees the need for both intra and inter-community transportation services to provide access to healthcare, employment, and education. NAF identifies an immediate need for bilingual (English/Spanish) public transportation collateral/information. Further, if expanded public transportation services become available, NAF staff would explore the

opportunity to include transit fare media as part of its transportation voucher/subsidy program.

Transportes Latinos is a private firm providing weekly transportation service linking Grand Island with communities precisely in Texas and Mexico. Local staff expressed support for expanded public transportation services within the county, and remains open to possible cross-promotional activities.

Third City Community Clinic consists of voluntary physicians who provide medical assistance to low-income individuals otherwise unable to pay for essential medical care and medications. Services are generally rendered in the evening hours and the Clinic handles approximately 3,000 office visits per year. A satellite clinic is located in Doniphan. Clinic management recognizes a need for expanded public transit services within the county. However, there is no immediate opportunity based on its scope of work/operating budget to buy discounted fare media/subsidies for their clientele.

Field visits were also made with Hope Harbor, Central Nebraska Community Services, and the City of Grand Island. Information from those visits were incorporated into their respective responses to the social services survey, discussed within the preceding section.

DEMOGRAPHIC INFORMATION

Hall County is situated in the sixth tier of counties west of the Missouri River, approximately 150 miles west of Omaha near Interstate 80. Organization of the county occurred in 1859 with Grand Island as its seat. It is bounded on the north by Howard County, on the east by Hamilton and Merrick counties, on the south by Adams, and on the west by Buffalo.

Hall County has an average elevation of 1,850 feet above sea level. Grand Island is on the Platte River and was named for the in the Platte River.

Grand Island is Hall County's only major city and represents 80 percent of the county's resident population. Nearly 97 percent of Hall County's total retail tax base is located in Grand Island.

Between 1990 and 2004, the county's population grew 12.1 percent reaching 54,862 residents. This translates to a density of 100 persons per square mile. The county's growth rate was slightly higher than Nebraska's growth rate (10.7 percent) throughout the same period.

EXHIBIT 1 – POPULATION CHANGE

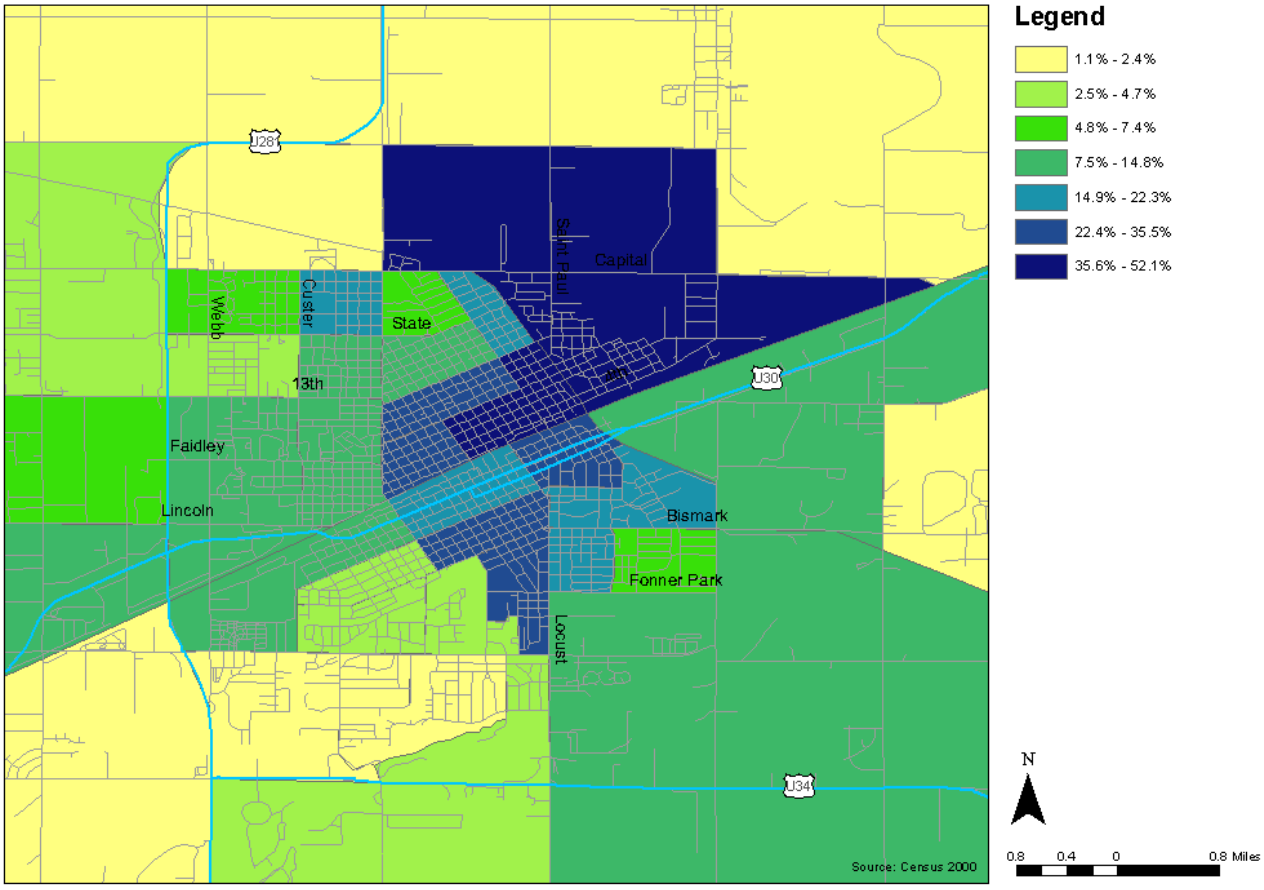
LOCATION	POPULATION			PERCENT CHANGE	
	1990	2000	2004	1990 - 2004	2000 - 2004
Hall County	48,925	53,534	54,862	12.1%	2.5%
Nebraska	1,578,385	1,711,263	1,747,214	10.7%	2.1%

Source: Department of US Census

While overall population growth closely mirrors that of the state, growth by ethnicity did not. The number of Hispanics persons in Hall County grew by 254 percent (compared to 155 percent statewide), comprising 14 percent of the total population in Hall County in 2000. (Hispanics account for 5.5 percent statewide). An estimate released by the U.S. Bureau of Census confirms Hispanic growth is continuing with 16 percent of the population to be of Hispanic origin in 2003.

Based on information provided by the Coordinated Transportation System Committee (CTSC), Hispanics moving into Hall County are mostly new immigrants, speaking little or no English. Traditionally low-income, these persons are employed seasonally at local farms and packing houses. Moore & Associates bevies this presents a great opportunity and identifies a significant unserved target market in Hall County. Hispanic persons are chiefly located in the northeastern portion of Grand Island, accounting for 35 to 52 percent of the population in these census tracts.

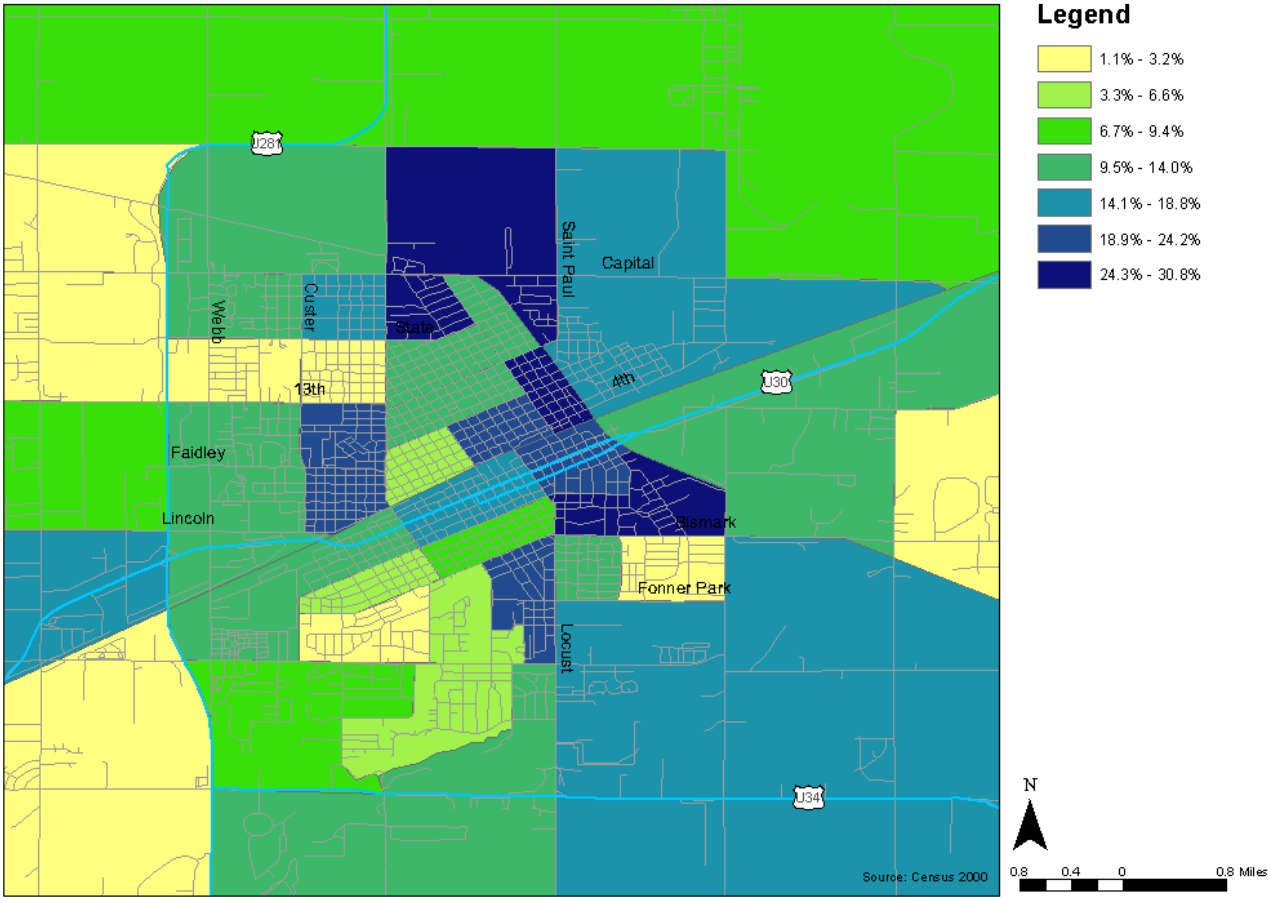
EXHIBIT 2: HISPANICS IN HALL COUNTY



Overall, 12 percent of residents in Hall County are below the federal poverty level as established by the Census Bureau. This is slightly below the United States level of 12.4 percent, but higher than Nebraska's 9.6 percent. Levels of poverty in Hall County are scattered, with higher concentrations in central and eastern Hall County where some census tracts approach 30 percent levels.

These higher concentrations are worth noting given a higher percentage of persons living there translate to a higher propensity to utilize social service programs such as Central Nebraska Community Services, Hope Harbor, etc. It is vital such persons have equal access to public transportation services.

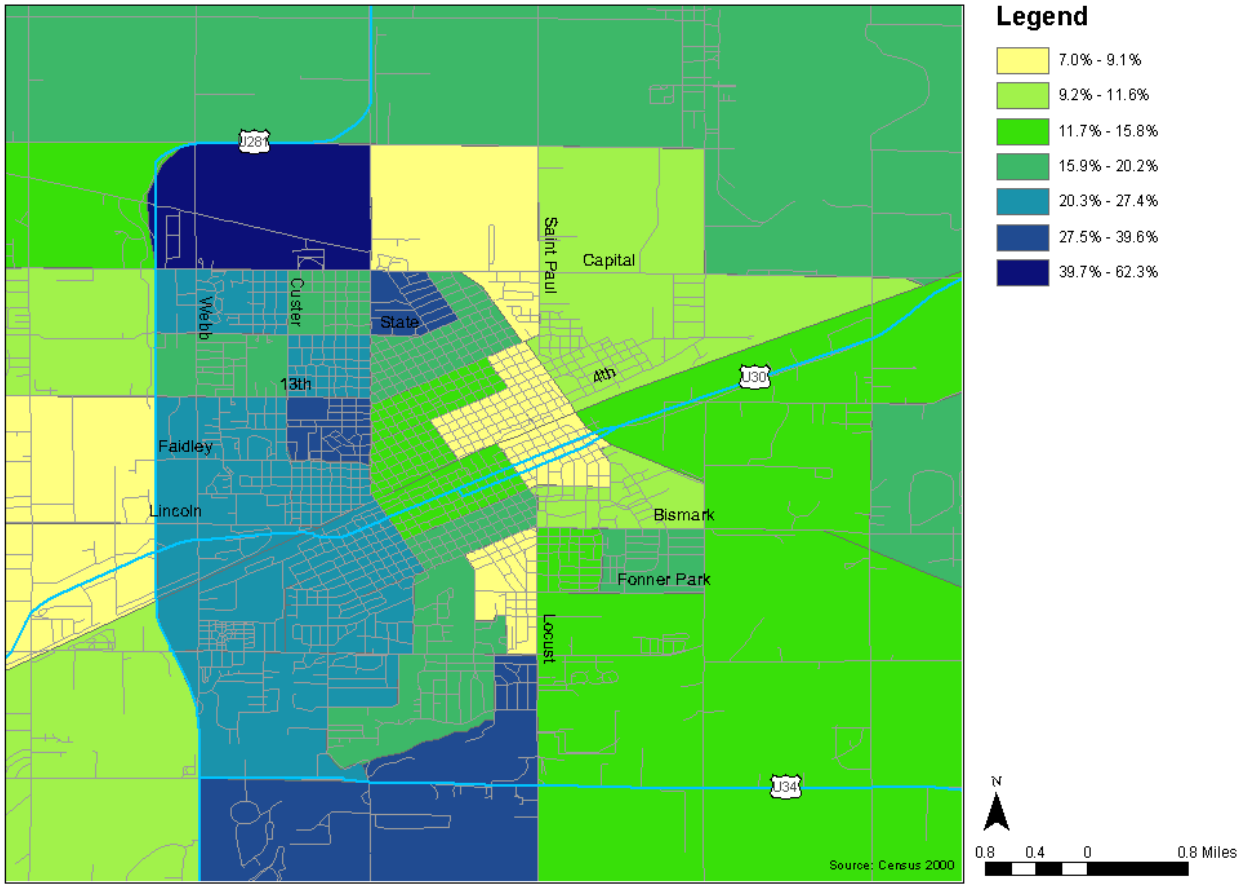
EXHIBIT 3: PERSONS BELOW POVERTY LEVEL



Fourteen percent of Hall County residents are age 65 or older. This percentage is slightly higher than Nebraska's (13.6 percent) and the national average (12.4 percent). Within Hall County, seniors are more likely to reside in western Grand Island. Central Grand Island has the lowest percentage of seniors, with census tracts averaging seven to nine percent.

In Hall County, we observe an inverse relationship between age and incidence of poverty. It appears where higher levels of seniors are concentrated; the number of persons below the poverty level is lower. This is an anomaly. Generally speaking, seniors live on fixed-incomes with many at or near the federal poverty level.

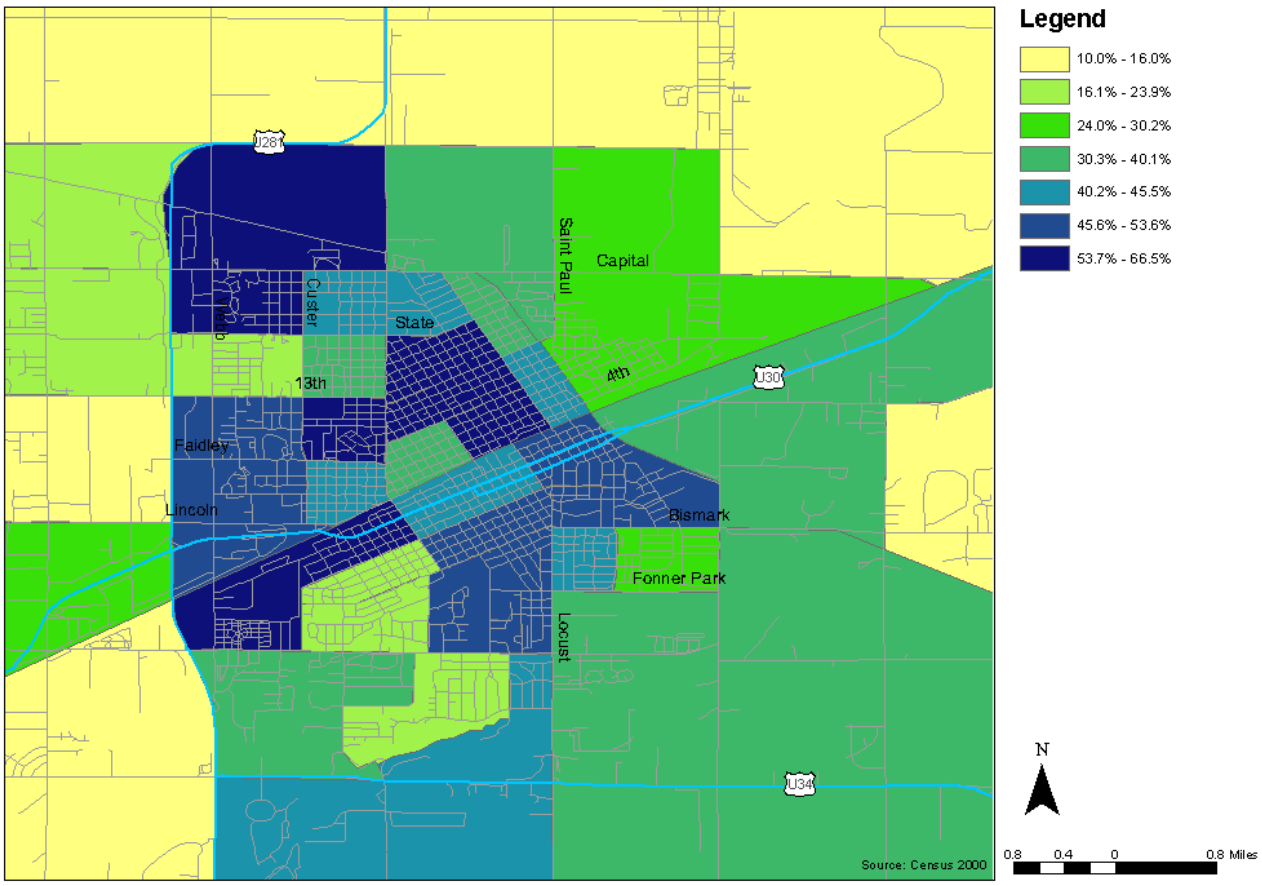
EXHIBIT 4: PERSONS OVER THE AGE OF 65



Using Census 2000 data, Moore & Associates investigated the number of households containing one vehicle or less. Overall, Hall County experienced high rates of households containing one vehicle or less. The highest levels were recorded in central and western Grand Island. The darkest blue shaded areas represent census tracts where more than one-half of households had only one vehicle available.

We believe these demographics translate to quantifiable rider ship growth opportunities. In other words, public transit's share of the total travel/trip market can be expanded beyond seniors and the disabled if expanded public transit became available.

EXHIBIT 5: HOUSEHOLDS WITH ONE VEHICLE OR LESS



Hall County has evolved into an increasingly multi-cultural community. Even though demographics of the community are segmented (i.e., seniors in western Grand Island, Hispanics in eastern Grand Island), each population segment has its own set of transportation needs. Impartial evidence exists of quantifiable demand for expanded public transportations rides throughout the county.

SERVICE DEVELOPMENT

This chapter interprets the data and information presented in prior sections and translates it into several service development opportunities.

Presently Hall County Public Transportation consists of a six-van dial-a-ride service operated by the Senior Citizens Industries, Inc. almost exclusively serving seniors and disabled persons with limited access by the general community.

Moore & Associates has developed three service development scenarios each affording substantial improvement over the current dial-a-ride service. Alternative A is the most conservative and focuses on asset reallocation. Alternative A is also referred to as the baseline alternative.

Alternative B builds upon Alternative A, adding limited transit service on Saturday as well as seasonal evening service to Central Community College.

Alternative C builds upon Alternative B to provide increased intra-community service levels while also investigating possible (most-likely) inter-county connections.

SERVICE DEVELOPMENT SCENARIOS

The following narrative outlines three possible service development scenarios reflective of the Hall County environment. These scenarios follow a logical and reasonable growth pattern for expansion of public transit. In other words, Moore & Associates views each scenario as a stepping-stone. As such, we do not recommend transitioning from the current service to Alternative C in merely a year's time. Rather, we recommend transitioning from Alternative A to Alternative B to Alternative C as demand matures and appropriate funding is secured.

ALTERNATIVE A (REALLOCATION)

A reallocation scenario redistributes existing resources without adding any additional service hours. The main purpose of reallocation is to increase efficiency and effectiveness without additional operating costs. Major highlights of this scenario include:

- No additional Vehicle Service Hours.
- Establish two-vehicle circulator within Grand Island.
- Establish circulator for surrounding communities.
- Increase marketing and promotion.

This scenario presents a two-vehicle deviated fixed-route circulator within the city of Grand Island. Providing a deviated fixed-route service complies with the American Disabilities Act (ADA), which requires complementary service for certified disabled

persons. If the service did not deviate, a separate service would have to be established to comply with ADA regulations, translating to increased operating costs.

The proposed Grand Island circulator would consist of a single 60-minute route providing bi-directional service every 30 minutes. Attentively, the proposed circulator route could be split into two lobes, creating a 30-minute loop north of downtown and a 30-minute loop south of downtown. As a deviated fixed-route, the service would follow a specified route alignment and make pre-arranged pickup/drop off deviations.

Service to surrounding communities (Alda, Cairo, Doniphan, and Wood River) would be provided on a four round-trip daily basis. In itself, this represents a significant increase over the current once-weekly service. This inter-community shuttle would also act as a deviated fixed-route, requiring the assignment of one vehicle/one driver.

EXHIBIT 6: SCHEDULED TRIPS TO SURROUNDING COMMUNITIES

Grand Island	Doniphan	Grand Island	Cairo	Grand Island	Alda	Wood River	Alda	Grand Island
7:00 AM	7:20 AM	7:40 AM	8:05 AM	8:30 AM	8:45 AM	8:55 AM	9:05 AM	9:20 AM
9:30 AM	9:50 AM	10:10 AM	10:35 AM	11:00 AM	11:15 AM	11:25 AM	11:35 AM	11:50 AM
12:00 PM	12:20 PM	12:40 PM	1:05 PM	1:30 PM	1:45 PM	1:55 PM	2:05 PM	2:20 PM
2:30 PM	2:50 PM	3:10 PM	3:35 PM	4:00 PM	4:15 PM	4:25 PM	4:35 PM	4:50 PM

Alternative A requires three vehicles. The current HCPT service utilizes four vehicles (out of a possible six-vehicle fleet). Reducing the number of vehicles to three would allow the reallocation of vehicle service hours so as to extend the GI Circulator to a 7 a.m. to 7 p.m. weekday servies.

EXHIBIT 7: REALLOCATION OF VEHICLE SERVICE HOURS

	Current Service	Proposed Service
Service Hours	7 a.m. - 5 p.m.	7 a.m. - 7p.m. Grand Island 7 a.m. - 5 p.m. Surrounding Areas
Number of Vehicles Required	4	3
Vehicle Service Hours per Day	36	34
Total Vehicle Service Hours	9036	8534

Note: Assumes 251 service days per year.

Details of marketing and promotion recommendations are presented within the institutional recommendations section of this chapter.

Below are the forecast costs associated with Alternative A. Our cost estimates include the following assumptions:

- Alternative A would be implemented sometime in FY 2005/06 and continue through FY 2007/08.

- Level of service provided in FY 2004/05 will constitute baseline service.
- Operating data is based on figures reported in the original CTAA application and subsequent conversations with both St. Francis Medical Center and Senior Citizens Industries, Inc. staff.
- Operating cost per hour assumes an increase of three percent per annum.
- No notification in the current HCPT fare structure would occur.

EXHIBIT 8: PROJECTED COST OF ALTERNATIVE A

	FY 04/05	FY 05/06	FY 06/07	FY 07/08
OPERATING COSTS				
Vehicle Service Hours	9,073	8,534	8,534	8,534
Passengers	40,777	48,932	57,251	65,839
Passengers/Hour	4.5	5.7	6.7	7.7
Average Fare/ Passenger	$ 0.50	$ 0.50	$ 0.50	$ 0.50
Fares Collected	$ 20,389	$ 24,466	$ 28,625	$ 32,919
Operating Cost/Hour	$ 19.89	$ 20.49	$ 21.10	$ 21.73
TOTAL OPERATING COST	**$ 180,462**	**$ 174,833**	**$ 180,079**	**$ 185,481**
CAPITAL COSTS				
Vehicle Replacement	$ -	$ 90,000	$ 90,000	$ -
Bus Stop Amenities	$ -	$ 7,250	$ 7,500	$ 7,500
TOTAL CAPITAL COST	**$ -**	**$ 97,250**	**$ 97,500**	**$ 7,500**
TOTAL COST				
TOTAL COST	**$ 180,462**	**$ 272,083**	**$ 277,579**	**$ 192,981**

ALTERNATIVE B

This alternative builds upon Alternative A and provides expanded public transportation services in Hall County. Highlights of this alternative include:

- Limited service on Saturdays.
- Extended (seasonal) evening hours to service Central Community College.
- Potential fare structure modification.

Alternative B also presents a deviated fixed-route service delivery methodology. Deviated fixed-routes are ADA compliant and do not require complementary transit service to be provided for the certified disabled persons.

There are two different approaches to providing service on Saturdays. The first reduces overall service hours, but not frequency. In Hall County, current weekday service (Alternative A) is weekdays from 7 a.m. to 7 p.m., with service every 30 minutes. If this approach is followed, we recommend 30-minute service on Saturdays from 9 a.m. to 4 p.m. The second approach reduces frequency without affecting service hours. In this case, service on Saturday would still be provided from 7 a.m. to 7 p.m., but on a 60-minute headway.

Whichever option is selected, the number of vehicle service hours required is nearly identical (frequency-based equates to 52 more VSH/year). Since demand on Saturdays is forecast to be lower than weekdays, we believe a 60-minute headway approach would be appropriate. Doing so would allow vehicle service hours to be spread across /throughout the entire service day.

EXHIBIT 9: SATURDAY SERVICE: FREQUENCY VERSUS HOUR-BASED

	Frequency Based	Hour Based
Saturday Service	9 a.m. - 4 p.m.	7 a.m. - 7 p.m.
Number of Vehicles Required	2	1
VSH per Saturday	13	12
Total Saturday VSH/year	676	624

The Grand Island campus of Central Community College (CCC) is located southeast of Grand Island city limits, off Highway 34 between Shady Bend Road and Gunbarrel Road. Based on conversations with CCC administration we peg enrollment at 700 full-time students and 5,250 part-time students.

Classes are in session weekdays from 8:00 a.m. until to 10:00 p.m. To serve this untapped market, we recommend introducing service to CCC on a (seasonal) trial basis. To optimize operating dollars, CCC service would be provided on a one semester trial basis, with an operation schedule mirroring only in-session times/days.

The proposed alignment would begin at the primary transfer point of the proposed Grand Island circulator, and continue south on Locust then east to the CCC campus. Return runs from the CCC campus would function as a de facto demand-response service. Moore & Associates has developed similar services in numerous small communities throughout California.

EXHIBIT 10: SERVICE TO CENTRAL COMMUNITY COLLEGE

	Grand Island	CCC
Trips To CCC	7:30 AM	7:40 AM
	8:30 AM	8:40 AM
	12:40 PM	12:50 PM
	2:40 PM	2:50 PM
	5:40 PM	5:50 PM
Trips from CCC		11:45 AM
		2:00 PM
		6:00 PM
		9:15 PM
		10:15 PM

HCPT's current fare structure of 50 cents was adopted in 1982. To keep pace with increasing costs (external and internal), as well as help offset the costs associated with the proposed service expansion, we recommend implementing a fare adjustment concurrent with the new service. Moore & Associates has successfully employed this strategy in numerous communities.

EXHIBIT 11: PROPOSED FARE STRUCTURE

Category	Proposed Fare
Adults	$ 1.00
Seniors/Disabled	$ 0.50
Children/Students	$ 0.75
Additional charge to Deviations	$ 1.75

The proposed fare remains compliant with ADA directives. C.F.R. 49 Section 37.131 states ADA fares for certified disabled persons cannot exceed twice the amount of the regular fare. Since the proposed base fare is one dollar, the $1.75 charged for ADA certified persons is within ADA parameters.

Exhibit 12 presents cost forecasts associated with Alternative B. Our cost estimates include the following assumptions:

- Alternative A would be implemented starting in FY 2005/06. Alternative B would be implemented in FY 2006/07.
- The level of service provided in FY 2004/05 will constitute baseline service.
- Operating data is based on figures presented in the Foundation's CTAA grant application, as well as subsequent discussions with St. Francis Medical Center Foundation and Senior Citizens Industries, Inc. staff.
- Operating cost per hour assumes an increase of three percent per annum.
- Fare adjustments reflective of Exhibit 11.

EXHIBIT 12: PROJECTED COST OF ALTERNATIVE B

	FY 04/05	FY 05/06	FY 06/07	FY 07/08
OPERATING COSTS				
Vehicle Service Hours	9,073	8,534	10,790	10,790
Passengers	40,777	48,932	62,144	73,952
Passengers/Hour	4.5	5.7	5.8	6.9
Average Fare/ Passenger	$ 0.50	$ 0.50	$ 0.66	$ 0.72
Fares Collected	$ 20,389	$ 24,466	$ 41,015	$ 53,245
Operating Cost/Hour	$ 19.89	$ 20.49	$ 21.10	$ 21.73
TOTAL OPERATING COST	**$ 180,462**	**$ 174,833**	**$ 227,683**	**$ 234,514**
CAPITAL COSTS				
Vehicle Replacement		$ 90,000	$ 90,000	$ 45,000
Bus Stop Amenities		$ 7,250	$ 9,000	$ 9,000
TOTAL CAPITAL COST	**$ -**	**$ 97,250**	**$ 99,000**	**$ 54,000**
TOTAL COST				
TOTAL COST	**$ 180,462**	**$ 272,083**	**$ 326,683**	**$ 288,514**

ALTERNATIVE C

This alternative builds upon Alternatives A and B, as well as investigating connections with public transit services operating in neighboring communities. Highlights of this alternative include:

- Increase service marketing and promotion,
- Increase level of service on circulator, and
- Possibility of providing connections to neighboring services.

With rare expatations, the introduction of expanded transit services results in a commensurate increase in transit patronage. While ridership growth has averaged 2.5 percent per quarter nationally, we believe the dynamics of the Hall County market will result in a much stronger growth trend (assuming the recommended service modifications are introduced). The prior service alternatives assume 30-minute frequencies throughout a 7 a.m. to 7 p.m. service day.

Alternative B assumes a weekday operating period of 6:30 a.m. to 8:00 p.m. We favor this over Alternative A given the significant number of transit dependent residents, entry-level employees outside the traditional nine-to-five employment parameters, and students attending evening college noted within Hall County. The addition of 1.5 hours /weekday would increase the number of Vehicle Service Hours operated on the proposed circulator by 753 annually.

Moore & Associates strongly recommend ongoing monitoring of neighboring transit programs such as Buffalo County's RYDE program. While the RYDE program is currently a dial-a-ride service (i.e., no fixed-route alignments), we believe that in light of RYDE's recent vibrant rider ship growths it could evolve into one shortly. Therefore, as the proposed Hall County transit service develops we recommend consideration of

timed-transfer linkages with other with other systems. The immediate benefit is enhanced mobility beyond the Hall County environment.

Exhibit 13 presents to cost forecasts associated with Alternative C. Our cost estimates include the following assumptions:

- Alternative A would be implemented starting in FY 2005/06. Alternative B would be implemented in FY 2006/07. Alternative C would follow in FY 2007/08.
- Level of service provided in FY 2004/05 will constitute baseline service.
- Operating data is based on figures presented in the Foundation's CTAA grant application, as well as subsequent discussions with St. Francis Medical Center Foundation and Senior Citizens Industries, Inc. staff.
- Operating cost per hour assumes an increase of three percent per annum.
- Fare adjustments reflective of Exhibit 11.

EXHIBIT 13: PROJECTED COST OF ALTERNATIVE C

	FY 04/05	FY 05/06	FY 06/07	FY 07/08
OPERATING COSTS				
Vehicle Service Hours	9,073	8,534	10,790	12,043
Passengers	40,777	48,932	62,144	77,059
Passengers/Hour	4.5	5.7	5.8	6.4
Average Fare/ Passenger	$ 0.50	$ 0.50	$ 0.66	$ 0.72
Fares Collected	$ 20,389	$ 24,466	$ 41,015	$ 55,482
Operating Cost/Hour	$ 19.89	$ 20.49	$ 21.10	$ 21.73
TOTAL OPERATING COST	**$ 180,462**	**$ 174,833**	**$ 227,683**	**$ 261,747**
CAPITAL COSTS				
Vehicle Replacement		$ 90,000	$ 90,000	$ 45,000
Bus Stop Amenities		$ 7,250	$ 9,000	$ 9,000
TOTAL CAPITAL COST	**$ -**	**$ 97,250**	**$ 99,000**	**$ 54,000**
TOTAL COST				
TOTAL COST	**$ 180,462**	**$ 272,083**	**$ 326,683**	**$ 315,747**

INSTITUTIONAL RECOMMENDATIONS

ESTABLISH A NEW IDENTITY FOR HALL COUNTY PUBLIC TRANSPORTATION

For many years, Hall County Public Transportation has focused on seniors and the disabled. Within these market segments, service awareness and familiarity is relatively high. However, awareness and familiarity among other population subsets within Hall County is low since the service has only been open to the general public since September 2004. Since that time, very little has been done to promote this shift in focus.

CREATE A STRONG COMMUNITY OUTREACH PROGRAM

Grassroots community outreach is the most effective medium for establishing a transit system as a safe, convenient, reliable, and comfortable means of transportation. Hall County enjoys a great advantage over many other communities. It already has an organized and active committee composed of representatives of local social service groups and government agencies called the Coordinated Transportation System Committee. Working with community groups provides access to community leaders and a forum to present the public transit message.

One effective strategy is to team with grassroots community events. These events position the County's transit services as an integral part of the community. Events such as the Hall County Fair, Husker Harvest Days, and Old Settlers Picnic could be used to position the service as a free shuttle serving these local venues.

ACTIVELY PROMOTE A POSITIVE IMAGE "BRANDING" FOR TRANSIT SYSTEM

Service identity "branding" could involve changing the name of the service. In any event, the community's transit "branding" should be made highly visible throughout the service area. There are three primary placement locations for the new logo/identity: on the vehicles themselves, marketing information/collateral, and at bus stops (assuming some fixed-route component is included).

Each Hall County Public Transportation vehicle should be "branded" with an identifiable logo in a large format, ensuring easy recognition.

If Hall County Public Transit system converts to a deviated or fixed-route service it should also be easily identifiable at each of its stops. The branding should be included in all signage, maps, and printed materials posted at stop locations. Each sign conveys an impression that generates awareness. Increased awareness and knowledge about the community's public transit services is important on two levels:

- Awareness is the first step in attracting new riders. The standard marketing model (AIDA) dictates new customers must first become *Aware* and be given enough information to become *Interested*. Once interested, the potential customer then makes a *Decision* based on the information and the decision is followed by *Action*. Action is actually trying the service. After trial, customer satisfaction will turn a trial rider into a regular rider. A regular rider who is extremely

satisfied with the service may become an advocate and actually attract new riders.

- Transit market research conducted in peer communities indicate customer satisfaction is directly related to awareness and knowledge of the services offered.

The most effective measures of the success of this strategy are the levels of general awareness (aided and unaided).

DEVELOP AND IMPLEMENT MARKETING PLAN

Moore & Associates views marketing as an investment rather then an expense.

A good marketing plan sets specific marketing objectives. For public transit, those objectives are traditionally based on rider ship and farebox recovery. However, because public transit must rely upon some level of taxpayer and public support, general awareness and support by both local taxpayers and elected or appointed policy makers is also necessary. A comprehensive marketing plan should include both marketing objectives and strategies for achieving those objectives.

OBJECTIVES

Marketing objectives are individual to each transit program or service. They depend on the demographics and economics of the service area, availability of programmed and discretionary funds, governing structure, and most importantly, the mission, vision, and values of the program.

STRATEGIES

Strategies provide focus to a marketing plan. Strategies focus on specific markets, market needs, and service offerings. Once these have been identified, specific tactics must be developed establishing the marketing message and the channels for its transmission.

The marketing plan should include specific milestone dates, expense budgets, and expected results. Actual results should be compared to the expected results to determine the effectiveness of the program.

Based on our field observations, we recommend the County/administering entity either hire an additional (part-time) staff person or contact with a qualified consultant specializing in community-based public transit services.

PREPARE NEW SYSTEM BROCHURE

In many instances, the first piece of information a potential transit rider encounters is the service brochure. Therefore, it is imperative the brochure be both easy-to-read and

comprehensive in scope. Brochures lacking important information or clarity are likely to discourage all but the most transit-dependent from using a service.

Currently, patrons can access Hall County Public Transportation information through the Senior Citizens Industries, Inc. brochure, which features a wide array of information (besides transit) for seniors. There is also a separate 8.5-inch by 11-inch leaflet describing Hall County Public Transportation.

Assuming any of the service enhancements detailed herein are implemented, the current HCPT collateral will have to be revised.

ESTABLISH DEVIATED FIXED-ROUTE POLICY

Implementation of any of the proposed alternatives warrants development and adoption of a deviated fixed-route policy. A proactive approach is recommended as it "protects" the core customer base.

We recommend establishing policies for the following:

- No-shows/ride cancellations
- Route deviations

NO SHOW/RIDE CANCELLATION POLICY

As a preventative measure, we recommend the County/administering entity take steps to establish such a policy. At a minimum we recommend the policy address:

1. Definition of a no-show and cancellation.
2. Limits before action will be taken.
3. Penalties for non-compliance.

The adopted policy should clearly define the terms *no-show* and *late cancellation*. Industry standards generally abide by the following definitions:

- **No-show:** A passenger who fails to cancel an unneeded scheduled trip; a passenger who is not at the designated pick-up location at the scheduled departure time; a passenger who is not ready to travel at their scheduled time.
- **Late cancellation:** A passenger who cancels a scheduled ride less than one hour in advance of the scheduled pick-up time.

To address patrons with a pattern of no-shows or late cancellations, we recommend the County/administering entity consider the following guidelines:

- Three no-shows or late cancellations within a three-month period result in a verbal notification.
- Four no-shows or late cancellations within a three-month period result in a written notification.

- Five no-shows or late cancellations within a three-month period result in service use restriction.

The goal of the recommended polices is not to punish patrons, but rather to educate them. By communicating the impact an individual's actions can have on the operation of ***their*** service, patrons not only become proponents of the policy, often times they encourage compliance through peer pressure.

In order to effectively implement this policy, the administrator must maintain accurate record of the incidence of both no-shows and complaints.

RUN DEVIATIONS

We recommend the County/administering entity impose a limit of two trip deviations between established time-points. While this adjustment will increase dispatch activity (i.e., suggest alternative pick-up times), we believe it will benefit the overall service through enhanced on-time performance. This limit may be adjusted upward as patron travel patterns become more established.

We also recommend the County/administering entity consider introducing a 75-cent fare surcharge for each trip deviation (as discussed in service Alternative B). C.F.R. 49 Section 37.131 states that ADA fares for certified disabled persons cannot exceed twice the fare of the regular fare. Since base fare proposed is one dollar, the proposed $1.75 service fee (for deviations) falls within ADA guidlines.

IMPLEMENTATION

This chapter presents an action plan designed as a "blueprint" guiding future development of the Hall County Public Transportation program. Typically, the first 12 to 24 following service start-up represents a demonstration period, where the service is closely monitored to determine if it is performing up to forecast levels.

The table on the following page is a timeline of steps the County/administering entity may employ assuming the service alternatives from the previous chapter are selected. There are a number of important steps that must be taken before actual implementation of the service:

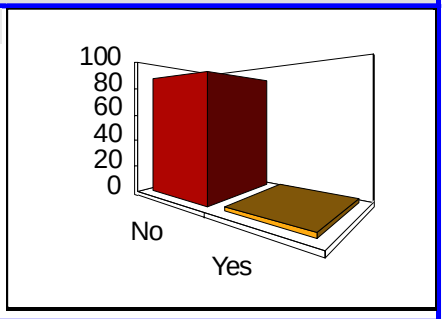
- Finalize operating budget,
- Finalize route design,
- Finalize any bus stop locations and installation of signs/poles,
- Resolve any capacity and/or ADA issues,
- Prepare marketing collateral,
- Implement marketing program, and
- Develop data collection and performance monitoring.

EXHIBIT 14: IMPLEMENTATION SCHEDULE

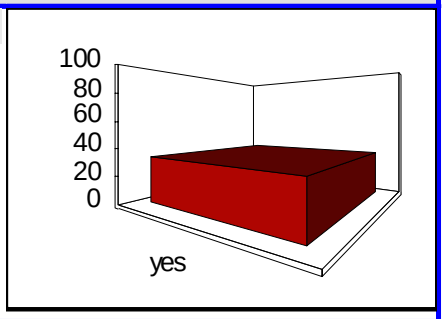
Immediate: FY 2005/06	Short-Term: FY 2006/07	Mid-Term: FY 2007/08	Long-Term: FY 2008/09
• Finalize route design and operating schedule. • Determine budgetary opportunities/constraints. • Identify/secure additional funding. • Develop budget priorities. • Establish "Friends of Transit" advisory committee. • Create/implement marketing program. • Prepare/distribute marketing collateral. • Design monitoring program.	• Implement Alternative A. • Increase marketing and promotion. • Implement monitoring program. • Administer customer survey.	• Implement Alternative B. • Continue operating deviated fixed-route. Refine service schedule, as needed. • Continue marketing program. • Trend monitoring.	• Implement Alternative C. • Continue deviated fixed-route operations. • Continue marketing program. • Investigate connections with neighboring services. • Ongoing monitoring. Determine if performance standards are being met. If not, determine course of action: 1. Continue service, but adjust performance standards. 2. Modify service.

Detailed Item Analysis Report

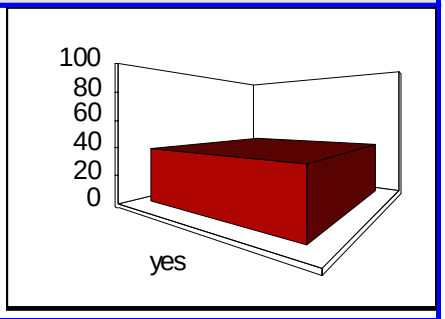
previous survey — Mean: 0.04

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
No	0.00	500	87.11	87.11	96.15	96.15	
Yes	1.00	20	3.48	90.59	3.85	100.00	
Total Valid		520	90.59		100.00		
Missing		54	9.41				
Total		574	100.00				

to work1 — Mean: 1.00

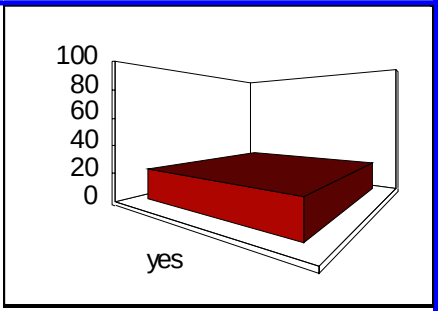
Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	187	32.58	32.58	100.00	100.00	
Total Valid		187	32.58		100.00		
Missing		387	67.42				
Total		574	100.00				

night shift — Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	220	38.33	38.33	100.00	100.00	
Total Valid		220	38.33		100.00		
Missing		354	61.67				
Total		574	100.00				

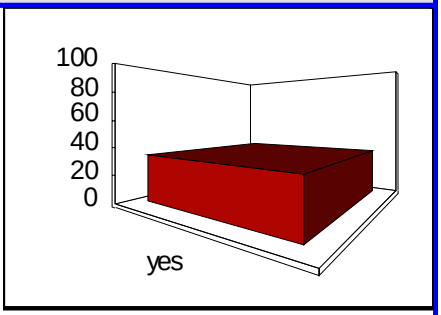
off peak

Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	123	21.43	21.43	100.00	100.00	
Total Valid		123	21.43		100.00		
Missing		451	78.57				
Total		574	100.00				

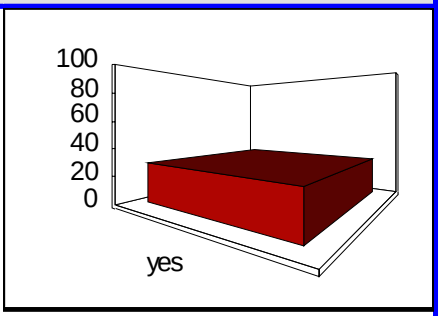
Recreational

Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	191	33.28	33.28	100.00	100.00	
Total Valid		191	33.28		100.00		
Missing		383	66.72				
Total		574	100.00				

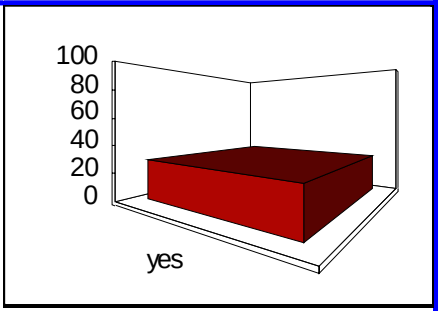
weekend travel

Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	158	27.53	27.53	100.00	100.00	
Total Valid		158	27.53		100.00		
Missing		416	72.47				
Total		574	100.00				

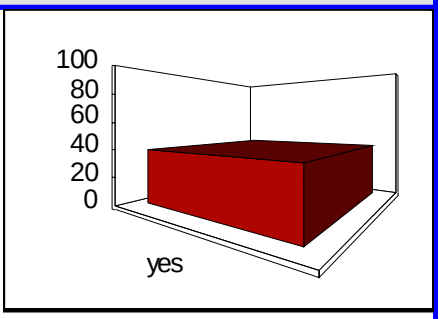
social services

Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	158	27.53	27.53	100.00	100.00	
Total Valid		158	27.53		100.00		
Missing		416	72.47				
Total		574	100.00				

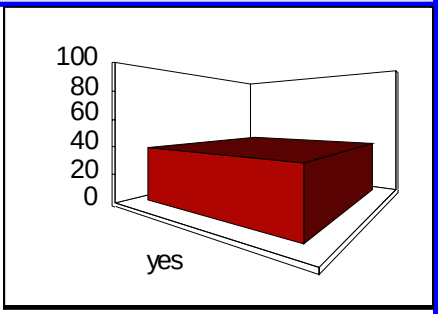
day care school

Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	224	39.02	39.02	100.00	100.00	
Total Valid		224	39.02		100.00		
Missing		350	60.98				
Total		574	100.00				

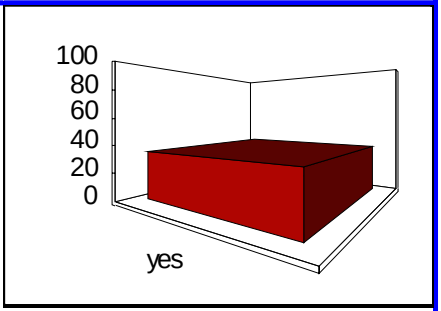
medical

Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	218	37.98	37.98	100.00	100.00	
Total Valid		218	37.98		100.00		
Missing		356	62.02				
Total		574	100.00				

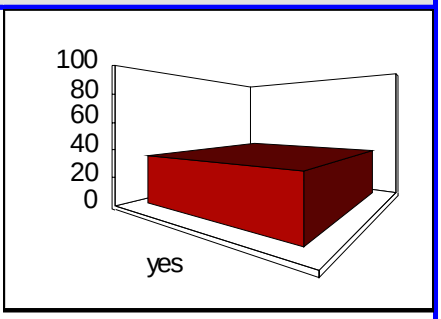
visit friends

Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	202	35.19	35.19	100.00	100.00	
Total Valid		202	35.19		100.00		
Missing		372	64.81				
Total		574	100.00				

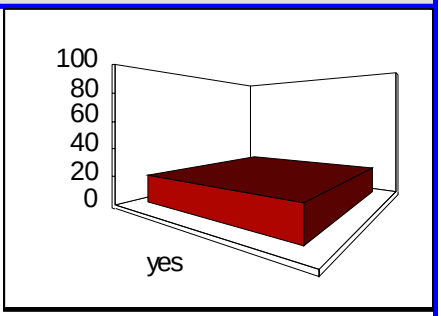
education

Mean: 1.00

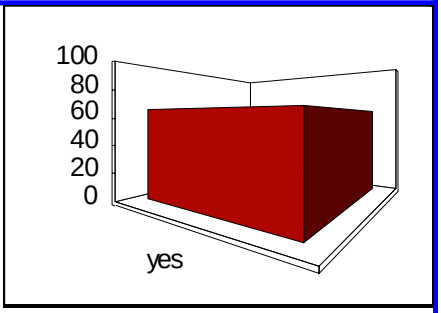
Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	201	35.02	35.02	100.00	100.00	
Total Valid		201	35.02		100.00		
Missing		373	64.98				
Total		574	100.00				

travel surround

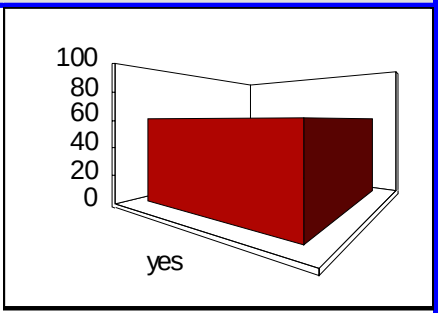
Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	115	20.03	20.03	100.00	100.00	
Total Valid		115	20.03		100.00		
Missing		459	79.97				
Total		574	100.00				

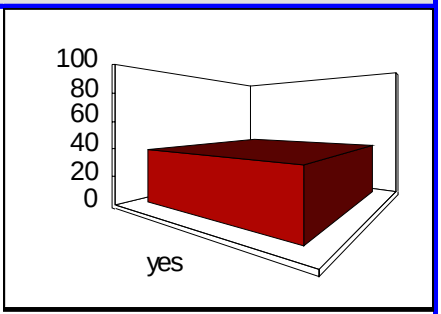
Personal Car — Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	375	65.33	65.33	100.00	100.00	
Total Valid		375	65.33		100.00		
Missing		199	34.67				
Total		574	100.00				

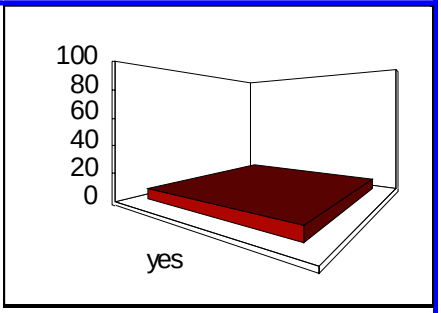
bike-walk — Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	343	59.76	59.76	100.00	100.00	
Total Valid		343	59.76		100.00		
Missing		231	40.24				
Total		574	100.00				

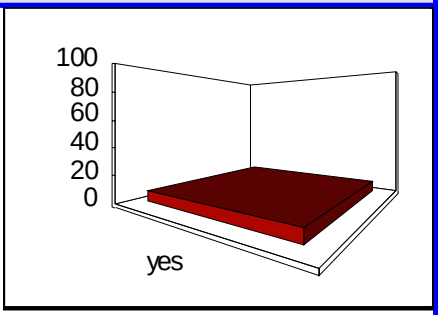
friends-family — Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	219	38.15	38.15	100.00	100.00	
Total Valid		219	38.15		100.00		
Missing		355	61.85				
Total		574	100.00				

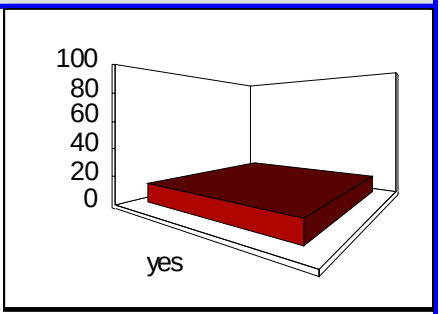
car pool Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	47	8.19	8.19	100.00	100.00	
Total Valid		47	8.19		100.00		
Missing		527	91.81				
Total		574	100.00				

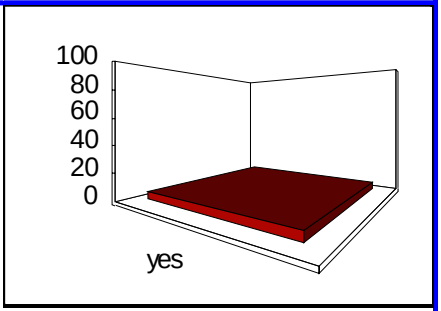
HCPT Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	46	8.01	8.01	100.00	100.00	
Total Valid		46	8.01		100.00		
Missing		528	91.99				
Total		574	100.00				

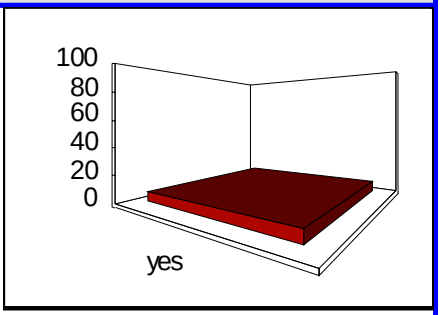
MNIS Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	75	13.07	13.07	100.00	100.00	
Total Valid		75	13.07		100.00		
Missing		499	86.93				
Total		574	100.00				

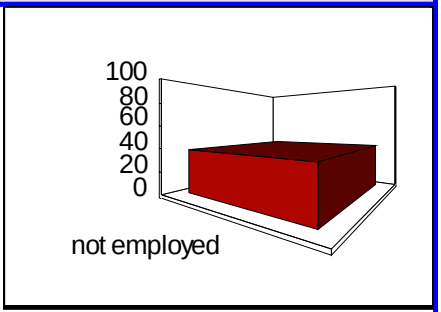
Goodwill Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	31	5.40	5.40	100.00	100.00	
Total Valid		31	5.40		100.00		
Missing		543	94.60				
Total		574	100.00				

other Mean: 1.00

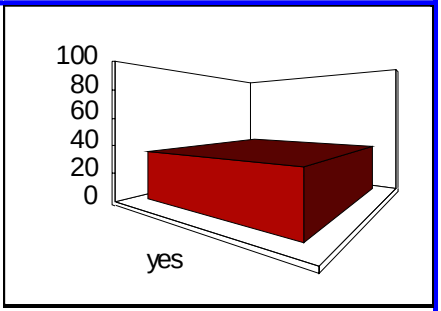
Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	42	7.32	7.32	100.00	100.00	
Total Valid		42	7.32		100.00		
Missing		532	92.68				
Total		574	100.00				

not employ Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
not employed	1.00	220	38.33	38.33	100.00	100.00	
Total Valid		220	38.33		100.00		
Missing		354	61.67				
Total		574	100.00				

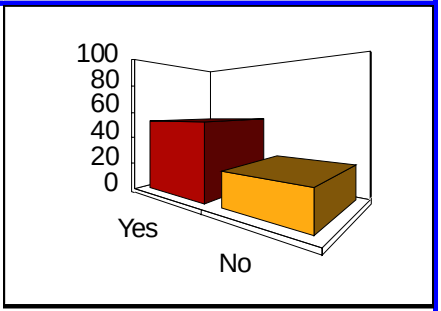
FT

Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	200	34.84	34.84	100.00	100.00	
Total Valid		200	34.84		100.00		
Missing		374	65.16				
Total		574	100.00				

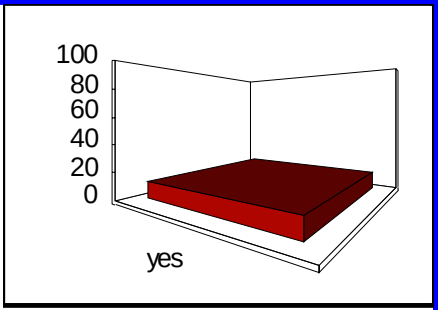
get to work

Mean: 0.69

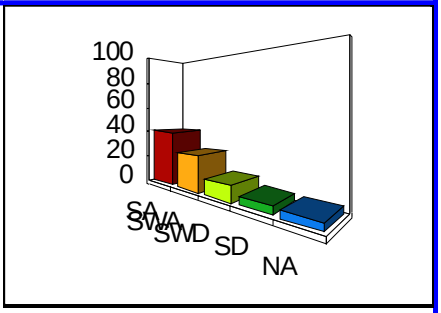
Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
Yes	1.00	295	51.39	51.39	68.93	68.93	
No	0.00	133	23.17	74.56	31.07	100.00	
Total Valid		428	74.56		100.00		
Missing		146	25.44				
Total		574	100.00				

PT

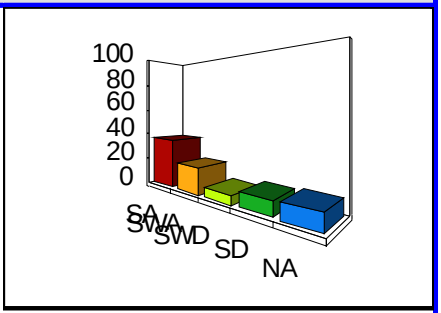
Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	73	12.72	12.72	100.00	100.00	
Total Valid		73	12.72		100.00		
Missing		501	87.28				
Total		574	100.00				

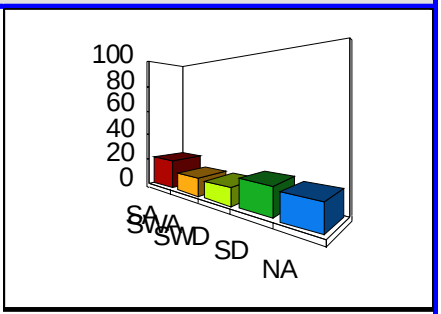
Does a good job of getting me where i need to go — Mean: 1.94

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	229	39.90	39.90	46.83	46.83	
SWA	2.00	143	24.91	64.81	29.24	76.07	
SWD	3.00	61	10.63	75.44	12.47	88.55	
SD	4.00	30	5.23	80.66	6.13	94.68	
NA	5.00	26	4.53	85.19	5.32	100.00	
Total Valid		489	85.19		100.00		
Missing		85	14.81				
Total		574	100.00				

Makes me with there was something better — Mean: 2.26

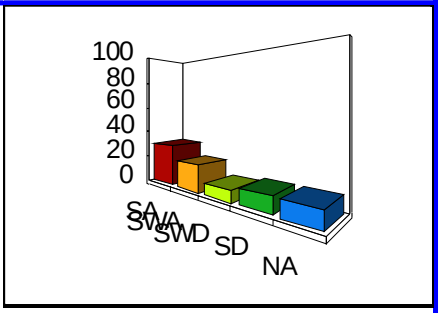
Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	204	35.54	35.54	44.35	44.35	
SWA	2.00	106	18.47	54.01	23.04	67.39	
SWD	3.00	36	6.27	60.28	7.83	75.22	
SD	4.00	55	9.58	69.86	11.96	87.17	
NA	5.00	59	10.28	80.14	12.83	100.00	
Total Valid		460	80.14		100.00		
Missing		114	19.86				
Total		574	100.00				

Limits where I can Go — Mean: 2.94

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	120	20.91	20.91	26.61	26.61	
SWA	2.00	71	12.37	33.28	15.74	42.35	
SWD	3.00	67	11.67	44.95	14.86	57.21	
SD	4.00	103	17.94	62.89	22.84	80.04	
NA	5.00	90	15.68	78.57	19.96	100.00	
Total Valid		451	78.57		100.00		
Missing		123	21.43				
Total		574	100.00				

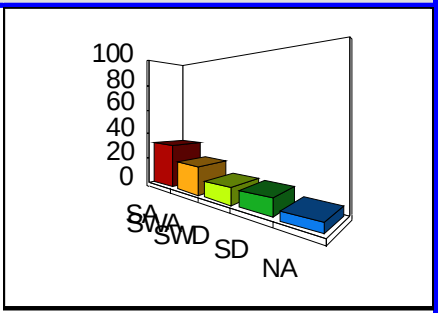
Is difficult to pay for

Mean: 2.40

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	170	29.62	29.62	38.03	38.03	
SWA	2.00	109	18.99	48.61	24.38	62.42	
SWD	3.00	46	8.01	56.62	10.29	72.71	
SD	4.00	61	10.63	67.25	13.65	86.35	
NA	5.00	61	10.63	77.87	13.65	100.00	
Total Valid		447	77.87		100.00		
Missing		127	22.13				
Total		574	100.00				

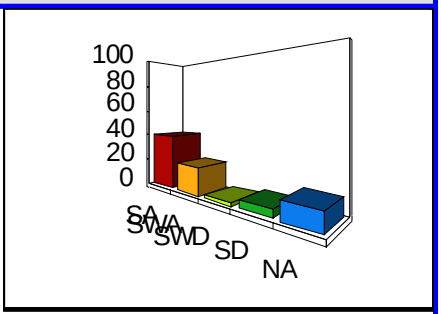
Makes it easy to do errands

Mean: 2.21

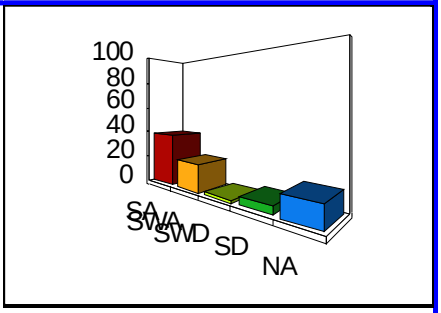
Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	181	31.53	31.53	40.77	40.77	
SWA	2.00	112	19.51	51.05	25.23	65.99	
SWD	3.00	60	10.45	61.50	13.51	79.50	
SD	4.00	60	10.45	71.95	13.51	93.02	
NA	5.00	31	5.40	77.35	6.98	100.00	
Total Valid		444	77.35		100.00		
Missing		130	22.65				
Total		574	100.00				

I knew what was available

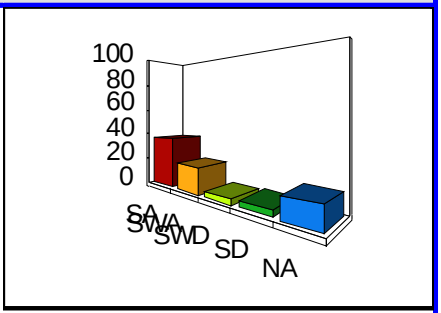
Mean: 2.10

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	224	39.02	39.02	50.56	50.56	
SWA	2.00	111	19.34	58.36	25.06	75.62	
SWD	3.00	13	2.26	60.63	2.93	78.56	
SD	4.00	29	5.05	65.68	6.55	85.10	
NA	5.00	66	11.50	77.18	14.90	100.00	
Total Valid		443	77.18		100.00		
Missing		131	22.82				
Total		574	100.00				

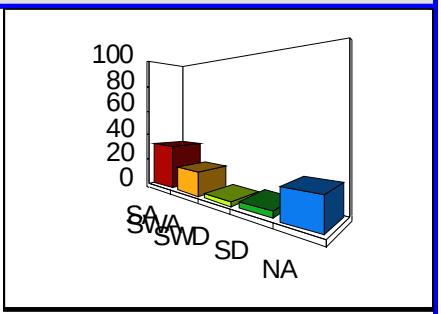
There were bus routes where i lived — Mean: 2.17

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	217	37.80	37.80	49.10	49.10	
SWA	2.00	113	19.69	57.49	25.57	74.66	
SWD	3.00	9	1.57	59.06	2.04	76.70	
SD	4.00	28	4.88	63.94	6.33	83.03	
NA	5.00	75	13.07	77.00	16.97	100.00	
Total Valid		442	77.00		100.00		
Missing		132	23.00				
Total		574	100.00				

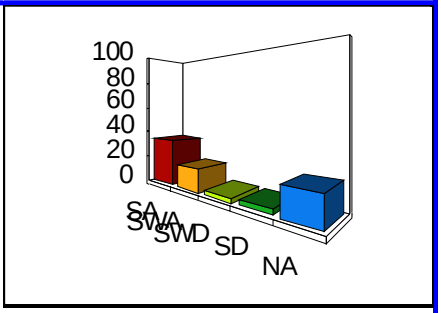
It allowed me to make stops for other tasks — Mean: 2.23

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	207	36.06	36.06	46.94	46.94	
SWA	2.00	107	18.64	54.70	24.26	71.20	
SWD	3.00	23	4.01	58.71	5.22	76.42	
SD	4.00	26	4.53	63.24	5.90	82.31	
NA	5.00	78	13.59	76.83	17.69	100.00	
Total Valid		441	76.83		100.00		
Missing		133	23.17				
Total		574	100.00				

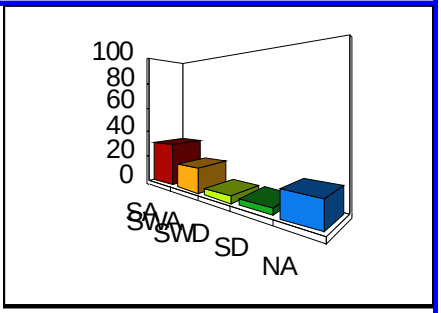
Wait time for pick-up as shorter — Mean: 2.50

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	179	31.18	31.18	42.02	42.02	
SWA	2.00	97	16.90	48.08	22.77	64.79	
SWD	3.00	16	2.79	50.87	3.76	68.54	
SD	4.00	24	4.18	55.05	5.63	74.18	
NA	5.00	110	19.16	74.22	25.82	100.00	
Total Valid		426	74.22		100.00		
Missing		148	25.78				
Total		574	100.00				

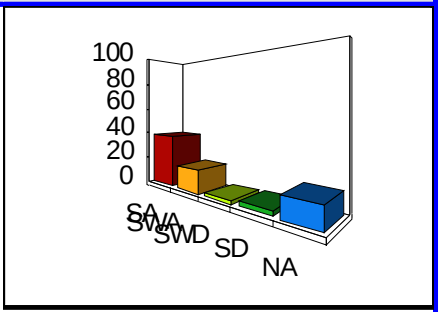
Buss arrival time was more reliable — Mean: 2.44

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	191	33.28	33.28	44.21	44.21	
SWA	2.00	93	16.20	49.48	21.53	65.74	
SWD	3.00	20	3.48	52.96	4.63	70.37	
SD	4.00	23	4.01	56.97	5.32	75.69	
NA	5.00	105	18.29	75.26	24.31	100.00	
Total Valid		432	75.26		100.00		
Missing		142	24.74				
Total		574	100.00				

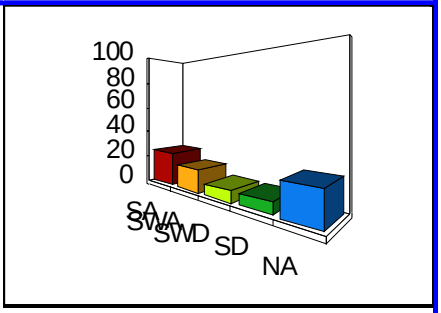
It was easier for me to make an appointment — Mean: 2.42

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	177	30.84	30.84	42.14	42.14	
SWA	2.00	101	17.60	48.43	24.05	66.19	
SWD	3.00	24	4.18	52.61	5.71	71.90	
SD	4.00	26	4.53	57.14	6.19	78.10	
NA	5.00	92	16.03	73.17	21.90	100.00	
Total Valid		420	73.17		100.00		
Missing		154	26.83				
Total		574	100.00				

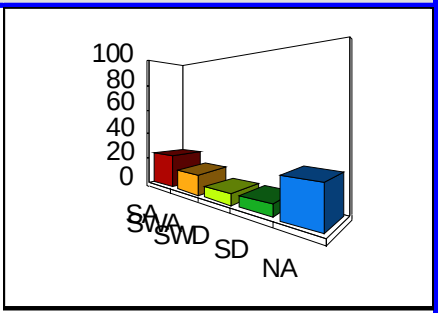
I felt safe and secure — Mean: 2.14

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	215	37.46	37.46	51.68	51.68	
SWA	2.00	95	16.55	54.01	22.84	74.52	
SWD	3.00	12	2.09	56.10	2.88	77.40	
SD	4.00	19	3.31	59.41	4.57	81.97	
NA	5.00	75	13.07	72.47	18.03	100.00	
Total Valid		416	72.47		100.00		
Missing		158	27.53				
Total		574	100.00				

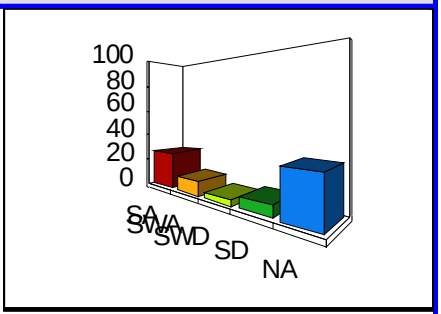
someone taught me how to use the bus — Mean: 2.81

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	137	23.87	23.87	31.71	31.71	
SWA	2.00	90	15.68	39.55	20.83	52.55	
SWD	3.00	43	7.49	47.04	9.95	62.50	
SD	4.00	43	7.49	54.53	9.95	72.45	
NA	5.00	119	20.73	75.26	27.55	100.00	
Total Valid		432	75.26		100.00		
Missing		142	24.74				
Total		574	100.00				

Buses were easier for me to board — Mean: 2.92

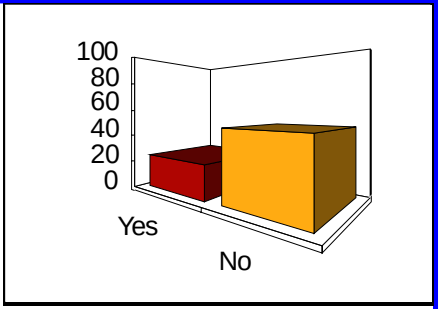
Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	134	23.34	23.34	30.73	30.73	
SWA	2.00	83	14.46	37.80	19.04	49.77	
SWD	3.00	39	6.79	44.60	8.94	58.72	
SD	4.00	42	7.32	51.92	9.63	68.35	
NA	5.00	138	24.04	75.96	31.65	100.00	
Total Valid		436	75.96		100.00		
Missing		138	24.04				
Total		574	100.00				

Language was not a problem — Mean: 3.06

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	150	26.13	26.13	33.71	33.71	
SWA	2.00	59	10.28	36.41	13.26	46.97	
SWD	3.00	21	3.66	40.07	4.72	51.69	
SD	4.00	43	7.49	47.56	9.66	61.35	
NA	5.00	172	29.97	77.53	38.65	100.00	
Total Valid		445	77.53		100.00		
Missing		129	22.47				
Total		574	100.00				

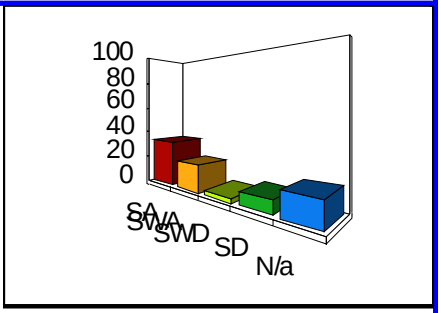
work limited

Mean: 0.33

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
Yes	1.00	131	22.82	22.82	32.67	32.67	
No	0.00	270	47.04	69.86	67.33	100.00	
Total Valid		401	69.86		100.00		
Missing		173	30.14				
Total		574	100.00				

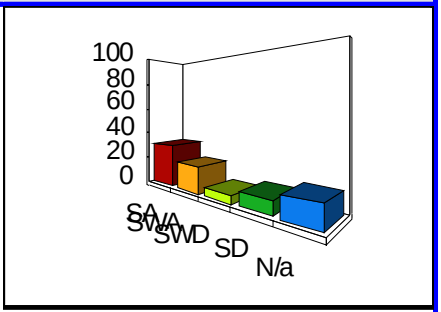
Get to Work

Mean: 2.42

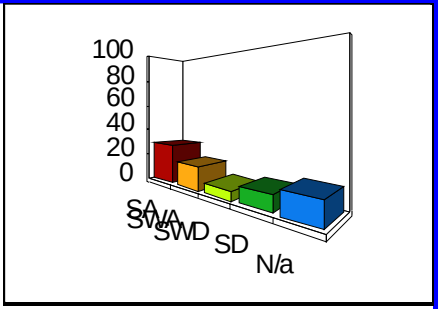
Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	189	32.93	32.93	41.54	41.54	
SWA	2.00	110	19.16	52.09	24.18	65.71	
SWD	3.00	18	3.14	55.23	3.96	69.67	
SD	4.00	50	8.71	63.94	10.99	80.66	
N/a	5.00	88	15.33	79.27	19.34	100.00	
Total Valid		455	79.27		100.00		
Missing		119	20.73				
Total		574	100.00				

Get to medical appointments

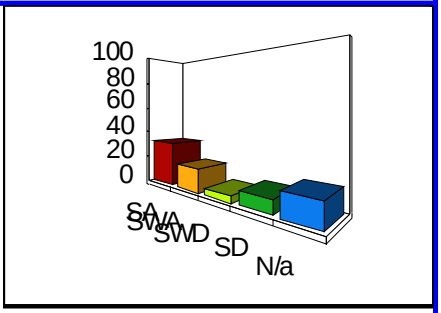
Mean: 2.44

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	176	30.66	30.66	39.64	39.64	
SWA	2.00	107	18.64	49.30	24.10	63.74	
SWD	3.00	30	5.23	54.53	6.76	70.50	
SD	4.00	53	9.23	63.76	11.94	82.43	
N/a	5.00	78	13.59	77.35	17.57	100.00	
Total Valid		444	77.35		100.00		
Missing		130	22.65				
Total		574	100.00				

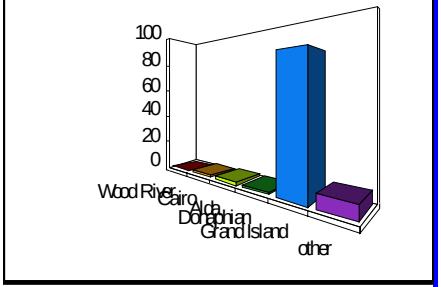
Shopping social events entertainment — Mean: 2.54

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	162	28.22	28.22	37.33	37.33	
SWA	2.00	96	16.72	44.95	22.12	59.45	
SWD	3.00	38	6.62	51.57	8.76	68.20	
SD	4.00	57	9.93	61.50	13.13	81.34	
N/a	5.00	81	14.11	75.61	18.66	100.00	
Total Valid		434	75.61		100.00		
Missing		140	24.39				
Total		574	100.00				

Get to service provider appointment — Mean: 2.47

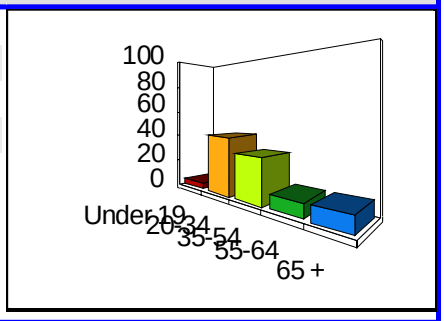
Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	179	31.18	31.18	40.77	40.77	
SWA	2.00	96	16.72	47.91	21.87	62.64	
SWD	3.00	26	4.53	52.44	5.92	68.56	
SD	4.00	53	9.23	61.67	12.07	80.64	
N/a	5.00	85	14.81	76.48	19.36	100.00	
Total Valid		439	76.48		100.00		
Missing		135	23.52				
Total		574	100.00				

city — Mean: 4.95

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
Wood River	1.00	2	0.35	0.35	0.37	0.37	
Cairo	2.00	9	1.57	1.92	1.68	2.05	
Alda	3.00	13	2.26	4.18	2.43	4.48	
Donaphian	4.00	10	1.74	5.92	1.87	6.34	
Grand Island	5.00	456	79.44	85.37	85.07	91.42	
other	6.00	46	8.01	93.38	8.58	100.00	
Total Valid		536	93.38		100.00		
Missing		38	6.62				
Total		574	100.00				

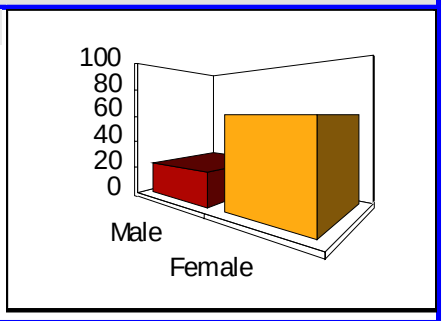
AGE

Mean: 2.78

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
Under 19	1.00	24	4.18	4.18	4.43	4.43	
20-34	2.00	235	40.94	45.12	43.36	47.79	
35-54	3.00	175	30.49	75.61	32.29	80.07	
55-64	4.00	52	9.06	84.67	9.59	89.67	
65 +	5.00	56	9.76	94.43	10.33	100.00	
Total Valid		542	94.43		100.00		
Missing		32	5.57				
Total		574	100.00				

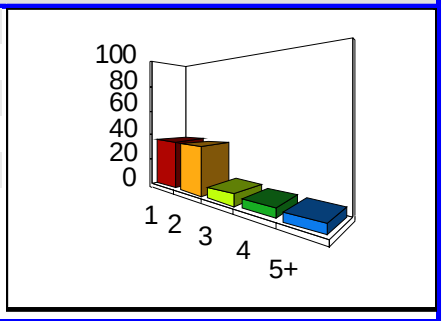
Gender

Mean: 1.73

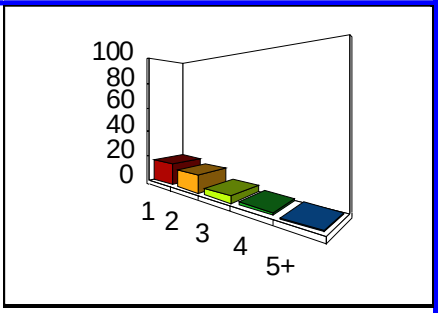
Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
Male	1.00	126	21.95	21.95	26.92	26.92	
Female	2.00	342	59.58	81.53	73.08	100.00	
Total Valid		468	81.53		100.00		
Missing		106	18.47				
Total		574	100.00				

adults

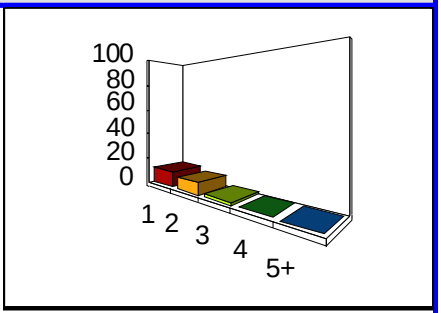
Mean: 2.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
1	1.00	200	34.84	34.84	39.76	39.76	
2	2.00	196	34.15	68.99	38.97	78.73	
3	3.00	43	7.49	76.48	8.55	87.28	
4	4.00	33	5.75	82.23	6.56	93.84	
5+	5.00	31	5.40	87.63	6.16	100.00	
Total Valid		503	87.63		100.00		
Missing		71	12.37				
Total		574	100.00				

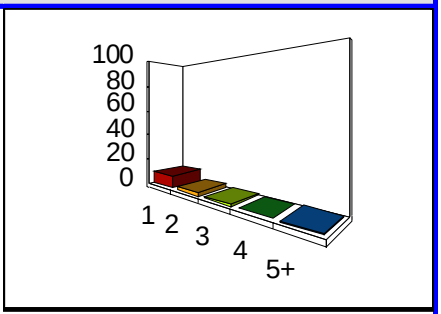
under 6 Mean: 1.83

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
1	1.00	93	16.20	16.20	46.27	46.27	
2	2.00	69	12.02	28.22	34.33	80.60	
3	3.00	24	4.18	32.40	11.94	92.54	
4	4.00	10	1.74	34.15	4.98	97.51	
5+	5.00	5	0.87	35.02	2.49	100.00	
Total Valid		201	35.02		100.00		
Missing		373	64.98				
Total		574	100.00				

6-13 Mean: 1.65

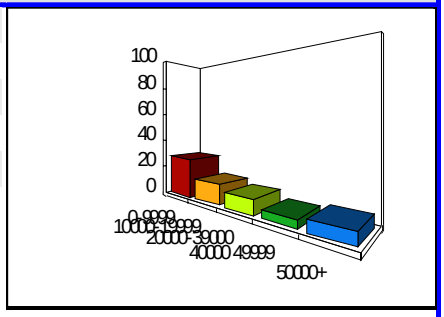
Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
1	1.00	67	11.67	11.67	51.15	51.15	
2	2.00	49	8.54	20.21	37.40	88.55	
3	3.00	11	1.92	22.13	8.40	96.95	
4	4.00	2	0.35	22.47	1.53	98.47	
5+	5.00	2	0.35	22.82	1.53	100.00	
Total Valid		131	22.82		100.00		
Missing		443	77.18				
Total		574	100.00				

14-19 Mean: 1.56

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
1	1.00	56	9.76	9.76	69.14	69.14	
2	2.00	14	2.44	12.20	17.28	86.42	
3	3.00	6	1.05	13.24	7.41	93.83	
4	4.00	1	0.17	13.41	1.23	95.06	
5+	5.00	4	0.70	14.11	4.94	100.00	
Total Valid		81	14.11		100.00		
Missing		493	85.89				
Total		574	100.00				

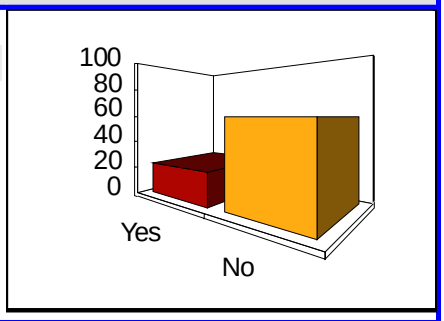
income

Mean: 2.18

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
0-9999	1.00	157	27.35	27.35	45.11	45.11	
10000-19999	2.00	74	12.89	40.24	21.26	66.38	
20000-39000	3.00	53	9.23	49.48	15.23	81.61	
40000 49999	4.00	25	4.36	53.83	7.18	88.79	
50000+	5.00	39	6.79	60.63	11.21	100.00	
Total Valid		348	60.63		100.00		
Missing		226	39.37				
Total		574	100.00				

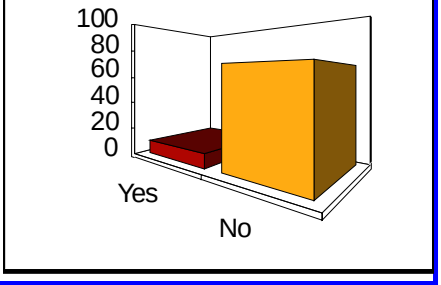
SSI etc

Mean: 0.28

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
Yes	1.00	130	22.65	22.65	28.14	28.14	
No	0.00	332	57.84	80.49	71.86	100.00	
Total Valid		462	80.49		100.00		
Missing		112	19.51				
Total		574	100.00				

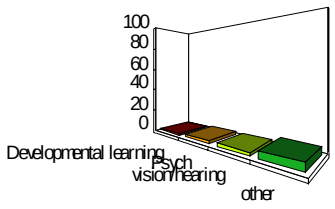
disability

Mean: 0.12

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
Yes	1.00	55	9.58	9.58	12.47	12.47	
No	0.00	386	67.25	76.83	87.53	100.00	
Total Valid		441	76.83		100.00		
Missing		133	23.17				
Total		574	100.00				

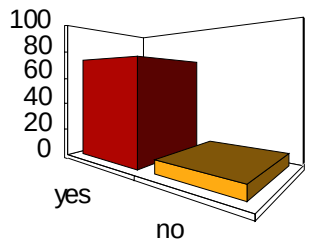
type disibility

Mean: 2.94

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
Developmental learning	1.00	10	1.74	1.74	14.08	14.08	
Psych	2.00	15	2.61	4.36	21.13	35.21	
vision/hearing	3.00	15	2.61	6.97	21.13	56.34	
other	4.00	31	5.40	12.37	43.66	100.00	
Total Valid		71	12.37		100.00		
Missing		503	87.63				
Total		574	100.00				

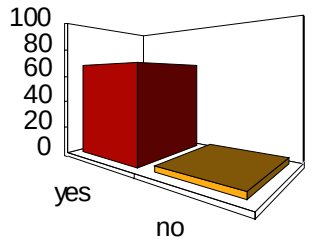
English

Mean: 1.10

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	419	73.00	73.00	89.53	89.53	
no	2.00	49	8.54	81.53	10.47	100.00	
Total Valid		468	81.53		100.00		
Missing		106	18.47				
Total		574	100.00				

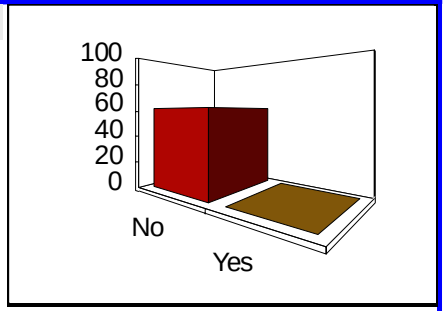
access services in english

Mean: 1.05

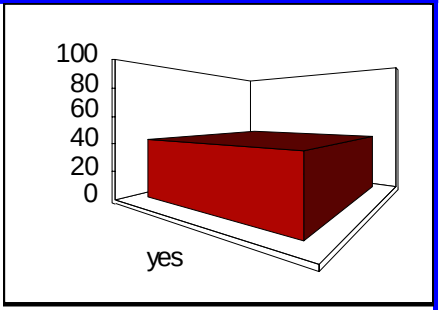
Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	389	67.77	67.77	94.88	94.88	
no	2.00	21	3.66	71.43	5.12	100.00	
Total Valid		410	71.43		100.00		
Missing		164	28.57				
Total		574	100.00				

Detailed Item Analysis Report

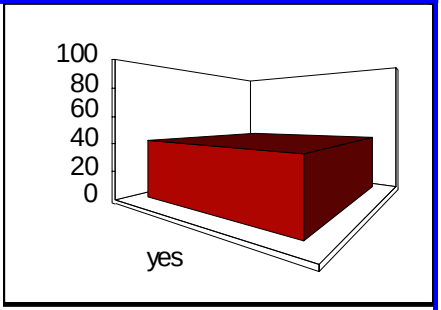
previous survey — Mean: 0.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
No	0.00	54	61.36	61.36	100.00	100.00	
Yes	1.00	0	0.00	61.36	0.00	100.00	
Total Valid		54	61.36		100.00		
Missing		34	38.64				
Total		88	100.00				

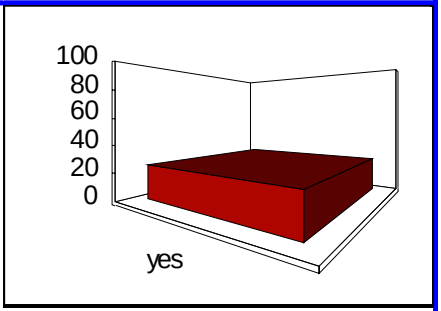
work1 — Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	37	42.05	42.05	100.00	100.00	
Total Valid		37	42.05		100.00		
Missing		51	57.95				
Total		88	100.00				

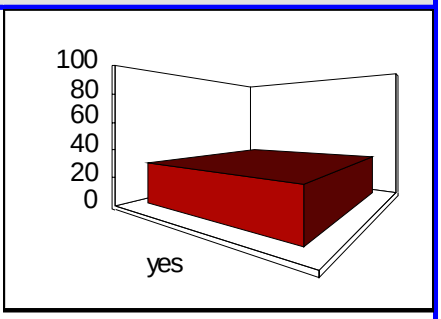
work2 — Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	36	40.91	40.91	100.00	100.00	
Total Valid		36	40.91		100.00		
Missing		52	59.09				
Total		88	100.00				

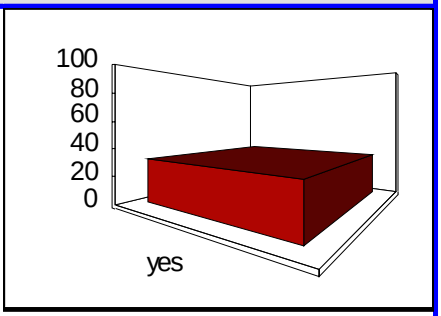
work3 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	22	25.00	25.00	100.00	100.00	
Total Valid		22	25.00		100.00		
Missing		66	75.00				
Total		88	100.00				

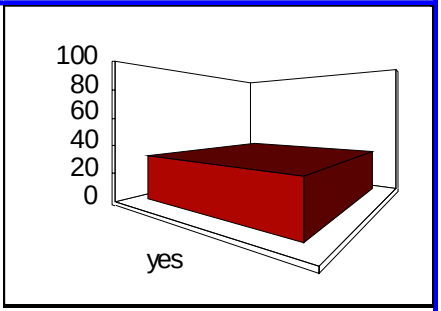
work4 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	26	29.55	29.55	100.00	100.00	
Total Valid		26	29.55		100.00		
Missing		62	70.45				
Total		88	100.00				

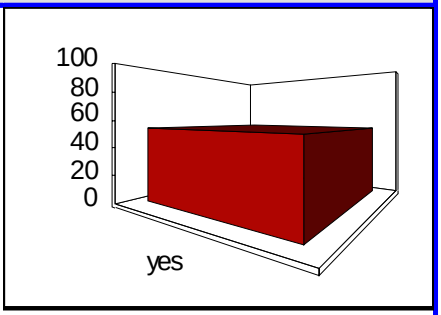
work5 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	27	30.68	30.68	100.00	100.00	
Total Valid		27	30.68		100.00		
Missing		61	69.32				
Total		88	100.00				

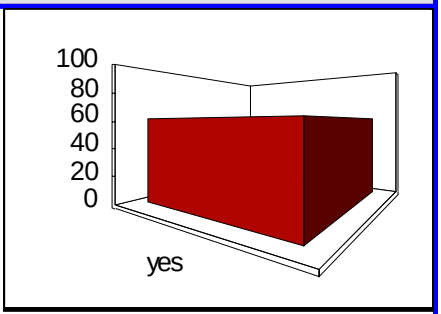
work6 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	27	30.68	30.68	100.00	100.00	
Total Valid		27	30.68		100.00		
Missing		61	69.32				
Total		88	100.00				

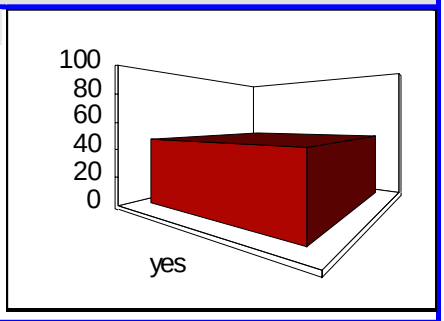
work7 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	46	52.27	52.27	100.00	100.00	
Total Valid		46	52.27		100.00		
Missing		42	47.73				
Total		88	100.00				

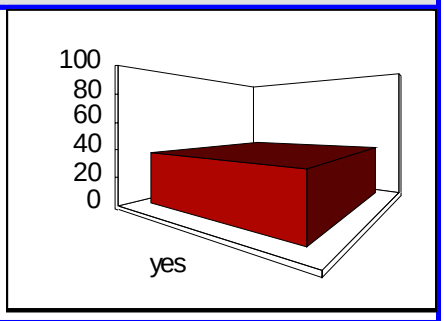
work8 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	54	61.36	61.36	100.00	100.00	
Total Valid		54	61.36		100.00		
Missing		34	38.64				
Total		88	100.00				

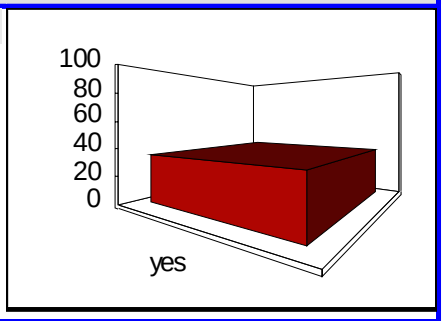
work9 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	41	46.59	46.59	100.00	100.00	
Total Valid		41	46.59		100.00		
Missing		47	53.41				
Total		88	100.00				

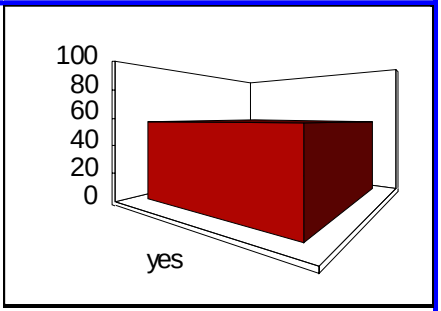
work10 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	32	36.36	36.36	100.00	100.00	
Total Valid		32	36.36		100.00		
Missing		56	63.64				
Total		88	100.00				

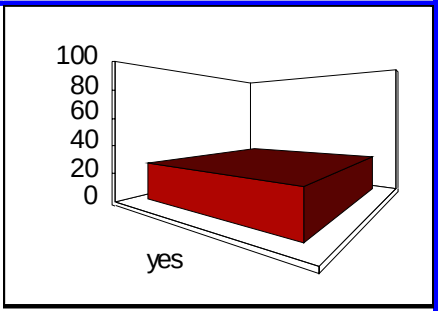
work11 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	31	35.23	35.23	100.00	100.00	
Total Valid		31	35.23		100.00		
Missing		57	64.77				
Total		88	100.00				

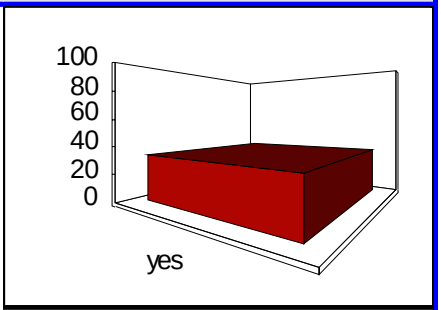
get to places1 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	49	55.68	55.68	100.00	100.00	
Total Valid		49	55.68		100.00		
Missing		39	44.32				
Total		88	100.00				

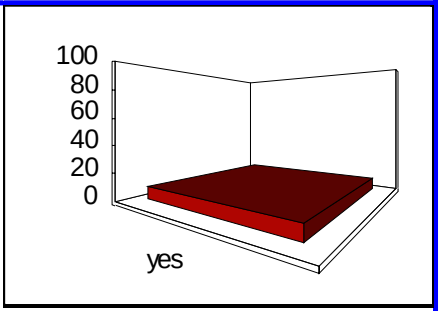
get to places2 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	23	26.14	26.14	100.00	100.00	
Total Valid		23	26.14		100.00		
Missing		65	73.86				
Total		88	100.00				

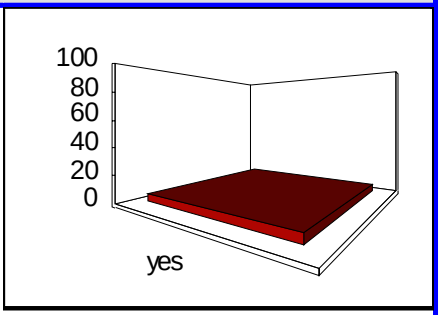
get to places3 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	29	32.95	32.95	100.00	100.00	
Total Valid		29	32.95		100.00		
Missing		59	67.05				
Total		88	100.00				

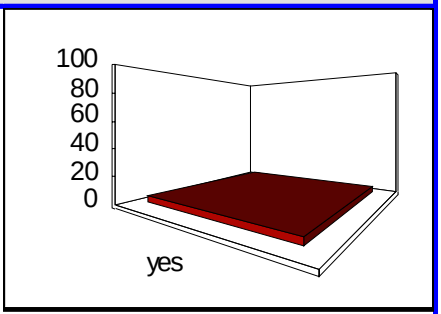
get to places4 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	8	9.09	9.09	100.00	100.00	
Total Valid		8	9.09		100.00		
Missing		80	90.91				
Total		88	100.00				

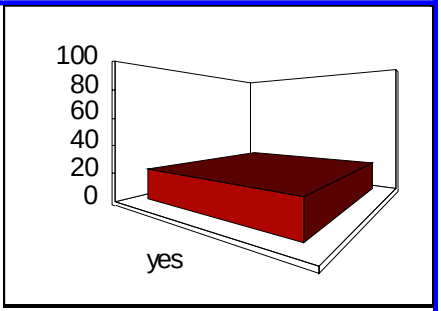
get to places5 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	5	5.68	5.68	100.00	100.00	
Total Valid		5	5.68		100.00		
Missing		83	94.32				
Total		88	100.00				

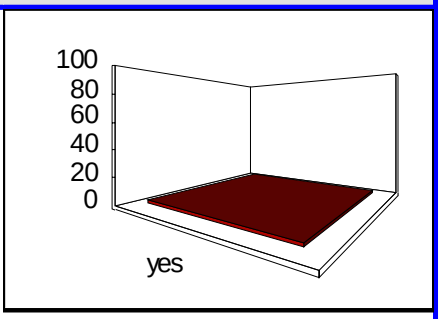
get to places6 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	4	4.55	4.55	100.00	100.00	
Total Valid		4	4.55		100.00		
Missing		84	95.45				
Total		88	100.00				

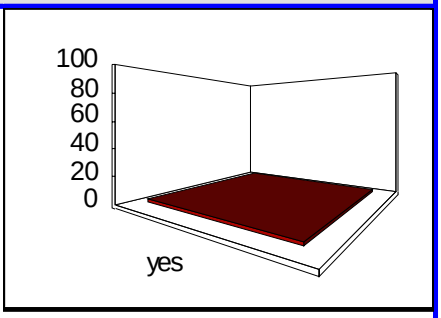
get to places7 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	19	21.59	21.59	100.00	100.00	
Total Valid		19	21.59		100.00		
Missing		69	78.41				
Total		88	100.00				

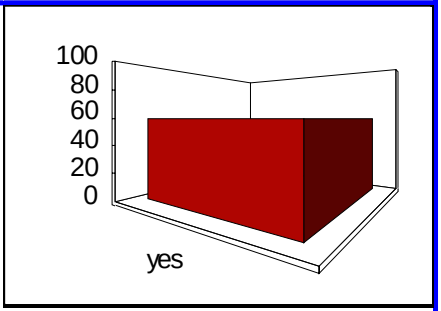
get to places8 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	2	2.27	2.27	100.00	100.00	
Total Valid		2	2.27		100.00		
Missing		86	97.73				
Total		88	100.00				

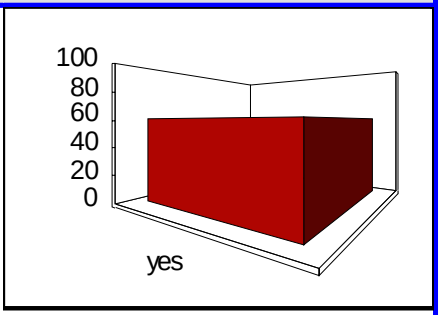
get to places9 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	2	2.27	2.27	100.00	100.00	
Total Valid		2	2.27		100.00		
Missing		86	97.73				
Total		88	100.00				

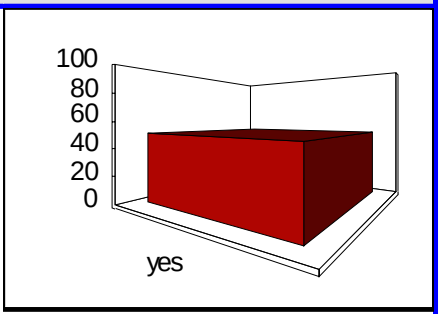
employment1 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	51	57.95	57.95	100.00	100.00	
Total Valid		51	57.95		100.00		
Missing		37	42.05				
Total		88	100.00				

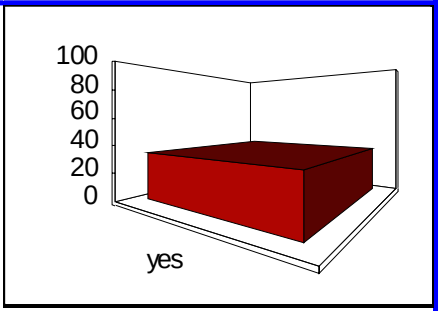
employment2 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	53	60.23	60.23	100.00	100.00	
Total Valid		53	60.23		100.00		
Missing		35	39.77				
Total		88	100.00				

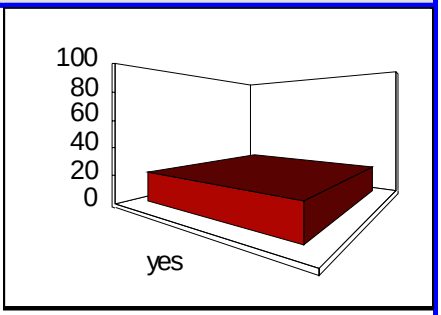
employment3 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	43	48.86	48.86	100.00	100.00	
Total Valid		43	48.86		100.00		
Missing		45	51.14				
Total		88	100.00				

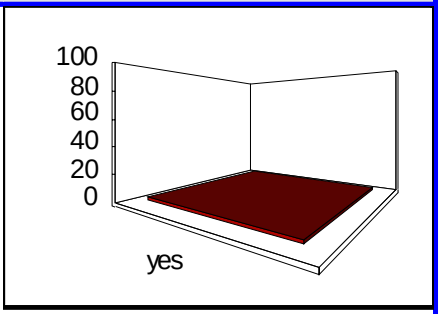
employment4 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	30	34.09	34.09	100.00	100.00	
Total Valid		30	34.09		100.00		
Missing		58	65.91				
Total		88	100.00				

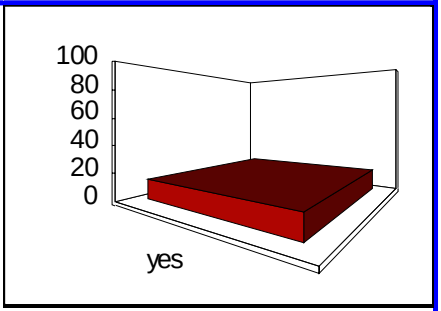
employment5 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	18	20.45	20.45	100.00	100.00	
Total Valid		18	20.45		100.00		
Missing		70	79.55				
Total		88	100.00				

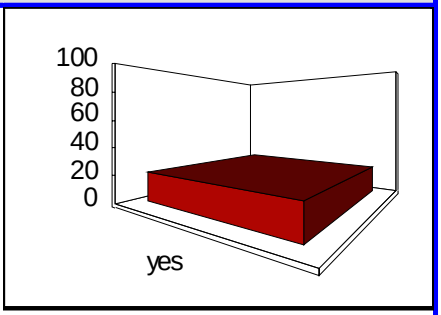
employment6 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	2	2.27	2.27	100.00	100.00	
Total Valid		2	2.27		100.00		
Missing		86	97.73				
Total		88	100.00				

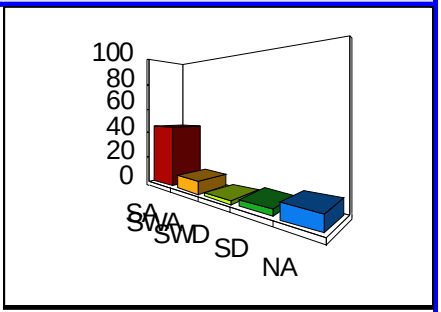
employment7 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	13	14.77	14.77	100.00	100.00	
Total Valid		13	14.77		100.00		
Missing		75	85.23				
Total		88	100.00				

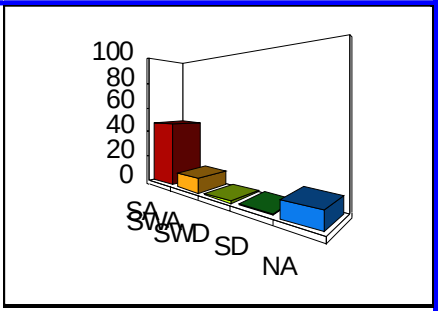
employment8 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	18	20.45	20.45	100.00	100.00	
Total Valid		18	20.45		100.00		
Missing		70	79.55				
Total		88	100.00				

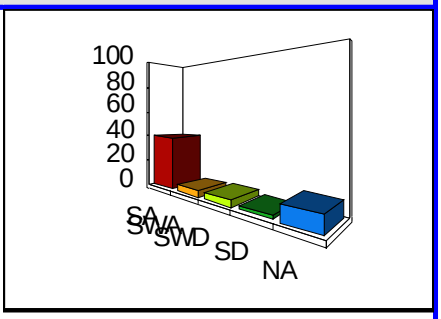
evaluation1 Mean: 4.08

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	5.00	39	44.32	44.32	63.93	63.93	
SWA	4.00	8	9.09	53.41	13.11	77.05	
SWD	3.00	2	2.27	55.68	3.28	80.33	
SD	2.00	4	4.55	60.23	6.56	86.89	
NA	1.00	8	9.09	69.32	13.11	100.00	
Total Valid		61	69.32		100.00		
Missing		27	30.68				
Total		88	100.00				

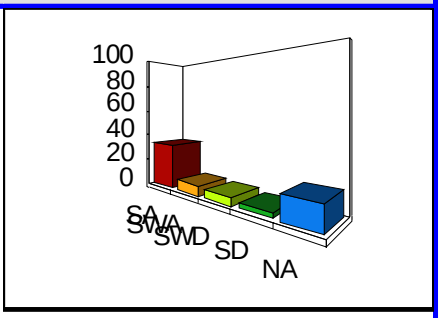
evaluation2 Mean: 1.08

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	41	46.59	46.59	67.21	67.21	
SWA	2.00	9	10.23	56.82	14.75	81.97	
SWD	3.00	1	1.14	57.95	1.64	83.61	
SD	4.00	1	1.14	59.09	1.64	85.25	
NA	0.00	9	10.23	69.32	14.75	100.00	
Total Valid		61	69.32		100.00		
Missing		27	30.68				
Total		88	100.00				

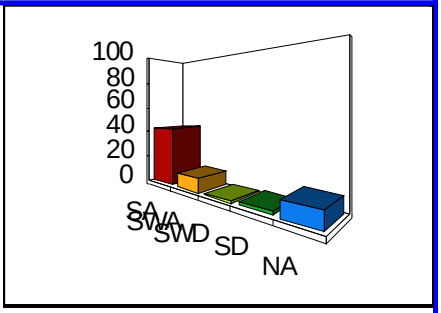
evaluation3 Mean: 1.17

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	34	38.64	38.64	64.15	64.15	
SWA	2.00	4	4.55	43.18	7.55	71.70	
SWD	3.00	4	4.55	47.73	7.55	79.25	
SD	4.00	2	2.27	50.00	3.77	83.02	
NA	0.00	9	10.23	60.23	16.98	100.00	
Total Valid		53	60.23		100.00		
Missing		35	39.77				
Total		88	100.00				

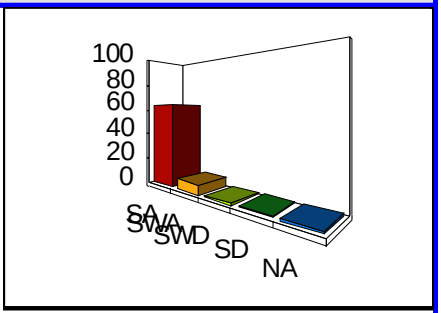
evaluation4 Mean: 1.21

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	29	32.95	32.95	51.79	51.79	
SWA	2.00	6	6.82	39.77	10.71	62.50	
SWD	3.00	5	5.68	45.45	8.93	71.43	
SD	4.00	3	3.41	48.86	5.36	76.79	
NA	0.00	13	14.77	63.64	23.21	100.00	
Total Valid		56	63.64		100.00		
Missing		32	36.36				
Total		88	100.00				

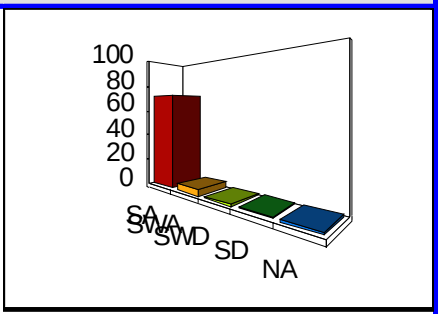
evaluation5 Mean: 1.14

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	37	42.05	42.05	63.79	63.79	
SWA	2.00	9	10.23	52.27	15.52	79.31	
SWD	3.00	1	1.14	53.41	1.72	81.03	
SD	4.00	2	2.27	55.68	3.45	84.48	
NA	0.00	9	10.23	65.91	15.52	100.00	
Total Valid		58	65.91		100.00		
Missing		30	34.09				
Total		88	100.00				

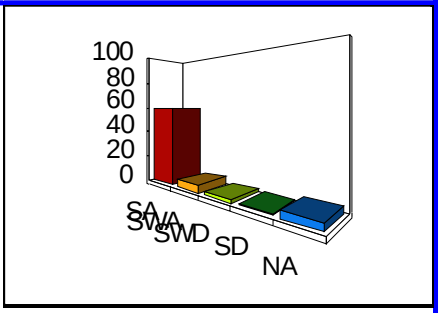
evaluation6 Mean: 1.15

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	56	63.64	63.64	86.15	86.15	
SWA	2.00	6	6.82	70.45	9.23	95.38	
SWD	3.00	1	1.14	71.59	1.54	96.92	
SD	4.00	1	1.14	72.73	1.54	98.46	
NA	0.00	1	1.14	73.86	1.54	100.00	
Total Valid		65	73.86		100.00		
Missing		23	26.14				
Total		88	100.00				

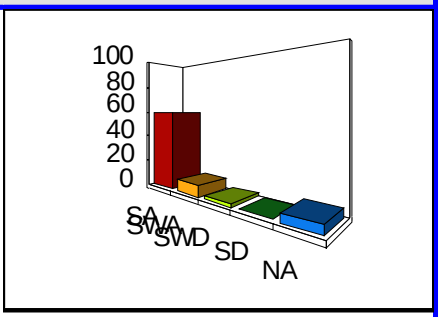
evaluation7 Mean: 1.11

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	63	71.59	71.59	90.00	90.00	
SWA	2.00	4	4.55	76.14	5.71	95.71	
SWD	3.00	1	1.14	77.27	1.43	97.14	
SD	4.00	1	1.14	78.41	1.43	98.57	
NA	0.00	1	1.14	79.55	1.43	100.00	
Total Valid		70	79.55		100.00		
Missing		18	20.45				
Total		88	100.00				

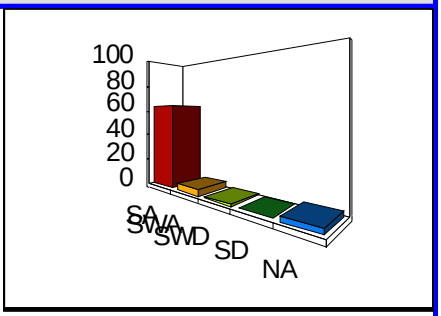
evaluation8 Mean: 1.13

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	51	57.95	57.95	80.95	80.95	
SWA	2.00	5	5.68	63.64	7.94	88.89	
SWD	3.00	2	2.27	65.91	3.17	92.06	
SD	4.00	1	1.14	67.05	1.59	93.65	
NA	0.00	4	4.55	71.59	6.35	100.00	
Total Valid		63	71.59		100.00		
Missing		25	28.41				
Total		88	100.00				

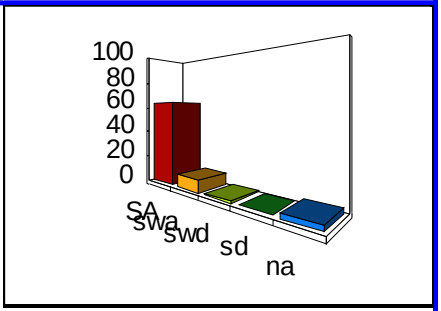
evaluation9 Mean: 1.09

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	51	57.95	57.95	78.46	78.46	
SWA	2.00	7	7.95	65.91	10.77	89.23	
SWD	3.00	2	2.27	68.18	3.08	92.31	
SD	4.00	0	0.00	68.18	0.00	92.31	
NA	0.00	5	5.68	73.86	7.69	100.00	
Total Valid		65	73.86		100.00		
Missing		23	26.14				
Total		88	100.00				

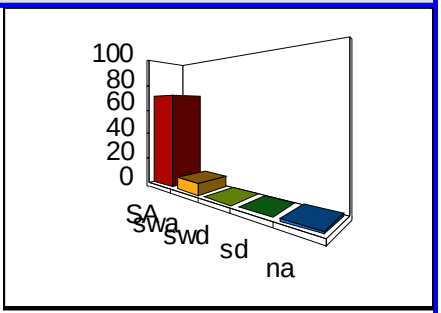
evaluation10 Mean: 1.05

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	1.00	56	63.64	63.64	87.50	87.50	
SWA	2.00	4	4.55	68.18	6.25	93.75	
SWD	3.00	1	1.14	69.32	1.56	95.31	
SD	4.00	0	0.00	69.32	0.00	95.31	
NA	0.00	3	3.41	72.73	4.69	100.00	
Total Valid		64	72.73		100.00		
Missing		24	27.27				
Total		88	100.00				

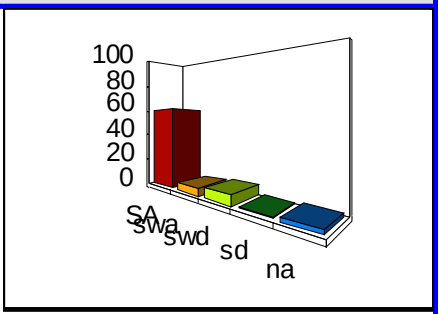
evaluation11 Mean: 4.68

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	5.00	56	63.64	63.64	82.35	82.35	
swa	4.00	8	9.09	72.73	11.76	94.12	
swd	3.00	1	1.14	73.86	1.47	95.59	
sd	2.00	0	0.00	73.86	0.00	95.59	
na	1.00	3	3.41	77.27	4.41	100.00	
Total Valid		68	77.27		100.00		
Missing		20	22.73				
Total		88	100.00				

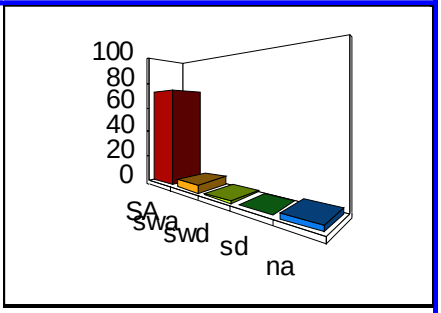
evaluation12 Mean: 4.84

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	5.00	62	70.45	70.45	88.57	88.57	
swa	4.00	7	7.95	78.41	10.00	98.57	
swd	3.00	0	0.00	78.41	0.00	98.57	
sd	2.00	0	0.00	78.41	0.00	98.57	
na	1.00	1	1.14	79.55	1.43	100.00	
Total Valid		70	79.55		100.00		
Missing		18	20.45				
Total		88	100.00				

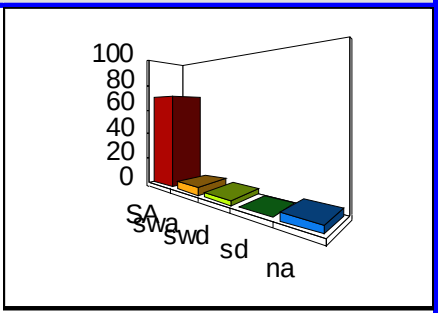
evaluation13 Mean: 4.58

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	5.00	53	60.23	60.23	79.10	79.10	
swa	4.00	5	5.68	65.91	7.46	86.57	
swd	3.00	6	6.82	72.73	8.96	95.52	
sd	2.00	1	1.14	73.86	1.49	97.01	
na	1.00	2	2.27	76.14	2.99	100.00	
Total Valid		67	76.14		100.00		
Missing		21	23.86				
Total		88	100.00				

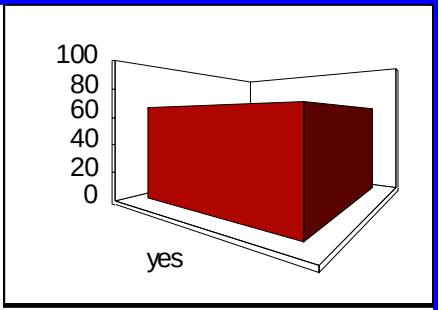
evaluation14 Mean: 4.74

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	5.00	64	72.73	72.73	87.67	87.67	
swa	4.00	5	5.68	78.41	6.85	94.52	
swd	3.00	1	1.14	79.55	1.37	95.89	
sd	2.00	0	0.00	79.55	0.00	95.89	
na	1.00	3	3.41	82.95	4.11	100.00	
Total Valid		73	82.95		100.00		
Missing		15	17.05				
Total		88	100.00				

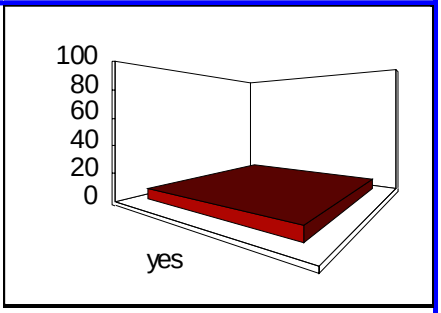
evaluation15 Mean: 4.63

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
SA	5.00	61	69.32	69.32	83.56	83.56	
swa	4.00	5	5.68	75.00	6.85	90.41	
swd	3.00	3	3.41	78.41	4.11	94.52	
sd	2.00	0	0.00	78.41	0.00	94.52	
na	1.00	4	4.55	82.95	5.48	100.00	
Total Valid		73	82.95		100.00		
Missing		15	17.05				
Total		88	100.00				

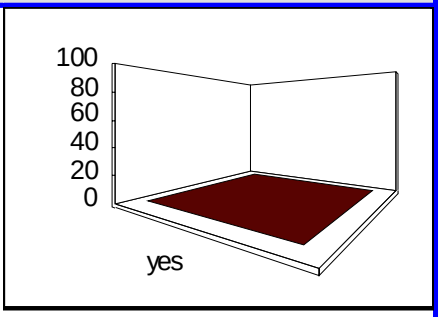
public trans1 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	58	65.91	65.91	100.00	100.00	
Total Valid		58	65.91		100.00		
Missing		30	34.09				
Total		88	100.00				

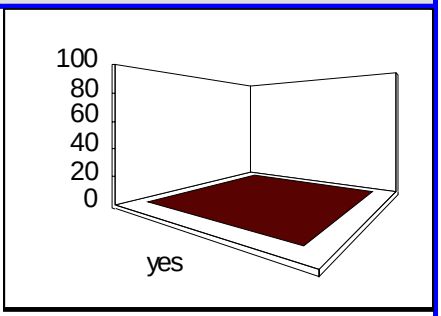
public trans2 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	7	7.95	7.95	100.00	100.00	
Total Valid		7	7.95		100.00		
Missing		81	92.05				
Total		88	100.00				

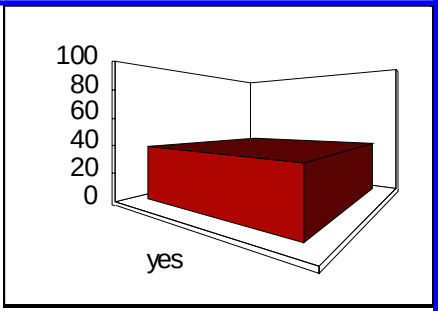
public trans3 Mean: -

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	0	0.00	0.00	0.00	0.00	
Total Valid		0	0.00		0.00		
Missing		88	100.00				
Total		88	100.00				

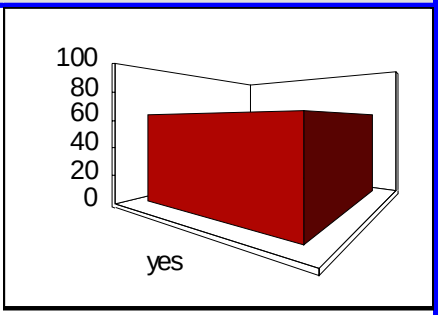
public trans4 Mean: -

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	0	0.00	0.00	0.00	0.00	
Total Valid		0	0.00		0.00		
Missing		88	100.00				
Total		88	100.00				

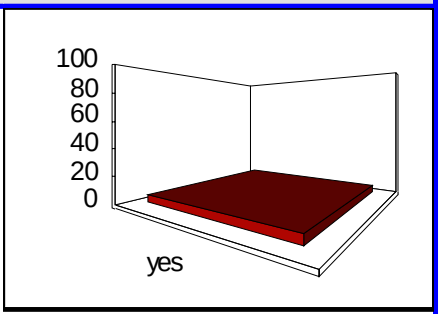
public trans5 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	33	37.50	37.50	100.00	100.00	
Total Valid		33	37.50		100.00		
Missing		55	62.50				
Total		88	100.00				

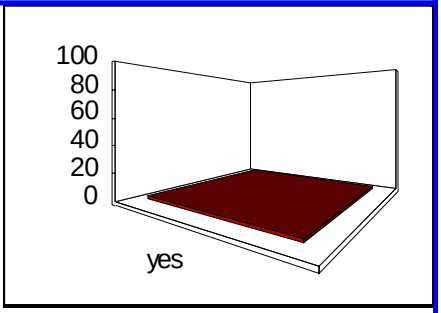
public trans6 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	56	63.64	63.64	100.00	100.00	
Total Valid		56	63.64		100.00		
Missing		32	36.36				
Total		88	100.00				

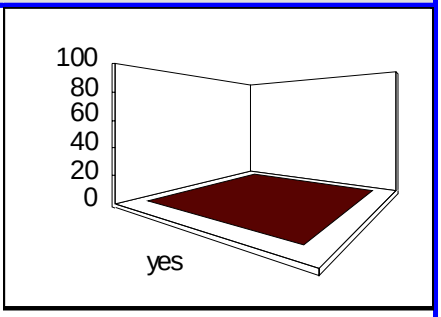
public trans7 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	5	5.68	5.68	100.00	100.00	
Total Valid		5	5.68		100.00		
Missing		83	94.32				
Total		88	100.00				

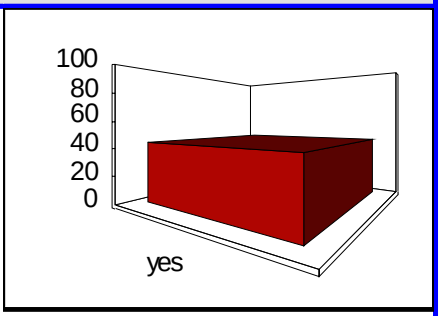
public trans8 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	2	2.27	2.27	100.00	100.00	
Total Valid		2	2.27		100.00		
Missing		86	97.73				
Total		88	100.00				

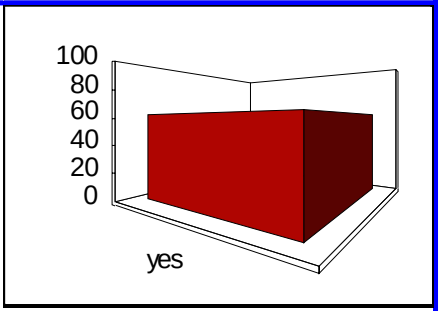
public trans9 Mean: -

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	0	0.00	0.00	0.00	0.00	
Total Valid		0	0.00		0.00		
Missing		88	100.00				
Total		88	100.00				

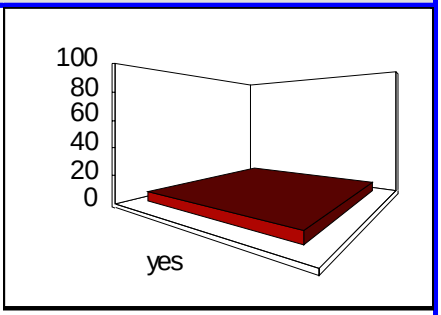
public trans10 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	38	43.18	43.18	100.00	100.00	
Total Valid		38	43.18		100.00		
Missing		50	56.82				
Total		88	100.00				

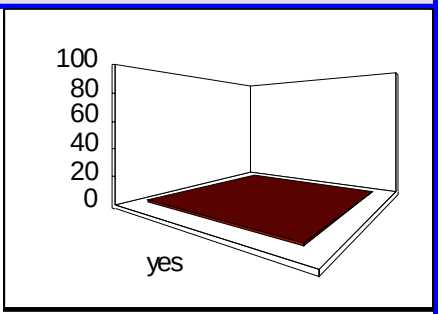
public trans11 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	55	62.50	62.50	100.00	100.00	
Total Valid		55	62.50		100.00		
Missing		33	37.50				
Total		88	100.00				

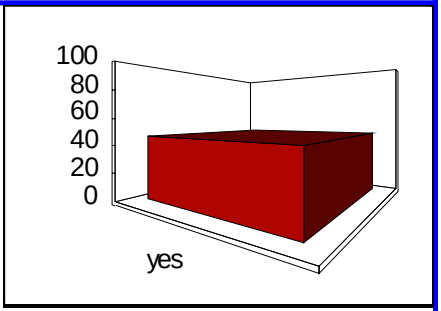
public trans12 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	6	6.82	6.82	100.00	100.00	
Total Valid		6	6.82		100.00		
Missing		82	93.18				
Total		88	100.00				

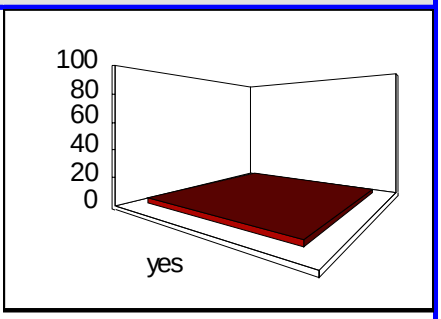
public trans13 Mean: -

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	1	1.14	1.14	100.00	100.00	
Total Valid		1	1.14		100.00		
Missing		87	98.86				
Total		88	100.00				

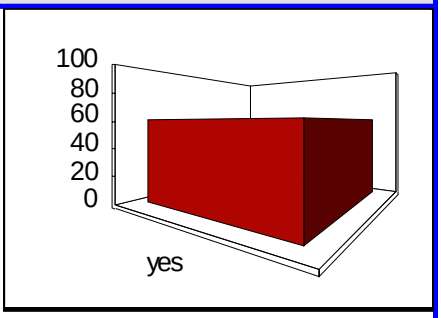
public trans14 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	40	45.45	45.45	100.00	100.00	
Total Valid		40	45.45		100.00		
Missing		48	54.55				
Total		88	100.00				

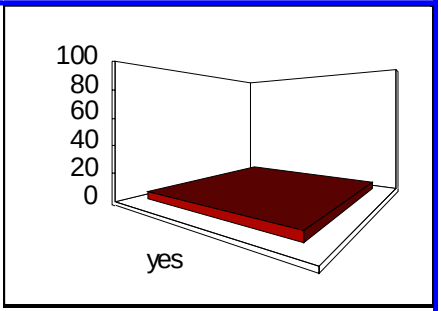
public trans15 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	3	3.41	3.41	100.00	100.00	
Total Valid		3	3.41		100.00		
Missing		85	96.59				
Total		88	100.00				

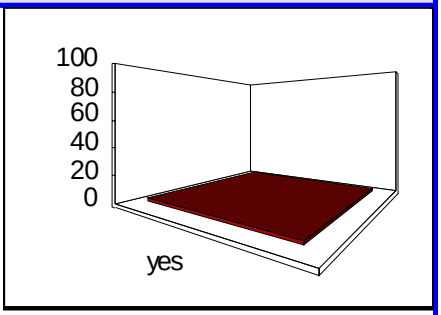
public trans16 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	53	60.23	60.23	100.00	100.00	
Total Valid		53	60.23		100.00		
Missing		35	39.77				
Total		88	100.00				

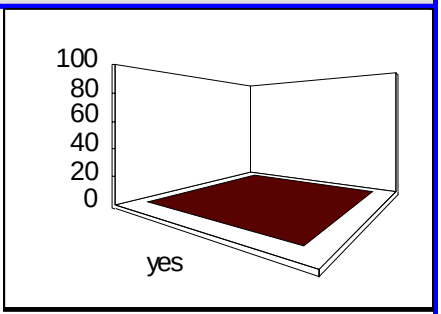
public trans17 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	5	5.68	5.68	100.00	100.00	
Total Valid		5	5.68		100.00		
Missing		83	94.32				
Total		88	100.00				

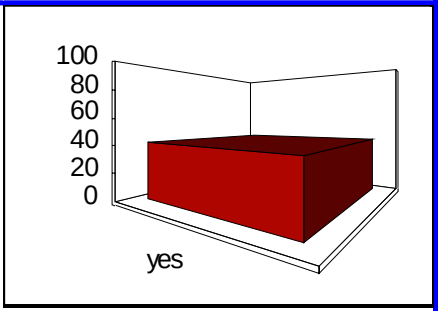
public trans18 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	2	2.27	2.27	100.00	100.00	
Total Valid		2	2.27		100.00		
Missing		86	97.73				
Total		88	100.00				

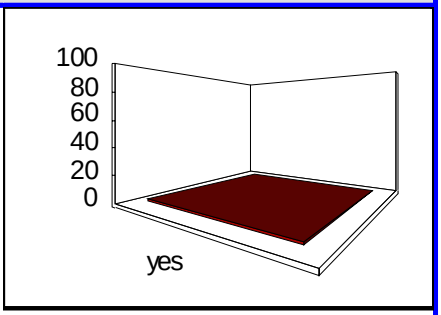
public trans19 Mean: -

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	0	0.00	0.00	0.00	0.00	
Total Valid		0	0.00		0.00		
Missing		88	100.00				
Total		88	100.00				

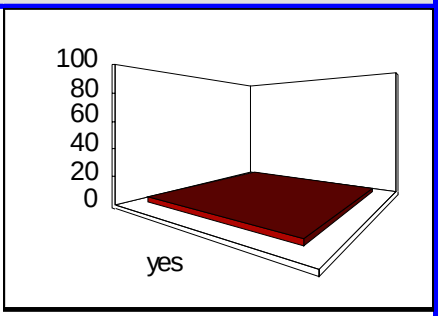
public trans20 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	36	40.91	40.91	100.00	100.00	
Total Valid		36	40.91		100.00		
Missing		52	59.09				
Total		88	100.00				

wood river Mean: -

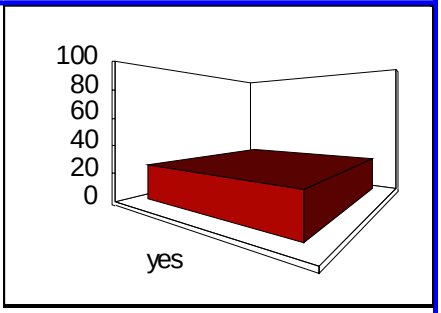
Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	1	1.14	1.14	100.00	100.00	
Total Valid		1	1.14		100.00		
Missing		87	98.86				
Total		88	100.00				

Cairo Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	3	3.41	3.41	100.00	100.00	
Total Valid		3	3.41		100.00		
Missing		85	96.59				
Total		88	100.00				

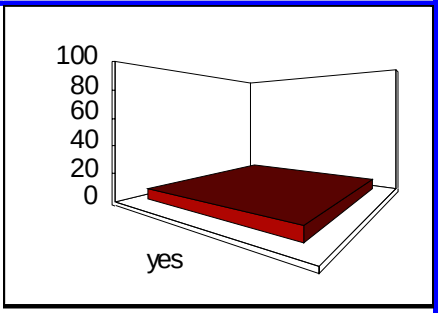
alda

Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	22	25.00	25.00	100.00	100.00	
Total Valid		22	25.00		100.00		
Missing		66	75.00				
Total		88	100.00				

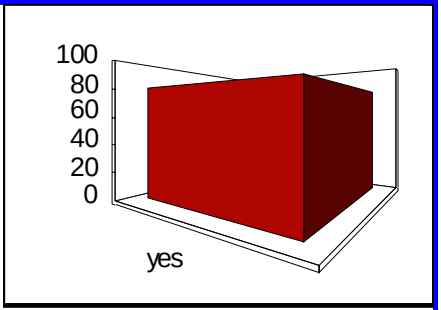
doniphan

Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	7	7.95	7.95	100.00	100.00	
Total Valid		7	7.95		100.00		
Missing		81	92.05				
Total		88	100.00				

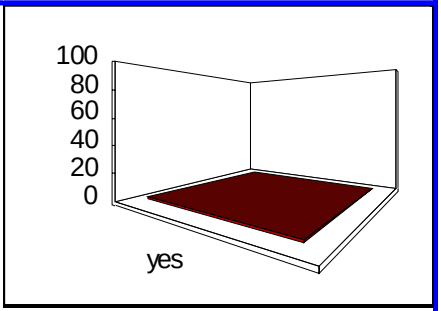
GI

Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	70	79.55	79.55	100.00	100.00	
Total Valid		70	79.55		100.00		
Missing		18	20.45				
Total		88	100.00				

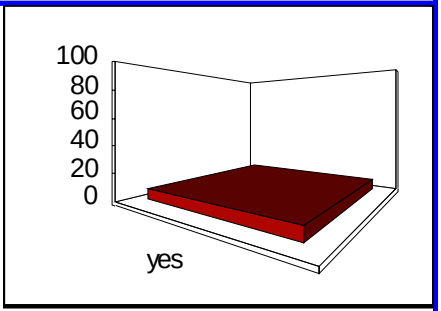
other

Mean: -

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	1	1.14	1.14	100.00	100.00	
Total Valid		1	1.14		100.00		
Missing		87	98.86				
Total		88	100.00				

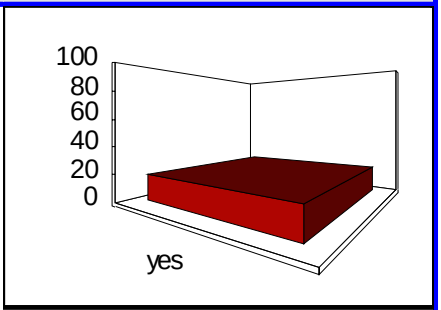
under 19age

Mean: 1.00

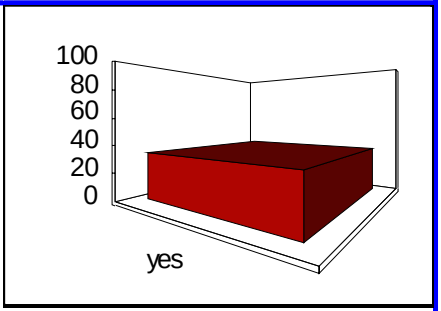
Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	7	7.95	7.95	100.00	100.00	
Total Valid		7	7.95		100.00		
Missing		81	92.05				
Total		88	100.00				

20-34

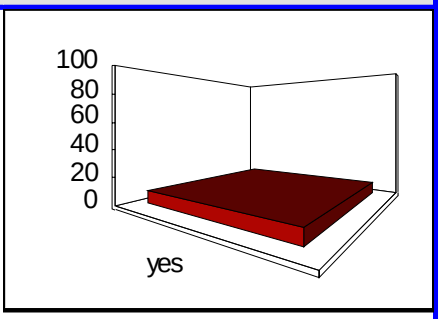
Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	16	18.18	18.18	100.00	100.00	
Total Valid		16	18.18		100.00		
Missing		72	81.82				
Total		88	100.00				

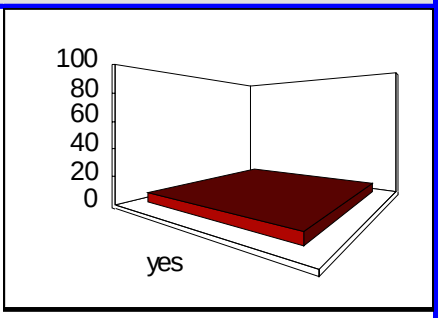
35-54 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	30	34.09	34.09	100.00	100.00	
Total Valid		30	34.09		100.00		
Missing		58	65.91				
Total		88	100.00				

55-64 Mean: 1.00

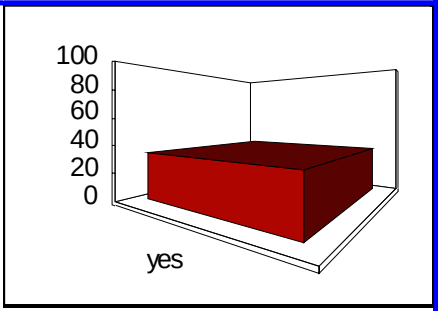
Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	8	9.09	9.09	100.00	100.00	
Total Valid		8	9.09		100.00		
Missing		80	90.91				
Total		88	100.00				

65 + Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	6	6.82	6.82	100.00	100.00	
Total Valid		6	6.82		100.00		
Missing		82	93.18				
Total		88	100.00				

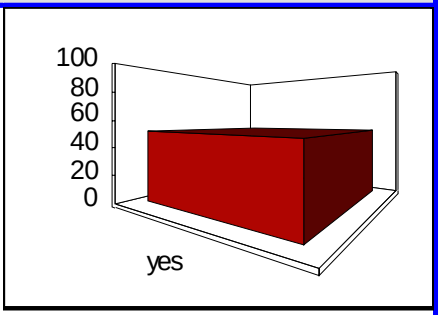
male

Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	30	34.09	34.09	100.00	100.00	
Total Valid		30	34.09		100.00		
Missing		58	65.91				
Total		88	100.00				

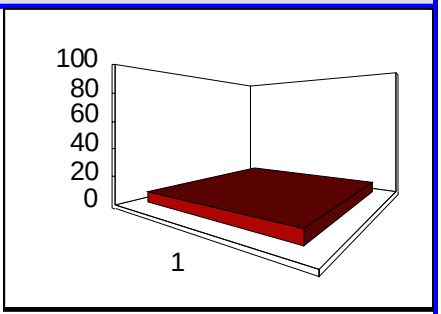
female

Mean: 1.00

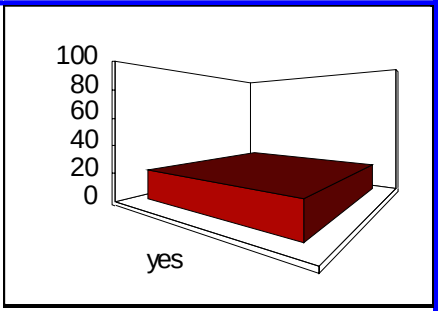
Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	44	50.00	50.00	100.00	100.00	
Total Valid		44	50.00		100.00		
Missing		44	50.00				
Total		88	100.00				

adults1

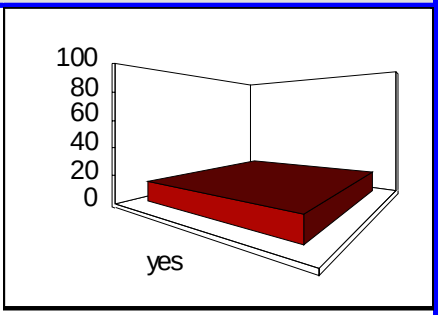
Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
1	1.00	7	7.95	7.95	100.00	100.00	
Total Valid		7	7.95		100.00		
Missing		81	92.05				
Total		88	100.00				

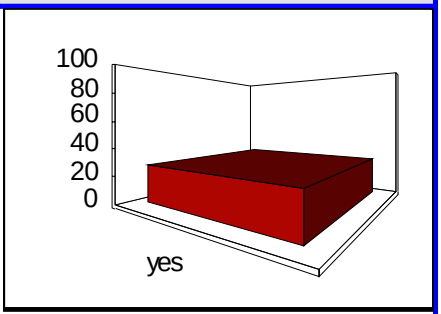
adults2 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	18	20.45	20.45	100.00	100.00	
Total Valid		18	20.45		100.00		
Missing		70	79.55				
Total		88	100.00				

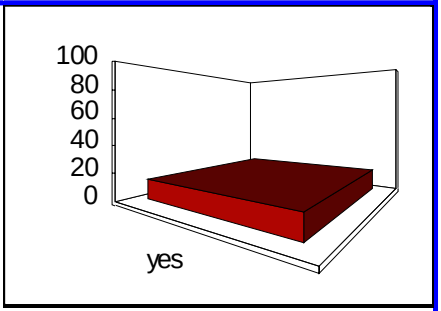
adults3 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	13	14.77	14.77	100.00	100.00	
Total Valid		13	14.77		100.00		
Missing		75	85.23				
Total		88	100.00				

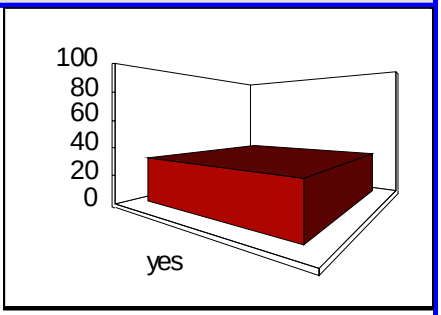
adults4 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	24	27.27	27.27	100.00	100.00	
Total Valid		24	27.27		100.00		
Missing		64	72.73				
Total		88	100.00				

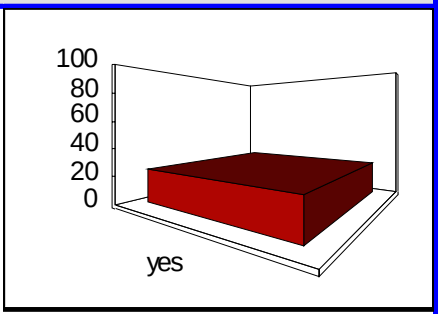
adults5 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	13	14.77	14.77	100.00	100.00	
Total Valid		13	14.77		100.00		
Missing		75	85.23				
Total		88	100.00				

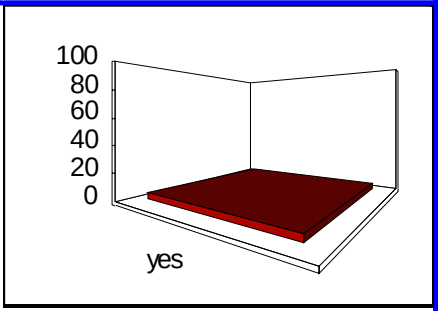
1 less than 6 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	27	30.68	30.68	100.00	100.00	
Total Valid		27	30.68		100.00		
Missing		61	69.32				
Total		88	100.00				

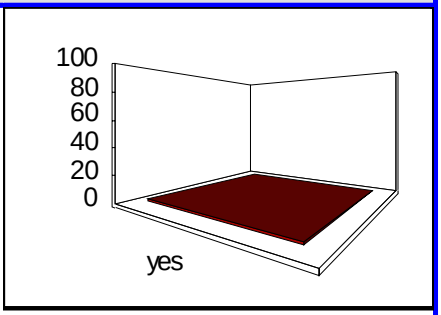
2 less than 6 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	21	23.86	23.86	100.00	100.00	
Total Valid		21	23.86		100.00		
Missing		67	76.14				
Total		88	100.00				

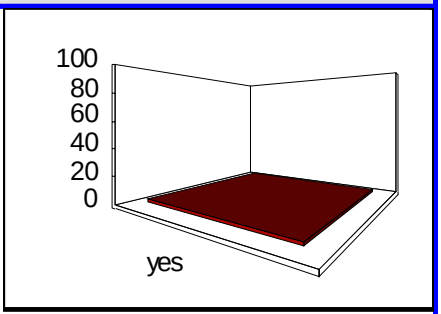
3 less than 6 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	4	4.55	4.55	100.00	100.00	
Total Valid		4	4.55		100.00		
Missing		84	95.45				
Total		88	100.00				

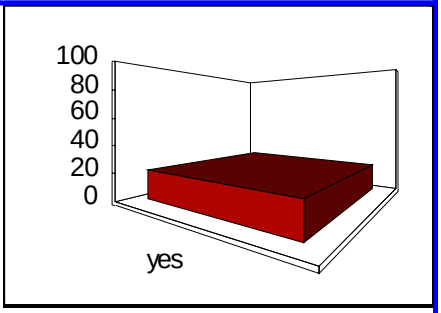
4 less than 6 Mean: -

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	1	1.14	1.14	100.00	100.00	
Total Valid		1	1.14		100.00		
Missing		87	98.86				
Total		88	100.00				

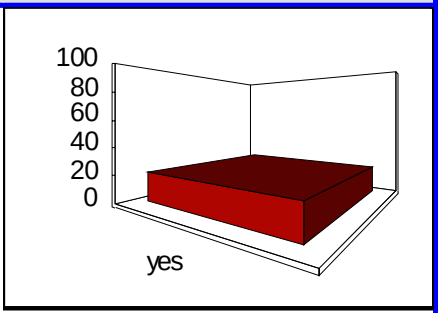
5 + less than 6 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	2	2.27	2.27	100.00	100.00	
Total Valid		2	2.27		100.00		
Missing		86	97.73				
Total		88	100.00				

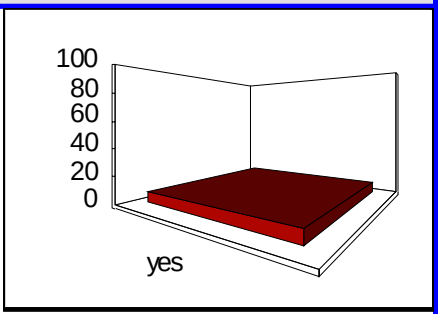
1 6-13 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	18	20.45	20.45	100.00	100.00	
Total Valid		18	20.45		100.00		
Missing		70	79.55				
Total		88	100.00				

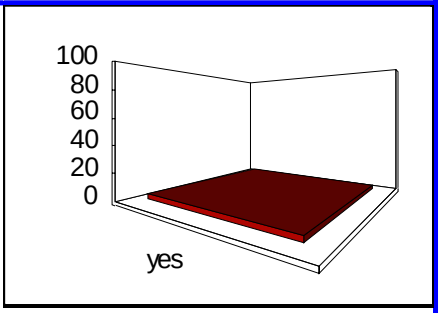
2 6 to 13 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	18	20.45	20.45	100.00	100.00	
Total Valid		18	20.45		100.00		
Missing		70	79.55				
Total		88	100.00				

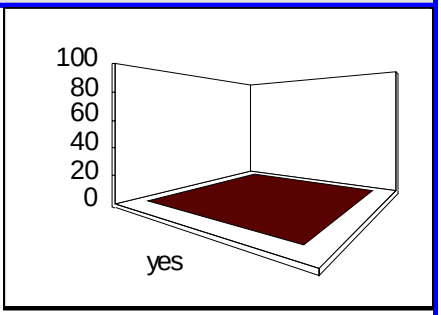
3 6 to 13 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	7	7.95	7.95	100.00	100.00	
Total Valid		7	7.95		100.00		
Missing		81	92.05				
Total		88	100.00				

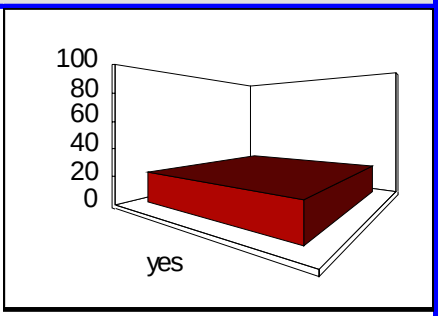
4 6 to 13 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	3	3.41	3.41	100.00	100.00	
Total Valid		3	3.41		100.00		
Missing		85	96.59				
Total		88	100.00				

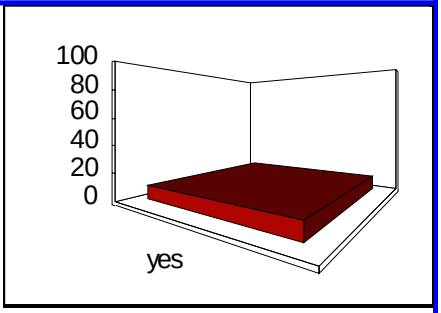
5 + 6 to 13 Mean: -

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	0	0.00	0.00	0.00	0.00	
Total Valid		0	0.00		0.00		
Missing		88	100.00				
Total		88	100.00				

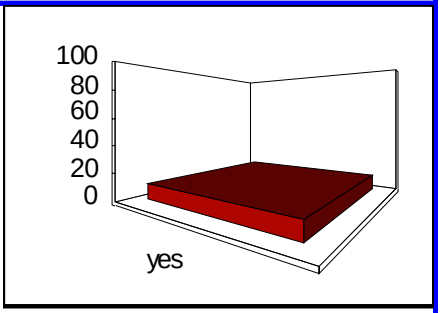
1 14-19 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	19	21.59	21.59	100.00	100.00	
Total Valid		19	21.59		100.00		
Missing		69	78.41				
Total		88	100.00				

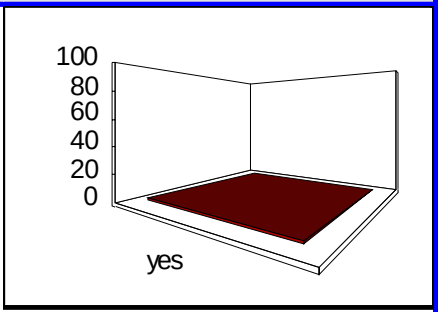
2 14 -19 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	9	10.23	10.23	100.00	100.00	
Total Valid		9	10.23		100.00		
Missing		79	89.77				
Total		88	100.00				

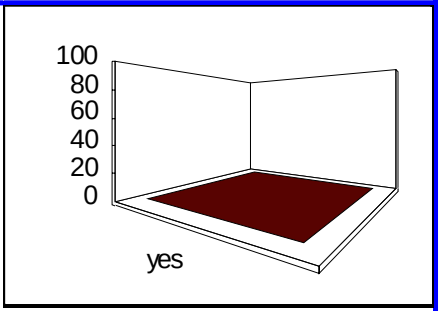
3 14-19 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	10	11.36	11.36	100.00	100.00	
Total Valid		10	11.36		100.00		
Missing		78	88.64				
Total		88	100.00				

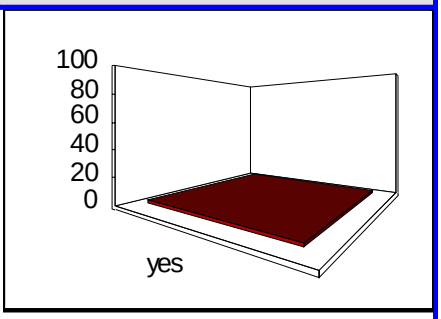
4 16 to 19 Mean: -

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	1	1.14	1.14	100.00	100.00	
Total Valid		1	1.14		100.00		
Missing		87	98.86				
Total		88	100.00				

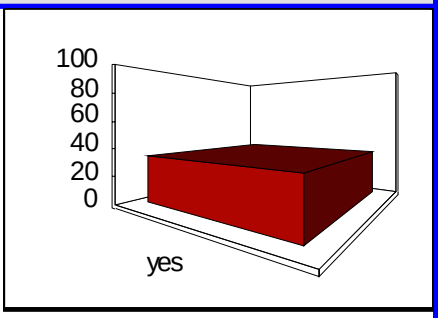
5 + 14 to 19 Mean: -

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	0	0.00	0.00	0.00	0.00	
Total Valid		0	0.00		0.00		
Missing		88	100.00				
Total		88	100.00				

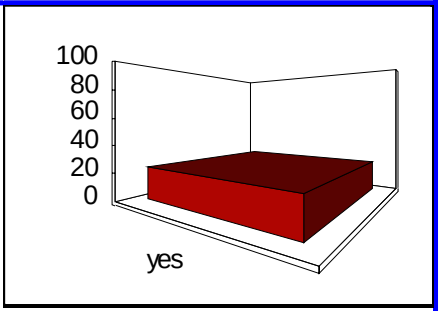
income to 9999 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	2	2.27	2.27	100.00	100.00	
Total Valid		2	2.27		100.00		
Missing		86	97.73				
Total		88	100.00				

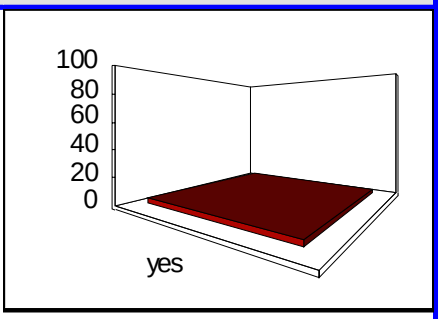
income 10-19 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	30	34.09	34.09	100.00	100.00	
Total Valid		30	34.09		100.00		
Missing		58	65.91				
Total		88	100.00				

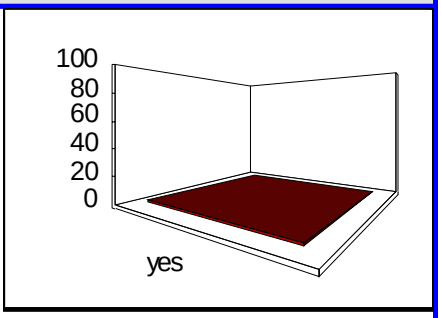
income 20- 40 Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	20	22.73	22.73	100.00	100.00	
Total Valid		20	22.73		100.00		
Missing		68	77.27				
Total		88	100.00				

income 40 50 Mean: 1.00

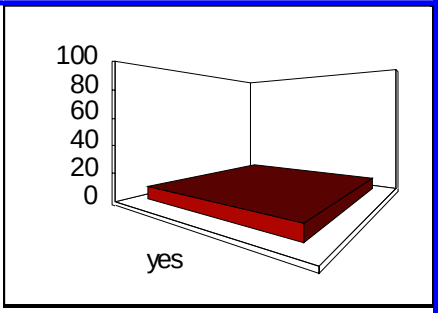
Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	3	3.41	3.41	100.00	100.00	
Total Valid		3	3.41		100.00		
Missing		85	96.59				
Total		88	100.00				

income 50 + Mean: -

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	1	1.14	1.14	100.00	100.00	
Total Valid		1	1.14		100.00		
Missing		87	98.86				
Total		88	100.00				

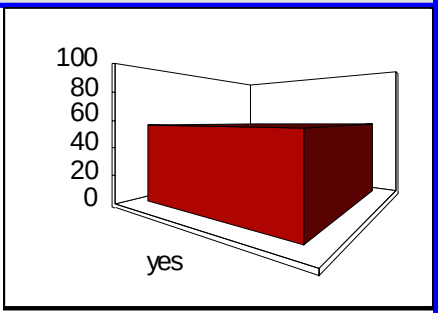
social income yes

Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	8	9.09	9.09	100.00	100.00	
Total Valid		8	9.09		100.00		
Missing		80	90.91				
Total		88	100.00				

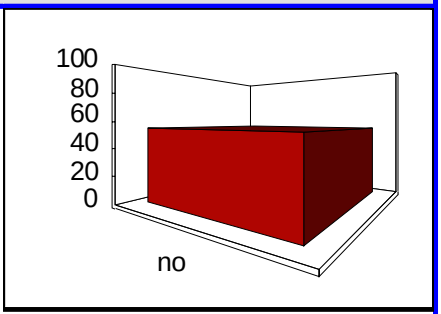
disabiltiy yes

Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	48	54.55	54.55	100.00	100.00	
Total Valid		48	54.55		100.00		
Missing		40	45.45				
Total		88	100.00				

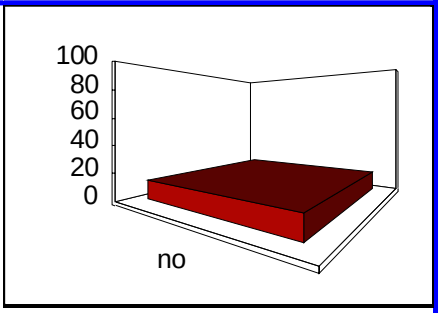
social income no

Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
no	1.00	47	53.41	53.41	100.00	100.00	
Total Valid		47	53.41		100.00		
Missing		41	46.59				
Total		88	100.00				

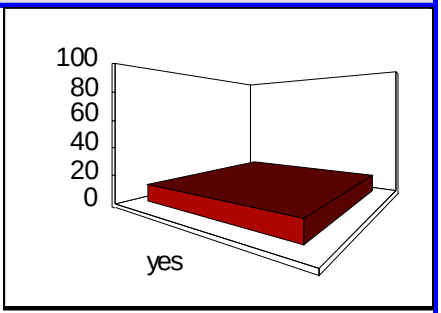
disabiltiy

Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
no	1.00	12	13.64	13.64	100.00	100.00	
Total Valid		12	13.64		100.00		
Missing		76	86.36				
Total		88	100.00				

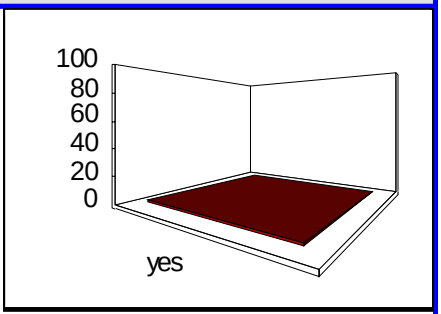
learning

Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	11	12.50	12.50	100.00	100.00	
Total Valid		11	12.50		100.00		
Missing		77	87.50				
Total		88	100.00				

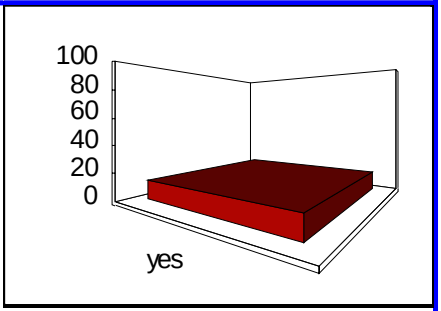
vision/hear

Mean: -

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	1	1.14	1.14	100.00	100.00	
Total Valid		1	1.14		100.00		
Missing		87	98.86				
Total		88	100.00				

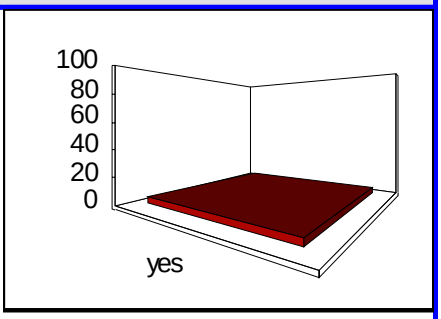
psych

Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	12	13.64	13.64	100.00	100.00	
Total Valid		12	13.64		100.00		
Missing		76	86.36				
Total		88	100.00				

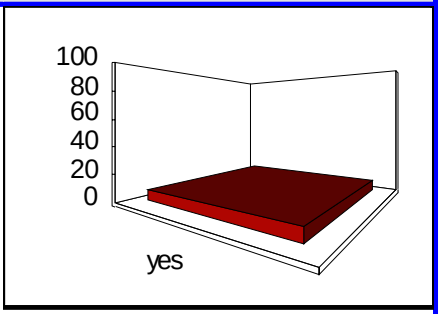
other physical

Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	4	4.55	4.55	100.00	100.00	
Total Valid		4	4.55		100.00		
Missing		84	95.45				
Total		88	100.00				

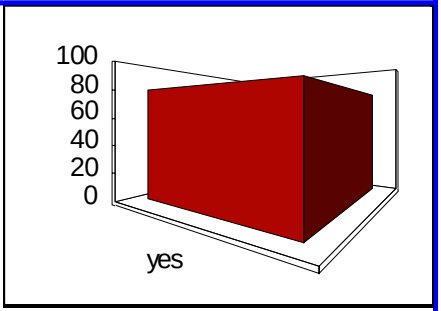
english lang yes

Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	7	7.95	7.95	100.00	100.00	
Total Valid		7	7.95		100.00		
Missing		81	92.05				
Total		88	100.00				

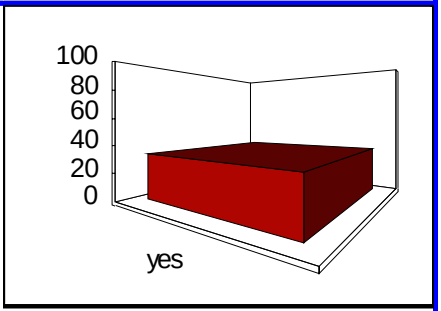
english lang no

Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	69	78.41	78.41	100.00	100.00	
Total Valid		69	78.41		100.00		
Missing		19	21.59				
Total		88	100.00				

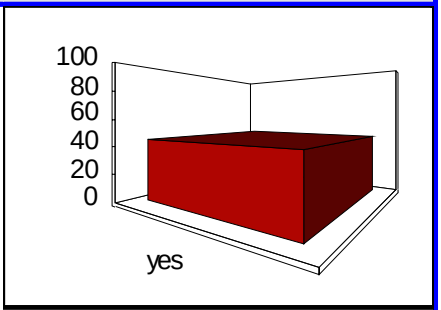
english services no

Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	29	32.95	32.95	100.00	100.00	
Total Valid		29	32.95		100.00		
Missing		59	67.05				
Total		88	100.00				

english services yes

Mean: 1.00

Response	Value	Freq.	Percent	Cum. Percent	Valid Percent	Cum. Val. Percent	Graph
yes	1.00	39	44.32	44.32	100.00	100.00	
Total Valid		39	44.32		100.00		
Missing		49	55.68				
Total		88	100.00				