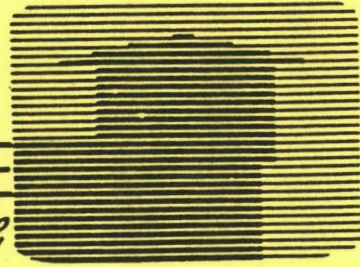


FORT DODGE
frontier of the future

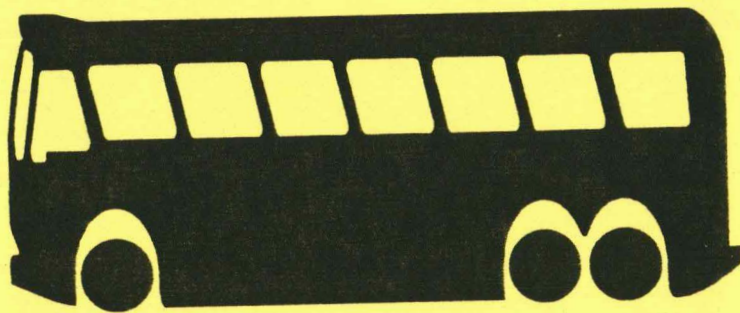


DART

FY 1993 TO FY 1997

DART FIVE YEAR

TRANSIT DEVELOPMENT PLAN



November 1, 1991

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ABSTRACT

The Transit Development Plan (TDP) provides direction for the implementation and coordination of public and private transportation services in Fort Dodge, Iowa. The TDP evaluates services currently available, assesses the transportation needs of the City, builds upon previous plans, provides recommendations for future actions. Policy makers benefit by having several developmental alternatives presented and by being able to follow the progress of the transit system with the preparation of each year's TDP. The document also projects needs and likely developmental directions for a five year period, resulting in greater understanding of the future of the transit program.

DISCLAIMER

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

STATEMENT OF FUNDING

The preparation of this plan was financed in part through Federal Funds provided by the Urban Mass Transportation Administration with a local match provided by the City of Fort Dodge, Iowa.



RESOLUTION OF ADOPTION

RESOLUTION NUMBER 92-2-13

RESOLUTION AUTHORIZING THE ADOPTION OF A TRANSIT DEVELOPMENT PLAN AND SUBMISSION OF THE PLAN TO THE IOWA DEPARTMENT OF TRANSPORTATION.

WHEREAS, the City of Fort Dodge operates a bus system for the residents of the City of Fort Dodge and within a contracted (with MIDAS) service area of rural Webster and Hamilton Counties, and

WHEREAS, planning is an integral part of the success of the bus system, and

WHEREAS, the Iowa Department of Transportation requires annual submission of a Transit Development Plan.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Fort Dodge, Iowa that the FY 1993-1997 Transit Development Plan is adopted and that the Transit Department is authorized to submit the Transit Development Plan to the Iowa Department of Transportation. Be it further resolved that the Transit Department shall prepare for City Council review applications to IDOT for state and federal assistance to implement the recommendations of the TDP.

PASSED AND APPROVED by the City Council this 3rd day of February, 1992.

Crimmins, Tarbell, Snyder, Burleson,
Aye Hickey, Salvatore, Boekelman

Nay None

Other None

Michael D. McCarville
Michael D. McCarville, Mayor

ATTEST:

Dennis W. Milefchik
Dennis W. Milefchik, City Clerk

Feb 3, 1992
Date of Attest

CITY OF FORT DODGE

Michael D. McCarville, Mayor

City Council

Buck Boekelman
Jane Burlison
Richard Tarbell
Sharon Hickey

Jerry Snyder
Tom Salvatore
Mark Crimmins

Transit Manager

John Brandal

Transportation Advisory Committee

Maggie Bice
Larry Jessen
Rick Pieper
Quentin Weidner

Buck Boekelman
Rick Thompson *
Kay Brown

*Denotes Private Sector Participant

TDP Planners

MIDAS Council of Governments
200 North 10th Street
Fort Dodge, Iowa 50501

TABLE OF CONTENTS

PAGE NO.		
ABSTRACT		i
DISCLAIMER		i
STATEMENT OF FUNDING		i
RESOLUTION OF ADOPTION		ii
COVER PAGE		iii
TABLE OF CONTENTS		iv
LIST OF FIGURES AND DIAGRAMS		vi
I. INTRODUCTION		
Transit Implementation for Fort Dodge		I-1
Principal Participants/Providers		I-2
Transit Development Planning/Decision-Making Process		I-2
Private Sector Initiative		I-2
Overview of the TDP		I-3
II. TRANSIT CONDITIONS		
Service Area Characteristics		II-1
Demographics		II-1
Activity Centers/Common Trip Destinations		II-2
Long-Term Care Facilities		II-2
Special Programs		II-2
Handicapped Work Centers		II-2
Nutrition Sites		II-5
Employment Centers		II-7
Governmental and Social Service Centers		II-7
Medical Services		II-7
Basic Services		II-12
Available Sources of Transportation		II-12
Automobile Availability		II-12
Intercity Carriers		II-14
Designated Small Urban Provider		II-14
Status of Public Transit Provider Coordination		II-16
Transit System Fact Sheets		II-18
Analysis of DART Ridership		II-20
III. TRANSIT NEEDS AND POLICY DIRECTION		
Review of Recent Years' Efforts		III-1
Public Input		III-2

Methodology	III-2
Identified Needs	III-4
Goal 1	III-4
Goal 2	III-4
Goal 3	III-5
Goal 4	III-5
Goal 5	III-5
Management Needs	III-5
Private Enterprise Analysis	III-6
Vehicle Needs	III-6
Evaluation of Transit Services	III-7
Operating Policies	III-8
Handicapped Accessibility	III-9
CDL	III-9
Drug Free Workplace	III-9
Additional Capital Needs	III-10
Special Project Funding through the STA Fund	III-10
Planning	III-11
Funding From Tax Sources	III-11
Future Needs	III-12
Current Budgeting Issues	III-12
ADA Accessibility Plan	III-15

IV. DEVELOPMENTAL STRATEGY AND FIVE YEAR PROGRAM

First Year Program	IV-1
Planning	IV-3
Capital Needs	IV-4
Additional Capital Needs	IV-4
Second Year Program	IV-4
Three Year Sketch Plan	IV-5
Transit in Fort Dodge Five Years From Now	IV-5

APPENDIX A: BUDGETS

APPENDIX B: EQUIPMENT INVENTORY

APPENDIX C: PUBLIC HEARING AND PRIVATIZATION

APPENDIX D: "ADA" ACCESSIBILITY PLAN

LIST OF FIGURES

		Page #
Figure 1	Location Map	I-4
Figure 2	City of Fort Dodge	I-5
Figure 3	Fixed Routes of DART System	I-6
Figure 4	Population Trends in Iowa	II-3
Figure 5	Aging Trends in Iowa	II-4
Figure 6	Care Facilities	II-6
Figure 7	Principal Modes of Travel	II-8
Figure 8	Employment Centers	II-9
Figure 9	Medical Facilities	II-10
Figure 10	Service Centers	II-11
Figure 11	Location of Dwellings without Cars	II-13
Figure 12	DART Ridership (FY88 - FY91)	II-22
Figure 13	DART Ridership Breakdown (FY89, FY90 and FY91)	II-23
Figure 14	DART Fixed Route Riders	II-24
Figure 15	Jefferson Service	II-25
Figure 16	DART Paratransit Service	II-26
Figure 17	Route 1	II-28
Figure 18	Route 2	II-29
Figure 19	Route 3	II-30
Figure 20	Route 4	II-31
Figure 21	Route 5	II-32
Figure 22	Route 6	II-33
Figure 23	Urban Transit Comparison Information	III-16
TDP Form 2	Fleet Utilization Analysis	III-17
TDP Form 3(a)	DART Fleet Replacement/Rehabilitation Schedule	III-18-19
TDP Form 4(a)	Biennial Element Program Summary for FY 1993	IV-7
TDP Form 4(b)	Biennial Element Program Summary for FY 1993	IV-8
TDP Form 4(c)	Biennial Element Program Summary for FY 1994	IV-9-10
TDP Form 5	Three Year Sketch Plan for FYs 1994-1996	IV-11
TDP Form 6(a)	Capital Improvement Program	IV-12
TDP Form 6(b)	Capital Improvement Program	IV-13

SECTION I

INTRODUCTION

I. INTRODUCTION

The Transit Development Plan (TDP) provides policy recommendations for the coordination of public and private transportation services within the City of Fort Dodge, Iowa and a portion of Hamilton and Webster Counties (See Figure 1). Prepared through cooperative efforts of transit providers, city officials, and transit system users, the TDP evaluates current services, assesses the transportation needs of the City, and builds upon previous plans to provide recommendations for future action. Justification for state and federal assistance to public transit providers is also included, as is documentation of efforts to include private providers of transportation services in the planning process.

TRANSIT IMPLEMENTATION FOR FORT DODGE

In the mid 1970's the Iowa General Assembly addressed the issue of coordinated transportation by implementing Section 601J, Code of Iowa and the designation of the Iowa Department of Transportation (IDOT) as the administrative entity. IDOT delineated sixteen transportation planning/management areas to serve transportation needs, within which larger cities (generally over 20,000 population) were designated as urban transportation systems. Within Region V the MIDAS Council of Governments was designated as the regional transit planning and administrative entity for the rural counties and the City of Fort Dodge was designated as a small urban system (See Figures 2 and 3). Initially, Fort Dodge deferred transportation planning and management to the regional program (MIDAS and later Frontier Transit), who operated public transportation within the City. This arrangement continued until early in FY 1987 when the City formally separated its transportation system (Dodger Area Rapid Transit, or DART) from the rest of Region V.

The purpose of the TDP is to determine transportation needs, evaluate the needs, and recommend methods of coordination between transit providers. Once the needs are outlined and evaluated programs of projects are developed in which justification for state and federal assistance funds is made. State and federal assistance is allocated in part according to the findings and recommendations of the TDP, illustrating this document's importance.

Fort Dodge is in the approximate geographic center of Region V and is the only community in the region with a population of greater than 10,000. Census figures from 1980 list a population of 29,423 and final counts for 1990 lists a population of 25,894. Agricultural and related businesses are the primary economic activities, along with several major industrial employers and service related businesses.

PRINCIPAL PARTICIPANTS/PROVIDERS

Administration of the DART system is authorized by the City Council of Fort Dodge through coordination between the Mayor's Office and DART Personnel. The City has appointed a Transit Manager to oversee the operation of the system. Service level recommendations are prepared by the DART Manager and Mayor's Office with information being forwarded to the City Council for review, comment, and implementation.

TRANSIT DEVELOPMENT PLANNING/DECISION-MAKING PROCESS

Transit planning is conducted by the Administrative Assistant, a system Transit Advisory Committee (TAC), and the MIDAS Council of Governments through a special planning project as authorized by the Iowa Department of Transportation. The City of Fort Dodge Planning and Community Development Office provides assistance when needed. Input to the planning and policy making process is provided by the TAC, whose members are from various professions which offers the system a broad perspective on issues, and through daily input from users and citizens. The TAC's role is review of private sector provider proposals and service as a liaison between users and the transportation system. The TAC allows consumers to provide input and the expression of concerns by user groups. After input the TAC forms recommendations to be presented to the System and City Council. In theory, the City Council's operation of the program considers the recommendations of the TAC.

PRIVATE SECTOR INITIATIVE

Federal regulations require that DART offer private, for-profit providers an opportunity to participate in the planning process. Also, private providers may submit for TAC and City review proposals for the private delivery of any or all publicly funded transit service now provided by DART. In order to meet this requirement, private providers were invited, through ATD mailing services and publication in the local newspaper, to a TAC meeting at which they could receive information regarding transportation services and to make proposals for private delivery of any or all existing services. At this meeting, providers were also presented with the opportunity to review and comment on those sections of the TDP completed to date. Private providers will be allowed to review and comment on each section of the TDP as they are developed and submitted to IDOT and prior to adoption of the TDP by the City Council.

OVERVIEW OF THE TDP

The TDP is intended to determine the level of need for public transportation within Fort Dodge and present feasible alternatives for meeting some or all of this need. The three subsequent sections of the TDP provide the following information:

II. TRANSIT CONDITIONS

This section examines aspects of the service area (population characteristics, activity centers, available transportation services) that influence levels of need and demand for public transportation.

III. TRANSIT NEEDS AND POLICY DIRECTION

Local goals and objectives for transportation services are presented in this section of the TDP, as are results of surveys and public meetings. An evaluation of existing services is made.

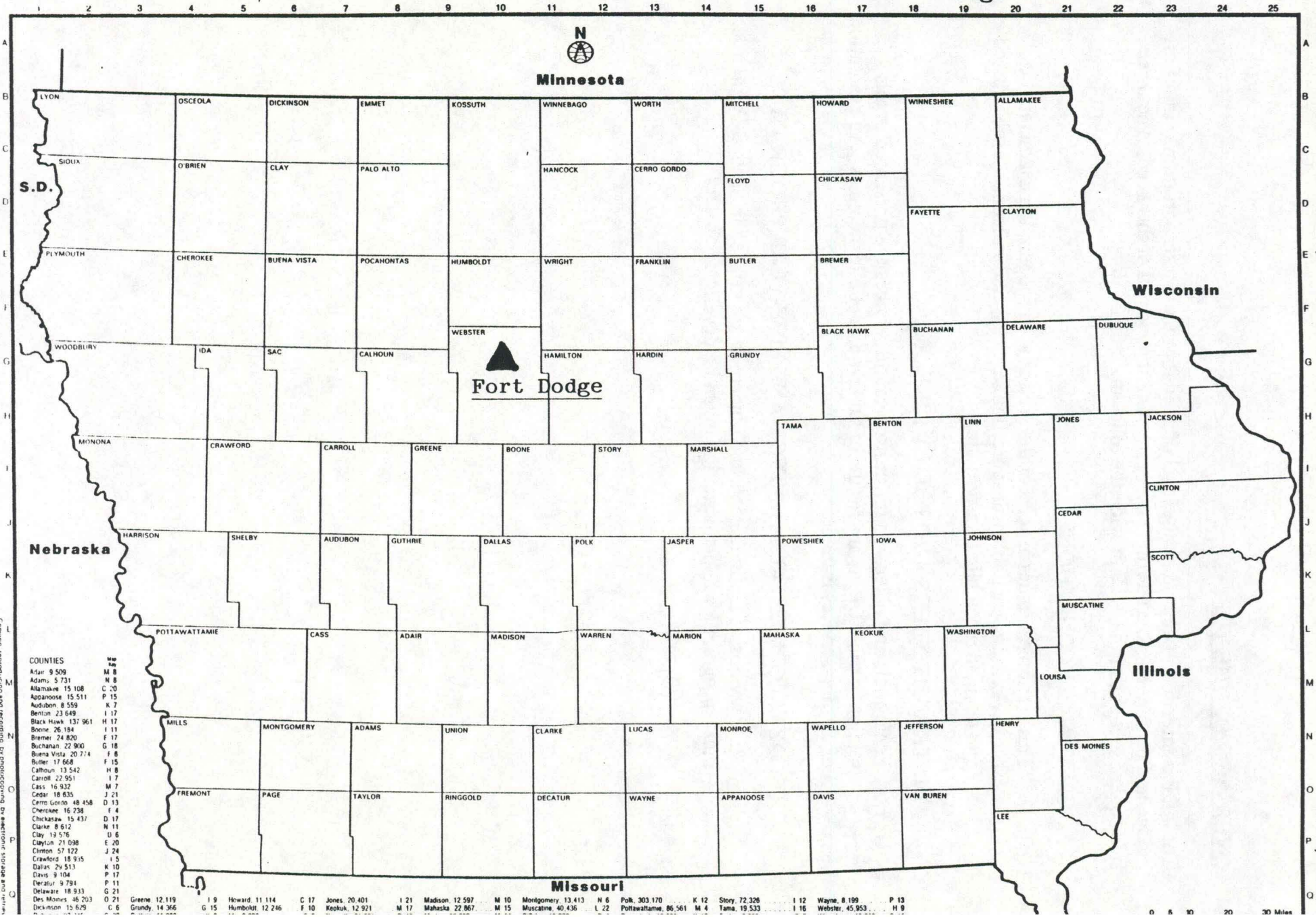
IV. DEVELOPMENTAL STRATEGY AND FIVE-YEAR PROGRAM

The previously identified goals and objectives are utilized in Section IV in order that a program for implementation might be developed.

Figure 1

For statistical and locational information relating to places shown on this map, see the Rand McNally Green Guide, Yellow Guide and Commercial Reference Map and Guide

I-4

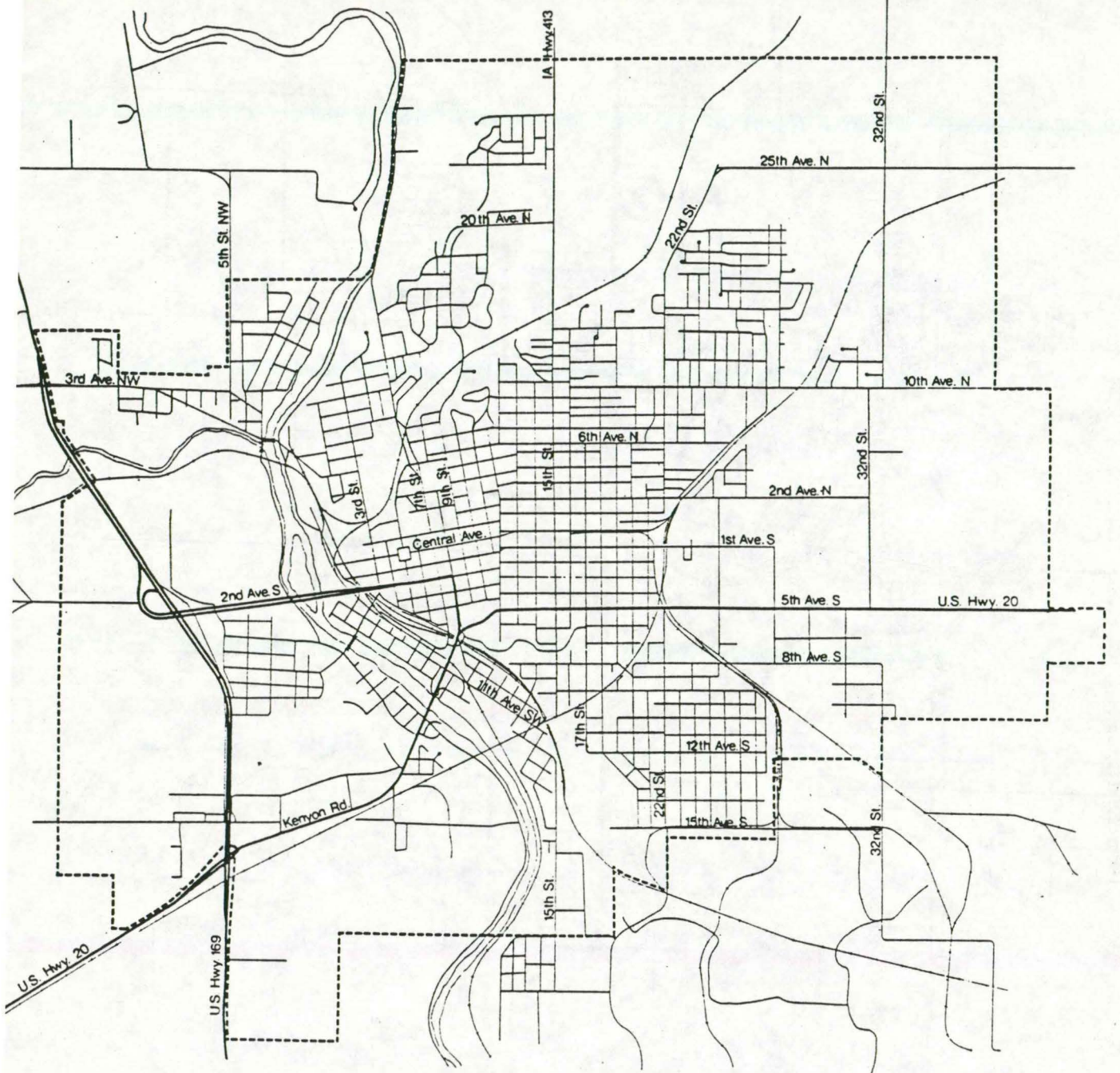


COUNTIES	Pop	Pop
Adair	9,509	M 8
Adams	5,731	N 8
Allamakee	15,108	C 20
Appanoose	15,511	P 15
Audubon	8,559	K 7
Benton	23,649	I 17
Black Hawk	137,961	H 17
Boone	26,184	I 11
Bremer	24,820	F 17
Buchanan	22,900	G 18
Buena Vista	20,774	F 8
Butler	17,658	F 15
Calhoun	13,542	H 8
Carroll	22,951	I 7
Cass	16,932	M 7
Cedar	18,835	J 21
Cerro Gordo	48,458	D 13
Cherokee	16,238	F 4
Chickasaw	15,437	D 17
Clarke	8,612	N 11
Clay	13,576	D 6
Clayton	21,038	E 20
Clinton	57,122	J 24
Crawford	18,915	I 5
Dallas	29,513	K 10
Davis	9,104	P 17
Decorah	9,794	G 21
Delaware	18,933	G 21
Des Moines	46,203	O 21
Dickinson	15,629	C 6
Greene	12,119	I 9
Grundy	14,366	G 15
Howard	11,114	C 17
Humboldt	12,246	F 10
Jones	20,401	I 21
Madison	12,597	M 10
Madison	22,867	M 17
Mahaska	22,867	M 15
Montgomery	13,413	N 6
Muscatine	40,436	L 22
Polk	303,170	K 12
Pottawattamie	86,561	M 4
Story	72,326	I 12
Tama	19,533	I 16
Wayne	8,199	P 13
Webster	45,953	H 9

County - State

0 5 10 20 30 Miles

Figure 2



FORT DODGE, IOWA

I-5

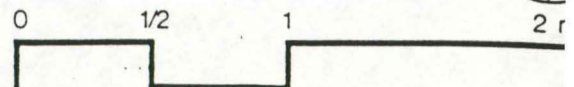
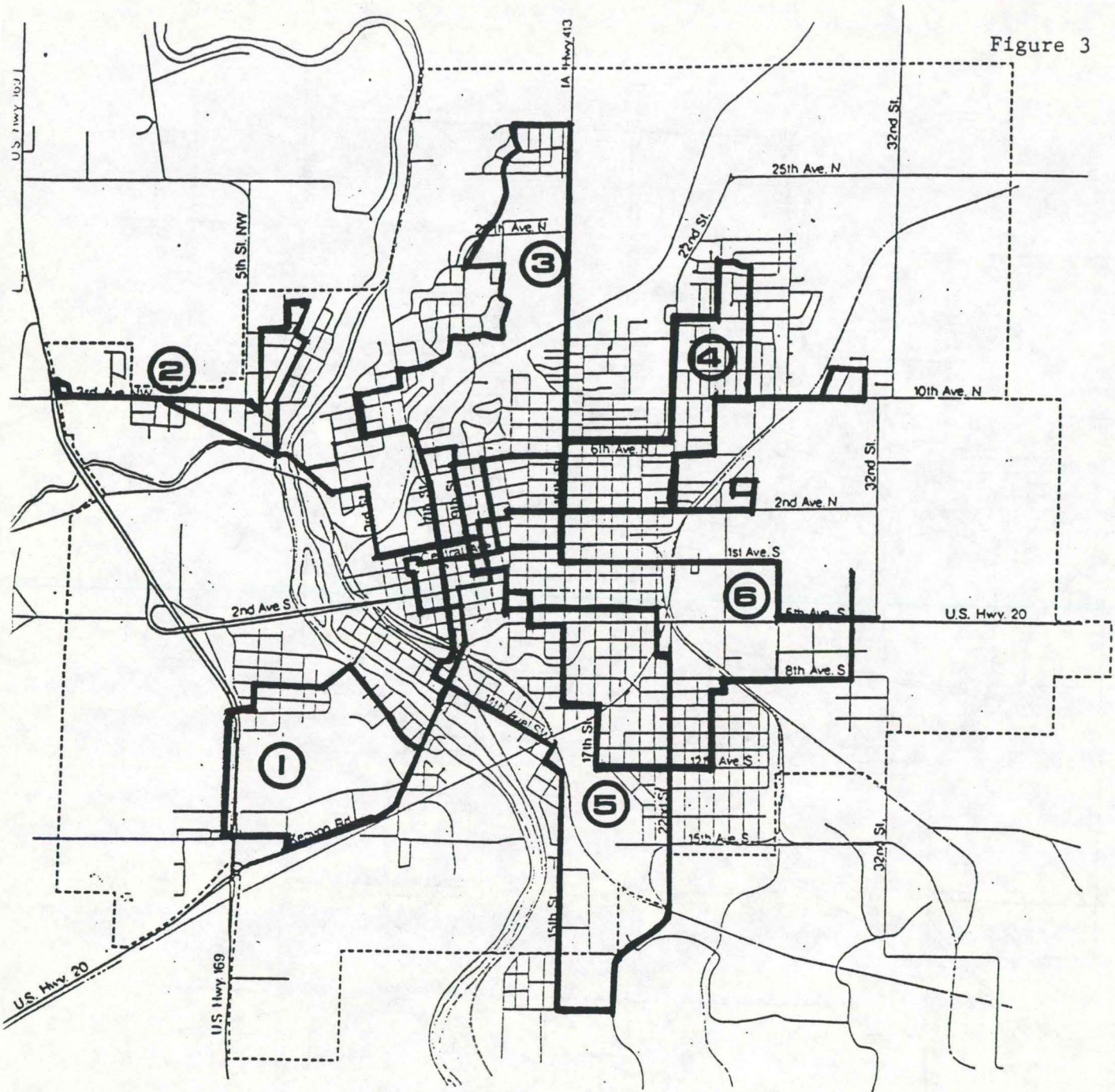
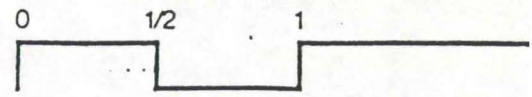


Figure 3



FORT DODGE

The DART fixed route system is indicated by the darker lines.



SECTION II

TRANSIT CONDITIONS

II. TRANSIT CONDITIONS

A. Service Area Characteristics:

Demographics:

The demographic and socioeconomic characteristics of a city influences the need for transportation services. This information, when viewed in conjunction with current service availability, will lead to a useful evaluation of present transit services and allow for the development of alternatives. The following information is presented for Fort Dodge:

DEMOGRAPHICS	
Total Population (1990 Census)	25,894
Under Age of 5	2,261 (8.7%)
5 to 19 Years	5,105 (19.7%)
20 to 64 Years	13,647 (52.7%)
65 Years and Older	4,881 (18.8%)
Median Age	35.9 Years
Total households (1990 Census)	10,502
Average Persons Per Household	2.35
Total Families (1990 Census)	6,799
Income (1980 Census)	
Per Capita	\$7,291
Median Income	\$15,893
Persons Below Poverty Level	2,902 (9.7%)
Families Below Poverty Level	558 (7.4%)

The above statistics indicate a declining population that when compared with MIDAS data mirrors the surrounding trade area. In particular, the area has an increasing percentage of elderly and a depopulation of its youth. Such a phenomenon has implications for transportation since, as a user group, the elderly are more dependent upon transit services than other sections of the population. With consolidation of services and the elimination of neighborhood service centers it is becoming increasingly important for citizens to have access to public transportation.

Activity Centers and Common Trip Destinations

An investigation of the centers of activity in Fort Dodge is necessary in order to adequately program transportation services. The following are the most important types of such activity centers:

Long-term Care Facilities -- Seven long-term care facilities are located in Fort Dodge. Generally, few residents of these facilities have automobiles and traditionally rely upon public transportation either provided by governments, volunteers, or the center itself. DART considered this fact in designing its fixed route system and all care centers are located for convenient access to the bus routes. In addition, the DART paratransit service is substantially used by the care centers and their clients. Several care centers have purchased private vans for the transportation of their clients. Additional coordination with DART by centers is expected to take place in the near future.

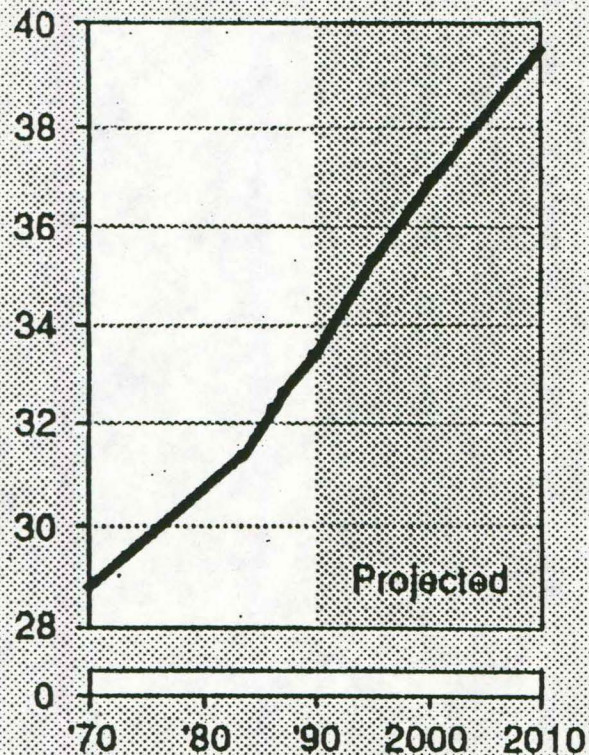
In the fall of 1983, MIDAS contacted Fort Dodge care centers to determine how each meets the transportation needs of its clients. This old survey (a new survey should be considered within the near future) revealed that a variety of transportation forms are being utilized, including cars, station wagons, vans, buses, and, in a few cases, public transportation. It is almost certain that DART will play an increasingly important role as care centers attempt to meet the transit needs of their residents. Due to vehicle deterioration, prohibitive replacement costs, and increasing operation costs, consolidation of services and/or greater reliance on public funds may be unavoidable.

Special Programs -- Many social service agencies create transportation needs because clients are usually transported in order to participate in programs such as Area Education Agency services, Congregate Meals, Head Start, Mental Health, and Senior Citizens Centers. DART has made efforts to coordinate transportation for these special programs, but the potential exists for further coordination in many cases. Total and immediate transit coordination will be extremely difficult due to the varied needs of these special programs, but by working on a case-by-case basis, partial coordination is not only feasible, but is progressing. Of particular importance to transportation is the service demanded by handicapped clients living in a variety of group homes and supervised apartments. DART provides most of the transportation needs, but some is provided by Co-City of Humboldt to transport human service clients to a workshop in Humboldt. DART provides transportation for the Head Start program, with classrooms located in Otho in rural Webster County.

Handicapped Work Centers -- Two sheltered workshops for handicapped clients are located in Fort Dodge, one at the campus of Iowa Central Community College, and the other at Trinity Regional Hospital. Through use of DART fixed routes, paratransit service, and special contracts between agencies and DART for use of vehicles a

Median age of Iowans

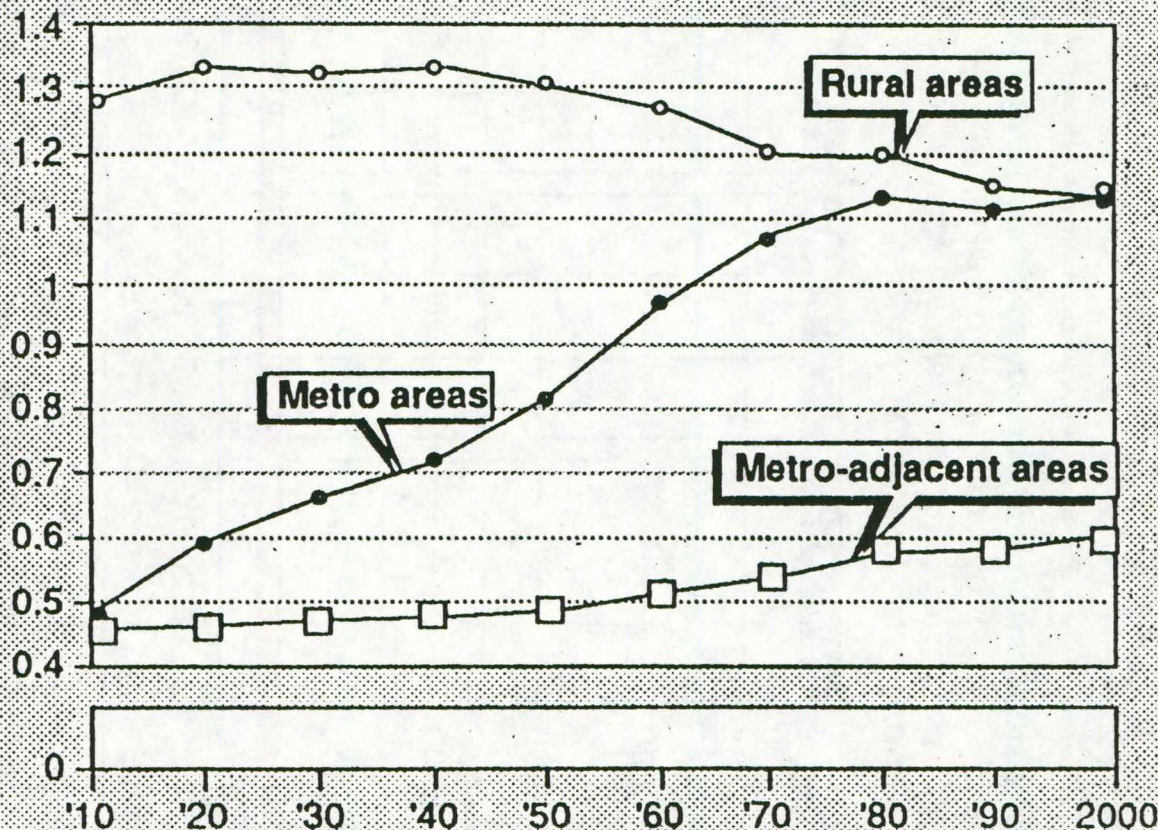
Actual and projected from 1970 through 2010



SOURCE: Iowa Department of Management report

Long-term population trends

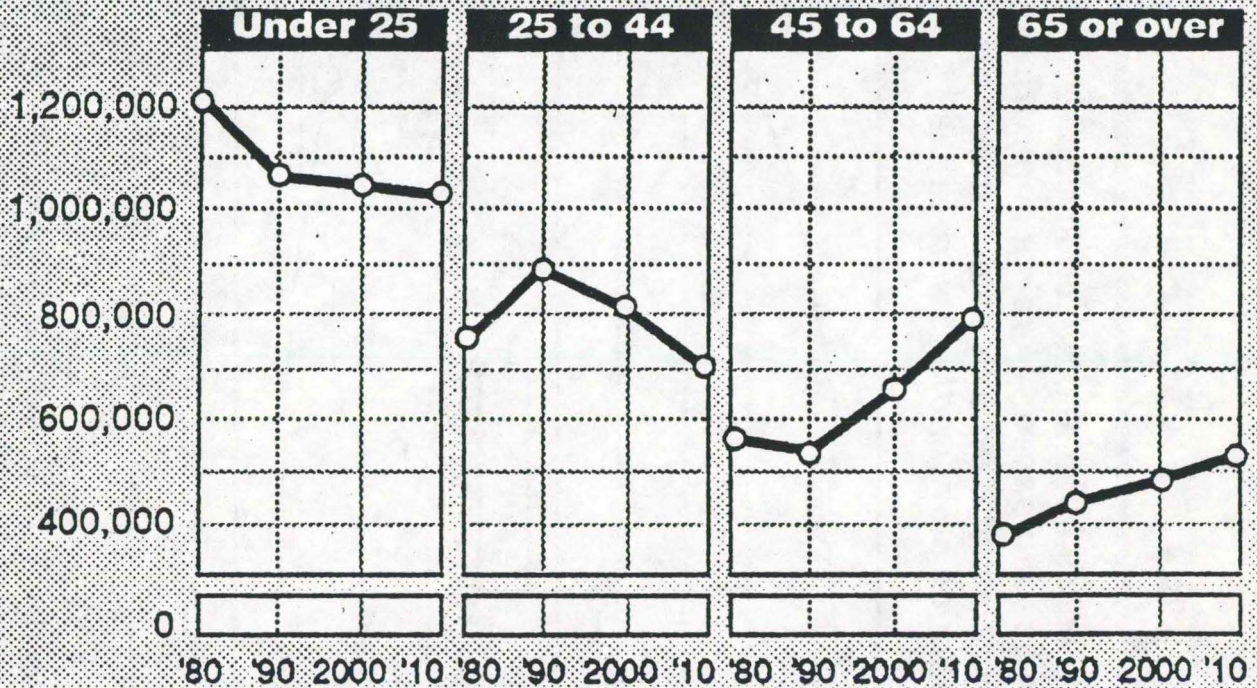
Iowa's rural areas have decreased in population, while urban population has increased. Here's a comparison. (Metro areas include counties with urban centers, metro-adjacent areas include counties surrounding metro areas.)



SOURCE: Iowa Department of Management report

Aging in Iowa

Iowa's population will continue to age during the next two decades. As baby boomers grow older, they are being replaced with fewer young people. Here's a look at Iowa population projections for four age categories:



SOURCE: Iowa Department of Management report

Figures 4 and 5 exhibit statistics for the State of Iowa, but are valuable to planning in Fort Dodge. The assumptions made from the data presented are:

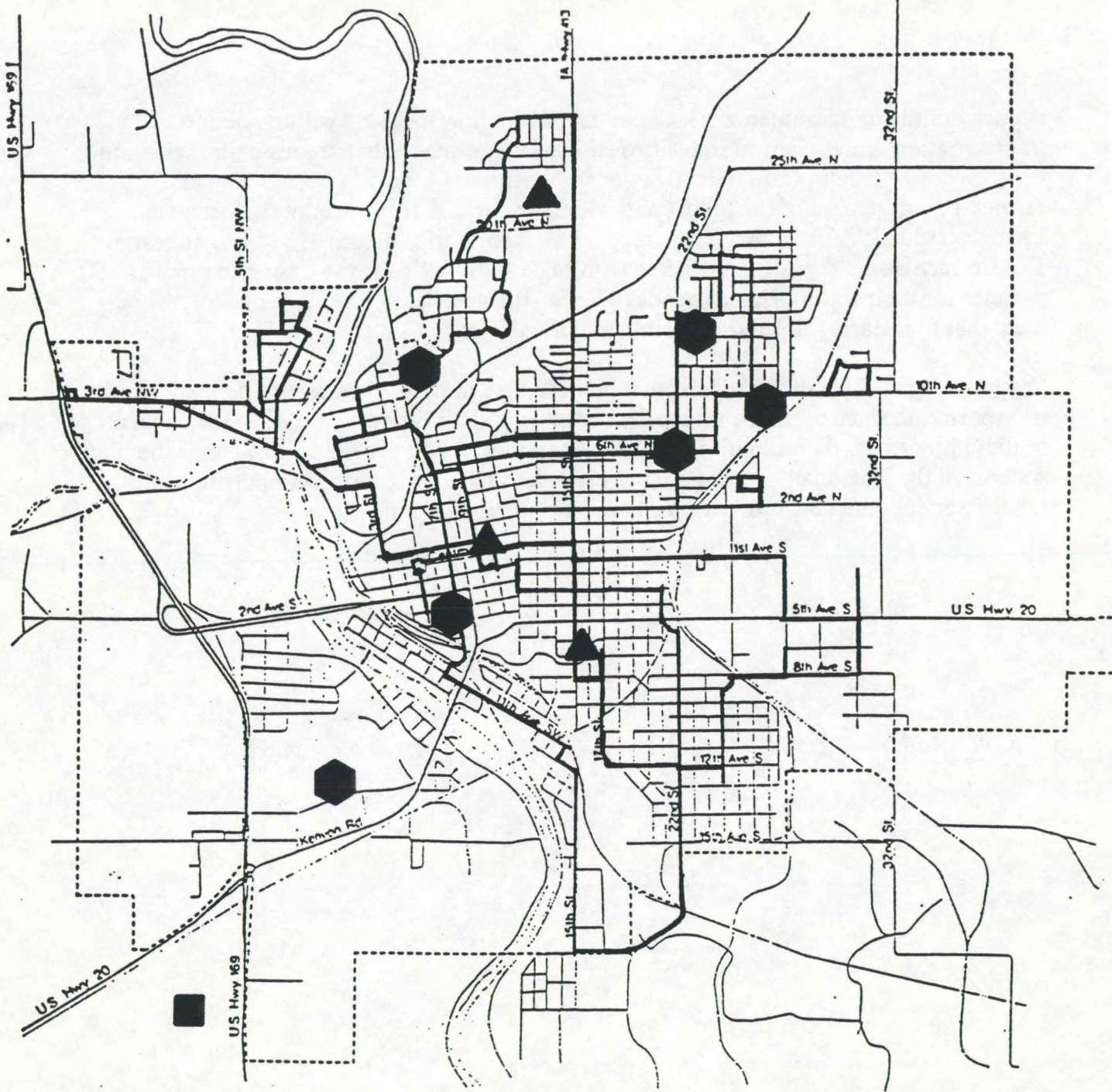
- The median age of Iowans is projected to continue a recent trend of increase;
- The population of Iowa is projected to stabilize, but rural areas will continue to experience a declining population;
- The number of youth is decreasing and the number of middle aged and elderly is projected to increase.

The impact of the above statements for transportation planning is very critical because as the population becomes older not only will there be an increased reliance upon public transportation, but the ability to pay will become an increasing problem as a higher percentage of the population will be on fixed incomes.

majority of the handicapped work center clients are now included within public transportation. Iowa Central Industries still has two vehicles that are used for incidental trips. Webster Health Care recently opened Northwood Living in Fort Dodge and assumed management of the old County Home in rural Webster County. Northwood Living uses DART for all services except for incidental trips provided by an agency van. The County Home recently contracted with MIDAS/DART for use of one to three DART vehicles for their transportation needs. The DART vehicles will replace agency owned units that are nearing the end of their useful lives.

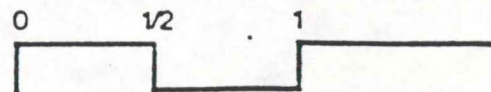
Nutrition Sites -- Most elderly persons who make use of nutrition sites are dependent upon transportation since participants usually travel from their homes in order to take advantage of these programs. The Elderbridge Area Agency on Aging provides subsidies to member systems of the Regional Transit Authority which transport the elderly to nutrition sites. DART services the nutrition sites located within Fort Dodge.

Figure 6



- NURSING HOMES
- COUNTY HOME
- ▲ GROUP HOMES

FORT DODGE
CARE FACILITIES



Employment Centers -- Fort Dodge has experienced interest in public transportation for journey-to-work needs. However, this ridership potential will be limited because of a very hard to break pattern of the convenience of private automobiles. This situation may change in the future as vehicle ownership and operation becomes more costly and the population ages. Within recent years the amount of commuters from adjacent cities to and from Fort Dodge for jobs has substantially increased. For this reason DART hopes to facilitate coordination between the City of Fort Dodge and the outlying regional systems. The employment centers shown in Figure 8 are locations to consider for refinement of existing fixed routes and for shuttle services.

The Fort Dodge economy was hit hard by major plant closings in the early 1980's, but recent industrial development recruitment has begun to reverse those set backs. The following table presents a brief outline of the local labor force and unemployment rates. These statistics are important to transit planning because workers will become increasingly interested in public transportation.

FORT DODGE'S DECLINING WORK FORCE				
YEAR	WORK FORCE	EMPLOYED	UNEMPLOYED	PERCENT
1980	22,920	21,590	1,330	5.8
1981	22,530	21,010	1,520	6.7
1982	22,000	20,220	1,780	8.1
1983	21,600	19,800	1,800	8.3
1984	21,180	17,520	1,660	7.8
1985	20,700	18,820	1,880	9.1
1986	20,590	19,010	1,580	7.7
1987	20,190	18,970	1,220	6.1

Governmental And Social Service Centers -- As a larger community and the county seat, Fort Dodge is the principal provider of various governmental and social services. Many visitors to these facilities are low income residents who may lack adequate means of transporting themselves to the appropriate centers; therefore, demand for public transportation exists. When considering refinements to existing service levels one must consider the locations in Figures 9 and 10.

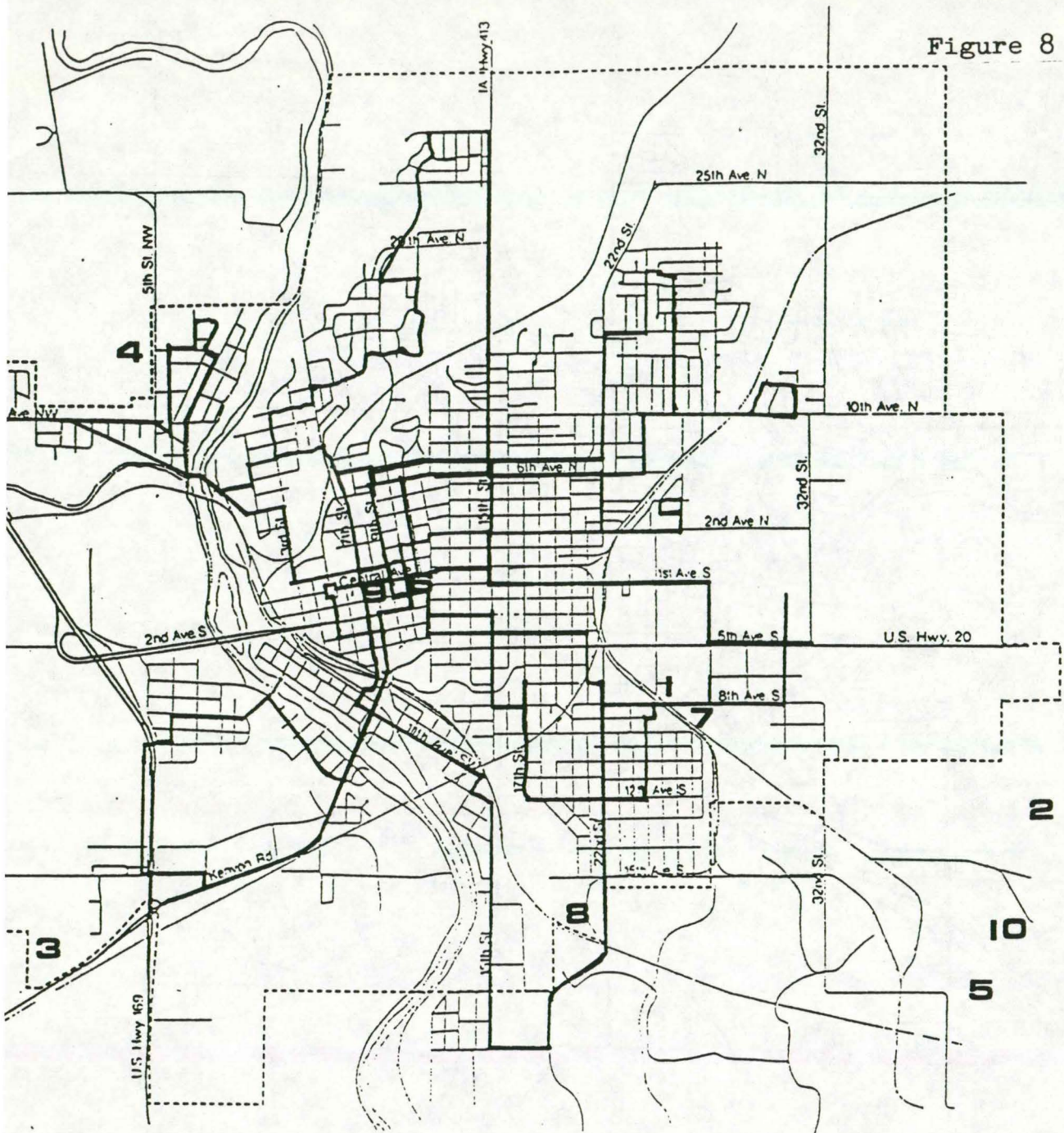
Medical Services -- Medical facilities are scattered throughout the City with the major facility, Trinity Regional Hospital and its associated Medical Office Complexes, located in Southwest Fort Dodge. Most major facilities are within one block walking distance to DART fixed routes, and DART paratransit service is available to all centers. Residents require public transportation, and it is being used by those who live further than walking distance from medical facilities and services. The potential exists for public transit to provide a greater share of medical trips.

PRINCIPAL MODE OF TRAVEL FOR JOURNEY-TO-WORK TRIPS IN REGION 5

COUNTY:	<u>CALHOUN</u>	<u>HAMILTON</u>	<u>HUMBOLDT</u>	<u>POCAHONTAS</u>	<u>WEBSTER</u>	<u>WRIGHT</u>
Category:						
Total Workers, 16 yrs. and older:	5,181	7,858	5,038	4,434	20,255	6,685
Use of car truck or van:						
-total:	3,596	6,181	3,084	2,945	17,286	4,821
-drive alone:	2,939	4,890	3,302	2,417	14,422	3,883
-carpool:	657	1,291	582	528	2,864	938
Used Public Transportation:	2	28	7	0	135	0
Walked only:	611	719	420	656	1,469	892
Other means:	81	164	66	109	303	213
Worked at home:	891	766	661	724	1,062	759
Persons per vehicle:	1.11	1.13	1.09	1.11	1.10	1.12

Data Supported by the 1980 Census Report

Figure 8



- 1 Carnation Company
- 2 Celotex Corporation
- 3 Centralab
- 4 Fort Dodge Labs
- 5 Georgia Pacific Corp.
- 6 Hot Line Incorporated
- 7 Land-O-Lakes, Inc.
- 8 National Gypsum
- 9 Ogden Newspapers
- 10 United States Gypsum

FORT DODGE

EMPLOYMENT CENTERS

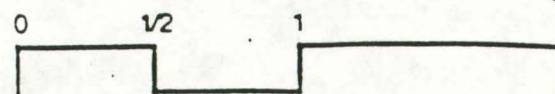
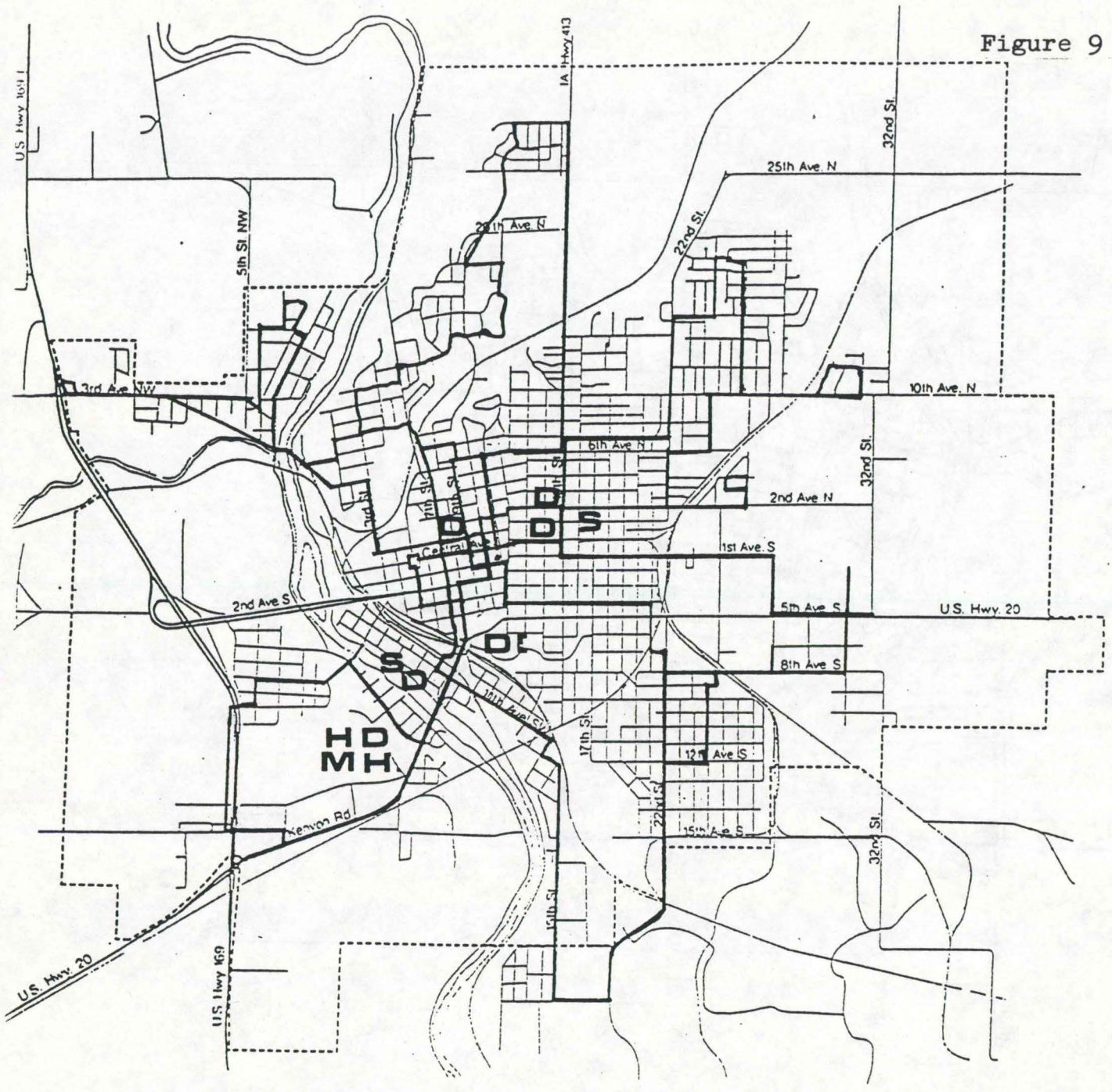


Figure 9



- D Dentists and Doctors
- H Hospitals
- MH Mental Health
- S Specialists

FORT DODGE MEDICAL FACILITY

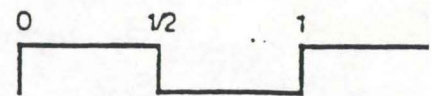
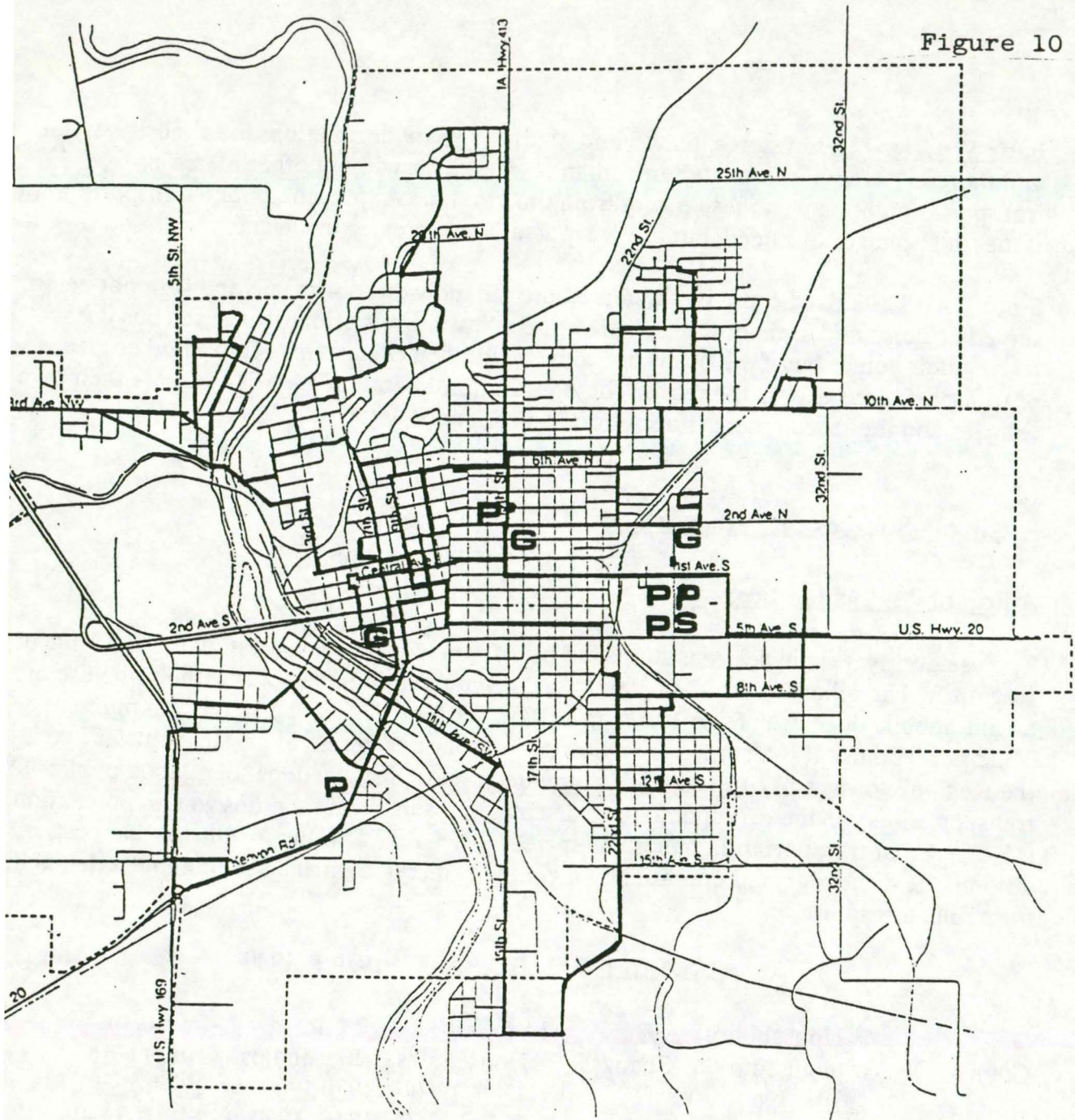


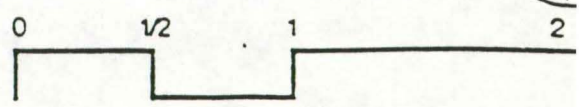
Figure 10



- B** BANK
- G** GROCERY STORE
- L** LIBRARY
- P** PHARMACY
- S** SAVINGS & LOAN

FORT DODGE

SERVICE CENTERS



Basic Services -- Retail stores, banks, and pharmacies are destinations for almost everyone and therefore create transportation demands. Residents without other means of transportation often visit these places from time to time. At present, public transportation is meeting some of this need, but there is potential for greater involvement.

Since DART is a fixed-route bus system, there are individuals who currently are not being served. Clients and users of the aforementioned institutions primarily use the bus if it passes their homes but if the bus is not convenient, then citizens tend to find other means of transportation. This is the reason some institutions mentioned earlier operate their own vehicles and the reason there is a subsidized taxi service within the City.

Available Sources of Transportation

Automobile Availability:

The use of private vehicles constitutes the primary means of transportation for residents of Region 5. The following table indicates that the number of households without the use of an automobile decreased from 10.5% in 1970 to 7.7% in 1980, still a significant figure at 3,352 households. It is assumed that most persons lacking access to private vehicles live in the Region's towns and cities and therefore are at least partially dependent upon public transportation. As the rural population declines and some communities gain in population it is likely that transportation needs will increase. There is also the likelihood that costs of automobile ownership and operation will gradually increase, further adding to the demand for public transportation.

AUTOMOBILE AVAILABILITY 1970 & 1980

County	# Households without auto		% Change	1 Car Households		2 Car Households		3 Cars or more	
	1970	1980		1970	1980	1970	1980	1970	1980
Calhoun	467	340	-27.2	2872	1669	1316	1970	171	1130
Hamilton	598	493	-17.6	3571	2052	1622	2442	368	1636
Humboldt	401	283	-29.4	2026	1412	1364	1926	211	999
Pocahontas	338	233	-31.1	2377	1508	1195	1641	156	888
Webster	1925	1482	-23.0	7822	5854	4538	6153	997	3397
Wright	473	521	+10.1	3463	2098	1565	2362	243	1262
TOTALS	4202	3352	-20.2	22131	14593	11600	16494	2146	9312
	10.5%	7.5%							

SOURCE: 1970 and 1980 Census of the Population

Within Fort Dodge there exists areas where at least 10% of the households do not have access to an automobile. These areas are shown in Figure 11 and are all served by the DART fixed route program.

Intercity Carriers:

Fort Dodge is not served by intercity buses; therefore, the City Council authorized DART to contract with MIDAS to provide a fixed route between Fort Dodge and an I-35 truck stop near Williams. At a service center near Williams DART passengers may interline (transfer from the DART bus to Jefferson Lines Buses without purchasing an additional ticket) with Jefferson Lines to continue service to other state and national destinations. The route begins at the DART office daily at 10:45 A.M. with a stop in Webster City before connecting with Jefferson Lines at the junction of Interstate 35 and Highway 20. This one trip allows passengers to interline with both the Northbound and Southbound Jefferson service.

Designated Small Urban Provider

Operating under IDOT administrative rules DART is a Small Urban Transit System for the City and MIDAS is classified as a rural provider system for the remainder of Webster County. Therefore, within the corporate limits DART provides service and documents statistics, while service provided outside of the corporate limits is through a contract with MIDAS, who documents statistics to IDOT for funding purposes.

The current status is one of success and growth but the history of public transit in the City of Fort Dodge has been marked by transitions and uncertainty. Trolleys, buses, fixed routes, dial-a-ride, demand response, public ownership, private ownership, have all been in the history of Fort Dodge transit. In the spring of 1982, under contract with MIDAS, the Fort Dodge City Council elected to initiate a transit service using three 17-passenger buses on six fixed routes (one hour headways) plus two taxicabs for door-to-door demand/response service. The new service was christened Dodger Area Rapid Transit, or DART. At the start of FY 1986, DART separated itself from the Region 5 subsystems to become a small urban system.

DART is subsidized by the City of Fort Dodge and is available to all residents of the City. Six buses operate on six fixed routes during weekdays, from 6:30 a.m. to 8:30 a.m. and from 2:30 p.m. to 4:30 p.m. with half hour head-ways. From 8:30 a.m. to 2:30 p.m. and 4:30 p.m. to 6:30 p.m. two buses operate with one hour head-ways and two buses operate two routes with half hour headway. On Saturdays two buses are used to provide half hour headway

on route one and on a special route that incorporates the shopping district areas of routes 4, 5, and 6. DART attempts to meet a wide range of needs within the Fort Dodge community, including those of the elderly, students, and residents utilizing public transit to meet journey-to-work needs. In FY 1986, DART implemented a demand/response paratransit service through use of a van with a wheelchair lift. DART also provides contract service to client groups such as Handicapped, Head Start, Foster Grandparents, and Urban Ministries. The largest growth in the system has been in association with special contracts with human service agencies.

In 1986 an ill-advised fare increase for students dropped ridership from 180,000 to 140,000. With considerable marketing efforts ridership in the past four years has increased tremendously as shown in Figures 12 and 13.

STATUS OF PUBLIC TRANSIT PROVIDER COORDINATION

Date of Survey: September 30, 1991

County: Webster

	PROGRAM NAME	COORDINATION STATUS	PUBLIC FUNDS	COMMENTS
1.	Iowa Central Industries	Partially	Yes	DART and Co-City provide service
2.	T&T Taxi	Fully	Yes	Purchase service from DART
3.	YOUR Inc.	Fully	Yes	Uses DART/HARIDES
4.	Urban Ministry	Partially	Yes	Uses DART and volunteers
5.	Foster Grandparents	Fully	Yes	Uses DART
6.	Lutheran Family Services	None	Yes	Uses own vehicles
7.	Webster County Care Facility	Partially	Yes	Uses own vehicles and DART Contract
8.	Rabiners Boys Ranch	None	Yes	Uses own vehicles
9.	Shelter Care	None	Yes	Uses own vehicles
10.	Northwood Living	Fully	Yes	Use DART
11.	Fort Dodge Group Home	Fully	Yes	Uses Co-City and DART
12.	Friendship Haven	Partially	Yes	Uses DART, but owns two vehicles.

NOTES to Status of Public Transit Provider Coordination:

1. Iowa Central Industries operates two vehicles for incidental transportation.
2. Webster County Health Care owns and operates two vehicles that are used for incidental service. One vehicle provides back-up and incidental service to a DART contract at the Webster County Home. The second vehicle provides back-up and incidental service to Northwood Living in conjunction with a DART contract.
3. Youth Shelter Care of Northwest Iowa operates two vans and coordination talks have stalled. The agency desires not to use public transportation because of a confidentiality issue for tits clients.
4. Lutheran Family Services operates a van for emergency and incidental services.

TRANSIT SYSTEM FACT SHEET

DATA CURRENT AS OF OCTOBER 1, 1990

1. SYSTEM NAME: DART OF FORT DODGE
PROVIDER: CITY OF FORT DODGE
ADDRESS: 2105 FIRST AVENUE NORTH, FORT DODGE, IOWA 50501
CONTACT PERSON: JAMES GILL (515) 573-8145

2. GENERAL DESCRIPTION OF TRANSIT OPERATIONS:
 - A. TYPE OF SERVICE(S) F, M-F, S, AND D

 - B. GROUPS SERVED: E, G, H, CHS

 - C. SERVICE AREA: CITY OF FORT DODGE AND SELECTED AREAS WITHIN RURAL WEBSTER COUNTY. INCLUDES A FIXED ROUTE BETWEEN FORT DODGE AND WILLIAMS

 - D. SERVICE HOURS AND DAYS OF OPERATION:
MONDAY THROUGH FRIDAY: 6:30 A.M. TO 6:30 P.M.
SATURDAY: 10:00 A.M. TO 5:00 P.M. ON TWO ROUTES
SUNDAY: SPECIAL TRIPS AS NEEDED
AFTER HOURS ON WEEKDAYS: SPECIAL TRIPS AS NEEDED

 - E. NUMBER OF EMPLOYEES:

	FULL-TIME	PART TIME	VOLUNTEERS
ADMINISTRATIVE	1	2	
MAINTENANCE		2	
DRIVERS		22	

 - F. ARE ANY EMPLOYEE GROUPS COVERED UNDER COLLECTIVE BARGAINING:
YES X NO
UNION LOCAL NO. 605-2

 - G. RECEIVE PUBLIC MONEY: YES X NO

3. FARE STRUCTURE: \$16.00 PER HOUR FOR CONTRACTS
FIXED ROUTE - ADULTS \$0.60
STUDENTS \$0.40
PARATRANSIT - \$1.20 PER TRIP (after 1/31/92)
\$0.50 PER ACCOMPANYING RIDER

4. VEHICLE FLEET:
 NUMBER OF VEHICLES: BUSES: 15 VANS: 2 TRUCKS:
 STATION SEDANS:1 OTHER:
 WAGONS:

WHEELCHAIR SPACES: 11

NUMBER OF VEHICLES WITH:
 WHEELCHAIR LIFTS/RAMPS: 6
 TWO-WAY RADIOS/PHONES: 18

5. PERFORMANCE:

	(LAST YEAR) FY 91 ACTUAL	(CURRENT YEAR) FY 92 PROJECTED
<u>Operating</u>		
Passengers	268,341	275,000
Wheel Chair Lift Op.	18,000	20,000
Revenue Miles	345,511	350,000
Revenue Hours	24,011	25,000
Passenger/Revenue Mile	0.78	0.79
Passenger/Revenue Hour	11.18	11.00
Average # Passengers Carried	860	881

Financial

Operating Expense	\$376,860 (1)	\$390,000
Operating Revenue	\$376,860 (1)	\$390,000
Capital Expense	\$ 13,140	\$ 761,506
Cost/Revenue Mile	\$ 1.09	\$ 1.11
Revenue/Revenue Mile	\$ 1.09	\$ 1.11
Cost/Passenger Trip	\$ 1.40	\$ 1.42
Revenue/Passenger Trip	\$ 1.40	\$ 1.42
Cost/Revenue Hour	\$ 15.70	\$ 15.60
Revenue/Revenue Hour	\$ 15.70	\$ 15.60
Average Passenger Fare/Trip	\$ 1.40	\$ 1.42

COVERS THE PERIOD FROM 7/1/91 TO 6/30/92

6. OTHER INFORMATION:

(1) \$402,000 general fund expenditures, less \$62,000 to Jefferson Lines, less \$13,140 capital, plus \$50,000 trust and agency contribution.

Analysis of DART Ridership:

HISTORICAL TRENDS

Item	1991	1990	1989	1988	1987
Ridership	256,261	217,316	191,590	139,316	139,370
Expenditures	\$418,000	\$293,461	\$259,568	\$192,633	\$173,894
Revenue Miles	309,274	279,799	232,761	196,869	184,359
Cost per Revenue Mile	\$1.21	\$1.05	\$1.12	\$0.98	\$0.94
Cost per Rider	\$1.56	\$1.35	\$1.35	\$1.38	\$1.25

The most important theme of the above chart is the substantial increase in ridership and miles between 1987 and 1991. However, a reporting change and program cost over-runs resulted in higher than expected expenses in FY 1991. The City provided an additional \$55,000 of unanticipated revenues. Still, ridership increased 84% and the cost per rider increased 25% between 1987 and 1991. It is known that inflation during the five year period exceeded twelve percent. Figure 12 graphically shows the yearly increase in ridership of the DART system. In only a few cases did ridership totals not meet or exceed those of a counterpart month in the previous year. It should also be noted that during the 1987 to 1991 time frame DART actively implemented special contract service (Foster Grandparents, Iowa Central Industries, Head Start, etc.), such service now comprising approximately 25 to 35 % of its total ridership. The advent of contract service has become the primary area of ridership increases for the program.

Figure 13 indicates an interesting trend of the DART program in that during FY1990 the overall composition of DART ridership took a very noticeable shift from an adult/senior/student composition to one now dominated by the handicapped/students. This trend continued in FY 1991. Handicapped ridership increased from approximately 12,000 in 1989 to over 57,000 in 1990 and to 63,154 in 1991. Students, seniors, and adults also increased, but not at the rate shown for handicapped. The stable status for adults represents a potential marketing strategy for DART. This opportunity will be developed in the form of journey-to-work and shopping trips.

Two components of the DART program showed considerable improvement during FY 1991, that of the Paratransit Service and the Jefferson Shuttle (See Figures 15 and 16). Paratransit service has dramatically increased every year since 1987, with the most noticeable increases occurring since 1990. In July, 1991 the Paratransit ridership was 650, a 225% increase over 1990. Within the last year DART has added a ramp equipped minivan to support the existing two lift equipped Paratransit vans. The Jefferson Shuttle, although not having the tremendous increases shown for the Paratransit service, has steadily

increased its participation since its January 1990 beginnings. The ridership growth shows the general public's support for the service and justifies the City Council's participation in the Public/Private partnership.

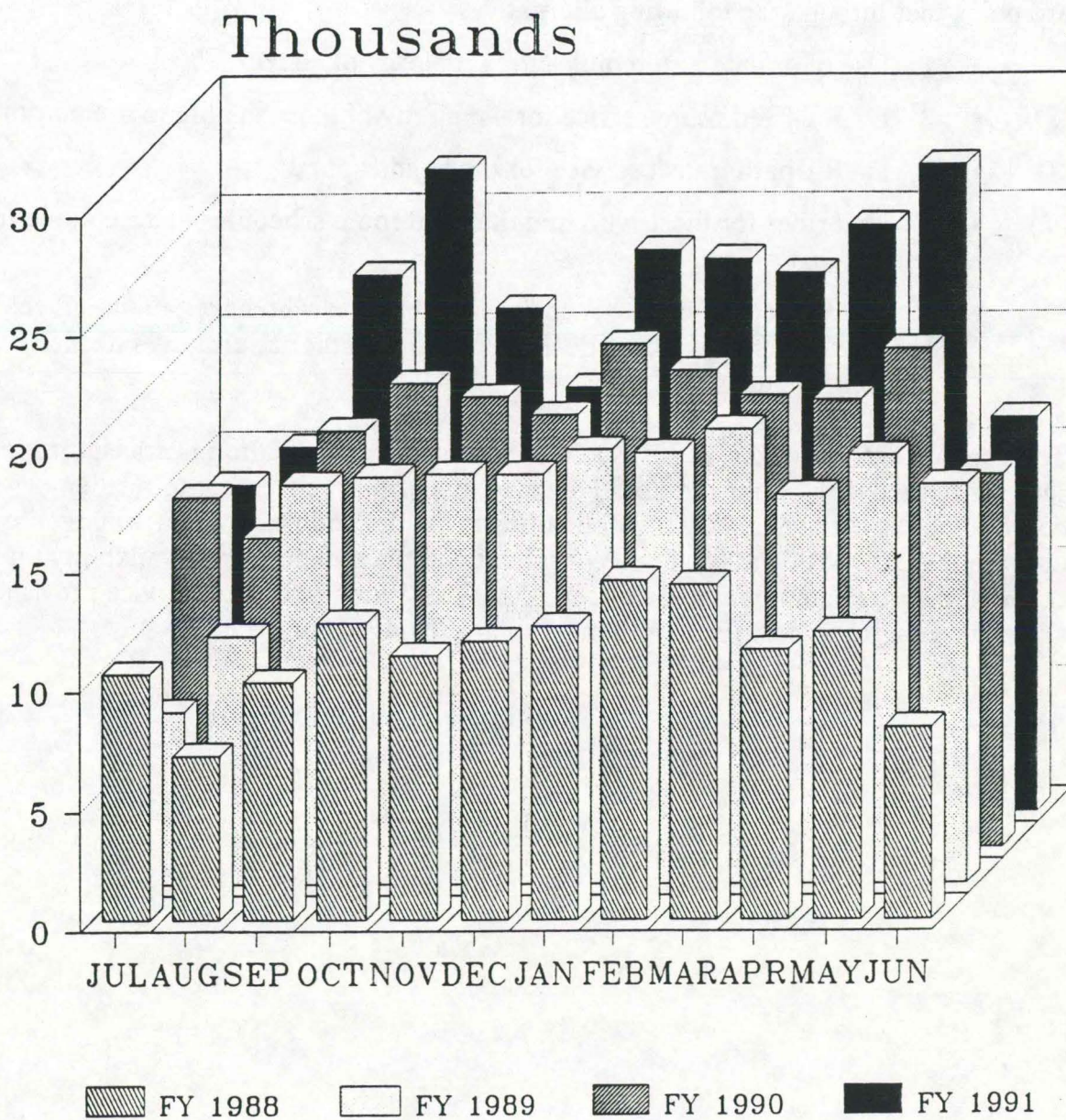
In summary it would appear that the basic transportation needs of Fort Dodge residents are being met through the following alternatives:

- 1. Use of private automobiles for a majority of all trips;
- 2. DART fixed route service for a majority of those unable to use automobiles;
- 3. DART para transit service for the handicapped;
- 4. Taxi rides for those who find the fixed route schedules unacceptable for their needs;
- 5. Specialized service by agencies and churches who have purchased vehicles because of a management decision that finds other alternatives unacceptable for their client needs.

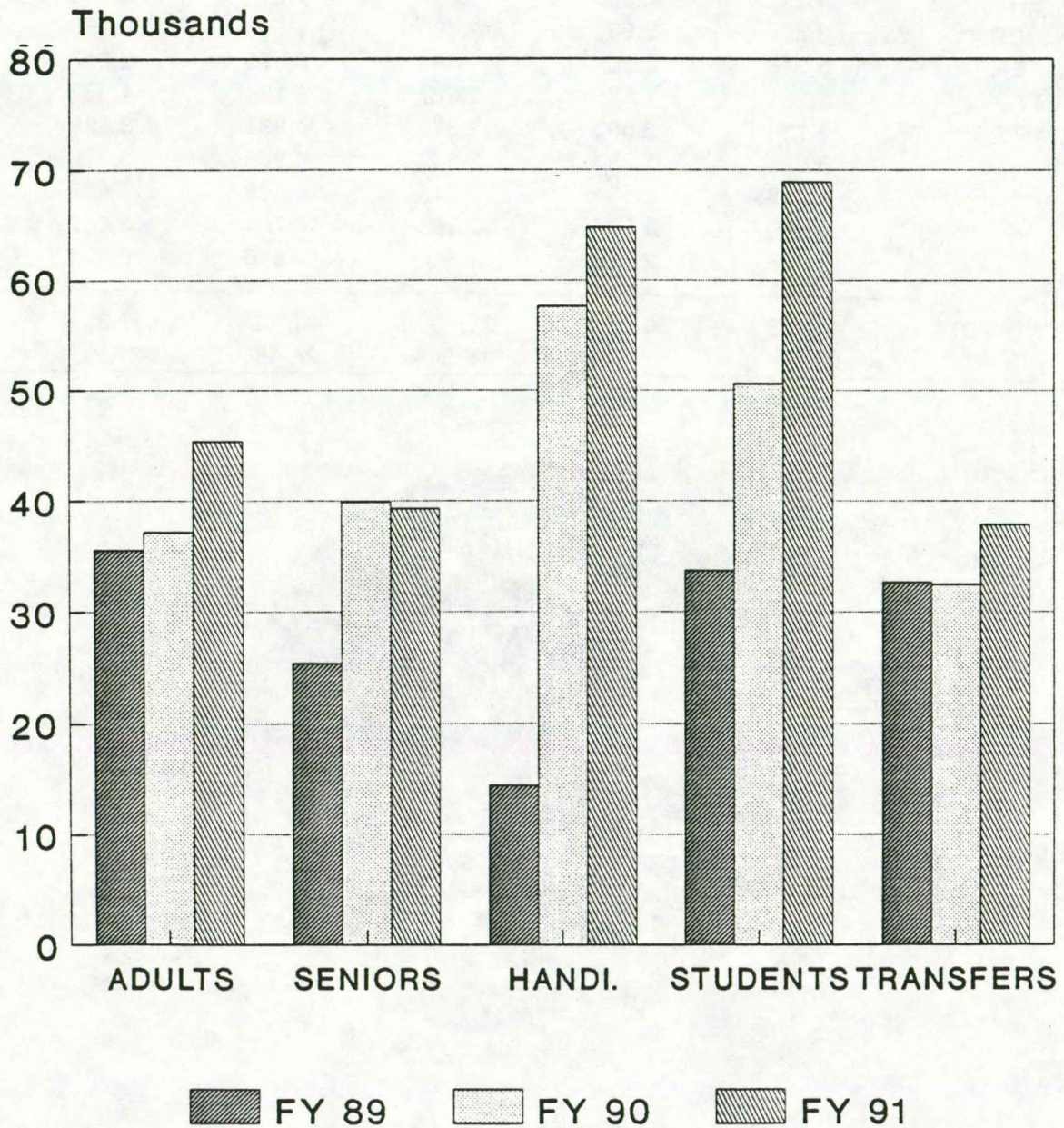
The primary deficiency that exists is a need for further coordination of transportation services funded with public monies. However, the primary deterrent to further coordination is the availability of public transit vehicles and the necessary budget to operate them. DART has provided consolidation on a schedule and availability that was convenient to its equipment and budget. DART is willing to discuss service provision with any agency or group desiring to eliminate their existing vehicles.

D.A.R.T RIDERSHIP

FY 88 - FY 91



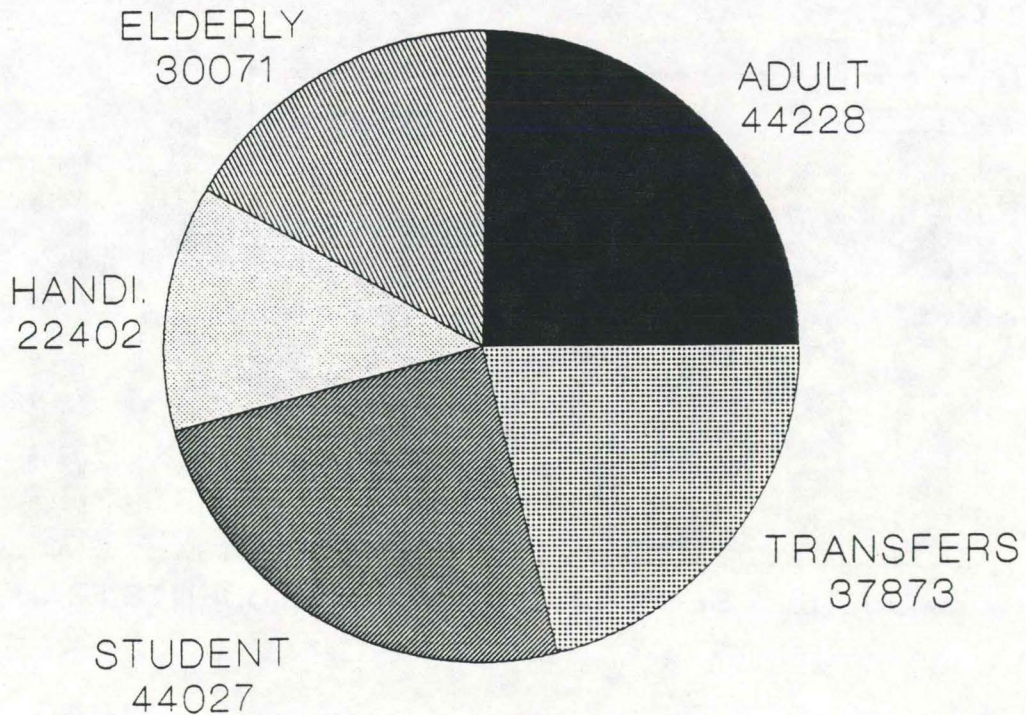
D.A.R.T. RIDERSHIP BREAKDOWN



Total System

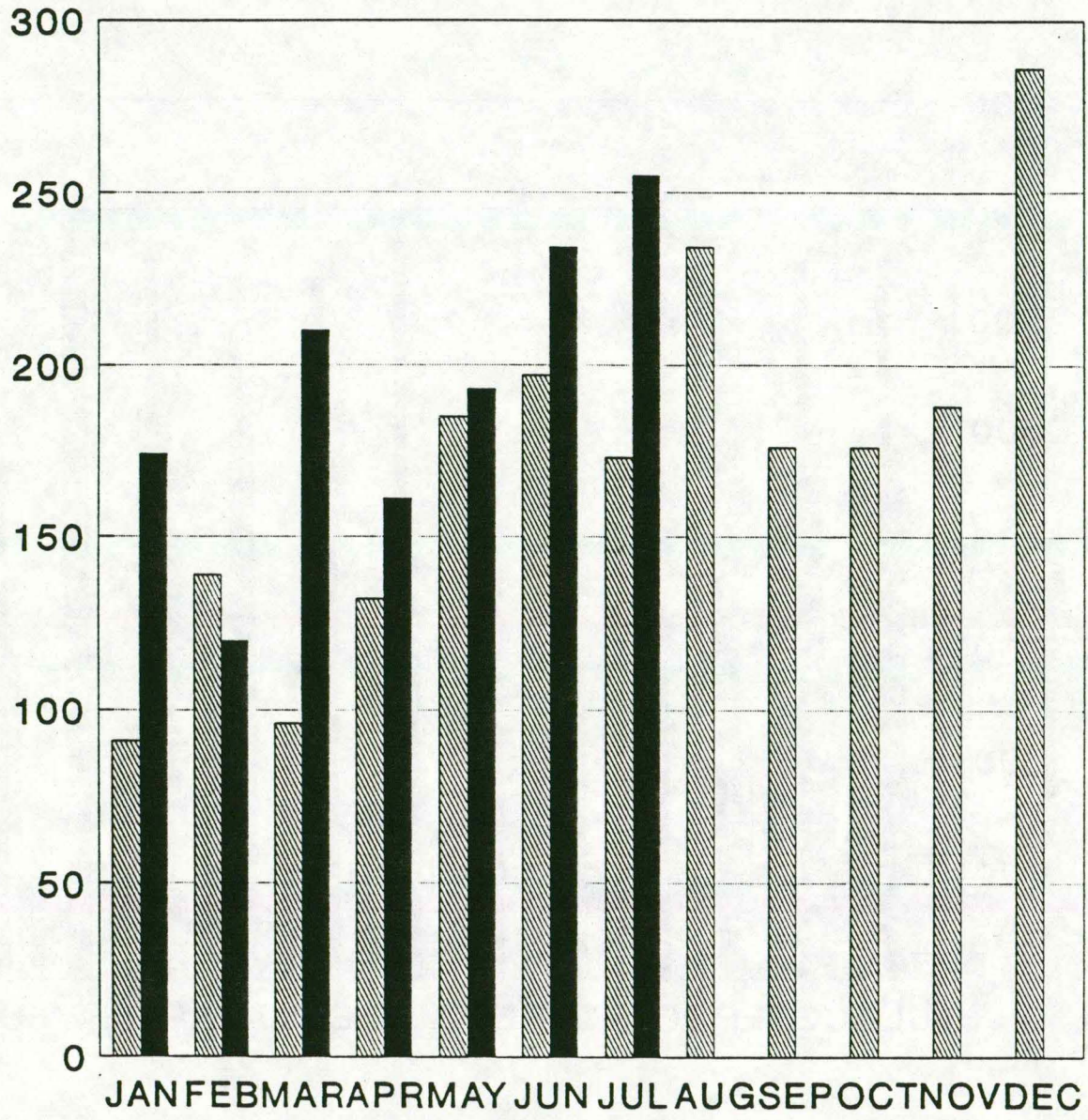
D.A.R.T. FIXED ROUTE RIDERS

TOTAL FIXED ROUTE RIDES	ADULT	ELDERLY	ANDICAPPE	STUDENT	TRANSFERS	TOTAL
JULY	2,908	2,023	1,607	541	2,142	9,220
AUGUST	3,036	2,446	1,741	1,338	2,539	11,100
SEPTEMBER	3,292	2,448	1,470	4,067	3,197	14,474
OCTOBER	4,292	3,005	1,817	5,217	3,713	18,044
NOVEMBER	3,704	2,830	1,690	4,396	3,258	15,878
DECEMBER	3,313	2,204	1,498	3,575	2,613	13,203
JANUARY	3,951	2,583	2,227	5,164	4,037	17,962
FEBRUARY	3,736	2,509	2,220	4,991	3,538	16,994
MARCH	4,004	2,390	2,042	4,968	3,332	16,736
APRIL	4,245	2,504	2,243	4,498	3,403	16,893
MAY	3,999	2,993	2,283	4,724	3,647	17,646
JUNE	3,748	2,136	1,564	548	2,454	10,450
YEAR END TOTAL	44,228 24.76%	30,071 16.84%	22,402 12.54%	44,027 24.65%	37,873 21.21%	178,601



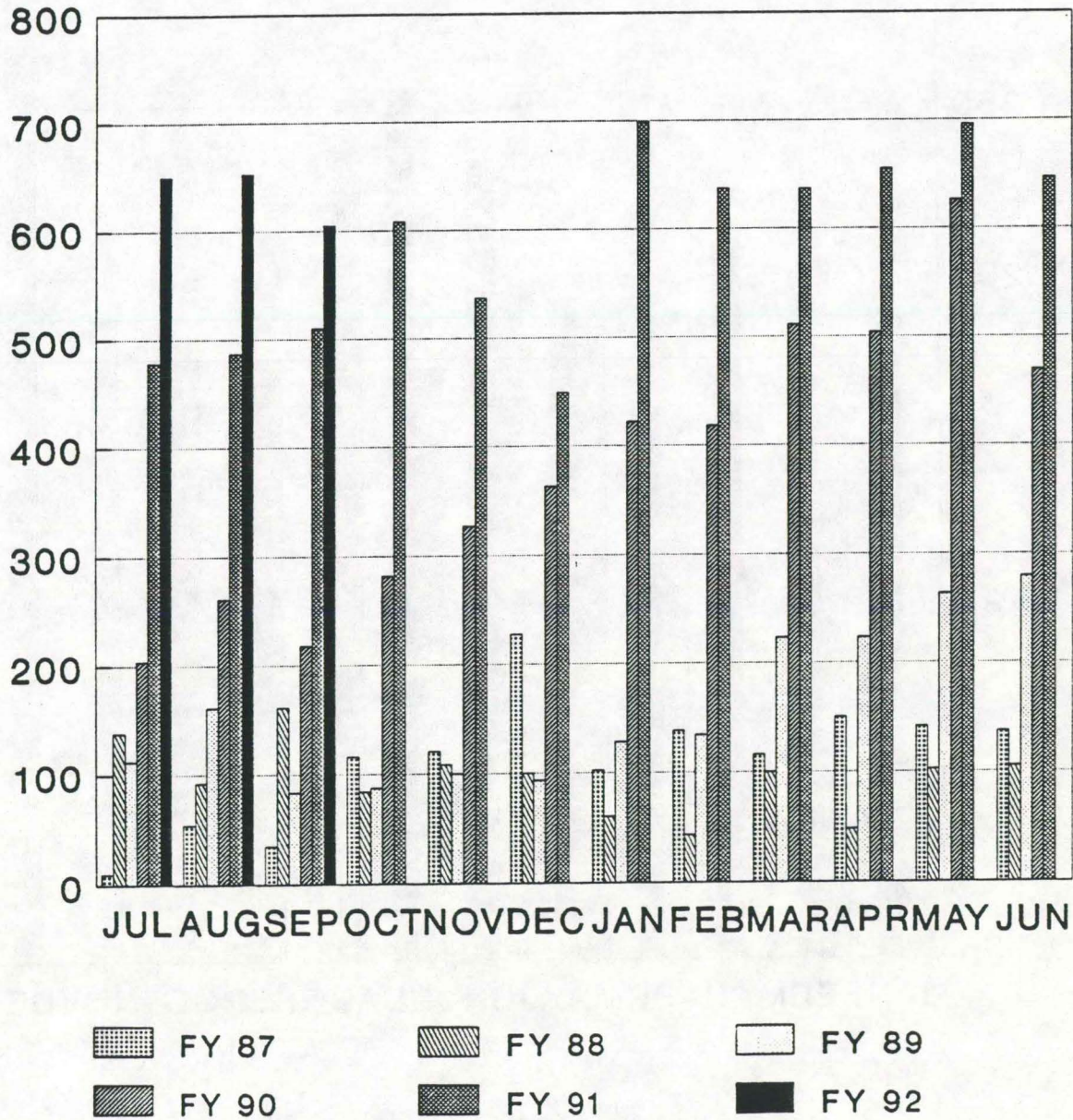
FISCAL YEAR 1991

JEFFERSON SERVICE



 1990  1991

D.A.R.T. PARATRANSIT SERVICES



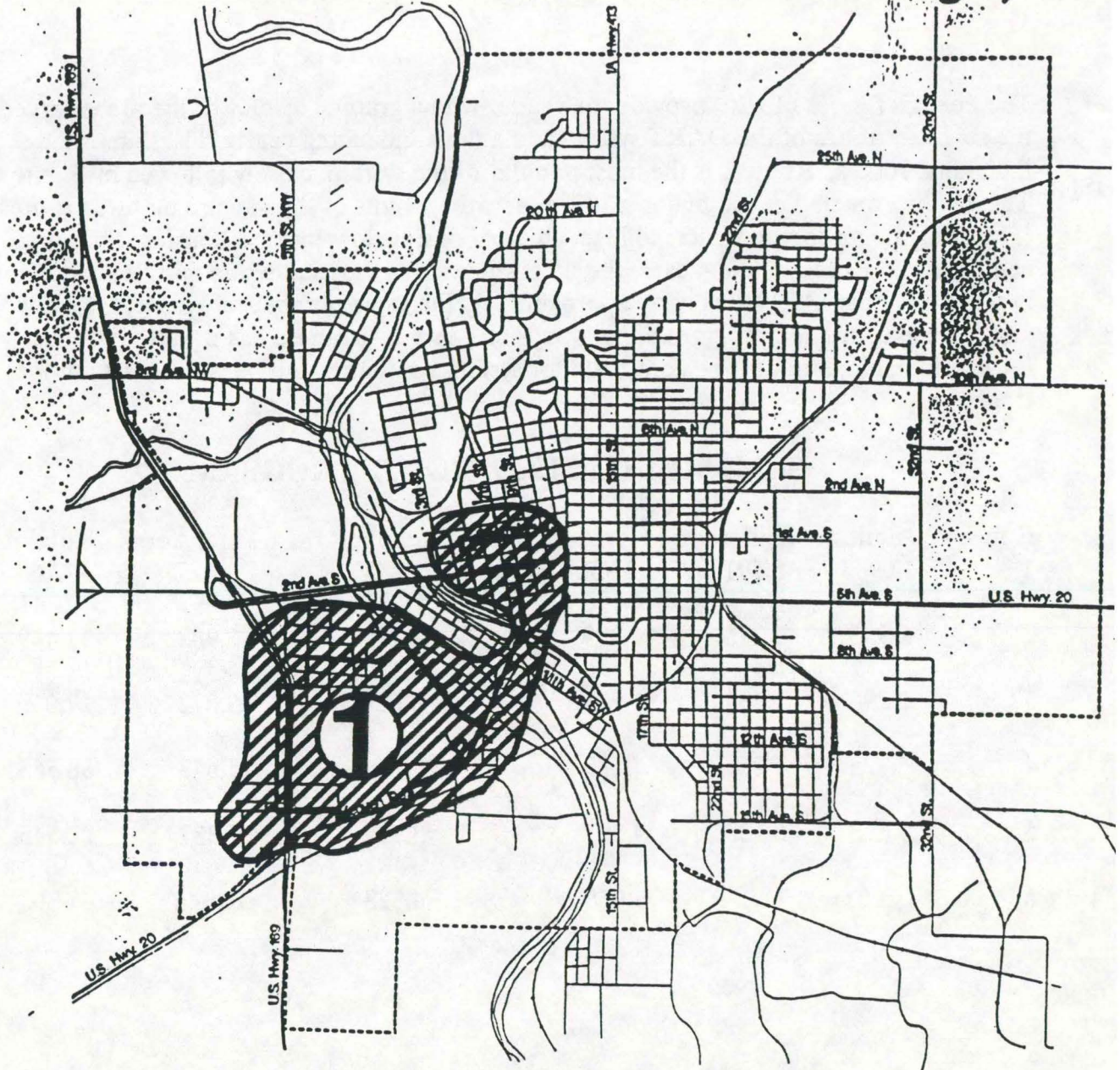
The next six figures (15-20) provide the reader with a graphic display of the areas served by the six fixed routes of the DART system and a table indicating yearly ridership of the individual routes. Route 1 is the most popular of the system, closely followed by Route 6. This fact is expected as the major traffic generating points of the city are on these routes (Hospital, major doctor clinics, college, elderly housing, low-income housing, shopping center, etc.). Routes 3 and 4 carry the most students as they serve one middle school and two high schools. All routes carry approximately the same number of transfers, which justifies the continued program of headways on route 2. Route 2 has traditionally the lowest ridership, but must be continued for system continuity and because of its number of transfers.

SUMMARY OF FIXED ROUTE PROGRAM

Route #	Adult #	Elderly #	Handicapped #	Student #	Transfer #	Total #
1	13,988	5,791	13,956	5,418	8,615	47,768
2	2,993	1,276	399	3,799	2,982	11,449
3	2,298	1,539	1,531	6,629	5,072	17,069
4	6,725	4,266	1,175	20,726	5,673	38,565
5	3,623	6,125	4,283	3,127	5,387	22,545
6	14,601	11,174	1,058	4,328	10,144	41,305

Figure 17

Fort Dodge, Iowa



ROUTE # 1 HOSPITAL, COMMUNITY COLLEGE, SW FORT DODGE

FY 1990

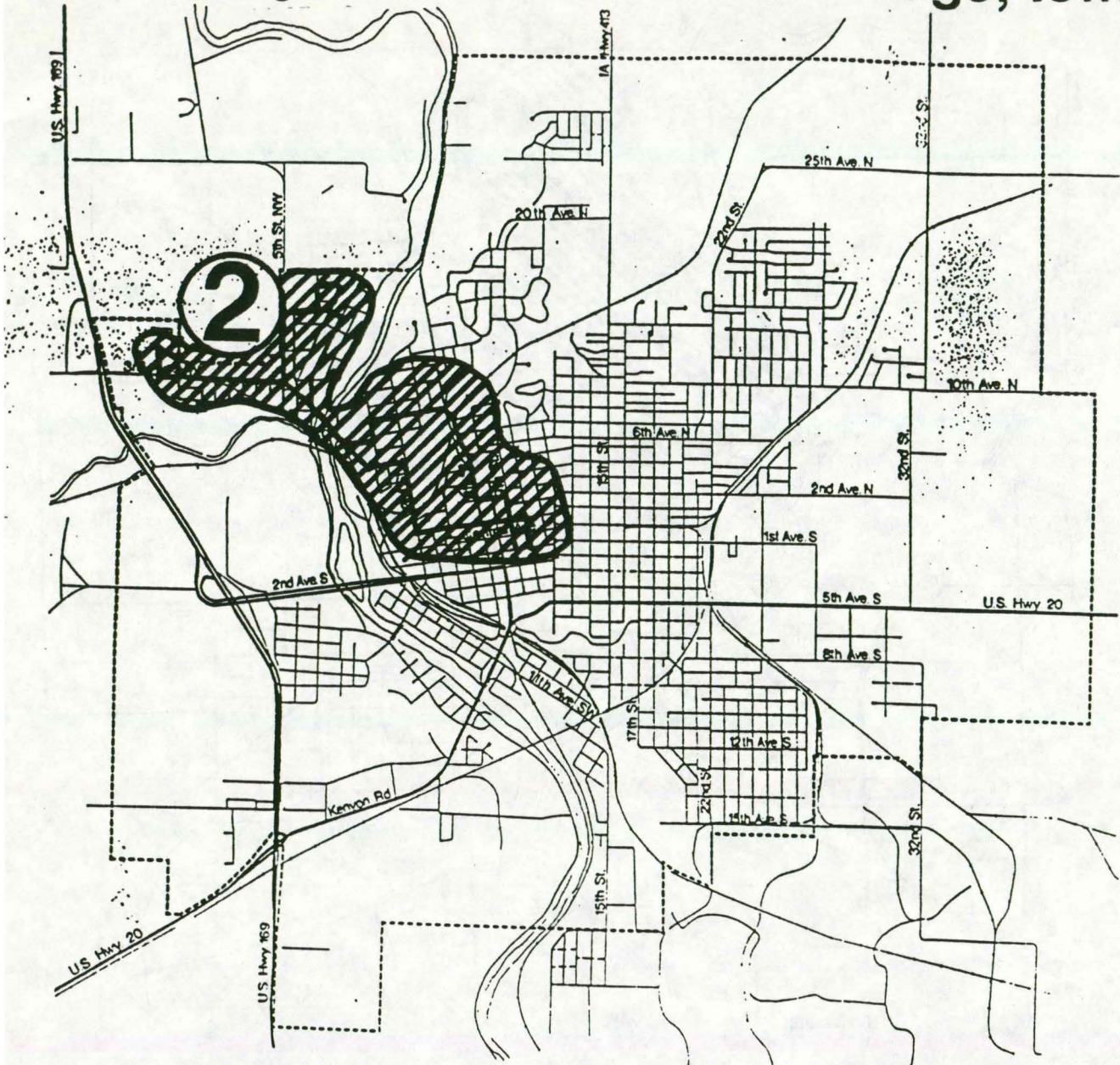
ROUTE #1	ADULT	ELDERLY	HANDICAPPED	STUDENT	TRANSFERS	TOTAL
RIDERSHIP	11,957	4,870	12,011	5,508	7,000	
PERCENT OF TOTAL	28.9%	11.8%	29.1%	13.3%	16.9%	

FY 1991

ROUTE #1	ADULT	ELDERLY	HANDICAPPED	STUDENT	TRANSFER	TOTAL
RIDERSHIP	13,988	5,791	13,956	5,418	8,615	
PERCENT OF TOTAL	29.28%	12.12%	29.22%	11.34%	18.04%	

Figure 18

Fort Dodge, Iowa



ROUTE # 2 NORTHWEST FORT DODGE, SCHOOL ROUTE

FY 1990

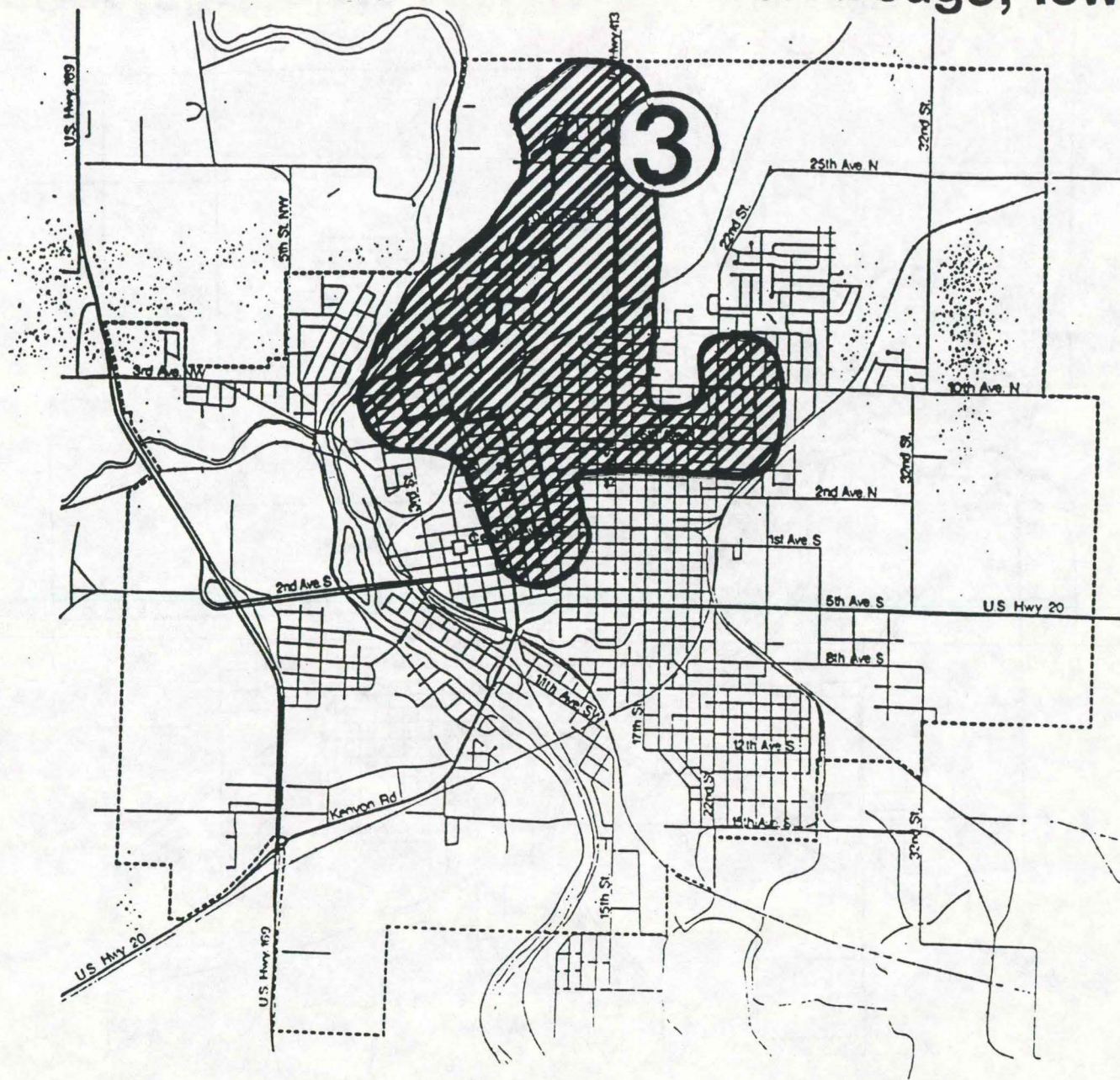
ROUTE #2	ADULT	ELDERLY	HANDICAPPED	STUDENT	TRANSFERS	TOTAL
RIDERSHIP	2,476	1,327	370	6,718	1,550	12,441
PERCENT OF TOTAL	19.9%	10.7%	2.9%	54.0%	12.5%	

FY 1991

ROUTE #2	ADULT	ELDERLY	HANDICAPPED	STUDENT	TRANSFER	TOTAL
RIDERSHIP	2,993	1,276	399	3,799	2,982	11,449
PERCENT OF TOTAL	26.14%	11.15%	3.49%	33.18%	26.05%	

Figure 19

Fort Dodge, Iowa



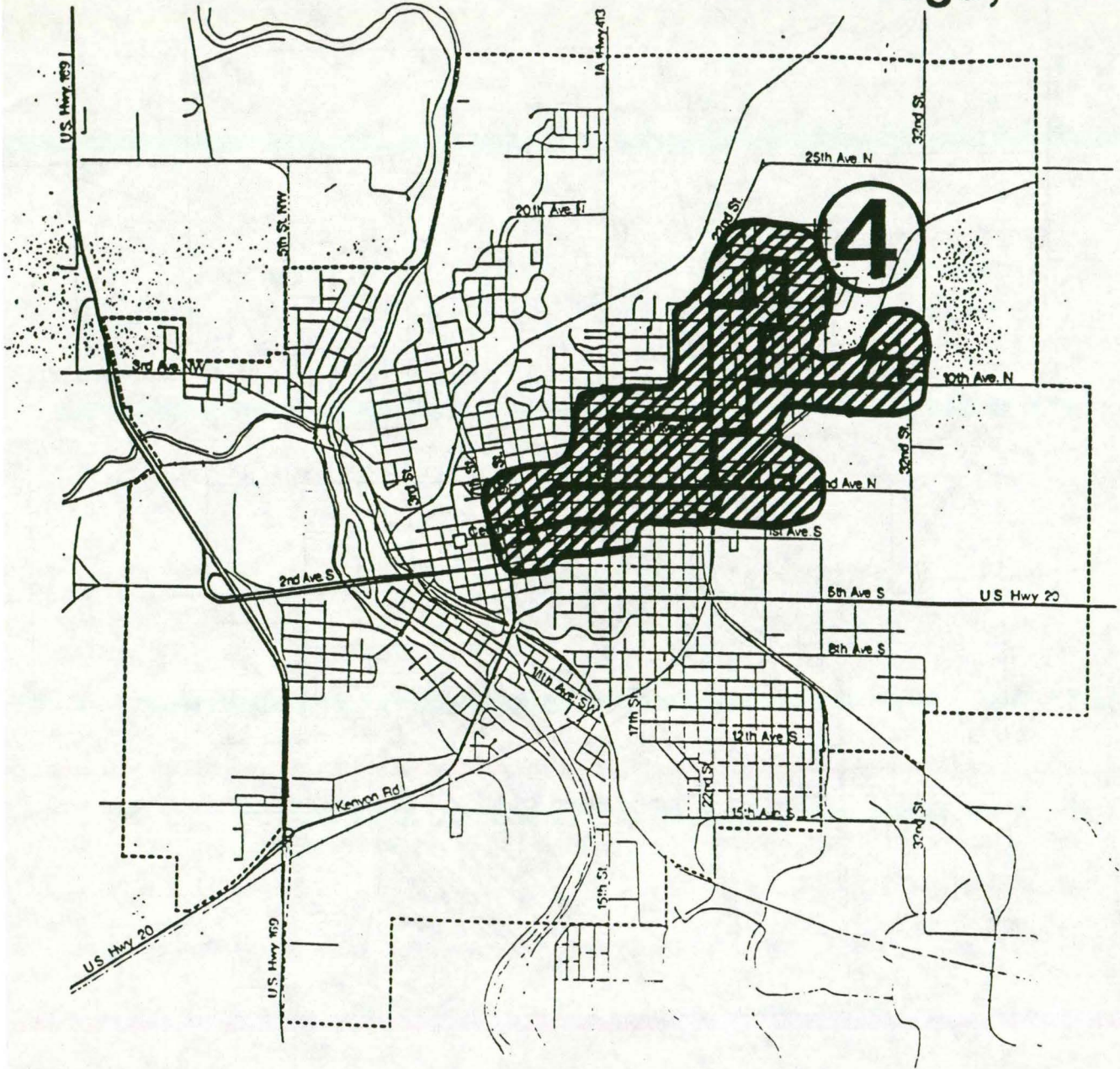
ROUTE # 3 NORTH FORT DODGE, HIGH SCHOOL ROUTE

FY 1990					
ROUTE #3	ADULT	ELDERLY	HANDICAPPED	STUDENT	TRANSFERS
RIDERSHIP	1,626	1,602	211	8,827	5,048
PERCENT OF TOTAL	9.4%	9.3%	1.2%	51.0%	29.1%

FY 1991					
ROUTE #3	ADULT	ELDERLY	HANDICAPPED	STUDENT	TRANSFER
RIDERSHIP	2,298	1,539	1,531	6,629	5,072
PERCENT OF TOTAL	13.46%	9.02%	8.97%	38.84%	29.71%

Figure 20

Fort Dodge, Iowa

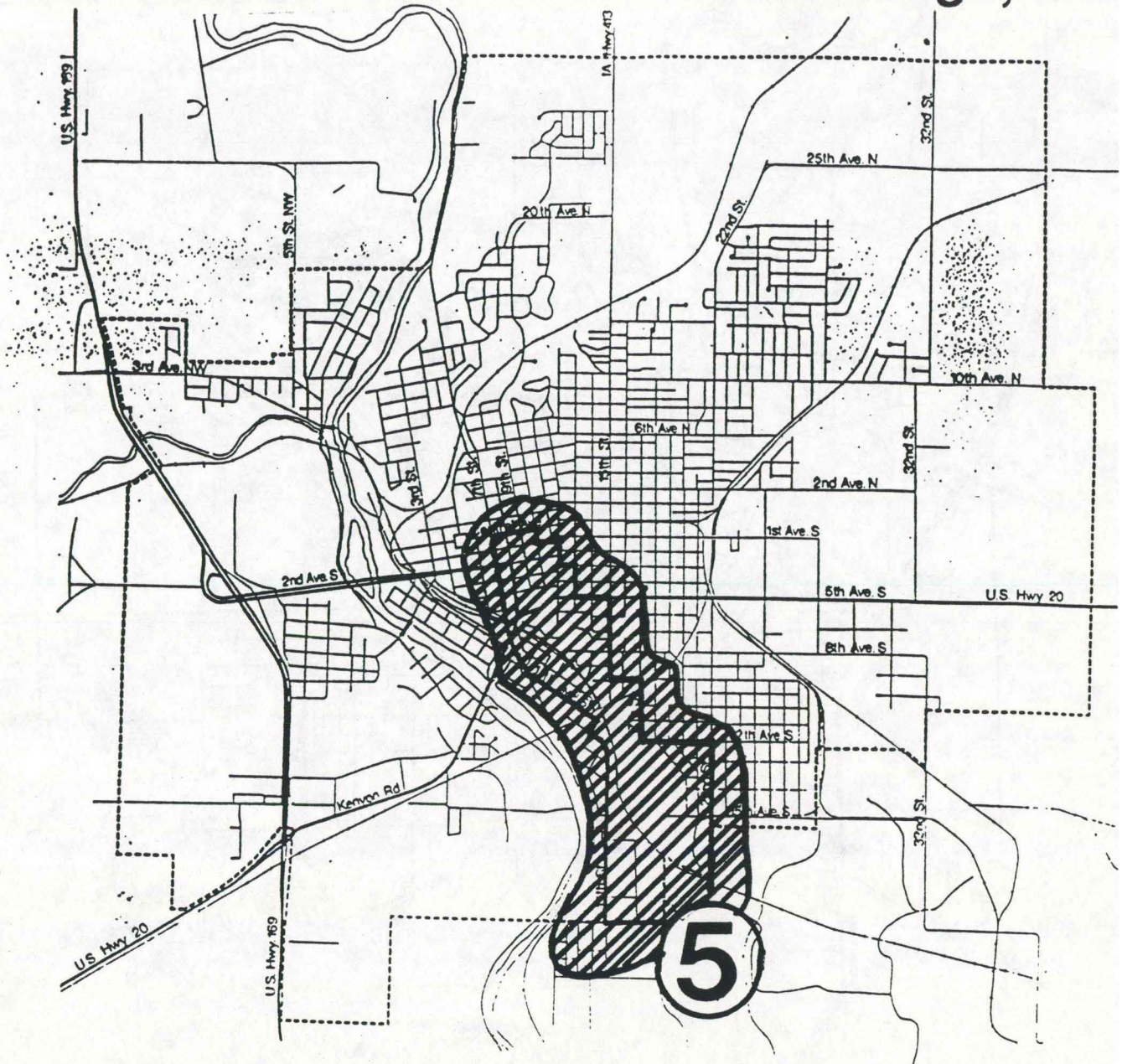


ROUTE # 4 NORTHEAST FORT DODGE, HIGH SCHOOL ROUTE

FY 1990						
ROUTE #4	ADULT	ELDERLY	HANDICAPPED	STUDENT	TRANSFERS	TOTAL
ENROLLMENT	4,390	4,331	3,332	5,441	6,184	23,678
PERCENT OF TOTAL	18.4%	18.2%	14.6%	22.8%	26.0%	
FY 1991						
ROUTE #4	ADULT	ELDERLY	HANDICAPPED	STUDENT	TRANSFER	TOTAL
ENROLLMENT	6,725	4,266	1,175	20,726	5,673	38,565
PERCENT OF TOTAL	17.44%	11.06%	3.05%	53.74%	14.71%	

Figure 21

Fort Dodge, Iowa

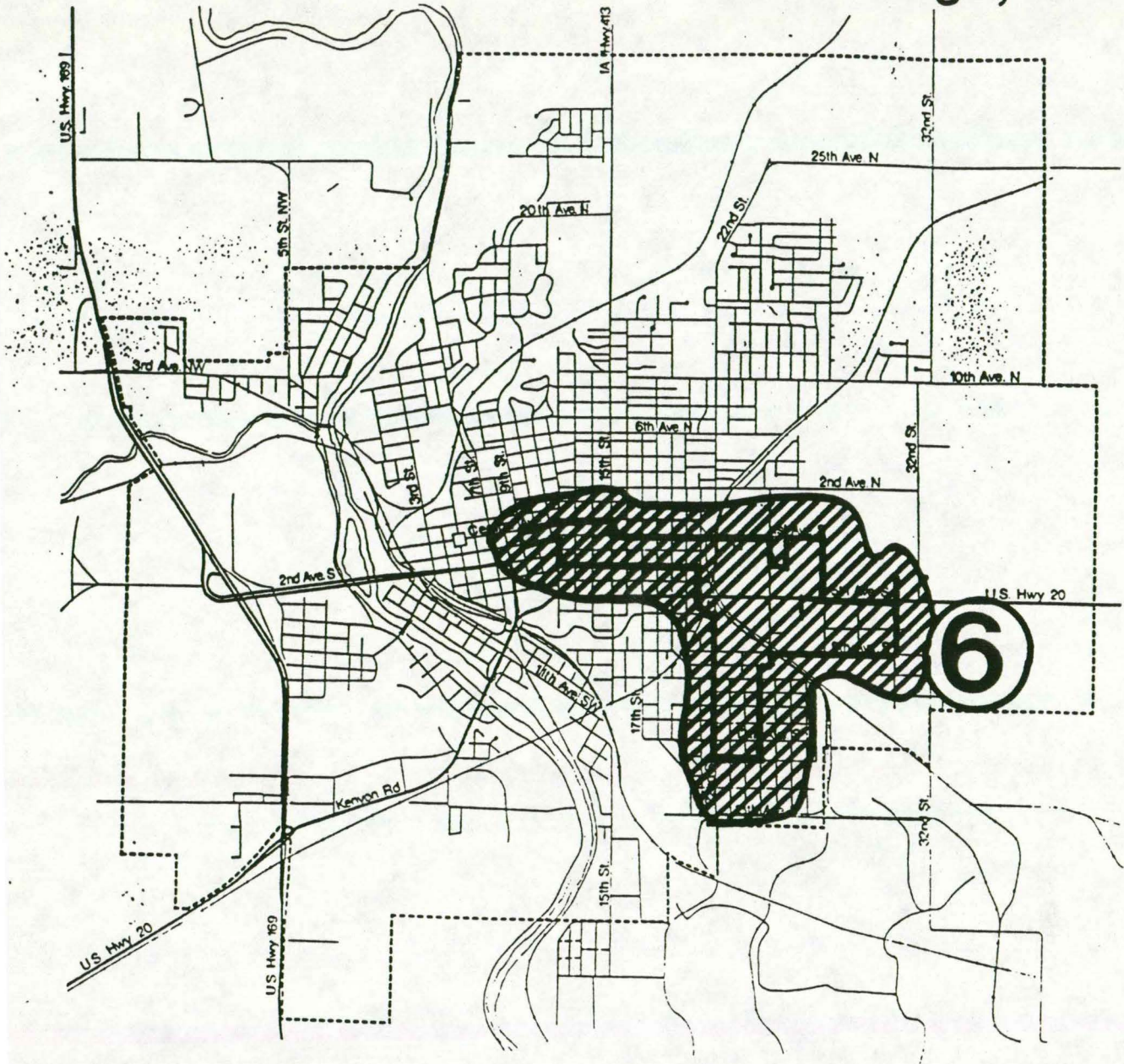


ROUTE # 5 SOUTHWEST FORT DODGE

FY 1990					
ROUTE #5	ADULT	ELDERLY	HANDICAPPED	STUDENT	TRANSFERS
RIDERSHIP	3,607	6,707	3,463	2,368	4,467
PERCENT OF TOTAL	17.5%	32.5%	16.8%	11.5%	21.7%
FY 1991					
ROUTE #5	ADULT	ELDERLY	HANDICAPPED	STUDENT	TRANSFER
RIDERSHIP	3,623	6,125	4,283	3,127	5,387
PERCENT OF TOTAL	16.07%	27.17%	19.00%	13.87%	23.89%

Figure 22

Fort Dodge, Iowa



ROUTE # 6 SOUTHEAST FORT DODGE, SHOPPING CENTER

FY 1990						
ROUTE #6	ADULT	ELDERLY	HANDICAPPED	STUDENT	TRANSFERS	TOTAL
PERSONSHIP	12,485	10,176	633	3,558	8,227	35,079
PERCENT OF TOTAL	35.6%	29.0%	1.8%	10.1%	23.5%	
FY 1991						
ROUTE #6	ADULT	ELDERLY	HANDICAPPED	STUDENT	TRANSFER	TOTAL
PERSONSHIP	14,601	11,174	1,058	4,328	10,144	41,305
PERCENT OF TOTAL	35.35%	27.05%	2.56%	10.48%	24.56%	

SECTION III

TRANSIT NEEDS

AND

POLICY

DIRECTION

III. TRANSIT NEEDS AND POLICY DIRECTION

Transportation systems develop in response to public opinion and the perceived need of clients for services. The physical capabilities of transit systems and their financial limitations will also be factors, but needs and opportunities should be identified before policy decisions are made. Such a process will result in comprehensive approaches to development of individual systems rather than simply allowing financial constraints to dictate policy.

A. Review of Recent Years' Efforts

A brief review shows improvement in the coordination of transportation services within Fort Dodge, Webster County, and Region V. This improvement is the direct result of policies aimed toward efficiency and the avoidance of service duplication. DART ridership has increased 84% between 1987 and 1991 while the cost per ride increased 25%, primarily due to over spending in FY 1991. Cost containment is believed to have reversed the problems of FY 1991. These statistics are in direct response to the system's ability to increase service, add vehicles, but maintain overhead and operating costs. Further opportunities for service coordination exist and a continuation of the trend of the four years is expected to continue. Some major accomplishments of the system are:

- The staffing structure developed several years ago was retained; however, late in the fiscal year a major reorganization was experienced. The DART Manager was relieved of duty and the position was given to the former Assistant Manager/Mechanic, with the former Transit Clerk being named Assistant Manager. The Assistant Manager will continue to provide scheduling, service sales, advertising, and tabulation of statistics. The new manager will provide vehicle maintenance in addition to administrative duties. The professional staff has enabled the system to continue its recent history of substantial improvement (During the last fiscal year ridership increased another 18%).
- The Jefferson Shuttle ended its second year with an increase in ridership. It is the estimate of the DART Management staff that the Shuttle is quickly reaching the "break even" point. (See Jefferson Analysis on Page III-13)
- DART purchased a ramp equipped Minivan. This acquisition has been well received as clients speak favorably of its ease of access for the wheelchair bound. Overall, paratransit service continued to increase to 600-650 clients per month. DART provides approximately 1,300 yearly wheelchair operations through its paratransit service. Also provided is expanded service to Webster Health Care, the largest operator of handicapped service in Webster County. DART is

currently bidding a new large capacity vehicle to be used in this program

- DART rehabilitated two vehicles, but an increasingly aged fleet is creating difficulties in assuring timely provision of service to clients and is substantially inflating maintenance costs. Therefore, DART has assisted IPTA and the Iowa Congressional Delegation to secure through a special legislative appropriation funding to purchase four (a contract amendment will be required between DART and IDOT to change the five buses within the applications to the four required vehicles) new large capacity, lift equipped fixed route vehicles. Funding has also been received to fund a new maintenance/office complex, shop equipment, additional radios, and bus passenger shelters. A fifth large capacity paratransit bus is being secured from a prior Section 18 grant, such vehicle to provide service to Northwood Living and Webster County Home.
- DART secured a new radio communications system to improve overall efficiency.
- Funding for two transit type professional bus shelters has been secured to be placed at the largest traffic generating points of the fixed route system (downtown and Friendship Haven).
- Ongoing management activities include implementation of CDL, Drug Testing, Insurance Bidding, ADA, and policy input for citizens.
- Marketing had become a key component of the Manager's job description, with successes including placement of fixed route sign markers throughout the City, expansion of the exterior bus advertising program (revenues generated approximate \$9,000 per year), and development of innovative radio, newspaper, and video promotions. The new Management intends to continue these promotions.
- The service contract with Webster Health Care appears to be operating well and to the mutual benefit of all parties, but the availability of old equipment is creating difficulties as frequent breakdowns are encountered. The new equipment on order will alleviate this issue, but an interim period of difficulty will be encountered.

B. Public Input

1. Methodology

To gauge public opinion toward existing services, as well as expansions, various types of survey instruments can be utilized. However, in the case of DART not all of these have produced desirable rates of response but the results are meaningful to the planning process.

Because drivers are highly visible and crucial to the success of public transit their opinions were solicited concerning the various service levels. Also, drivers are excellent sources of public comment and they were solicited as to viable public comments to improve the system. As a final barometer ridership on all fixed routes were sampled. The key item learned was that the system is relatively unused during the middle of the day as nearly 45% of the rides are provided between 7:00 and 8:00 a.m. and 3:00 and 4:00 p.m. This indicates that primary users are children riding the bus to and from school. Consequently, a discussion by the Transit Advisory Committee (TAC) ensued over whether DART should only operate in the early morning and the mid-afternoon. At the time of the survey DART operated 12 hours a day, with 45% distributed over 10 hours or 5.5% per hour. While the above information was representative during the nine months of the school year it does not reflect a true picture of the summer months. During the three summer months almost 40% of the ridership travel during the mid-day hours. This segment of riders are people who are most dependent on public transportation.

From survey results it would appear the routes cover the City as well as can be expected. Over 70% of the riders walk one block or less to reach the bus, 3.7% walk three blocks, with the remainder walking two blocks or over three blocks. It would appear the bus goes where the public wants to go, considering that 79% of the riders walk one block or less when they get off the vehicle and again only 3.7% walk three blocks. Continual route adjustments are being made to best match routes with the presence of clients.

The survey indicated that 45% of the rides occur during one hour spans in the morning and afternoon and 44% of the riders use it to go to and from school.

Question #3 asked how many rides per week were taken, with the answers as follows:

0-1 per week	4.3%
1-2 per week	11%
3-4 per week	22%
5-6 per week	33%
7-8 per week	4%
9-10 per week	26%

The above data would indicate that once a citizen chooses to ride a bus that choice is repeated quite often. Therefore, it is believed that a high degree of satisfaction with the program is exhibited.

Two other things can be interpreted from this data. First, if individuals ride more than once one would not expect many different riders. Consequently, marketing can be used to increase awareness and keep the system in the public's eye. Confusion as to how one goes about making use of public transit has prevented a higher level of ridership, and many are uncertain whether they are eligible to use available services. The second conclusion is that

DART has become very important to those who use it. It would seem they have no other means of transportation, which is the case for over 40% of the riders.

Many potential users of public transit find private automobiles more convenient than available transit services, and it is very difficult to persuade these people to think otherwise. Some respondents indicated support for public transportation because they realize the time will come when they will no longer be able to drive themselves, and they want alternatives available in the future. Fort Dodge has a rapidly growing elderly population, so it may be concluded that the importance of public transit will continue to increase as it has in recent years.

C. Identified Needs

The primary needs related to public transportation are those that have been identified in recent years. Although great strides have been made in service coordination and ridership much more can be done to increase efficiency and levels of service so that a greater percentage of the population might be reached.

Based upon this information the following Goals and Objectives are presented to guide the operation of the DART program:

Goal 1: Implement a transportation program that is highly responsive to local demands:

- a. DART staff to provide coordination of the program and to package state and federal grant programs to provide assistance funding.
- b. Operate six fixed routes. During peak hours offer one-half hour headways and one hour headways during off peak times. Provide two modified fixed routes (shopping/medical) on Saturdays. Provide demand response para transit service for those special clients unable to utilize the fixed routes. Provide opportunities for contracted service to human service and not for profit groups.
- c. Provide for a strong local funding base, including initial discussions with local elected officials as to the benefits of implementing a dedicated local transit tax.

Goal 2: Provide opportunities for citizen input, particularly through a Transit Advisory Committee:

- a. Continue the by-yearly meetings of the Transit Advisory Committee (TAC)
- b. Provide opportunities for private sector participation.
- c. Encourage open dialogue between transit providers and consumers.

Goal 3: Continue to implement marketing techniques:

- a. Use techniques that will increase transit visibility to the general public.
- b. Continue the current identification logo for vehicles by repainting older units yet to receive the new paint scheme.
- c. Continue the on-vehicle marketing effort.
- d. Continue the successful program of spot video ads on the local cable TV channel.

Goal 4: Improve communications.

- a. Participate in the monthly TAC meeting sponsored by MIDAS at which regional transit managers meet to discuss issues and concerns.
- b. Continue driver training seminars (sensitivity, passenger assistance, vehicle operations, procedures, etc.) as a means to educate drivers and to allow for interaction between employees of the individual subsystems.

Goal 5: Provide sufficient vehicles to meet the needs of each subsystem:

- a. Provide a fleet that optimizes opportunities for handicapped clients. Begin to implement the requirements of the Americans with Disabilities Act.
- b. Monitor fleet utilization and program rehabilitations and replacements as needed. Compile a yearly capital improvements plan outlining a projected five-year vehicle needs schedule. In completing the vehicle plan utilize rehabilitation until the vehicle is no longer feasible to maintain. Generally, vehicles will be rehabilitated at 100,000 miles, given a second rehabilitation after an additional 60,000 miles, and after still another 60,000 miles will be either considered for a third rehabilitation or replaced.

D. Management Needs

Driver Assistance: Training must be provided to drivers and staff that will educate them on many of the new ideas and techniques that will make them better employees. Courses include defensive driving, first aid, and passenger assistance training. DART also intends to implement the requirements of "A Drug Free Workplace" for public transit. DART is extremely interested and encouraged by the advertised IPTA/IDOT joint partnership in training programs.

Staffing: The recent change in management personnel from a management team of three to one of two must be evaluated and a decision made as to whether to fill the vacated third position of Transit Clerk. The decision may be based upon the eventual capabilities of the new Manager and Assistant Manager to absorb additional duties. Perhaps, the hiring of a part time mechanic could also relieve time pressures on the Transit Manager.

E. Private Enterprise Analysis

As required by federal regulations, DART held an open meeting on September 23, 1991 at which private providers of transportation services were free to make proposals for delivery of alternative services that would be equivalent to those provided by the subsystems operating in Region V. See Appendix "C" for public hearing documentation and a summary of minutes.

F. Vehicle Needs-FY93

Within FY 1993 DART is scheduled to receive four large capacity fixed route buses (25/2 with lifts) from funding commitments recently received through the Section 3 program. These vehicles will be of the ElDorado MST or equivalent style from other vendors. These four vehicles will be used to provide fixed route service in compliance with ADA rules. In addition to four new vehicles DART will use two of its existing lift equipped buses to provide lift equipped service to all six fixed routes. Therefore, the major long term capital need of the system is the replacement of the two older fixed route buses and normal replacement to paratransit vehicles. Since the completion of the current TDP the following vehicle activities are noted, and where appropriate need references are made:

1. DART is procuring a large capacity handicapped accessible vehicle (5/5) with lift) for use with its contract service to Webster Health Care. This vehicle should be delivered in the spring of 1992. This vehicle will become the front-line unit for Northwood Living and the Webster County Home, with vehicle #12 being delegated to a back-up role for that agency. If Northwood Living develops a need for two front-line units, replacement of vehicle #12 must be considered as soon as possible, and is therefore programmed for replacement in 1994.
2. A ramp equipped minivan was purchased in the summer of 1991. This vehicle, a demonstration project, has met with considerable success. However, with a current approximate 200,000 miles, DART does not propose to put rehabilitation monies into it; rather, replacement is programmed in 1995.
3. Funding for four large capacity fixed route buses has been secured. When packaged with the two Goshens (#18 and #19) each of the six fixed routes will

have lift equipped vehicles. In addition, this acquisition will enable DART to consider in FY 1993 the eventual disposal/replacement of the older 21 passenger bus fleet. It is anticipated that the better older vehicles will be retained for use in contract service, including the Webster County Home. Vehicles #6 and 7 are slated for disposal. If the Webster County Home develops the need for a better front-line vehicle, a replacement option may be considered during preparation of the FY94 TDP

4. The three paratransit units, vehicles #20, 15, and 10, are accumulating substantial miles and a replacement for one and rehabilitation of another is suggested. Vehicle 20, the ramp equipped minivan, is slated for operation until 1995. Vehicle #10, a lift equipped van, is slated for rehabilitation in 1994. Vehicle #15, a small lift equipped bus, is slated for replacement. Upon replacement, #15 and #12 will be evaluated, and the vehicle in the worse shape will be removed from front line duty and converted to a maintenance vehicle.
5. For the current fiscal year DART has received funding to rehabilitate three buses, vehicles 6, 7, and 16. As of this writing, rehabilitation of vehicle 16 will continue, but vehicles 6 and 7 will be disposed of upon delivery of the four new fixed route buses. These vehicles have been determined to be not feasible for further use.

To facilitate its tremendous growth DART had been willing to accept used vehicles other transit systems no longer chose to operate. After upgrading (preventive maintenance, motors, transmissions, etc.) these transfers provide excellent service. However, by accepting older vehicles (generally in the 100,000 to 200,000 mile range) DART has developed a fleet with a very high mileage and higher than normal operating costs. Therefore, rehabilitation and replacement will become increasingly important items within the DART capital budget, and eventual consideration for disposal will be made.

G. Evaluation of Transit Services

While progress has been made within the past year there is considerable room for further improvement. DART will continue to work for greater efficiency through coordination with other transit providers and strive for consolidation and coordination of services. One of the great needs for the DART system lies in the area of marketing. A recent marketing study shows that while the public is aware that public transit exists, there is considerable confusion as to just what these services are designed for and who is eligible. Utilization of the IDOT marketing consultant may greatly assist with this issue.

DART provides transportation service to a variety of clients but the perception exists that its programs are for only elderly, handicapped, and children. Therefore, DART must continue a campaign of information distribution and marketing of its services. If more importance is placed on the area of marketing, it is likely that public understanding of available transportation services will increase significantly. A marketing study completed toward the end of FY 1986 involved a major survey of DART riders, and the results were very positive. In general, responses were supportive of service levels at that time, condition of the system's vehicles, driver quality, and overall system management. Nearly all respondents indicated they are utilizing DART at a level higher than a year ago. However, a very important comment was made by a member of the City Council and TAC who stated that DART can no longer be everything to everybody as the revenues and equipment are not available. Therefore, DART must take a more focused direction and do what is necessary for the long term survival of the system. Some suggestions are:

1. Continue to market the fixed routes as the basic DART program. Evaluate paratransit client needs and determine which clients could utilize the fixed route program.
2. Emphasize after hour availability by allowable contracts.
3. Whenever possible, encourage human service clients to utilize the fixed route program rather than demand specialized service.
4. Continue to emphasize trips in association with the local school systems (public and parochial).
5. Serve existing clients well before expanding into new areas.

H. Operating Policies

To assure continuity and equal provision of service the DART Management has developed the following procedural and operational policies:

General Policies

1. There is to be no food, drink, or smoking on DART vehicles, a policy which is posted and enforced to the greatest extent possible.
2. DART will enter into Sale of Service Contracts and include within said contracts appropriate references to the responsibilities of both parties to include the following:

- a. Method of service,
 - b. Method of payment,
 - c. Conduct of passengers and provisions for expulsion from service.
 - d. The use of adult helpers for large numbers of children (i.e. Head Start program). Also, the use of seat belts for children,
 - e. Guidelines for waiting for tardy passengers and assuring delivered passengers are in a secure location.
3. DART drivers are not to dispense or supervise the transportation of medications. The only exception to this rule would be when a driver also has a qualified medical training.

I. Handicapped Accessibility

DART has prepared and attached to this document an "ADA" Handicapped Accessibility Plan. Included is a statement of policy toward handicapped accessibility and an analysis of comparable costs.

J. CDL

It is the DART policy that all drivers have a valid Iowa driver's license for the type of vehicle and passengers carried. DART will provide to its drivers technical assistance and informational manuals for achieving the necessary licenses.

K. Drug Free Workplace

DART will implement the requirements for a Drug Free Workplace upon approval of law by Congress. Overall policies have been developed and the services of a Laboratory and Medical Review Officer have been solicited. Once the program has been authorized by Congress DART will initiate drug testing for pre employment, post accident, and for cause. After the Federal process determines the future of random testing, that process will be incorporated according to law.

L. Additional Capital Needs

The recently approved Section 3 Special Appropriation will provide DART with funding to construct a Maintenance Facility/Office Complex, purchase a second computer, purchase shop equipment, and purchase three additional passenger shelters. The computer system will provide the Transit Manager and Assistant Manager with capabilities to fully integrate the maintenance and statistics programs of the system. The shop equipment will include a floor jack, engine stand, transmission jack, 10 ton vehicle lift, waste oil drain, truck stands, wheel balancer, tire changer, freon capture/reuse system, engine scope, and drill press. With existing equipment it is felt that sufficient furnishings of the new building will be available. However, when the FY94 TDP is being prepared the building will be nearing completion and any additional needs can be expressed at that time. The continual need for passenger shelters at key traffic generating points is an ongoing need of the system.

A non vehicle capital need is for an improved vehicle maintenance software program. DART proposes to purchase one of several excellent models available to the consumer. The equipment maintenance program would greatly facilitate the improved maintenance available through the new maintenance building and facilities. The existing home developed program is no longer sufficient or capable of handling the needs of a 20 bus fleet. The funds for this item is included within a recently approved Section 3 Grant.

DART has received a tremendous response to the construction of a passenger shelter at its ground transfer point at 9th and Central. DART desires to take the success of this venture to other major passenger concentration points throughout the City. Specifically, shelters are proposed to be located at Trinity Regional Hospital, Randall's Grocery Store and Hy-Vee Grocery Store. Each of these points are major traffic generators for the DART fixed route. Also, by placing a shelter at each of the above DART will be able to redesign its fixed route to enable a service to the center more favorable with DART's time table and mileage. Currently, extra time and miles are being driven to enable passengers to utilize in store waiting. In addition to the three prime locations DART will also pursue in the future shelters to be located at the Wahnonsa Manor, Palace Park Trailer Court, and Village Green Trailer Court.

M. Special Project Funding through the STA Fund

DART proposes the following special project for STA Special Project Funding:

DART proposes to implement a "We Want You" marketing strategy targeted toward handicapped riders which would compliment the DART efforts to comply with ADA requirements. The program will utilize video, large print brochures, braille time schedules, and audio tapes describing service available

DART proposes to purchase the following items required for ADA compliance: six public address systems for use in its fixed route buses and a TDD communications device. In regard to its system image DART believes that its driver image of blue jeans and sweat shirts is a deterrent to specialized handicapped ridership and proposes to secure additional uniform shirts to provide a professional driver appearance, and one in which handicapped certifications such as PAT can be promptly displayed. Finally, DART proposes to prepare the following handicapped service aids: The development of a new simplified brochure advertising basic service access information; the preparation of large print versions of the brochure; the preparation of an audio version of the brochure; and a contract with the Iowa Association for the Blind to prepare a computer image of the DART service schedule and one braille printout. The computer file will allow the later production of braille publications as they are needed. Projected items are:

TDD

Large Print and Regular Size Brochure Printing

Brochure Development

PA Systems for Buses (6)

Video/Audio Development

Braille Computerization of Time Schedules and Route Information

Driver Uniform Components

N. Planning

DART intends to continue the TDP planning process in the next fiscal year. The work will be coordinated through a contract between IDOT and MIDAS. DART proposes no special studies for the next fiscal year.

O. Funding from Tax Sources

The attached chart (Figure 23 shows the traditional levels of tax revenues provided by major Iowa communities to their transit programs. By law, Iowa communities may designate (by City Council action) a special transit levy of up to \$0.99 per \$1,000 assessed value to support public transportation. All of the communities on the attached chart provide a transit levy except for Coralville, Bettendorf, Mason City, Marshalltown, and Fort Dodge. Also of note is the fact that DART receives the lowest amount of local tax support of all communities listed on the chart. In the case of Fort Dodge, the City Council provides approximately \$55,000 per year through in-kind contributions for employee benefit funds and agency liability and vehicle insurance (In Fy 1991 the City also provided \$25,000 to cover an unfunded deficit.). The tax levy would enable the City to transfer these payments to the dedicated transit levy, freeing up other tax funds.

P. Future Needs

The Fort Dodge Public School System is considering its options for the in-town transportation of school age children and as one of those options, DART has been contacted. DART is considering this proposal, but must review federal regulations regarding the status of existing employees prior to discussing service provision with the school system. The DART system is capable of absorbing into the fixed route program school children currently being transported by school buses. To provide this service the DART program will utilize the new larger capacity fixed route buses and the "doubling-up" of fixed route buses by using the replaced 21-passenger bus fleet.

Once the the new office building/maintenance complex is completed numerous issues and questions will be raised that will directly impact the next update of this document. In particular, DART will have the capability to offer maintenance (low cost) services to the rural transit programs sponsored by MIDAS. This connection would provide both MIDAS and the rural programs a beneficial arrangement that could lead to future coordination of services.

Q. Current Budgeting Issues

DART ended FY 1991 with an approximate \$25,000 deficit, which was to be made up during FY92. This deficit represents 12.5 percent of the total budget and must be recognized and corrective actions taken. To accomplish this goal, the City is reviewing the following alternatives, plus other internal cost containment measures:

- A review of external services (non fixed route service) is a logical place to search when budget difficulties are encountered. The non fixed route services are: Elderbridge senior citizen subsidy; Jefferson Shuttle; Webster Health Care (County Home); Paratransit service; Northwood Living; and Contract services.
- Senior Citizen Subsidy: MIDAS provides to DART approximately \$5,500 per year from the Elderbridge Agency on Aging to subsidize senior citizen trips. Sixty percent of the funds are used for elderly donation rides on the fixed route bus program and forty percent is used to subsidize senior rides on the local taxi system (T & T Taxi). The program essentially is a zero balance program with revenues balancing expenditures. However, several programmatic changes can be discussed: First, Elderbridge Agency on Aging has requested that MIDAS/DART attempt to target the assistance to those elderly most deserving of assistance. To accomplish this goal DART should consider placing 75% of the funds with the fixed route program. The remaining 25 percent would be converted to taxi tickets. However, rather than selling the taxi tickets on the open market it is suggested that the tickets

be provided to primary human service providers within the City (Dept. of Human Services, Ministerial Association, Salvation Army, YOUR Inc., County Relief, and similar agencies). The tickets will then provided to those clients most needy. The net result to DART would be an increased fixed route ridership as a greater percentage of the money will be used to purchase a greater number of bus tickets. However, the immediate financial impact will be very limited, but increased state funding may result from an increased ridership.

- **Jefferson Shuttle:** The Jefferson Shuttle was implemented with the knowledge that it would not financially break even for several years. To assess the current financial stability of the service the following statistics are presented for a July 1, 1991 to December 31, 1991 period:

Ridership	1,363 (7.5 per day)
	Chart on page II-25 indicates an increase from an initial ridership average of 3.3 per day with a very steady rate of growth.
Revenues	
Sale of tickets as an agent	\$41,057
Bus transfer pool	\$ 5,514
Less transfer revenues paid to bus pool	\$32,684
NET PROFIT	\$13,887
Expenses	\$12,155
(\$1.11 per mile @ 60 miles per trip)	
Overall Financial Status	\$1,732

In summary, the service appears to be paying its own way with a very limited profit. In addition, MIDAS is providing to DART approximately \$8,000 for the current budget year to assist in subsidizing the Jefferson Shuttle and the Webster Health Care service.

- **Webster Health Care:** Vehicle service is leased to the Webster County Home and Northwood living. Webster Health Care provides drivers with DART providing vehicle maintenance and equipment. MIDAS provides approximately \$8,000 per year to assist in subsidizing the Jefferson and County Home Services. DART charges a fee of \$0.35 per mile for maintenance and depreciation (Webster Health Care provides the driver). DART is urged to review this charge in light of the revised financial statistics - a higher rate may be justified. At this time DART can not provide actual costs to this program, so the above assumption is made. As new vehicles are received to replace the older units DART must assume more operational control of this service by providing drivers, etc.

- **Paratransit Service:** To operate a fixed route program the city must also provide paratransit service. However, for the DART system paratransit service has been a valuable component of its program for several years. The reader is referred to the attached ADA Accessibility Plan (Appendix D) which outlines several cost considerations. However, the reader is cautioned that fees for the dial-a-ride portion of the service will decrease while contract fares will be increased in lieu of the new revised cost per hour adjustment. A driver down time option may assist in alleviating some of the potential loss for the dial-a-ride portion. At this time sufficient statistics on revenues and expenses are not itemized and any discussion of specific cost savings can not be made. The City Clerk's office has begun separating revenues/expenses generated by the paratransit service so a better cost/benefit analysis can be made next year.
- **Staff Adjustments:** By not replacing the departed Transit Manager, the City could save approximately \$15,000 to \$20,000. This alternative would become acceptable provided that the Mayor's Administrative Assistant, the Transit Clerk, and DART Assistant Manager/Mechanic are capable of picking-up the additional work assigned to each.
- **Fixed Route Service Adjustments:** The first one-half hour of fixed route service in the mornings and the last one-half hour of service in the evenings are not well used by the general public. Therefore, as a cost containment measure the City is reviewing cost/benefits of eliminating these service times (one hour of fixed route service). Since vehicle expenses and fixed costs would not be significantly reduced by this action, the largest single area of savings would be in driver salaries. The total staff hours included would be six morning drivers and three afternoon drivers for a total of 4.5 employee hours per day. Calculated at a base pay of \$5.16 per hour plus 12% FICA and IPERS benefits, the per day salary saving would be \$26.00. Over a year's time, the savings would be \$6,760. However, the system must also budget lost revenues, calculated at 12 riders per day (please note that the loss of passengers could exceed this figure if morning and evening passengers return home or journey to work in other than the hours considered for reduction) at a yearly revenue of \$2,000 (an estimate of \$0.60 per rider was used, but it is recognized that a somewhat lesser fare could be used because no free transfers were factored - at this writing the number of transfers from the ridership is not known). When the lost revenue is subtracted from the employee cost savings of \$6,760, the net savings is \$4,760. The City Council must determine whether the reduction in service will significantly detract from system continuity to justify the savings. To implement this reduction a public input session is encouraged by UMTA/IDOT because a major change in service levels is proposed.

- **Rate Adjustments:** A final option is consideration of an overall rate increase. The planner urges the City to carefully consider this alternative with adequate public input. It is common within the transit industry to realize a net reduction in passengers immediately following a rate increase for approximately one to one and one-half years. It is not argued that a rate increase is needed, but that it must be accomplished with full public input to convince citizens that additional revenues are needed for the continued operation of the program. With public input carefully planned and full opportunities provided for public comment, citizens tend to better accept rate increases. A 25% fare increase (\$0.60 to \$0.75 for adults and \$0.40 to \$0.50 for students) would generate approximately \$15,000 dollars (\$60,000 current to \$75,000), less any lost passenger revenue, which is estimated at \$5,000 for a net increase of \$10,000. However, if the overall passenger count should decrease, the amount of state and federal assistance could decrease per lost passenger. A substantial passenger reduction will result in greater loss of federal and state dollars, as was realized in the late 1980s when a rate increase was implemented and later reduced. The City is also urged to adjust the final rates to common denominations of coins, such as \$0.75.

Contract services are now provided for at a fare of \$13.00 per hour, which is approximately 30% below the current system cost per hour of \$17.00. Therefore, it is recommended that contract fares be increased to \$17.00 per hour and then adjusted yearly according to the latest system data sheet. Based upon a last fiscal year's contract revenues of \$60,000 a 25 to 30 percent increase will yield approximately \$20,000 of additional income. Contract client are less likely to search for alternative transportation with rate increases, so the city has more assurance of continued passengers after a contract rate increase.

R. ADA Accessibility Plan

Attached to this plan as Appendix "D" is a plan prepared by DART to outline its efforts to comply with the Americans With Disabilities Plan.

URBAN TRANSIT COMPARISON INFORMATION

CITY	RIDERS	MILES	FARES	TRANSIT LEVY RAT	TRANSIT LEVY	\$ PER PASS	\$ PER MILE	LOCAL TAX SUPPORT	\$ PER PASS	\$ PER MILE
DES MOINES	3,483,225	2,313,092	0.60	0.54000	\$2,045,975	0.59	0.88	\$2,686,718	0.77	1.16
DAVENPORT	995,432	620,779	0.50	0.54000	\$1,005,087	1.01	1.62	\$1,375,277	1.38	2.22
CEDAR RAPIDS	1,588,059	1,072,395	0.50	0.54000	\$1,496,500	0.94	1.40	\$1,310,012	0.82	1.22
AMES	2,456,435	807,628	0.60	0.49338	\$401,254	0.83	2.53	\$1,069,710	0.44	1.32
IOWA CITY	1,486,350	650,682	0.50	0.54000	\$647,911	0.44	1.00	\$1,051,712	0.71	1.62
SIOUX CITY	1,602,691	664,327	0.60	0.54000	\$692,693	0.43	1.04	\$846,458	0.53	1.27
WATERLOO	803,329	1,088,569	0.75	0.44900	\$540,415	0.67	0.50	\$533,733	0.66	0.49
DUBUQUE	785,479	416,366	0.70	0.54000	\$506,485	0.64	1.22	\$517,371	0.66	1.24
BURLINGTON	224,408	227,935	0.75	0.54000	\$506,485	6.67	6.57	\$412,873	1.84	1.81
COUNCIL BLUFFS	329,422	355,919	0.75	0.43870	\$425,000	1.29	1.19	\$391,321	1.19	1.10
CLINTON	319,388	251,196	0.50	0.53999	\$303,500	0.95	1.21	\$365,220	1.14	1.45
CORALVILLE	425,651	176,546	0.50			0.00	0.00	\$277,834	0.65	1.57
MUSCATINE	99,855	188,533	0.60	0.33000	\$168,924	1.69	0.90	\$214,070	2.14	1.14
OTTUMWA	265,375	203,591	0.60	0.54000	\$163,034	0.61	0.80	\$164,567	0.62	0.81
BETTENDORF	111,522	166,626	0.50			0.00	0.00	\$89,630	0.80	0.54
MASON CITY	138,864	299,993	0.75			0.00	0.00	\$82,902	0.60	0.28
MARSHALLTOWN	74,972	78,175	0.50			0.00	0.00	\$79,093	1.05	1.01
FORT DODGE	191,590	232,761	0.60			0.00	0.00	\$48,500	0.25	0.21

NOTE: FY 1989 to 1990 data. In FY 1991 the City of Fort Dodge put approximately \$60,000 of general fund monies into the DART program.

FLEET UTILIZATION ANALYSIS

RANSIT SYSTEM: DART OF FORT DODGE
 LL NEW VEHICLES THROUGH 12/6/91 INCLUDED

DATE PREPARED: OCTOBER, 1991

FLTID	YEAR/ MODEL	SEATS/ WHCH	BASE LOCATION	ASSIGNMENTS	HRS/ WEEK	EVENING WEEKENI	FY 1993 ESTIMATED ANNUAL MILEAGE	FY 1994-8 ESTIMATED ANNUAL MILEAGE
1	1984 Ford Eldorado	20/	Ft. Dodge	F/R CON	30	NO	25,000	15,000
2	1984 Ford Eldorado	20/	Ft. Dodge	F/R CON	30	NO	25,000	15,000
3	1984 Ford Eldorado	20/	Ft. Dodge	F/R CON	30	NO	25,000	15,000
4	1983 Ford Eldorado	20/	Ft. Dodge	F/R CON	30	YES	25,000	15,000
6	1983 Ford Eldorado	20/	Ft. Dodge	F/R CON	10	NO	10,000	Disposal
7	1983 Ford Eldorado	20/	Ft. Dodge	F/R CON	5	NO	8,000	Disposal
8	1986 Ford Eldorado	20/	Ft. Dodge	F/R CON	30	YES	28,000	15,000
9	1986 Ford Eldorado	20/	Ft. Dodge	F/R CON	30	YES	28,000	15,000
10	1984 Ford 350 Van	10/2	Ft. Dodge	PARA TRANSIT	60	NO	20,000	20,000
11	1986 Ford LTD Staff Car	5/0	Ft. Dodge	STAFF				
12	1981 Ford Collins	5/4	Ft. Dodge	CON H	20	YES	15,000	10,000
14	1986 Ford Eldorado	25/	Ft. Dodge	F/R CON/PARA TR	10	NO	15,000	5,000
15	1980 Chevrolet Wayne	4/4	Ft. Dodge	PARA TRANSIT	10	NO	15,000	5,000
16	1984 Ford Eldorado	20/	Ft. Dodge	F/R CON	60	NO	26,000	25,000
17	1984 Ford Eldorado	13/2	Ft. Dodge	CON H	40	YES	20,000	15,000
18	1987 Ford Goshen	31/	Ft. Dodge	F/R CON	60	YES	25,000	25,000
19	1987 Ford Goshen	27/1	Ft. Dodge	F/R CON	60	YES	25,000	25,000
20	Minivan	3/2	Ft. Dodge	PARA TRANSIT	60	NO	25,000	25,000
21	New Bus in FY 1992	5/5	Ft. Dodge	CON H	60	YES	0	25,000
22	New Bus in FY 1993	20+/2	Ft. Dodge	F/R	60	NO	0	25,000
23	New Bus in FY 1993	20+/2	Ft. Dodge	F/R	60	NO	0	25,000
24	New Bus in FY 1993	20+/2	Ft. Dodge	F/R	60	NO	0	25,000
25	New Bus in FY 1993	20+/2	Ft. Dodge	F/R	60	NO	0	25,000
							360,000	370,000

LEGEND:

F/R Fixed Route
 CON Contract
 H Handicapped

NOTE: Mileages are projected based upon a vehicle rotation program, past experience, and expected availability. It is known that mileages will vary somewhat, but those presented are valid for planning purposes.

DART FLEET REPLACEMENT/REHABILITATION SCHEDULE

FLTID	YEAR/ MODEL	SEATS/ WHCH	VEHIC EQUIP	6-30-90 MILEAGE	6-30-91 MILEAGE	ACTUAL MILEAGE FY 91	FY 1993	FY 1994-8	MILEAGE AT REHAB 1	MILEAGE	MILEAGE	MILEAGE	MILEAGE	MILEAGE	
							ESTIMATEI ANNUAL MILEAGE	ESTIMATED ANNUAL MILEAGE		EST. EST.	EST. EST.	EST. EST.	EST. EST.		
1	1984 Ford Eldorado	20/	MR	145,197	170,334	25,137	25,000	15,000	125,006	195,334	210,334	225,334	DISPOSAL		
2	1984 Ford Eldorado	20/	MR	121,143	141,841	20,698	25,000	15,000	110,997	186,841	181,841	196,841	211,841	REPLACI	
3	1984 Ford Eldorado	20/	MR	136,603	162,937	27,334	25,000	15,000	132,471	187,937	202,937	217,937	232,937	DISPOSA	
4	1983 Ford Eldorado	20/	MR	161,000	174,828	13,828	25,000	15,000	143,921	186,828	214,828	229,828	244,828	REPLACI	
6	1983 Ford Eldorado	20/	MR	196,058	219,919	21,861	10,000	0		229,919	DISPOSAL				
7	1983 Ford Eldorado	20/	MR	158,044	188,833	28,789	8,000	0		194,833	DISPOSAL				
8	1986 Ford Eldorado	20/	MR	128,507	167,502	37,995	28,000	15,000	143,000	195,502	210,502	225,502	240,502	REPLACI	
9	1986 Ford Eldorado	20/	MR	118,754	148,234	31,480	28,000	15,000	129,297	176,234	191,234	206,234	221,234	REPLACI	
10	1984 Ford 350 Van	10/2	L/MR	50,914	68,180	15,246	20,000	20,000		88,180	REHAB 1				
11	1986 Ford LTD Staff Car	5/0	MR												
12	1981 Ford Collins	5/4	L/MR	161,826	170,379	8,553	15,000	10,000		180,379	REPLACE				
14	1986 Ford Eldorado	25/	MR	160,626	174,386	13,760	15,000	5,000		189,386	194,386	199,386	204,386	209,38	
15	1980 Chevrolet Wayne	4/4	L/MR	228,761	237,421	8,660	15,000	5,000		REPLACE					
16	1984 Ford Eldorado	20/	MR	190,852	219,127	28,275	28,000	25,000	225,000-EST	245,127	270,127	295,127	REPLACE		
17	1984 Ford Eldorado	19/2	L/MR	189,760	183,932	14,172	20,000	15,000	169,760	203,932	218,932	233,932	248,932	283,93	
18	1987 Ford Goshen	31/	MR	54,265	74,569	20,304	25,000	25,000		89,569	REHAB 1		136,569	181,569	186,56
19	1987 Ford Goshen	27/1	L/MR	47,799	66,577	18,778	25,000	25,000		91,577	REHAB 1		137,577	182,577	187,57
20	Minivan	3/2	L/MR	187,000	190,620	3,620	25,000	25,000		215,620	240,620	REPLACE			
21	New Bus in FY 1992	5/5	L/MR	0	0	0	0	25,000		0	25,000	50,000	75,000	100,00	
22	New Bus in FY 1993	20+/2	L/MR	0	0	0	0	25,000		0	25,000	50,000	75,000	100,00	
23	New Bus in FY 1993	20+/2	L/MR	0	0	0	0	25,000		0	25,000	50,000	75,000	100,00	
24	New Bus in FY 1993	20+/2	L/MR	0	0	0	0	25,000		0	25,000	50,000	75,000	100,00	
25	New Bus in FY 1993	20+/2	L/MR	0	0	0	0	25,000		0	25,000	50,000	75,000	100,00	
							380,000	370,000							

REPLACEMENT VEHICLES

REPLACE 2	18+/2	L MR				25,000									25,00
REPLACE 4	18+/2	L MR				25,000									25,00
REPLACE 8	14/2	L MR				25,000									25,00
REPLACE 9	14/2	L MR				25,000									25,00
REPLACE 10	4/4	L MR				25,000									25,00
REPLACE 12	4/4	L MR				25,000									25,00
REPLACE 15	4/4	L MR				25,000				25,000	50,000	75,000	REHAB 1	125,00	
REPLACE 16	19/2	L MR				25,000									50,00
REPLACE 17	19/2	L MR				25,000									50,00
REPLACE 18	18+/2	L MR				25,000									50,00
REPLACE 19	18+/2	L MR				25,000									50,00
REPLACE 20	2/2	R MR				20,000						20,000	40,000	60,000	

LEGEND

B-BUS
 C-BUS BODY ON VAN CHASIS
 V-VAN
 L-LIFT
 MR-MOBILE RADIO/TELEPHONE

NOTE: Mileages are projected based upon a vehicle rotation program, past experience, and expected availability. It is known that mileages will vary somewhat, but those presented are valid for planning purposes.

Vehicle expansions and replacements are slated for the year in which their first mileage in the above table appears.

With the arrival of new buses in FY 1994 the system will place four of the older vehicles into a back-up/reserve category. The exact vehicle numbers and mileages are estimated.

DART FLEET REPLACEMENT/REHABILITATION SCHEDULE

REGION 5 MILEAGE		SEATS/ VEHIC		CURRENT						
FLTID	YEAR/ MODEL	WHCH	EQUIP	YEAR PROGRAM	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998
1	1984 Ford Eldorado	20/	MR					DISPOSAL		
2	1984 Ford Eldorado	20/	MR						REPLACE	
3	1984 Ford Eldorado	20/	MR						DISPOSAL	
4	1983 Ford Eldorado	20/	MR						REPLACE	
6	1983 Ford Eldorado	20/	MR			DISPOSAL				
7	1983 Ford Eldorado	20/	MR			DISPOSAL				
8	1986 Ford Eldorado	20/	MR						REPLACE	
9	1986 Ford Eldorado	20/	MR						REPLACE	
10	1984 Ford 350 Van	10/2	L/MR			REHAB 1			REPLACE	
11	1986 Ford LTD Staff Car	5/0	MR							
12	1981 Ford Collins	5/4	L/MR			REPLACE				
14	1986 Ford Eldorado	25/	MR							
15	1980 Chevrolet Wayne	4/4	L/MR		REPLACE					
16	1984 Ford Eldorado	20/	MR	REHAB 1				REPLACE		
17	1984 Ford Eldorado	13/2	L/MR							REPLACE
18	1987 Ford Goshen	31/	MR			REHAB 1				REPLACE
19	1987 Ford Goshen	27/1	L/MR			REHAB 1				REPLACE
20	Minivan	3/2	L/MR				REPLACE			
21	New Bus in FY 1992	5/5	L/MR	PURCHASE						REHAB 1
22	New Bus in FY 1992	20+/2	L/MR	PURCHASE						REHAB 1
23	New Bus in FY 1992	20+/2	L/MR	PURCHASE						REHAB 1
24	New Bus in FY 1993	20+/2	L/MR	PURCHASE						REHAB 1
25	New Bus in FY 1993	20+/2	L/MR	PURCHASE						REHAB 1

REPLACEMENT VEHICLES

REPLACE 2	18+/2	L MR								
REPLACE 4	18+/2	L MR								
REPLACE 8	14/2	L MR								
REPLACE 9	14/2	L MR								
REPLACE 10	4/4	L MR								
REPLACE 12	4/4	L MR								
REPLACE 15	4/4	L MR					REHAB 1		REHAB 1	
REPLACE 16	19/2	L MR								
REPLACE 17	19/2	L MR								
REPLACE 18	18+/2	L MR								
REPLACE 19	18+/2	L MR								
REPLACE 20	2/2	R MR								

LEGEND

B-BUS
 C-BUS BODY ON VAN CHASIS
 V-VAN
 L-LIFT
 MR-MOBILE RADIO/TELEPHONE

SECTION IV

DEVELOPMENTAL

STRATEGY

AND

FIVE YEAR

PROGRAM

IV. DEVELOPMENTAL STRATEGY AND FIVE-YEAR PROGRAM

Section IV of the TDP presents future developmental programs for the DART system. Year One (FY 1993) is discussed in detail whereas Year Two (FY 1994) is generalized. Years Three through Five are sketched to provide the reviewer an overview of the probable direction of the program. Narratives for Years One and Two are accompanied by Biennial Element Program Summary forms which provide quick overviews of strategies. The three year sketch plan narrative is appropriately brief and is also presented in TDP Form 5. Capital items are outlined in TDP Form 6.

A. First Year Program

DART will build upon its past success (84% ridership increase between 1987 and 1991) to develop another year of unprecedented growth in ridership and miles. To accomplish this goal the system will:

- Maintain a management staff to continue the recent success of the program. In particular, monitor closely the activities of the current management team to enable task shifts to benefit the program. Also, the management team must continue the policy of direct client marketing as this activity has been the primary reason for the substantial improvement.
- Provide minor adjustments to the fixed route program to accommodate a continually changing cliental. In particular, coordination with the local schools is important as attendance centers change and innovative route scheduling is required to accommodate student riders.
- Provide continued opportunities for coordination of services. In particular, DART is urged to continue its contractual arrangement with MIDAS to provide service to Webster Health Care and the Jefferson Shuttle. Potential coordination exists with Youth Shelter Care as this agency recently purchased its own vehicle while receiving public funding (See discussion on Page II-17). Northwood Living/Webster Health Care is constructing an additional group home, which will necessitate additional transportation demands (vehicle currently being procured - FD21).
- Review adding evening hours to the fixed route program, but at this time evening hour service would appear to not be advisable because of a limited number of requests. Rather, contract service can be provided for those agencies requesting such service.

- Consideration for expanding fixed route peak hour service to 5:30 P.M. should be given. This extension would allow fixed route clients who work until 5:00 P.M. to have better service as a home bound commuter through one-half hour headways on all routes. The additional cost would be approximately \$2,500, which must be considered against the potential ridership (determined through public surveys and meetings). The prospective clients generally do not ride the fixed route program in the morning as they can not conveniently return home in the evening.
- Monitor the current budget shortfall to determine cost savings that will bring it into balance. Review portions of the service level that may appear to be not profitable and conduct required public hearings to receive citizen input. No portion of the current service should be ignored for review.
- Continue Saturday service as provided on two fixed routes (1 and 6). DART uses modifications of the two routes to provide service between its two major traffic generating points, the Crossroads Shopping Center and the Friendship Haven/Hospital complex. Expansion is not suggested.
- Para transit service has become a very important component of the DART Program and will continue to do so as the system begins to implement the ADA requirements. Specifically included will be:
 - a. Encourage the use of paratransit service offered through the use of three vans.
 - b. Review billing methods used in paratransit service to assure that individuals or agencies that abuse driver and vehicle time pay their corresponding share.
 - c. All fixed route buses will be lift equipped within a one year period. A STA Special Project proposal will provide TDD and vehicle public address equipment, and mobility impaired marketing in compliance with the new rules.
- During the current fiscal year DART will be implementing a special funding project to construct a new maintenance and office complex and to provide shop equipment. This activity will yield reduced costs through improved maintenance and the use of in-house labor.
- Another major component in the substantial increase in DART statistics has been its willingness to contract with human service and not for profit organizations for specialized services. These, often after peak hour trips, provide a substantial part of the total DART program. Also, this service is generally a money maker for transit systems.

- Continue to provide a forum of discussion with the Fort Dodge School System as to future avenues for coordination.
- Sunday church service may be considered as a future service level, but only if sufficient revenues are available. The system is encouraged to discuss with the Fort Dodge Ministerial Association the potential for that organization to underwrite free church service.
- Iowa Central Industries may request that DART provide an additional contract service during evening and weekend hours to provide transportation for handicapped clients working in private sector jobs. This service would be recommended to operate as a special contract rather than an extension of the fixed route program.

1. Planning

The Transit Development Plan will be completed as in past years. No special planning studies are proposed.

2. Special Project Funding Using State Transit Assistance Funds

DART proposes the following special project for STA Special Project Funding:

DART proposes to implement a "We Want You" marketing strategy targeted toward handicapped riders which would compliment the DART program to comply with ADA requirements. Specifically, the program would utilize marketing techniques (video TV ads, brochures, etc.) describing the attributes of journey to work trips on public transit and specific access opportunities for the handicapped. DART experimented with the local cable television operator and created a very successful video to entice youth to ride the bus. This experiment will be modeled to market handicapped riders. As a second part of the marketing program DART proposes to utilize funds to print brochures to be distributed at area medical centers to advertise the paratransit service. In addition, DART proposes to purchase six public address systems for use in its fixed route buses and a TDD machine. Projected costs are:

TDD	\$500.00
Brochure Printing (500)	\$ 700.00
Brochure Development	\$1,000.00
Braile Computer File for Data	\$500.00
PA Systems for Buses (6)	\$900.00
Video/Audio Development	\$1,400.00
Driver Uniform Shirts	\$1,500.00
TOTAL PROJECT	\$6,500.00

3. Capital Needs

DART proposes the following capital equipment projects for FY 1993:

- Replace vehicle #15, a medium capacity (17 original) cut-a-way van chassis modified to accommodate 4 wheelchair and 4 ambulatory passengers. This vehicle has reached 237,000 miles and is no longer suited for rehabilitation. The vehicle has not been previously rehabilitated with IDOT funds, but has received considerable band-aid activities by the DART Mechanic. The replacement vehicle is projected to be a similarly sized vehicle to accommodate 4 wheelchair and 4 ambulatory passengers. The vehicle will be used in special contract service with Webster Health Care and dial-a-ride paratransit service. DART has three front-line paratransit vehicles, of which all are fairly old. DART desires a new paratransit vehicle to provide long-term continuity to the program. Also, the tremendous increase in paratransit service has necessitated the consideration of the large wheelchair capacity replacement.

4. Additional Capital Needs

DART proposes the following non vehicle capital acquisitions:

- Purchase of minor equipment to supply the new maintenance facility. A majority of the purchases are considered small and are therefore not subject to a Section 18 application. Also, by purchasing the equipment DART will be able to do more in-house service; thereby saving money where heavy jobs are now jobbed to the private sector.
- DART has received within its Section 3 application funds to purchase a new computer and a prepared maintenance software. This purchase would greatly facilitate vehicle maintenance schedules, efficiency standards, etc. Also, the purchase could well pay for itself in reduced maintenance costs produced by a more systematic maintenance program.
- DART will also request funding to purchase an additional three passenger shelters (approximately \$13,500). The concept of adding several passenger shelters per year at convenient locations has met with great success.

B. Second Year Program

Fiscal Year 1994 may well be a year of service refinement rather than great expansion as projected for the current year and FY 1993. The reason for this statement is that most potential contracts that could greatly increase ridership will have been coordinated by

FY1993. Therefore, increases in ridership will come through refinements and better service will be provided on Sunday mornings for church services, primarily through a modified fixed route program.

By FY 1994 the new Office/Maintenance Complex should be completed and DART will begin to experience the expected financial, visibility, and image rewards. The large local match required for the Office/Maintenance Complex and the new large capacity buses depleted the system's capital reserve fund, which was prepared over a number of years with old revenue sharing funds. With the approval of the City Council DART will request voter approval for a dedicated transit levy to provide alternative funding to provide the capital match necessary to acquire larger buses to comply with the ADA handicapped accessibility requirements. Also, larger buses will be needed as the older 20 passenger buses will no longer be large enough to accommodate the projected fixed route peak hour ridership.

During FY 1994 equipment needs will include rehabilitation of three vehicles, FD10, FD18, and FD19. Vehicle FD12 will be replaced as it has become unfeasible to further rehabilitate. Also, additional passenger shelters will be constructed.

C. Three Year Sketch Plan

Fiscal Years 1995, 1996 and 1997 are expected to show continued ridership increases, but at a rate substantially less than for the prior four years. The importance of contract and special trips will remain important to the overall viability of the program as their ridership may exceed that of the fixed routes. Para transit service will continue to increase, but its cost will become a continuing issue with policy makers as fares are equalized between the para transit and fixed route services in compliance with the ADA regulations. DART will continue to acquire the large wheelchair accessible buses to comply with ADA. During the planning period DART will rehabilitate one vehicle and replace four vehicles. During this time period DART must seriously review each of the old fixed route vehicles and appropriately dispose of those no longer suited for its needs.

D. Transit in Fort Dodge Five Years From Now

Five years from now maintenance of the established program is expected to be the primary course of action. By the end of fiscal year 1997, DART will be providing ever more important services to its riders and should have reached near optimal levels of coordination within the community. As neighboring small towns continue to lose residents and services, the need for public transportation to Fort Dodge and other communities will increase, and the areas growing elderly population will also add to the demands made on public transit; therefore, continued coordination with the MIDAS program is urged. If costs of operating

private automobiles should rise markedly during this period there may well be considerable demand for journey-to-work public transit services, particularly between the region's small and large communities. It will become necessary for the small urban system in Fort Dodge to coordinate with the small rural systems located throughout the region. This coordination will not have any adverse effects on any player but will allow all participants the opportunity to offer additional services to their riders. By making Fort Dodge the hub of this network of buses, an individual will be able to travel throughout the region by transferring to the necessary vehicle in Fort Dodge. This development may be more than five years off, but the possibility exists.

There will thus be a continued need for careful monitoring of the public's needs and preferences for transportation services as changes occur in the region.

GDP FORM 4

DART Year 1

Category	TOTAL	

A.		
Operating Expenses		
Veh Ops	\$313,489	
Veh Main	\$64,450	
NonVeh Main	\$4,000	
Gen Admin	\$25,000	
TOTAL EXPENSES		\$406,939
Operating Revenues		
Fares	60,000	
Contracts	74,689	
Local Cash	55,000	
State STA Grants	134,000	
STA Sp. Prj.	3,250	
Fed Sec18 Grants	32,000	
Elderbridge	18,000	
Other	30,000	
TOTAL FUNDING		406,939

B.		
Capital Expenditures		
Vehicle	41,000	
Other	13,500	
TOTAL EXPENSES		54,500
Capital Revenues		
Local	6,800	
State	4,100	
Federal	43,600	
Other	0	
TOTAL FUNDING		54,500

C.		
Planning Expenses		
TDP	0	
Spec Proj	0	
Other	0	
TOTAL EXPENSES		0
Planning Revenues		
Local	0	
State	0	
Federal	0	
Other	0	
TOTAL FUNDING		0
TOTAL EXPENSES (A+B+C)		\$461,439
		=====
TOTAL FUNDING (A+B+C)		\$461,439
		=====

NOTE: The \$500,000 estimated construction cost of the new Office/Maintenance Building may be carried into this Fiscal Year.

BIENNIAL ELEMENT PROGRAM SUMMARY

Transit System: DART of Fort Dodge Program Year: 1st X 2nd ___ Fiscal Year: FY 1993

Ref. No.	Priority	Type of Work O-Operating C-Capital P-Planning	Ridership	Mileage	Activity Description	Goal/Objective	Proj. Justification TDP Page Numbers	Costs
1	1	O	300,000	360,000	General Operations/Maintenance/Admin.	1, 2, 3, 4, 5	All of Document	\$400,439
2	2	O			Specialized Marketing for Paratransit	1, 2, 3, 4, 5	III-10/IV-3	6,500
3	3	C			Purchase Replacement Vehicle for #15	5	III-6/IV-4	41,000
4	4	C			Purchase Three Passenger Shelters	5	III-10/IV-4	13,500
							Total Budget	\$461,439

Ref. No.	State Transit Assistance		U. S. DOT				Local/User			Total	
	Formula	Special Proj.	Sect. 3	Sec. 8	Sec. 16(b)2	Sec. 18	Farebox	Contracts	Local Tax		Other
1	134,000					32,000	56,750	74,689	55,000	48,000	400,439
2		3,250					3,250				6,500
3		4,100				32,800	4,100				41,000
4						10,800	2,700				13,500
	134,000	7,350				75,600	66,800	74,689	55,000	48,000	461,439
										Totals	461,439

TDP FORM 4

DART Year 2

Category	TOTAL	

A.		
Operating Expenses		
Veh Ops	\$329,163	
Veh Main	\$67,520	
NonVeh Main	\$4,080	
Gen Admin	\$25,000	
TOTAL EXPENSES		\$425,764
Operating Revenues		
Fares	\$70,000	
Contracts	\$80,000	
Local Cash	\$43,900	
State STA Grants	\$135,000	
STA Sp. Prj.	\$1,100	
Fed Sec18 Grants	\$35,000	
Elderbridge	\$20,000	
Other	\$40,764	
TOTAL FUNDING		\$425,764

B.		
Capital Expenditures		
Vehicle	\$82,600	
Other	\$13,500	
TOTAL EXPENSES		96,100
Capital Revenues		
Local	\$19,220	
State	\$0	
Federal	\$76,880	
Other	\$0	
TOTAL FUNDING		96,100

C.		
Planning Expenses		
TDP	\$0	
Spec Proj	\$0	
Other	\$0	
TOTAL EXPENSES		0
Planning Revenues		
Local	\$0	
State	\$0	
Federal	\$0	
Other	\$0	
TOTAL FUNDING		0
TOTAL EXPENSES (A+B+C)		\$521,864
	=====	
TOTAL FUNDING (A+B+C)		\$521,864
	=====	

ELEMENT PROGRAM SUMMARY

Transit System: DART of Fort Dodge Program Year: 1st__ 2nd X Fiscal Year: FY 1994

Ref. No.	Priority	Type of Work O-Operating C-Capital P-Planning	Ridership	Mileage	Activity Description	Goal/Objective	Proj. Justification TDP Page Numbers	Costs
1	1	O	320,000	380,000	General Operations/Maintenance/Admin.	1, 2, 3, 4, 5	All of Document	\$423,564
2	2	O			Special Study	1, 2, 3, 4, 5		2,200
3	3	C			Rehab Vehicles 10, 18, and 19	5	III-12/IV-5	41,600
4	4	C			Replace Vehicle 12	1, 2	III-12/IV-5	41,000
5	5	C			Purchase three Passenger Shelters		III-10/IV-5	13,500
Total Budget								\$521,864

Ref. No.	State Transit Assistance		U. S. DOT				Local/User		Tax Support	Other	Total
	Formula	Special Proj.	Sect. 3	Sec. 8	Sec. 16(b)2	Sec. 18	Farebox	Contracts			
1	126,000					35,000	68,900	80,000	43,900	60,764	423,564
2		1,100					1,100				2,200
3						33,280			8,320		41,600
4						32,800			8,200		41,000
5						10,800			2,700		13,500
	126,000	12,343				111,880	70,000	80,000	63,120	60,764	
Totals										521,864	

**Three Year Sketch Plan for
Fiscal Years 1995-1997**

**Transit System: DART of Fort Dodge
Date Prepared: October 18, 1991**

Priority	Type	Proposed Program Description	Goals	Objectives	Project Implementation Year		
					FY 1995	FY 1996	FY 1997
1	0	Continue to provide quality administration of program	1	A11	X	X	X
2	0	Continue a process of citizen input	2	A11	X	X	X
3	0	Provide special marketing programs	3	A11	X	X	X
4	0	Improve communications with consumers	4	A11	X	X	X
5	C	Maintain a fleet sufficient to meet needs	5	A11	X	X	X
6	0	Maintain the fixed route program as DART's base service level	1-5	A11	X	X	X
7	0	Provide handicapped service in accordance with ADA requirements	1-5	A11	X	X	X
8	0	Provide contract service when requested	1-5	A11	X	X	X

Category	Program Budgets		
	FY 1995	FY 1996	FY 1997
Operations	\$450,000	\$475,000	\$500,000
Capital	\$ 43,500	\$ 58,000	\$290,000
Planning	\$	\$	\$
TOTALS	\$493,500	\$533,000	\$790,000

Comments

Planning to be included within MIDAS application to IDOT.

CAPITAL IMPROVEMENT PROGRAM

Transit System: City of Fort Dodge (DART)

Veh. Type	Seats/WHCH	Vehicle Equipment	Type Purchase	Needs Referer	Current Year/92	FY93	FY94	FY95	FY96	F
3B	20 / 0	MR	REHAB	FD16	10,000					
3D	5 / 5	L MR	EXPANSION	FD21	40,500					
4B	20+ / 2	L MR	EXPANSION	FD22	61,875					
4B	20+ / 2	L MR	EXPANSION	FD23	61,875					
4B	20+ / 2	L MR	EXPANSION	FD24	61,875					
4B	20+ / 2	L MR	EXPANSION	FD25	61,875					
3B	4 / 4	L MR	REPLACE	FD15		41,000				
2	10 / 2	L MR	REHAB	FD10			9,200			
3B	4 / 4	L MR	REPLACE	FD12			41,000			
3D	25 / 1	L MR	REHAB	FD18			16,200			
3D	25 / 1	L MR	REHAB	FD19			16,200			
1	2 / 2	R MR	REPLACE	FD20				30,000		
3D	19 / 2	L MR	REPLACE	FD16					45,000	
3B	4 / 4	L MR	REHAB	FD15R					13,000	
4B	18+ / 2	L MR	REPLACE	FD2R						7
4B	18+ / 2	L MR	REPLACE	FD4R						7
3C	14 / 2	L MR	REPLACE	FD8						4
3C	14 / 2	L MR	REPLACE	FD9						4
3C	4 / 4	L MR	REPLACE	FD10						4
3B	4 / 4	L MR	REHAB	FD12R						1
TOTAL					\$298,000	\$41,000	\$82,600	\$30,000	\$58,000	\$29

Purchase Types: REPLACEMENT = Replacement Vehicle
 REHAB = Vehicle to be Rehabilitated
 EXP = Expansion Vehicle

Needs Reference: Fleet ID# of vehicle to be replaced or rehabilitated, or name of new service

B. Vehicle Related Equipment

Description	Needs Reference	Acquisition Year/Programmed Costs					F
		Current Year/92	FY93	FY94	FY95	FY96	
Radios		1,400					
TOTALS		1,400	0	0	0	0	

CAPITAL IMPROVEMENT PROGRAM

C. Non-Vehicle Equipment, Real Property, and Other

Description	Type Purchase	Acquisition Year/Programmed Cost				
		FY93	FY94	FY95	FY96	FY97
IN FY 1992 BUILDING COMPUTER SHOP EQUIPMENT						
Passenger Shelters (3)		\$13,500	13,500	13,500		
TOTALS		\$13,500	\$13,500	\$13,500	\$0	\$0

D. Annual Budget Summaries

Capital Expenses	FY93	FY94	FY95	FY96	FY97
1. Vehicles, Related Equipment	\$41,000	\$82,600	\$30,000	\$58,000	\$290,000
2. Non-Vehicle Equip.	\$0	\$0	\$0	\$0	\$0
3. Non-Vehicle Equipment, Real Property, and Other	\$13,500	\$13,500	\$13,500	\$0	\$0
TOTALS	\$54,500	\$96,100	\$43,500	\$58,000	\$290,000

APPENDIX "A"

BUDGETS

DART FY 92

FISCAL YEAR 1993

DART BUDGET

Category	TOTAL

Operating Expenses	
Veh Ops	\$313,489
Veh Main	64,450
NonVeh Main	4,000
Gen Admin	25,000
TOTAL EXPENSES	\$406,939
Operating Revenues	
Fares	60,000
Contracts	74,689
Local	55,000
State STA	134,000
STA Sp. Prj.	3,250
Fed Sec18	32,000
Elderbridge/MIDAS	18,000
Jefferson Profits/Advertising	30,000
TOTAL FUNDING	406,939

Capital Expenditures	
Vehicle	41,000
Other	13,500
TOTAL EXPENSES	54,500
Capital Revenues	
Local Grants	6,800
State Grants	4,100
Federal Grants	43,600
Other	0
TOTAL FUNDING	54,500

Planning Expenses	
TDP	0
Spec Proj	0
Other	0
TOTAL	0
Planning Revenues	
Local	0
State	0
Federal	0
Other	0
TOTAL	0

Miles	360,000

Rides	300,000

Performance Targets	
Passengers	300,000
Wheel chr. ops	14,400
Revenue Miles	360,000
Revenue hours	26,000
Pass/Rev.mile	0.83
Pass/Rev.Hour	11.54
Ave#Daily Rides	821.92
Financial	
Operating Exp.	406,939
Operating Rev	406,939
Capital Exp.	54,500
Cost/Rev.Mile	1.13
Rev/Rev.Mile	1.13
Cost/Pass.Trip	1.36
Rev/Pass.Trip	1.36
Cost/Rev.Hour	15.65
Rev/Rev.Hour	15.65
Ave.Passfare/Trip	1.36

NOTE: This budget does not include approximately \$65,000 of Jefferson Lines/Greyhound ticket sales pass throughs.

DART Operating Budget Estimates

	FY 1991 Actuals	FY 1992 Estimate (1)	FY 1993 Estimate
Revenues			
Fares		140,000 (6)	65,000
Contracts			80,000
STA Assistance		118,000	134,000
Federal Assistance		30,000	32,000
MIDAS		8,000	12,000
Elderbridge		6,000	6,000
Jefferson Shuttle Profit (3)		30,000	30,000 (5)
Advertising		8,000	10,000
City (In-kind and Cash)		75,000	61,000
Other			
TOTAL REVENUES	\$425,000	\$415,000	\$430,000
Expenses			
See Note (2)			(4)
TOTAL EXPENSES	\$425,000	\$415,000	\$430,000

NOTES:

Note (1): 6 months of actual and 6 months of projections

Note (2): Expenses do not include return of tickets to Joplin Bus Clearance Center

Note (3): Jefferson revenue includes only estimated income less returned funds to Joplin Bus Clearance Center

Note (4): FY 92 times 4% inflation minus some cost savings/reorganization

Note (5): Jefferson Statistics: Tickets Sold (\$100,000) and Funds Forwarded to Clearing Center (\$70,000)

Note (6): Contracts and Fares are included within same category.

APPENDIX "B"

EQUIPMENT INVENTORY

DART FY 92

SECTION 18 AND 19 OF THE PROGRAM CEILING
 FOR TRANSIT VEHICLES AND EQUIPMENT
 PLUS REQUIRED MILEAGE THRESHOLDS

ACCESSIBLE VEHICLES	TYPICAL CAPACITIES (seats/wc)	CEILING FOR FEDERAL PARTICIPATION	MILEAGE REQ'D BEFORE REPLMT	MILEAGE REQ'D BEFORE 1ST REHAB	REHABILITATION CEILING	MILEAGE REQUIRED AFTER 1ST REHAB BEFORE REPLACEMENT
1. Minivan (NV)	5/1, 2/2	^{80%} 75% of \$30,000	150,000	100,000	75% of \$8,000	180,000/60,000 addl
2. Conversion Van (CV)	8/1, 6/2, 4/3	75% of \$30,000	150,000	100,000	75% of \$8,000	180,000/60,000 addl
3. Light Duty Bus (LDB)						
A. 17 Passenger Body Size	9/1, 7/2	75% of \$36,000	150,000	100,000	75% of \$12,000	180,000/60,000 addl
B. 21 Passenger Body Size	10/2, 7/3	75% of \$39,000	150,000	100,000	75% of \$13,000	180,000/60,000 addl
C. 25 Passenger Body Size	14/2, 8/3	75% of \$41,000	150,000	100,000	75% of \$14,000	180,000/60,000 addl
D. 29 Passenger Body Size	19/2, 15/3	75% of \$43,000	150,000	100,000	75% of \$15,000	180,000/60,000 addl
4. Medium Duty Bus (MDB)						
A. 26 Passenger Body Size	14/2	75% of \$70,000	250,000	175,000	75% of \$24,000	300,000/100,000 addl
B. 31 Passenger Body Size	18/2	75% of \$74,000	250,000	175,000	75% of \$25,000	300,000/100,000 addl
5. Heavy Duty Bus (HDB)						
A. 27 ft.		75% of \$145,000	500,000			
B. 30 ft.		75% of \$185,000	500,000			
C. 35 ft.		75% of \$195,000	500,000			
D. 40 ft.		75% of \$205,000	500,000			

Passenger capacities shown exclude driver and allow for random loading and unloading of mobility aids.

Add \$2,000 for deisel engine on LDB purchases. MDB's include deisel engine and air conditioning.

Second rehabs of LDB's continue to be available after vehicle has accumulated 60,000 miles from first rehab.

Systems waiting until replacement threshold to do first rehab of LDB's may receive 150% of normal rehab amount and must then accumulate 60,000 miles before disposition.

Demand-responsive systems may be able to purchase non accessible version of vehicles if criteria in ADA rules are met.

FY1993 IOWA
SECTION 18 AND 16(b)(2) PROGRAM CEILINGS
FOR TRANSIT VEHICLES AND EQUIPMENT
PLUS REQUIRED MILEAGE THRESHOLDS

OTHER ITEMS

A. Lift Retrofit for ADA	75% of \$1,200
B. New ADA Lift	75% of \$3,500
C. New ADA Securement Device	75% of \$300
D. Telephone Device for the Deaf (TDD)	75% of \$500
E. 25-40 Watt Mobile Radio/Phone	75% of \$700
F. 100 Watt Mobile Radio	75% of \$1,800
G. Radio Base Station (mobile w/AC pwr)	75% of \$2,000
H. Radio Base Station w/Repeater	75% of \$6,000
I. Radio Base Antenna	**
J. Destination Signs	**
K. Farebox	**
L. Computer Hardware/Software(spec.items)	**

FD1	LD8798	1984 FORD ELDORADO	C	20	0	N	D	V	1FDKE30L9EHB39649	D	IA-03-0049	A	N	06/14/84	27,250.00	D	21,800	80	94	2690	G	1	1	16,945
FD2	LD8797	1984 FORD ELDORADO	C	20	0	N	D	V	1FDKE30L7EHB55591	D	IA-03-0049	A	N	06/14/84	27,250.00	D	21,800	80	94	2690	G	1	1	19,794
FD3	LD8796	1984 FORD ELDORADO	C	20	0	N	D	V	1FDKE30L7EHB55568	D	IA-03-0049	A	N	05/14/84	27,250.00	D	21,800	80	94	2690	G	1	1	16,643
FD4	LD8795	1983 FORD ELDORADO	C	20	0	N	D	V	1FDKE00L9DHP91257	B	RPT-0500(104)-93-00-C1	A	N	05/03/83	26,146.00	D	20,917	80	94	2690	G	1	1	78,433
FD5	LD8793	1983 FORD ELDORADO	C	20	0	N	D	V	1FDKE30L0DHP91355	B	RPT-0500(104)-93-00-C1	A	N	05/03/83	26,146.00	D	20,917	80	94	2690	G	1	1	65,457
FD7	LD8800	1983 FORD ELDORADO	C	20	0	N	D	V	1FDKE30L0DHP91361	B	RPT-0500(104)-93-00-C1	A	N	05/03/83	26,146.00	D	20,917	80	94	2690	G	1	1	58,337
FD8	LD8791	1986 FORD ELDORADO	C	20	0	N	D	V	1FDKE30L0GHC31199	B	RPT-18-0000-050-86	A	N	09/05/86	29,146.18	D	21,860	75	94	2690	G	1	1	57,011
FD9	LD8792	1986 FORD ELDORADO	C	20	0	N	D	V	1FDKE30L9EHC31198	B	RPT-18-0000-050-86	A	N	09/05/86	29,146.18	D	21,860	75	94	2690	G	1	1	57,011
FD10	LD8799	1985 FORD	V	11	0	L	D	V	1FTHS3566FHA35886	D	IA-03-0049	A	N	11/30/84	20,285.00	D	16,228	80	94	2690	V	5	1	3,455
FD12	LD8887	1981 FORD COLLINS	C	11	0	L	D	V	1FTHS3469BHA94104	A														
FD14	LD8771	1986 FORD ELDORADO	C	20	0	N	D	V	1FDKE30L6GHP940463	B	RPT-0500(104)-93-00-C1	A	N	05/20/89	33,050.00	REG 14	27,900	80	94	2690	G	1	1	16,643
FD15	LD8960	1980 CHEV WYNE	C	12	0	L	D	V	C6X330019533	B	RPT-5330(105)-93-70-C1	A	N	03/11/84	32,582.00	MUSC	26,001.00	80	94	2690	G	1	5	39,245
FD16	LD8944	1984 FORD ELDORADO	C	20	0	N	A	V	1FDKE30L2EHB15031	B	RPT-5330(105)-93-70-C1	A	N	03/11/84	30,127.00	MUSC	24,101.00	80	94	2690	G	1	5	41,251
FD17	LD8945	1984 FORD ELDORADO	C	13	0	N	A	V	1FDKE30L6EHB15022	B	RPT-5330(105)-93-70-C1	A	N	03/11/84	30,127.00	MUSC	24,101.00	80	94	2690	G	1	5	41,251
FD18		1987 FORD GOSHEN	C	22		L	A	V	1FDKE3019H085789	B	IA-16-0000			08/25/90	21,664.50	FT WYNE	17,331.60	80	94	2690				
FD19		1987 FORD GOSHEN	C	22		L	A	V	1FDKE301XH085784	B	IA-16-0000			08/25/90	21,664.50	FT WYNE	17,331.60	80	94	2690				
FD20		1985 DODGE FAIR ACRES	MV	7		R/2	D	V	204FW1168FA31032	B	IA-16-0000			01/10/91	7,000	D	5,250.00	75	94	2690				
FD5		BIG SHELTER								B	RPT-0500(104)-93-00-C1	A	N	09/17/86	3,429.00	D	2,572	75	94	2690				
L18		WHEELCHAIR LIFT	BRUNN						286022	B	IA-03-0049	A	N	11/30/84		INCL IN VEH		80		VEH FD18		5	1	
L15		WHEELCHAIR LIFT	COLLINS						21032							REG 14				VEH FD15				
L17		WHEELCHAIR LIFT	COLLINS																	VEH FD17				
L16		WHEELCHAIR LIFT	BRUNN						1203UPBHC00022	B	IA-16-0000			08/25/90	INCL IN VEH FT WYNE					VEH FD16				
L19		WHEELCHAIR LIFT	BRUNN						1203UPBHC00006	B	IA-16-0000			08/25/90	INCL IN VEH FT WYNE					VEH FD19				
FDC1		PC	ZENITH						84CF001148	B	RPT-18-0000-269-88	A		12/18/88	3,036.40	D	2,277	75		DART OFF				
FDC2		PRINTER	OKIDATA						08400027966	B	RPT-18-0000-269-88	A		11/29/88	636.00	D	401	75		DART OFF				
FDC3		LASER JET PRINTER	HEWLETT						728388	B	RPT-18-0000-269-88	A		06/22/89	2,100.00	D	1,575	75		DART OFF				
FD01		PHOTOCOPIER	RICOH						FT2260	B	RPT-18-0000-269-90	A			1,895.00	D	1,421	75		DART OFF				
FDR1		BASE STATION	JOHNSON						211E0864	K				03/07/83	434.00	D				94	2690	G	1	2
FDR2		MOBILE RADIO	MOTOROLA						426FJJ3149	K				05/26/84	428.00	D				VEH FD1	G	1	2	
FDR3		MOBILE RADIO	MOTOROLA						426FJJ3150	K				05/26/84	428.00	D				VEH FD2	G	1	2	
FDR4		MOBILE RADIO	MOTOROLA						426FJJ3151	K				05/26/84	428.00	D				VEH FD3	G	1	2	
FDR5		MOBILE RADIO	UNIDEN						23001855	K				03/07/83	434.00	D				VEH FD4	G	1	2	
FDR6		MOBILE RADIO	UNIDEN						23001857	K				03/07/83	434.00	D				VEH FD5	G	1	2	
FDR7		MOBILE RADIO	UNIDEN						23001858	K				03/07/83	434.00	D				VEH FD6	G	1	2	
FDR8		MOBILE RADIO	UNIDEN						23001859	K				03/07/83	434.00	D				VEH FD7	G	1	2	
FDR11		MOBILE RADIO	GE RACON						9788866	E	RPT-0007-269-99	A	N	09/10/88	646.38	D	485	75		FT DODGE	G	1	2	
FDR12		MOBILE RADIO	GE RACON						9639129	B	RPT-0007-269-89	A	N	10/03/88	485.60	D	365	75		VEH FD12	G	1	2	
FDR13		MOBILE RADIO	MOTOROLA						426FPW2993	E	RPT-18-0000-269-90			11/08/89	382.00	D	297	75						
FDR14		MOBILE RADIO	MOTOROLA						426FPW2994	B	RPT-18-0000-269-90			11/08/89	382.00	D	297	75						
FDR15		MOBILE RADIO	MOTOROLA						426FPW2995	K	NA			11/08/89	382.00	D								
FDR16		MOBILE RADIO	MOTOROLA						426FPW2996	K	NA			11/08/89	382.00	D								
FDS1		AIR COMPRESSOR	IND AIR						13637	B	RPT-18-0000-269-90			11/08/89	1,179.00	D	884	75		DART MAINT				
FDS2		VEHICLE LIFT	LINCOLN						H692213242	B	RPT-18-0000-269-90			11/08/89	1,745.00	D	1,309	75		DART MAINT				
FDT1		VCR	MITSUBISHI						3047513144	E	RPT-16-0000-269-85			10/26/88	295.99	D	225	75		DART OFF				
FDT2		VCR	ACA						643560242	B	RPT-18-0000-269-88			10/28/88	325.13	D	244	75		DART OFF				
FD5	LD8794	1983 FORD ELDORADO	C	21	0	N	D	V	1FDKE30L7DHP91356	B	RPT-0500(104)-93-00-C1	X	N	05/03/83	26,146.00	D	20,917	80	94	2690	G	1	1	76,261

APPENDIX "C"

PUBLIC HEARING

PRIVATIZATION

DART FY 92



CITY of FORT DODGE

819 1st Avenue South

Fort Dodge, Iowa 50501

I, Dennis W. Milefchik, City Clerk of the City of Fort Dodge, Iowa, certify the attached to be a true and correct copy, to the best of my knowledge, the minutes of the Fort Dodge City Council at its regular meeting held September 23, 1991.

Signed this 14th day of October, 1991.


Dennis W. Milefchik, City Clerk

Affidavit of Publication

STATE OF IOWA, Webster County, ss.

**LEGAL PUBLICATION
NOTIFICATION OF PUBLIC HEARING**
 Dodge Area Rapid Transit (DART), Fort Dodge, will conduct a public hearing, on September 23, 1991 at 7 P.M. in the Council Chambers at City Hall, Fort Dodge, Iowa. The purpose of this meeting is to solicit proposals from the private sector for the operation of all or part of the transportation services as provided by the DART Transit System for the fiscal year beginning July 1, 1992. Services to include the fixed route system, paratransit services, and the shuttle services to Interstate 35. Interested individuals or companies are encouraged to contact James Gill at (515) 573-8145. Written inquiries can be directed to DART, 2105 1st Avenue North, Fort Dodge, Iowa 50501. Interested parties are also encouraged to attend the transit advisory committee. DART has established a transit advisory committee for publicly funded public transit, whose membership is open to any private provider.
 City of Fort Dodge
 J.W. MILEFCHIK, City Clerk

I, Judy Konecne being duly sworn, do depose and say that I am Cashier of The Messenger, a Daily Newspaper of general circulation published at Fort Dodge, Iowa, in said County of Webster, that the notice hereto attached was published in said paper on the same day each week for one consecutive weeks, the first of said publications occurring on the 26th day of August, 1991, the second on the _____ day of _____, 19____, the third on the _____ day of _____, 19____, and the last of said publications occurring on the _____ day of _____, 19____, and that the charge for the same was

Nine and no/100 Dollars (\$ 9.00)

Sworn and subscribed to by Judy Konecne
Judy Konecne

before me this 26th day of August, A.D. 1991.

Dayle J. Miller
 Notary Public for Webster County, Iowa.

My Commission expires 6-17 1994.



COUNCIL MEETING September 23, 1991 Fort Dodge, IA

CALL TO ORDER

Mayor McCarville called meeting to order at 8:00 p.m. Present: Mayor McCarville, Council Members: Rodenborn, Tarbell, Snyder, Cormack, Burleson, Salvatore, Boekelman. Absent: None.

APPROVAL - AGENDA

Moved by Rodenborn to approve agenda for this meeting. Motion seconded by Tarbell. Aye: 7. Nay: 0. Motion carried.

APPROVAL - MINUTES
9/16/91

Moved by Salvatore to approve minutes of the council meeting held September 16, 1991. Motion seconded by Rodenborn. Aye: 7. Nay: 0. Motion carried.

#

Public Hearing:
Proposals/Private
Sector/Tspn System

Mayor McCarville announced that this was the time and place set for public hearing to solicit proposals from the private sector for the operation of all or part of the transportation system provided by the D.A.R.T. Transit System and asked for comments. There being no written or oral comments filed with the Council, Mayor declared hearing closed.

#

APPENDIX "D"

"ADA" ACCESSIBILITY PLAN

DART FY 92

DART PARATRANSIT AND FIXED ROUTE PLAN FOR THE TRANSPORTATION OF INDIVIDUALS WITH DISABILITIES

*DEVELOPED IN COMPLIANCE WITH THE
AMERICANS WITH DISABILITIES ACT*

As a publicly funded transportation program, DART is required to prepare and implement a plan for the transportation of persons with disabilities. The following narrative is a response to these requirements (CFR 49 Parts 27 and 37, specifically Part 37.115). To assist in preparation of the Plan, the City of Fort Dodge has requested plan preparation assistance from the MIDAS Council of Governments. In finalizing the Plan and in its later revisions and updates, DART will provide for public input from disadvantaged individuals or other members of the general public.

Description of the DART Program

DART operates six fixed routes which provide access for approximately 80% of the community within three blocks of a fixed route. Fixed route buses are instructed to stop at all intersections and other convenient stopping points along the route if passengers are available. (See attached map with 1/4 mile radius.) Paratransit service is provided to handicapped and contract clients on a city-wide service area. DART views paratransit service as a valuable and integral part of its total service and recognizes that the vast majority of handicapped persons do not desire, or are physically unable to access the fixed route program. Therefore, the complementary paratransit service has been in existence since the early beginnings of the DART program. It was noted during a recent public hearing that DART's Paratransit Service has increased from an approximate monthly average of 50 trips per month in 1987 to a July, 1991 ridership of approximately 650. The large growth is directly tied to improved service to wheelchair clients in area care centers and to some dial-a-ride paratransit clients. DART estimates that the handicapped general public ridership (handicapped living within the community and unable to use the fixed route program) is approximately 600 to 800 riders per month, of which the majority live in care centers and would not access the fixed route system on a consistent basis. During the same public hearing it was also indicated that a high degree of satisfaction exists for the current paratransit service provided by DART. Clients comment favorably on the acquisition of a low floor ramp equipped minivan. The acquisition of this vehicle has enabled DART to utilize larger lift equipped vehicles for the needs of client agencies

desiring to transport handicapped individuals in group settings. DART Management likes the minivan because of its ease of operation and reduced operations cost.

Other service level comments from the public hearing are: 1) the practice of combining several client groups on trips is perceived as beneficial to all clients; 2) rear lifts and forward facing seating for wheelchairs would be appreciated by clients; 3) the use of seat belts appears to not be a large issue if required of other passengers; and 4) the 24 hour advance reservation process is perceived as fair and adequate. The primary deterrent to providing paratransit service was outlined by the DART Manager, who stated that considerable time is being wasted by drivers as they wait an excessive period of time while clients are prepared for transport. The Manager's suggestion of charging driver down time to penalize the agency in such cases seemed to be an acceptable alternative to those attending the public meeting.

Hours of Operation

- Monday through Friday: 6:30 A.M. to 6:30 P.M.
- Saturday: 10:00 A.M. to 5:00 P.M. on routes 1 and 6
- Sunday: Special trips through Contracts
- After Hours and Weekends: Special trips through contracts

Fare Structure

Fixed Route:

- Students: \$0.40
- Adults: \$0.60
- Senior Citizen subsidy program is available for all elderly passengers on a donation basis while EAA funds are available.

Para Transit:

- \$1.20 per trip (\$0.22 cents per minute driver down for any driver waiting over an initial three minute period (three minute period may be extended to five based upon experience))
 \$0.50 per accompanying rider
- Senior Citizen subsidy program is available for all elderly passengers on a donation basis while EAA funds are available.

Population Served

The concept of DART is to serve persons with origins and destinations within the corporate limits of the City of Fort Dodge, Iowa.

Rolling Stock

DART provides service by using 15 buses and 2 vans. Six vehicles are lift equipped (10, 12, 15, 17, 18, and 19. The lift in 19 has been temporarily removed and will be replaced), and one vehicle (20) is ramp equipped. All vehicles have mobile radio communication, but none have Public Address systems, handicapped priority seating, and handicapped access lighting. DART does not have any wheelchair lifts of the correct size (32" X 48"), nor do any of the lift equipped vehicles contain forward facing seating with four point tie downs. A van can be retrofitted with a larger lift platform and provided with forward facing four point tie downs, but without a cost prohibitive raised roof modification the vehicle does not meet the height requirement. A ramp equipped minivan (vehicle 20) does not meet ADA requirements because of a lack of lighting, insufficient door height (56" required), and insufficient ramp width (30" required). However, the vehicle has two forward facing positions, one of which has a four-point tie down. The minivan is currently sufficient to meet known need, but its age and deteriorating body structure makes it impractical for rehabilitation or substantial retrofitting. It is known that UMTA is pursuing a grandfather ruling for similar ramp equipped minivans because of their substantial compliance with ADA. Therefore, this Plan will be prepared in the knowledge that DART can provide substantial compliance with ADA paratransit requirements and overall service to handicapped cliental, but does not meet all ADA requirements with its existing fleet. Replacements will be programmed accordingly based upon a replacement/rehabilitation schedule outlined in Section III of the DART Transit Development Plan and the City's ability to program improvement funds.

Inventory of Existing Paratransit Service

DART is the primary provider of paratransit service within the city limits of Fort Dodge. Each year DART advertises its service to the private sector, which in the next fiscal year could represent one alternative to better meeting ADA requirements provided a private sector provider of paratransit services would be willing to submit a proposal. In addition to DART client specific paratransit service is being provided by Iowa Central Industries and several care centers, none of which utilize ADA accessible vehicles.

Inventory of Proposed Service

To meet the requirements of ADA DART intends to utilize only its service to meet the system's requirements. However, within the privatization process of UMTA rules DART will consider each private sector proposal as an alternative to paratransit service proposed herein. DART certifies that its service is being provided in a manner as outlined in the DART Transit Development Plan, FY 1993 Update.

- ADA eligible participants have access to the system.
- DART encourages the transportation of handicapped individuals and attempts to make accommodations for service whenever possible.
- DART will provide a fixed route program using six routes, that within an approximate one year period will be provided with lift equipped vehicles. Four new vehicles with ADA sized lifts, two forward facing four point tie down positions, public address system, priority seating, and outside lighting will be secured by late fall, 1992. These vehicles are included within a federal appropriation whose current status is one of UMTA/IDOT processing. DART specification writing and bidding procedures are expected to begin by spring, 1992, with any delays attributable to federal/state processing delays. In addition to the four new buses DART proposes to use two existing buses with wheelchair lifts to provide accessible vehicles to all six fixed routes. The two existing vehicles to be used are 22+ foot Goshen Coaches with lifts. Retrofitting will be limited to adding access lighting, priority seating, public address systems, and converting one side facing wheelchair position to two forward facing positions with four point tie downs (approximate retrofit cost is \$350 per vehicle - plus \$1,200 if the lift platform is to be replaced). One tie down will be adjacent to the lift and the second will be immediately behind the driver. It is envisioned that the two older vehicles will not totally meet ADA requirements, but the deficiencies should be limited and not severely impair the transportation of handicapped clients. The one deficiency that may hinder transportation is the fact that the lift platform and vehicle height may be less than required. If DART encounters a passenger requiring a wider lift platform, DART intends to rotate a totally accessible bus to that route until a larger lift platform can be installed.

Handicapped persons able to travel to traditional bus stops may have access to the fixed route program for the price of the general fare. However, DART does not intend to provide any special client loading or unloading conveniences at the traditional bus stops, and excessive passenger delays caused by unorganized or unable entries and securement application will be justification for DART to request the passenger utilize the paratransit service. DART drivers will lower and raise the wheelchair lift from the driver's seat through the aid of mirrors. The passenger will be responsible for accessing the lift platform and negotiating

the wheelchair into the securement device and affixing straps. Until the fixed route handicapped program has an operational history DART Management is uncertain as to the overall effect on fixed route schedules because loading and unloading wheelchairs will consume extra route time and could easily destroy the continuity of the fixed route schedules. However, the DART Management anticipates that the actual presence of wheelchairs on the fixed route program will be minimal and the issue of timing deferred until it becomes a problem. Bus to bus communications will greatly assist in continuity when wheelchair clients are found.

- For those individuals not able to travel to a traditional bus stop DART will provide a paratransit service based upon Sale of Service Contracts to client agencies and a dial-a-ride paratransit format. The Sale of Service Contracts and Dial-a-ride format will be provided with lift or ramp equipped vehicles. Paratransit service is encouraged for qualifying individuals rather than encouraging them to use the fixed route program where difficulties in vehicle access is anticipated. For general public ridership DART offers a dial-a-ride service based upon a 24 hour advance call-in for scheduling. However, DART will attempt to accommodate passengers with less notice, if possible.
- It is the policy of DART to require an "escort" to accompany any seriously handicapped person not in control of his/her functional needs. The escort will be charged a ridership fee, unless specified otherwise through Sale of Service Contracts. Sale of Service Contracts will be offered to agencies normally requesting regular handicapped transportation.
- DART does not wish to transport persons with intravenous bottle feeders and persons with broken necks. Therefore, such handicaps will be transported only with a waiver of liability from the client.
- DART requires that the wheelchair (or portable device) be secured to the vehicle structural supports. The use of client seat belts is the choice of the client.
- No trip or purpose restrictions will be placed on disabled persons. Trip purpose priorities are based upon a first call, first serve.
- Capacity constraints in force are applied to non-disabled elderly paratransit service, which is scheduled on a space available basis, and to persons in excess of one who are accompanying a person riding as disabled, in which case these persons are also scheduled on a space available basis.
- Eligible persons are those certified by DART (see attached certification documentation) as unable to walk safely from their residence to the nearest bus stop, board, ride, and deboard a bus; unable to step up or down one 15 inch step and two 10 inch steps; unable to locate a bus stop and the correct bus to board;

or unable to board, ride, and disembark a crowded bus without exhibiting behaviors that would prevent him/her from using the bus.

Other Capital Needs

In addition to the four new fixed route buses DART has also received funding to purchase an ADA equipped bus to provide large group paratransit service to Northwood Living/Webster Health Care. The vehicle will have a capacity of five wheelchair and five ambulatory passengers. This vehicle will compliment the existing four paratransit vehicles in that its presence provides to the program an ADA paratransit vehicle. As an example, if one of the existing vehicles is not able to accommodate a wheelchair (because of wide wheels), the new vehicle could be scheduled to provide the requested service.

In addition to the five new buses DART has received funding to construct a new maintenance facility/office complex. The current office is not accessible according to ADA requirements (narrow doors and insufficient public rest rooms).

Audio Address Systems for Buses

One issue to be faced by DART within the next two years is the provision of audio address systems for all fixed route buses. The five new buses will have audio public address systems, but two existing buses must be retrofitted with this mobility aid. DART drivers will announce all locations, a measure designed to assist the blind.

Fare Structure

The projected fixed route cost is \$0.60 per ride (based upon FY 1993 planning documents), which translates to a paratransit charge of not more than \$1.20. DART has estimated that it can provide service for this fare provided it does not encounter lengthy delays or driver down times. DART can not afford to provide paratransit service at this rate for many of its current clients who historically delay the program. Therefore, DART will initiate a fixed cost of \$1.20 per ride plus a driver down time charge calculated at \$0.22 per minute to be initiated after a three minute wait. An alternative is for DART to negotiate fixed charge rates through contracting with area care centers. In this manner, those clients abusing the system by requiring lengthy driver delays will pay for such delays.

Public Meeting Access

Outreach will be accomplished by advertising public hearings in the Fort Dodge Messenger as prescribed by regulations. Meetings will be held in accessible locations, primarily the City Hall Council Chambers and the MIDAS Meeting Room (The City Hall lift platform is too small for ADA requirements and the public rest rooms are not fully accessible - The MIDAS offices are fully accessible as its rest rooms are not for public purposes.) When the new DART office building is completed in 1994 it will contain an ADA accessible meeting room and rest rooms. In addition, the concept of paratransit transportation will be discussed before the DART Transit Advisory Committee and the DART Manager will participate at by-monthly meetings of the Webster County Human Service Providers to discuss existing services, outreach to potential clients, and other issues of the service. The Webster County Human Service Providers represent approximately 50 agencies that meet on a bi-monthly basis to discuss programs and coordination alternatives. All aspects of human service needs and service provision is represented at the meetings. Finally, the DART Manager is always available to discuss various service to prospective clients.

DART conducted a public hearing on September 4, 1991. Attending that meeting were the DART Manager, MIDAS Planner, representatives of area care centers (Friendship Haven and Villa Care Center), and the Transit Manager of the Co-City Transit System of Humboldt County. The following format was followed:

- Jim Gill, DART Manager and Steve Hoesel of MIDAS led a brief discussion of existing service levels and methods DART uses to charge for service. Where possible the format allowed for considerable interaction between the DART and MIDAS employees and those in attendance.
- The meeting was advertised through a public notice placed in the August 16, 1991 issue of the Fort Dodge Messenger.
- Public inquiry referrals were discussed by both MIDAS and DART.

The following opportunities are available for public comment to this plan:

- a. Attendance at the provided public hearing on September 4th.
- b. Direct contact with either the DART Manager or MIDAS Planner.
- c. Contact with any of the published members of the DART Transit Advisory Committee Members.
- d. Referral to DART through a Human Service Provider Agency.
- e. Copies of this document will be placed at the Fort Dodge Municipal Building, DART Office, and the MIDAS Office.

Access to Dispatch and Information

DART currently does not have media for use by hearing and sight impaired clients, a deficiency that will be alleviated through the production of large print publications and publications translated in braille. To alleviate this deficiency DART will implement the following activities:

- Purchase a TDD unit and place it within a location to be determined. As of this writing two alternatives are placing the unit within the joint City/County telecommunications program, or within the new DART offices.
- Stop announcing will be initiated by January 26, 1992. The DART buses currently do not contain public address systems, a deficiency that will be corrected through the purchase of new units.
- Driver aid will not be provided to individuals boarding and unloading from the vehicle. On the fixed route program DART responsibility ends at the curb. With the paratransit service DART will provide a door to door service.
- Driver training will be provided in conjunction with MIDAS through Passenger Assistance Training courses to drivers. Other driver education will be provided as needed.
- DART will accept paratransit requests up to 14 days in advance, but can assure passengers realistic response time only if notified at least 12 hours in advance of service.
- System information will be prepared in both a large print, braille, audio, and video format.
- The requirements for accessing service will not be greater for the handicapped client than for the ambulatory client. Specifically, the handicapped will not be required to pay a more expensive phone call for requesting service, and the availability of information will be similar. This fact will be published in system literature. All system literature shall advertise that DART services are open to the general public, including persons with disabilities.

Access to Ticket/Pass Outlets

DART sells tickets and passes at City Hall, the DART Offices, and at Drug Town in east central Fort Dodge. All locations are accessible to wheelchair clients, but the DART Offices do not have sufficiently large doors and the lift platform at City Hall is too small. The Drug Town location is fully accessible. The DART Offices and City Hall have public rest rooms, neither of which are accessible. The new DART offices will provide an accessible ticket outlet. Also, within the next two years City Hall will be modified to become ADA accessible.

Access for Employees

The system will not be fully accessible to employees until the new office complex and maintenance facility is completed in 1994 (current target date). The new complex will consolidate dispatching, maintenance, record keeping, etc. into one location within the central business district. Outreach offices are not anticipated, other than ticket sales at City Hall and Drug Town. If additional outreach offices are developed, they will be handicapped accessible.

Paratransit Service Budget:

The following costs are projected for complimentary paratransit service for the next six years:

a. Operating Costs: (All Capital, Unless Noted)

1992 - \$100,000 (Includes Retrofitting and Braille and Large Print Media)

1993 - \$105,000

1994 - \$110,250

1995 - \$115,762

1996 - \$121,550

1997 - \$127,628

b. Equipment Costs (Paratransit and Fixed Route):

1992 - \$288,000 (five lift equipped vehicles, TDD, and 7 PA systems)

1993 - \$40,500 (Replacement of lift equipped van)

1994 - \$34,500 (Rehabilitation of vehicles)

1995 - \$38,500 (Replace old lift equipped fixed-route bus)

1996 - \$51,500 (Replace old lift equipped fixed route bus and rehabilitate one vehicle)

1997 - \$83,000 (Purchase two lift equipped vehicles)

NOTE: To be included within the five year capital improvement budget is approximately \$10,000 to retrofit at least four existing lift platforms to provide large sized lifts to be ADA accessible.

Efforts to Coordinate the Paratransit Services of Others

DART will continue to work with Iowa Central Industries and those care centers owning their own vehicles to better coordinate service for the clients.

Description of the Process to Certify Individuals with Disabilities as Eligibility for Service

Essentially, DART encourages the use of its paratransit service (as it does for its fixed route program) and therefore intends to maintain the program as cost effective and accessible to the consumer. To accomplish this task, DART will:

- Base the use of its paratransit service upon the individual's inability to access its fixed route program (unless unusual circumstances exist, those individuals able to access the fixed route program will be expected to use the fixed route program - DART management may waive this requirement in unusual cases). DART will encourage wheelchair clients to use the paratransit system, but recognizes the rights of the individual to use the fixed route buses.
- Paratransit riders will be certified to be unable to access the fixed route program due to personal, physical, mental, or behavioral conditions.
- Paratransit riders must be residents of the City of Fort Dodge, or service may be provided to non residents through special agreements with transit programs of the MIDAS Council of governments (the regional provider), or other Iowa transit systems.
- Service to noneligible clients may be extended at times when the DART fixed route program is not operating, or during times of inclement weather.
- DART management will maintain a master list of certified eligible persons. The list will include information such as address, age, and whether the person has been certified paratransit eligible, denied paratransit eligibility, or is in process. The delivery of paratransit service may differ, depending upon whether a person is requesting service based on age or disability. If the person has been denied eligibility, the ride will not be scheduled. If they have an application for eligibility in progress, the ride will be scheduled. If it is the person's first request, the ride will be scheduled and the person's status listed as "in process" and a certification form will then be mailed to the person for processing.
- A person requesting service on the basis of a disability will be sent a "Transit Disability Certification" form upon request. The form contains both the Disability Certification and a Patient's Authorization for Release of Information. Unsigned applications will not be considered. DART will provide assistance to hearing and seight impaired clients.

- DART will form a Disability Screening Committee (Membership of the DART Transit Advisory Committee). The duties of this committee is to sit as a review body to evaluate complaints by citizens against the program. Confidentiality will be provided wherever possible, but no documentation will be made and no names recorded for later reporting purposes.
- DART service will be available on a first-come, first-served seat available basis.

Contact Person

The official contact persons of this plan are John Brandel (DART Manager) and Noble Nekvinda (Assistant Manager) at (515) 573-8145.

Request for Waiver Based Upon Undue Financial Burden

The DART program will not request a cost waiver based upon undue financial burden. Rather, DART has determined that paratransit is a very important and vital function to its overall program in a smaller community. The paratransit service was operating before passage of the ADA legislation and was given a high rate of approval by its clients.

Timetable for Implementation:

January 26, 1992:

Full implementation of all policies and procedures listed above with the exception of those requiring replacement of rolling stock. For rolling stock the new buses will be secured according to a schedule consistent with federal procurement procedures. Begin to implement stop announcements on all fixed route buses. Revise pricing schedule for paratransit service.

July to December, 1992:

Purchase of four new lift equipped fixed route buses to also contain public address systems, priority seating, wheelchair lift, two forward faced spaces for wheelchairs, and handicap notification signs. Purchase and install TDD. Develop audio, video, braille, and large print brochures.

July, 1993:

Beginning of construction on new office (handicapped accessible).

Planning Process

- Outreach meeting of interested persons and agencies, November to December, 1991.
- Staff recommendation of plan to TAC, November, 1991.
- Adoption by City Council, December to February, 1992
- Public hearing, September 4, 1991.
- Submission to IDOT, January 26, 1992.
- Implementation of initial steps, January 26, 1992.
- Plan updating, Ongoing with the TDP planning process.

NOTE: All public meetings associated with the planning process will be conducted in structures containing handicapped accessibility features.

RESOLUTION NUMBER _____

RESOLUTION OF ADOPTION

WHEREAS, the City of Fort Dodge operates a transportation program for the residents of the City; and,

WHEREAS, the program must be operated in compliance with Federal rules and regulations, one of which is the Americans with Disabilities Act which requires the preparation of a Plan detailing current and future DART services for the handicapped; and,

WHEREAS, DART has contracted with the MIDAS Council of Governments to prepare the contents of the required plan.

NOW, THEREFORE, BE IT RESOLVED THAT THE FORT DODGE CITY COUNCIL HEREBY APPROVES THE DART PARATRANSIT IMPLEMENTATION PLAN.

PASSED AND APPROVED by the City Council on this _____ Day of _____, 1992.

Aye _____
Nay _____
Other _____

DATED THIS _____ DAY OF _____, 1992.

Michael D. McCarville, Mayor

ATTEST:

Dennis W. Milefchik, City Clerk

TRANSIT DISABILITY CERTIFICATION

The information on this form will be used in determining whether a person is able to use regular fixed-route bus service. Please consider the person's physical ability in light of getting to the nearest bus stop, boarding and deboarding a bus, and riding on a bus to the person's destination. Also note other factors you feel are appropriate in determining the person's ability. Please note that physical disabilities must be noted by a physician. Other behavioral disabilities, may be noted by the person's sponsoring agency.

Name: _____

Address: _____

Distance to nearest fixed-route bus stop: _____

Indicate below if the person is able or unable to perform the indicated activity:

Able Unable to walk safely unaided from residence to nearest bus stop, board, ride, and deboard a bus.

Able Unable to step up and down one 15-inch step and two 10-inch steps.

Able Unable to locate a bus stop and the correct bus to board.

Able Unable to board, ride, and deboard a crowded bus without exhibiting behaviors that would prevent client from using the bus.

Are there any special circumstances that have not been listed above? _____

This disability is permanent or temporary (circle one).

If temporary, how long? _____

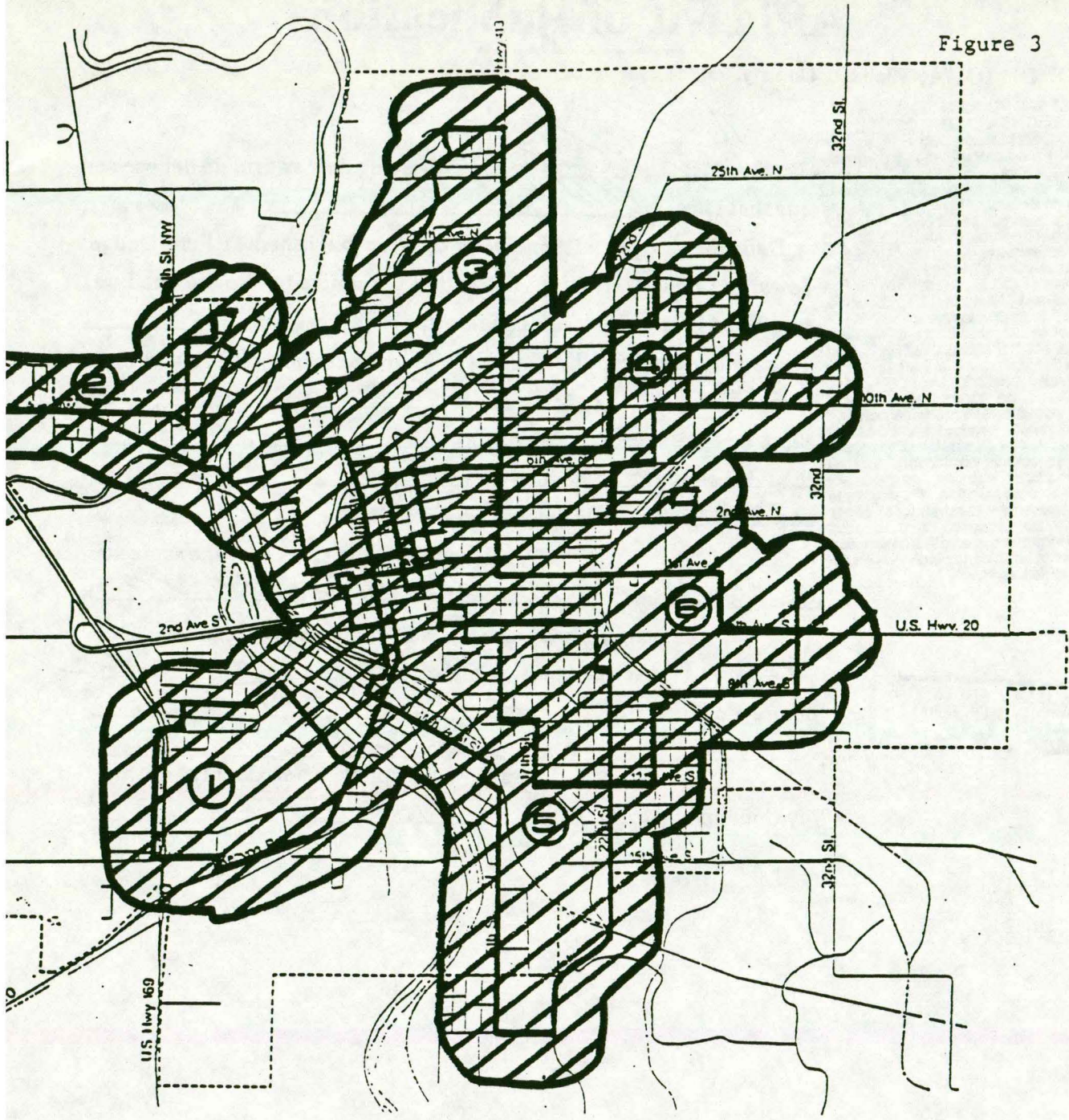
Physician's signature _____ Date _____

Case Workers signature _____ Agency _____

Approval by DART Manager _____

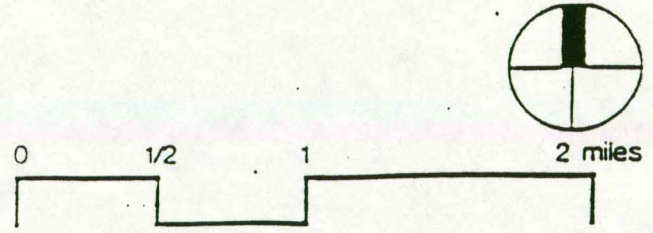
Disapproval by DART Manager _____

Figure 3



FORT DODGE

The DART fixed route system is indicated by the darker lines.



Affidavit of Publication

STATE OF IOWA, Webster County, ss.

LEGAL PUBLICATION NOTICE
PUBLIC HEARING NOTICE
 The City of Fort Dodge operates a public transportation program within the corporate limits of Fort Dodge. This program includes considerable transportation for handicapped clients through a variety of methods including fixed route, dial-a-ride, paratransit, and contract service. To meet Americans with Disabilities Act requirements the City of Fort Dodge is conducting a public hearing at the MIDAS Offices at 200 North 10th Street, Fort Dodge, Iowa on Wednesday, September 4, 1991 at 1:00 P.M. to discuss the following: 1) A description of existing services and methods for individuals with disabilities to access service; 2) a description of existing paratransit service, including a description of the existing MIDAS fleet and the number of accessible vehicles; 3) possible discrepancies between current paratransit service and what is required by ADA; 4) a discussion of the public participation process in completion of transit development plans, including methods for public input; 5) a description of the plan to provide complementary paratransit; 6) efforts to coordinate the provision of paratransit service by other providers; and 7) a description of the process used to certify individuals with disabilities eligible for service.

I, Donna Johnson being duly sworn, do depose and say that I am Check of The Messenger, a Daily Newspaper of general circulation published at Fort Dodge, Iowa, in said County of Webster, that the notice hereto attached was published in said paper on the same day each week for _____ consecutive weeks, the first of said publications occurring on the 16th day of August, 1991, the second on the _____ day of _____, 19____, the third on the _____ day of _____, 19____, and the last of said publications occurring on the _____ day of _____, 19____, and that the charge for the same was

ten and 80/100 Dollars (\$ 10.80)
Donna Johnson

Sworn and subscribed to by Donna Johnson

before me this 16 day of Aug, A.D. 19 91.

Melissa J. Anderson
 Notary Public for Webster County, Iowa.

My Commission expires 7/27 19 92.



ADDENDUM #1

February 26, 1992

DART operates through a contract with MIDAS, the regional provider, a Shuttle-Commuter route between Fort Dodge and Williams. Details of this service are:

- A fixed route is operated once each day, seven days per week.
- The bus operates on old U.S. 20 with one stop (if passengers are present) in Webster City. Webster City passengers boarding the service must contact the DART office in Fort Dodge for tickets prior to accessing the route at a local Pizza Hut. The only route deviation occurs in bad weather when the bus will travel on new U.S. 20 (approximately two miles south of old U.S. 20).
- The purpose of this service is to provide opportunities for Fort Dodge and Webster City residents to interline with the Jefferson Bus Lines at a major truck stop and cafe near Williams at the junction of Old U.S. Highway 20 and I-35.
- Any on road stops are for emergency purposes only.
- The operating vehicle will have a lift, but the vehicle will not meet all ADA requirements because of a small lift platform, no access lighting, no engine lockout device, and others. The Jefferson buses are also not ADA accessible. DART and Jefferson will attempt to accommodate mobility impaired passengers who are able to ride in regular bus seats and have their mobility devices stored as cargo.
- The potential for other rural passengers along the route to access it by contacting HARIDES in Webster City for ADA access to transfer points in Williams, Fort Dodge, and Webster City. However, as of this writing neither the Jefferson or DART buses will be fully ADA accessible