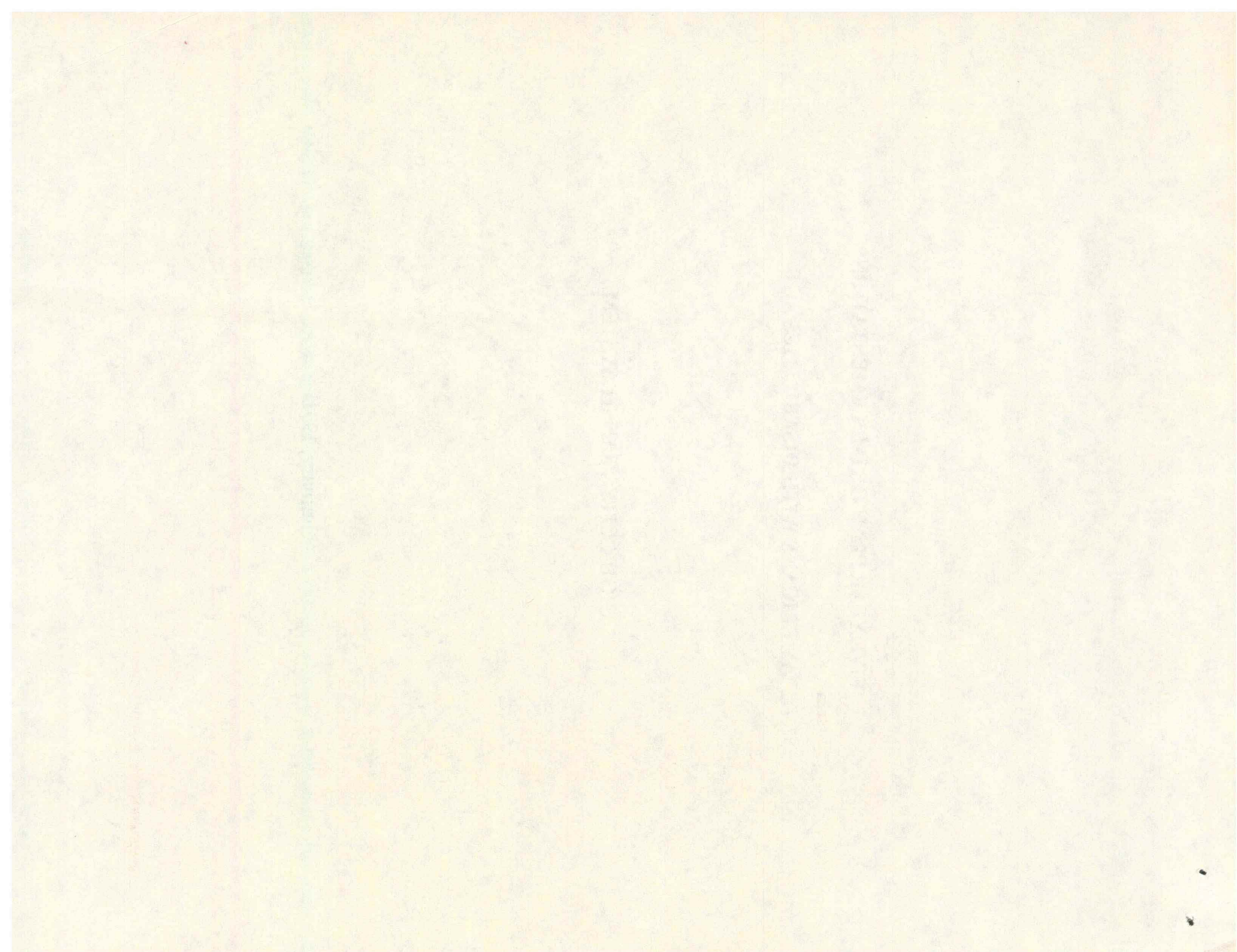


FIVE YEAR PLAN OF IMPLEMENTATION

AMERICANS WITH DISABILITIES ACT

SIOUX CITY TRANSIT SYSTEM

January, 1991



Sioux City Transit System
Implementation Plan
for the
Americans with Disabilities Act

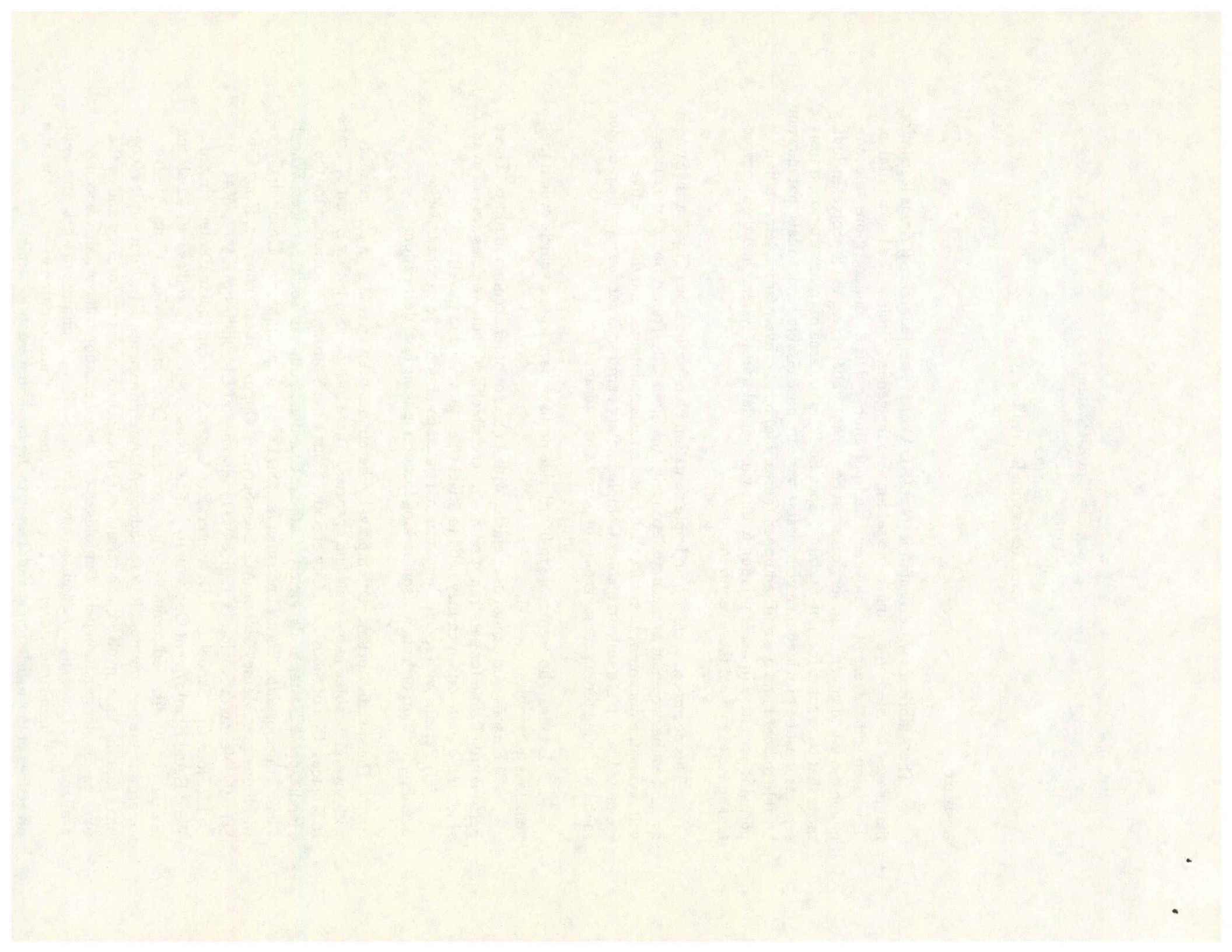
Abstract

The Americans with Disabilities Act (ADA) of 1991 is federal civil rights legislation that places disabled on a comparable setting with the general public. The impact of this legislation is that areas of employment, transportation, public accommodations, telecommunications and government services must be provide equal access to all people, including those that have some form of disability. Specifically in the area of transportation, transit services must be provided on a comparable basis to those disabled individuals that may not be able to board and use a lift-equipped (accessible) bus. A five-year implementation period is permitted in the legislation to allow individual transit systems and their contractual agencies to meet these requirements.

This document sets forth an Implementation Plan for the Sioux City Transit System, as can best be projected at this time. Annually, the Sioux City Transit Board of Trustees will review the document to ensure that consistency is maintained and the objectives contained herein are still attainable. Complementary paratransit service must be provided to the following three general groups of persons with disabilities:

- 1) Persons who are unable to board, ride or disembark from a vehicle even if the vehicle is accessible;
- 2) Persons who cannot use vehicles without lifts or other accommodations. These persons are eligible for paratransit service if accessible fixed route vehicles are not available on the route on which they need to travel when they need to travel; and
- 3) Persons with specific impairment related conditions who cannot travel to a boarding location or from a disembarking location to their final destination.

The specific documentation provided herein has been arrived at in consultation with several disabled individuals and agencies. These include: Sioux City Board of Transit Trustees; City of Sioux City; City of South Sioux City; Siouxland Association for the Handicapped; Easter Seals Society; Catholic Charities; Lutheran Social Services; Wheel Chair Transportation, Inc.; Limousine, Inc.; St. Luke's Hospital; Marian Hospital; Goodwill Industries; Matney Manor; Mid-Step Services; Opportunities Unlimited; Sioux City Schools; Nebraska Region IV Office of Developmental Disabilities; AEA 12; WACO; South Sioux City Schools; A.I.D. Center; Red Cross; American Indian Center; United Way; Equal Employment Opportunity Office. These agencies, as well as individuals that are part of the disabled community, have formed a Consumer Advisory Committee to determine the best methodology to address ADA requirements. The Committee recognizes that the time involved with formulating this document was compressed and as the five-year implementation period unfolds, more documentation will obviously become available and necessary for administrative action. SCTS will continue to work with Federal Transit Administration and the Iowa Department of Transportation to ensure that the objectives of this legislation are addressed to the maximum extent possible.



Section I—General Information

Name of Agency Submitting the Plan:

Sioux City Transit System

Address:

**2505 Fourth Street
Sioux City, IA 51102**

Name and Title of Contact Person:

**Douglas Dimick
Transit Manager**

Telephone Number:

(712) 279-6405

FAX Number:

(712) 279-6309

SECTION II

2.1 Description of the Fixed Route System

The Sioux City Transit System operates, manages, and maintains a fixed route operation within the Urban Area of Sioux City for the general public. In 1968, due to irreversible neglect to service and facilities by a private company, the City took control of the transit program and began to improve the operations. With the assistance of the state and Federal government, the City modernized the fleet and established a route system that has been successful in serving the needs of the general public. The thirteen routes in operation give the best potential for usage and are dispersed throughout the community to allow multiple trip purposes to be served. A System Map is attached following this page that shows current routes.

The system has a 25-bus fleet of primarily 34-passenger vehicles. Daily service is provided from approximately 6:15 A.M. to 6:15 P.M. Monday through Friday and 7:15 A.M. to 6:15 P.M. on Saturday. As transit demand decreases markedly during the summer months, all routes are still served, but headways are increased.

The Board of Transit Trustees is administratively responsible for the operation and maintenance of the System. The System has historically contracted handicapped transit service to private providers. At this point in time, two carriers are providing this service. The Transit System is preparing this document for these private providers as well.

2.2 Area/Population Served

The Transit System provides service in the tri-state Urban Area of Sioux City. This area encompasses portions of Iowa, Nebraska, and South Dakota (see Figure 1). The characteristics of the urban area show no limitations upon trips between these areas. The routes have been dispersed geographically throughout the Urban Area to offer service to all areas. Therefore, the Urban Area needs of public transit are handled on an equal basis geographically.

The population of the Sioux City urban area has remained relatively constant since 1950. Although recent activities have shown a renewed growth of employment, no distinct trends are yet apparent that would reveal a distinct change in the nature of the community. As is shown on Figure 2, the population of the urban area is predominantly found in Iowa, with lesser numbers in Nebraska and South Dakota.

Sioux City Transit

For route and time information call the Central Transfer Point at: 279-6404 - 3rd & Pierce

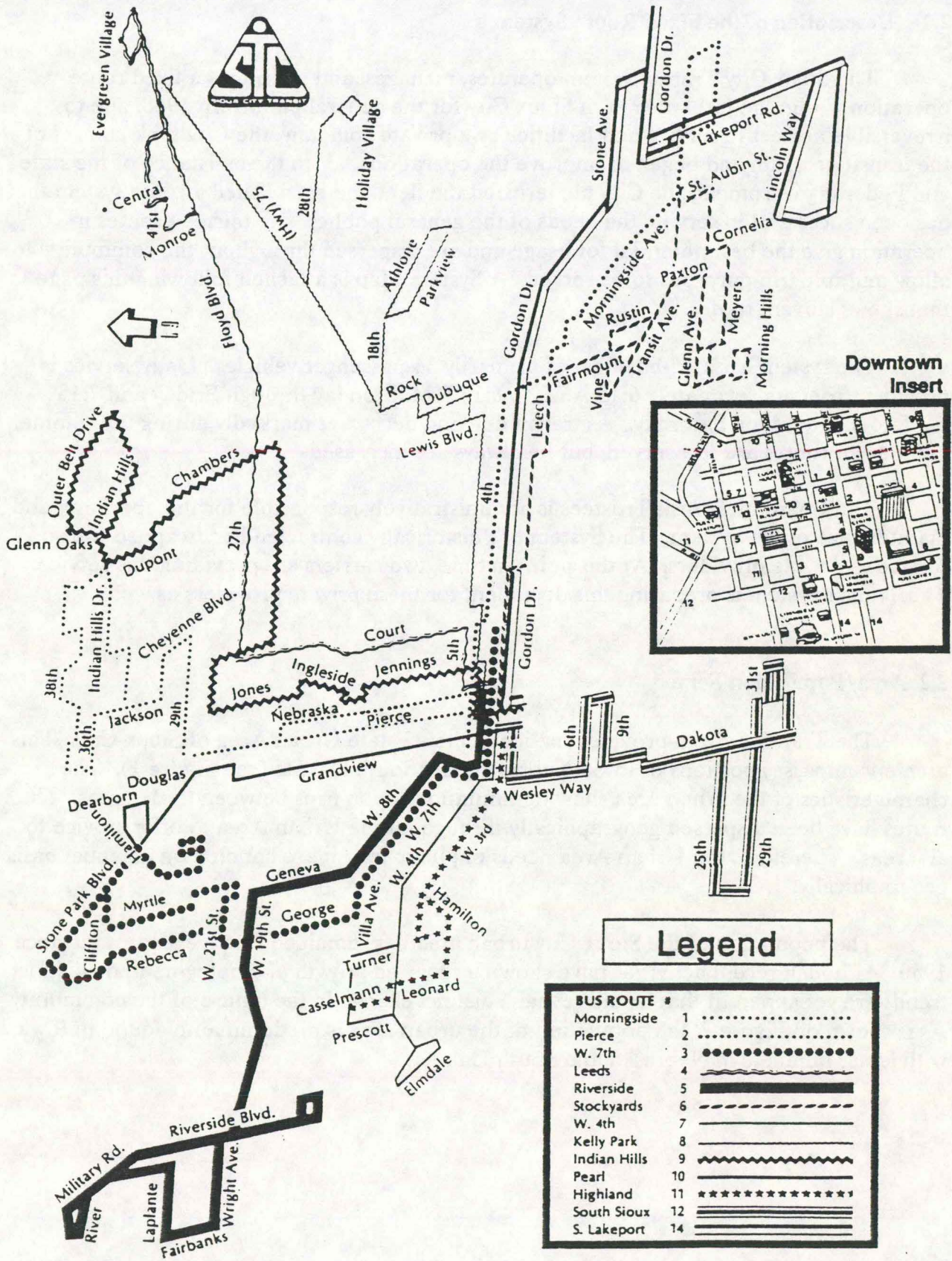


Figure 2--Urban Area Population

	1950	1960	1970	1980	1990
Sioux City, Iowa	83,991	89,159	85,925	82,003	80,505
Sergeant Bluff, IA	590	813	2,054	2,416	2,772
So. Sioux City, NE	5,557	7,200	7,920	9,339	9,677
No. Sioux City, SD	<u>553</u>	<u>736</u>	<u>869</u>	<u>1,992</u>	<u>2,019</u>
TOTAL	90,691	97,908	96,759	95,750	94,973

2.3 Day and Hours of Operations

The Sioux City Transit System operates six days per week (Monday-Saturday) on generally the same routes on a daily basis. Monday through Friday service begins at 6:15 A.M. and ends at 6:15 P.M. Slightly shortened hours are provided on Saturday. The time period of service has remained relatively stable throughout the years. This stability has shown itself repeatedly in the stable ridership due to normal expectations of service.

2.4 Fare Structure

In recent years, the basic fare for the Transit System has risen several times. The prevalent reason for this rise has been a stable subsidy from the Federal as well as local government. The system is undergoing a reassessment of priorities at this time of restricted revenues and will continue to evaluate the validity of the present type of operation.

Within the parameters just described, the following is the current rate structure for fares on the Transit System:

Adult Fare	\$.85
Adult Monthly Pass	\$ 30.00
Tokens	20 for \$ 15.00
Student Ticket	\$ 6.00
Student Elementary-Middle School	\$4.50
Sr. Citizen 10-ride Ticket	\$ 4.00
Handicapped 10-ride Ticket	\$ 4.00
With proof of Medicare, Handicapped/Sr. Citizen (9:00 A.M. to 3:00 P.M.)	\$.40
Children under 5 (accompanied by parent)	FREE
Transfer	FREE

2.5 Present Fleet Information and Planned Capital Replacement

The table below lists the planned replacement schedule of the bus fleet for the Sioux City Transit System. No expansion of the fleet is anticipated at this time. All vehicles to be purchased in the future will be equipped with lift devices that will ensure accessibility to disabled individuals. Normal 12-year replacement schedules apply to all vehicles in the system.

As buses are acquired and lift-equipped, they will be distributed throughout the system to ensure that the disabled community has the opportunity to use them as frequently as possible. The Transit System will establish a Call-a-Lift-Bus format for disabled individuals to identify their fixed route service requirements and to meet their specific needs as well as possible.

2.6 Service/Financial Information

Listed below as Figure 3 is the annual usage and expenditures of the Sioux City Transit System for the previous five years.

Figure 3--Service and Financial Data

	FY87	FY88	FY89	FY90	FY91
Passengers	1,550,330	1,425,179	1,545,880	1,597,381	1,696,624
Expenditures	\$1,593,375	\$1,758,727	\$1,657,375	\$1,817,180	\$1,910,092
Federal Operating Funds	\$433,679	\$429,147	\$434,268	\$442,268	\$442,268

2.7 Other Relevant Information

All routes provided by Sioux City Transit System have at least hourly service throughout the day, except the Kelly Park and Pearl routes which alternate runs. The peak service hours are as follows:

A.M. peak 6:15 A.M. to 9:15 A.M.
P.M. peak 3:00 P.M. to 6:00 P.M.

The financial history of the Sioux City Transit System has, over the long term, been relatively stable. However, in recent years, an increased drawdown on local capital resources caused by the failure of Federal funds to keep pace proportionately with costs has required the management, Transit Board, and the City officials to review all options available to keep transit service within the limited budget available. This financial transition emphasizes a renewed need to identify priorities and retain fiscal viability. The local problem of matching peak hour demand with low mid-day use creates a dilemma in terms of finances. As a component of national policy towards reducing traffic congestion and improving air quality the Transit System feels that it is a vital component in meeting urban travel needs.

CITY OF SIOUX CITY

PROGRAM AREA: Transportation
 PROJECT TITLE CAPITAL TRANSIT PROJECTS

PROJECT MANAGER: D. DIMICK
 PROJECT NUMBER: 739-020

TOTAL PROJECT COST:
 PRODUCTION DATE: 08/26/91 -DD
 PROGRAM AREA PRIORITY _____ of _____

FIVE YEAR CAPITAL PROGRAM

Budgeted FY 1990 - 91	Budgeted FY 1991 - 92		1st Year FY 1992 - 93	2nd Year FY 1993 - 94	3rd Year FY 1994 - 95	4th Year FY 1995 - 96	5th Year FY 1996 - 97	Cost Beyond 1997
\$ 15,000	\$ 440,000	A. EXPENDITURE ITEMS.						
		MISC CAP IMP CHG	\$ 1,028,500	\$ 1,500,000	\$ 270,000	\$ 270,000	\$ 123,000	\$
<u>\$ 15,000</u>	<u>\$ 440,000</u>	TOTAL	<u>\$ 1,028,500</u>	<u>\$ 1,500,000</u>	<u>\$ 270,000</u>	<u>\$ 270,000</u>	<u>\$ 123,000</u>	<u>\$</u>
		B. SOURCE OF FUNDS.						
\$ 12,000	\$ 44,000*	IDOT TRANSIT CAP ASS						\$
	352,000	DOT/UMTA CAPITAL ASS	780,450	1,200,000	216,000	216,000	98,400	
SA 3,000	44,000	TRANSFER IN - CMG RE		300,000				
		TRANSFER IN - TRANSI			54,000	54,000	24,600	
		TRANSIT ABATED GO BO	248,050					
<u>\$ 15,000</u>	<u>\$ 440,000</u>	TOTAL	<u>\$ 1,028,500</u>	<u>\$ 1,500,000</u>	<u>\$ 270,000</u>	<u>\$ 270,000</u>	<u>\$ 123,000</u>	<u>\$</u>
		C. IMPACT ON OPERATIONS.						
\$	\$	Operating Cost:	\$	\$	\$	\$	\$	\$
		Operating Revenue:						

PROJECT DESCRIPTION: To replace Transit System capital assets as follows:

1. Rehab 5 1980 GM Model RTS buses. (75/25)	700,000							
2. Roof replacement. (80/20)	120,000							
3. Convert maintenance garage to gas heat. (80/20)	45,000							
4. Install handicapped accessible door at the Central Transfer Point. (80/20)	10,000							
5. New bus washer w/water recycler included. (80/20)	120,000							
6. Obtain a freon recovery system. (80/20)	5,000							
7. Schedule signs.							3,000	
8. Replace seven 1982 Grum ^{MAV} and Flexible buses. (80/20)				1,500,000				
9. Purchase an antifreeze recycler. (80/20)	4,000							
10. Install alternate fuel system for 18 buses. (80/20)					120,000	120,000	120,000	
11. Fare box replacements. (80/20)					50,000	50,000		
12. Two-way radio replacements.						50,000		
13. Laser printer. (50/50)	1,500							
14. Fuel storage tank replacement. (50/50)	20,000							
15. Marketing to businesses. (50/50)	3,000							
16. Overhead door replacements. (80/20)					100,000			
17. A bus vacuum replacement. (80/20)						50,000		
TOTAL			<u>1,028,500</u>	<u>1,500,000</u>	<u>270,000</u>	<u>270,000</u>	<u>123,000</u>	

* Funds will be replaced with CMG Equipment Replacement Fund.

Note: These are preliminary estimates which may require updating.

SECTION III--Description of Existing Paratransit Service

3.1 Existing Paratransit Services

A survey has been conducted of existing paratransit services. This survey identified agencies that were involved in some way with paratransit, the type/purpose of that service, the population so served, and other miscellaneous data. Several agencies or businesses, such as medical clinics and care facilities, have periodic contact with paratransit, but are not frequent or predictable.

3.2 Present Eligibility Requirements

The paratransit service being provided under contract to the Sioux City Transit System has never disqualified potential users on any basis. The historic control on the use of paratransit has been the rate structure, which has served to contain potential capacity problems.

3.3 Service Area

All communities in the Urban Area are currently served by the paratransit systems. These communities include Sioux City, South Sioux City, North Sioux City, Sergeant Bluff and Dakota City. The social, workplace, and medical interrelationships between communities requires an areawide approach to public services, including transit.

3.4 Response Time

Advance time required for scheduling trips is a maximum of 24 hours. If trip requests are made on the same day as the trip, the providers attempt to accommodate the request, as long as the schedule permits.

3.5 Fares

The current fare for paratransit service varies between the two providers. One provider requests a \$8.50 donation per one-way trip. The other provider requests \$6.50 per one-way trip. These fares do not vary by type of client or by area.

3.6 Trip Purposes

Neither one of the two providers restricts trip purpose. Medical trips have high priority, but have not caused a systematic capacity constraint.

3.7 Hours and Days of Service

The paratransit service providers operate at least the same hours and days as the fixed route system. In many cases, trips can be made beyond this time period if scheduled in advance and all other pertinent service criteria is met.

3.8 Capacity Constraints

In very few cases under the existing provider system have instances of untimely pickups, trip denials, missed trips or excessively long trips existed. All incidents are remote one-time events that have no bearing on operational patterns or practices. No policies are in place that would "cap" the number of rides given to an individual, and "stand-by" lists have never been done. Travel time for paratransit service is no longer, and in many cases, shorter duration than the fixed route service.

SECTION IV--Description of the Required Complementary Paratransit Service

4.1 Differences between Current and Required Paratransit Service

Eligibility Certification:

Currently, no formal procedures have been established to define and control eligibility. In order to maintain a high quality of service as the implementation period matures, a certification process will be necessary. The process to determine eligibility will be described in Section V.

Service Area:

The current contracted service meets the requirements of ADA as to the Service Area for paratransit. This basic service area is a corridor centered on the fixed route and extending 3/4 mile to either side of the route.

Response Time:

The current contracted service meets the requirements of ADA as to Response Time. This means that requests for service made any time during the preceding day can be accommodated.

Fares:

Fares currently exceed the allowable amount found in the ADA. Paratransit fares can be no more than twice the full fare of the fixed route fare.

Trip Purpose:

All types of trip purposes are currently being handled on an equal basis. Subscription service is handled to a very limited degree currently, although opportunities for this service will grow.

Hours and Days of Service:

The current contracted service meets the requirements of the ADA as to hours and days of service. This means that paratransit service is available at all times when the fixed route system is in operation.

Capacity Constraints:

The current contracted service meets the requirements of the ADA as to the absence of constraints on service capacity. The service does not restrict the number of trips to an individual and does not maintain waiting or stand-by lists for potential users. No scheduling patterns or operating practices exist that systematically exclude potential clients from paratransit use.

4.2 Planned Modifications to Existing Services

Fixed Route Modifications:

As the Sioux City Transit System becomes better equipped to handle the disabled community when more lift-equipped vehicles are added, the System will begin a Call-a-Lift-Bus Service. This activity will encourage the disabled transit user to contact the System to coordinate the dispatching of appropriate vehicles. Fleet shifts will be accomplished as scheduling permits.

Travel training will also be considered as part of the method to educate and facilitate the disabled transit user. The System will attempt to identify social service agencies, regular fixed route users, and elderly individuals who can act as peers to provide personnel resources for an Assistance Program. This pool of individuals will be appropriately matched to individuals with mental or physical disabilities to acquaint them with the Transit System.

Existing Paratransit System Modifications:

Eligibility for paratransit services will be refined to include documentation of eligibility. This will be accomplished by creating and distributing Identification Cards that list the name of the eligible individual, name and phone number of the Transit System, any conditions for eligibility, and if travel with a Personal Care Attendant (PCA) is needed. Differentiation between ADA eligible and non-eligible riders is not foreseen or planned at this time, although the need may develop as the Implementation Plan is enacted.

The second major area for change is in the fare policy. Gradually, the fares will be brought into compliance with ADA regulations. A reassessment must be made annually of paratransit demand and expenditures to match public subsidy with the resources necessary to achieve compliance.

A complementary need related to fares is the need to gradually expand the fleet so that the rolling stock will match with the demand. Obviously, as the policy of meeting the ADA requirement for fares is approached, the volume of usage will likely increase.

Finally, coordination should be improved between other local providers, interested agencies, and funding sources. For this purpose, an Advisory Committee will become established and composed of representatives from these interests. The Committee will meet periodically to assist the Transit Board in formulating policy and actions for paratransit.

The following timetable will be used as a guideline to implement these described modifications:

<u>Date</u>	<u>Planned Modification</u>
1/92	Paratransit Eligibility
1/92	Advisory Committee
7/92	Travel Training
1/95	Call-a-Lift-Bus
Phased	Fare Policy
Phased	Fleet/Budget Expansion

4.3 Compliance with Service Criteria

As previously described, the ADA sets forth six criteria for complementary paratransit service. The following descriptions illustrate how these criteria will be met after the modifications have been fully implemented:

Service Area:

No modifications necessary. Complementary paratransit service is now provided at least 3/4 mile on either side of the fixed routes.

Response Time:

No modifications necessary. At a minimum, "next day" service is now provided.

Fares:

Complementary paratransit fares, at no more than twice the base fixed route fare, will be gradually lowered, allowing the fleet to grow to meet user demand. Companions will be charged equally, while Personal Care Attendants (PCA) will not be charged.

Trip Purposes:

No modifications necessary. No restrictions on trip purpose are currently present, nor will any restrictions or priorities be allowed in the future.

Hours and Days of Service:

No modifications necessary. Complementary paratransit service, currently and in the future will operate during the same hours and days.

Capacity Constraints:

No modifications necessary. With the gradual phase-in of this Plan, no constraints on service capacity are anticipated.

4.4 Projected Demand for Paratransit Services

Adjustment of National ADA Population Information Using Census Data *

	Iowa Side	Nebraska Side
1980 Population	74,035	11,559
Est. ADA Eligible Cat. #1 & #3	1,110	174
Est. ADA Eligible Cat. #2	740	116
% of 1980 Population Transit Disability	3.4%	2.8%
Weighting Factor (/3.5)	0.97	0.80
Est. of ADA Population Cat. #1 & #3	1,077	139
Est. of ADA Population Cat. #2	718	93
TOTAL	1,795	232

* Sioux City SMSA does not include South Dakota portion. Separate estimate of total ADA for this relatively small area is 15 individuals.

Category 1--Persons who are unable to board, ride, or disembark from a vehicle even if they are able to get to the stop and the bus is accessible.

Category 2--Persons who cannot use vehicles without lifts or other accommodations.

Category 3--Persons with specific impairment-related conditions who cannot travel to a boarding/deboarding location to their final destination.

Service Parameters for Paratransit Operation in the Sioux City Urban Area

OBJECTIVES

- 1) Maintain service to elderly persons but give priority in scheduling to ADA Paratransit Eligible individuals. Maintain a medical trip priority for elderly riders. Keep present service hours.
- 2) Gradually reduce paratransit fares to reach twice the fixed route charge for curb-to-curb service. Additional charges will be made for door-to-door service.
- 3) Service area remains the same as it is currently.
- 4) Continue scheduling at least as good as is now provided, which is in compliance.
- 5) With assistance of Advisory Working Group, coordinate operational services with other interest groups, to reduce the local need for additional paratransit vehicles.
- 6) Institute a Call-A-Lift-Bus program and travel training program for fixed route service when a sufficient number of these vehicles are available (probably in 1994).
- 7) Maintain the absence of trip restrictions for ADA Paratransit eligible riders.
- 8) During the Implementation Period, if user demand exceed supply for unforeseen reasons, trip limits for non-employment, non-education, and non-medical will be allowed.
- 9) The public participation process will continue throughout the Implementation Period.
- 10) The Eligibility Certification Process, to commence immediately, will provide the information necessary to maintain records and update demand projections.

Milestones for Full Implementation--Paratransit Operation in Sioux City Urban Area
AMOUNT NECESSARY FOR COMPLETE ADA IMPLEMENTATION

1/26/92

Implement ADA eligibility determination process

Establish Working Group to recommend actions (providers, clients, users)

One current fixed route lift-equipped bus is fully operational

Maintain current service criteria that are in compliance, with possible exception of
Capacity Constraints as demand increases

Review current paratransit rate structure to more equitably distribute fares

7/92

In concert with working group, establish peer guide travel training program

10/92

Install new accessible door at Central Transfer Point

Two fixed route lift-equipped buses brought on-line (previous Section 8 grant)

7/93

Make capital grant request for seven fixed route lift-equipped buses

Paratransit budget increased to \$150,000 with reduction in rates

Purchase two ADA-spec vans for paratransit for \$28,000 each

3/94

Seven new fixed route lift-equipped buses brought on-line

7/94

Purchase two ADA-spec vans for paratransit for \$29,400 each

Paratransit budget increased to \$200,000 with reduction in rates

1/95

Implement Call-a-Lift-Bus program

7/95

Purchase two ADA-spec vans for paratransit for \$30,900 each

Maintain paratransit budget at \$200,000

7/96

Paratransit budget increased to \$250,000 with final reduction in rates

Purchase two ADA-spec vans for paratransit for \$32,500 each

ADA Compliance achieved

Milestones for Locally Achievable Paratransit Operation in Sioux City Urban Area

REFLECTING LOCAL BUDGETARY LIMITATIONS

1/26/92

Implement ADA eligibility determination process

Establish Working Group to recommend actions (providers, clients, users)

One current fixed route lift-equipped bus is fully operational

Maintain current service criteria that are in compliance, with possible exception of

Capacity Constraints as demand increases

Review current paratransit rate structure to more equitably distribute fares

7/92

In concert with working group, establish peer guide travel training program

10/92

Install new accessible door at Central Transfer Point

Two fixed route lift-equipped buses brought on-line (previous Section 8 grant)

7/93

Make capital grant request for seven fixed route lift-equipped buses

Paratransit budget increased to \$70,000 with reduction in rates

3/94

Seven new fixed route lift-equipped buses brought on-line

7/94

Paratransit budget increased to \$80,000 with reduction in rates

1/95

Implement Call-a-Lift-Bus program

7/95

Paratransit budget increase to \$90,000 with reduction in rates

7/96

Paratransit budget increased to \$100,000 with reduction in rates

DEMAND AND COST ESTIMATE FOR FULL IMPLEMENTATION

Demand

Total Eligible Population--2,027
User Population (25%)--507
X Trip-Making Rate--18/month
X Mode Split (Trips made by paratransit)--50%

Yields 4,563 trips/month or 2.25 monthly trips/eligible user

Cost

Trips Per Year--4,563 trips/month x 12 = 54,756
/ Vehicle Productivity Factor--2.61
X \$10/hour

Yields \$220,000 Annual Operating Cost
minus user revenue of \$93,000
Requires \$127,000 of subsidy

Plus 3 FTE Administration @ \$10/hour average = \$62,400

Annual Costs are approximately \$189,400

Plus 8 ADA-spec vehicles at total cost of \$241,600

Five Year Paratransit Capital and Operating Budget

AMOUNT NECESSARY FOR COMPLETE ADA IMPLEMENTATION

	Calendar Year				
	1992	1993	1994	1995	1996
Capital Costs					
Vehicles		\$56,000	\$58,800	\$61,800	\$65,000
ADA Costs		\$56,000	\$58,800	\$61,800	\$65,000
Non-ADA Costs		\$0	\$0	\$0	
Operating Costs					
In-House	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Purchased	\$100,000	\$150,000	\$200,000	\$200,000	\$250,000
ADA Costs	\$110,000	\$160,000	\$210,000	\$210,000	\$260,000
Non-ADA Costs					
TOTAL COST/YEAR	\$110,000	\$216,000	\$268,800	\$271,800	\$325,000

This matrix constitutes a target for planning purposes only. Expenditures in future years are dependent on an annual reassessment of demand and budget.

The budget assumes a considerable increase in 80% matching Federal funds. No significant additional financial capacity is available locally.

A public/private cost share for paratransit vehicles is assumed, but a split has not yet been arranged.

Additional costs from lifts on fixed route buses is not included because it represents a small increment of a normal Section 9 reimbursable activity.

Five Year Paratransit Capital and Operating Budget

AFFORDABLE LEVEL OF LOCAL PUBLIC INVOLVEMENT

	Calendar Year				
	1992	1993	1994	1995	1996
Capital Costs	No additional expenditures of local public funds				
Vehicles					
ADA Costs					
Non-ADA Costs					
Operating Costs					
In-House		\$0	\$0	\$0	\$0
Purchased	\$50,000	\$70,000	\$80,000	\$90,000	\$100,000
ADA Costs	\$50,000	\$70,000	\$80,000	\$90,000	\$100,000
Non-ADA Costs		\$0	\$0	\$0	\$0
TOTAL COST/YEAR	\$50,000	\$70,000	\$80,000	\$90,000	\$100,000

This matrix constitutes a target for planning purposes only. Expenditures in future years are dependent on an annual reassessment of demand and budget.

This budget must assume a continuation of Federal Section 9 subsidy at the current level. No significant additional financial capacity is available locally.

Section 5. Description of Proposed Eligibility Determination Process

This section describes the approach that the Sioux City Transit System will be using to determine eligibility for individual ADA paratransit use.

5.1 Availability of Certification Request Materials

A general information packet will be made available describing the paratransit services and criteria for which ADA paratransit eligibility is made. Within this packet, forms will be available to request certification directly. The Transit System also anticipates generating audio tapes to allow individuals who are visually impaired to review the material. In addition, the system plans to allow, with some degree of certification, a third party to make the eligibility request for those individuals that are unable to do so.

5.2 Initial Determination Process for Eligibility

To determine the individuals that are eligible for ADA paratransit service, a quick review of the regulatory categories of eligibility is important. Regulations contain three areas in which person will be eligible for ADA service.

The first category is a transitional condition that exists until the fixed-route system is capable of providing accessible service to persons with disabilities. Any person with a disability who can use an accessible vehicle but for whom any desired trip cannot be made because the fixed-route service is not yet accessible is deemed to be eligible for paratransit.

The second category includes individuals who because of their disability cannot independently board, ride and/or disembark from an accessible vehicle. The USDOT regulation assumes that an individual will not and need not be able to operate a boarding system such as a wheelchair lift, extendible ramp or securement device. Operator assistance with these specific functions is expected.

The third and final category is made up of those individuals who have impairment-related conditions that prevents them from getting to or from a bus stop. Although the ADA intended this category to be a narrow classification, in Sioux City's case, the topography of the community expands upon the population that are potentially eligible in this category.

In addition, the ADA defines two additional groups that are affected by the regulation. An individual that has been certified by another transit provider is considered eligible. A person traveling as a companion of an ADA individual is also deemed to be eligible for that trip. Additional traveling companions must be accommodated on a "space available" basis only. Personal care attendants (PCAs) that are required for the eligible individual to travel are considered as mobility aides and not as companions.

At this point in time, the exact form for the certification request has not been completely developed. However, the local intentions are that it will include some type of professional verification of disability. The following forms show the present intent to implement this certification process. The first form is the format for requests for certification. The second form is the request for professional verification of disabilities in the applicant. It is the further intent of the Sioux City Transit System to request professional verification with the initial application. This verification would be obtained by the Transit System at its expense.

The individual that will be responsible for handling and processing of certification requests is the Transit Manager.

The following table describes the anticipated eligibility by functional impairment/disability. As this form shows, the classifications and determining factors for approving certification requests are stated in the right hand column. In normal situations where a full application is submitted as one package and eligibility determination can occur swiftly, the process will take no longer than two weeks. At this point of decision, the applicants will be notified in writing of the decision that has been made. Appeals will be permitted for individuals refused certification and this process is described in a later section. The forms that will become part of the eligibility process will state the need for personal care attendants, the length of the certification validity, and when and how recertification would be required.

5.3 Documentation to be Routed to ADA Paratransit Eligible Persons

Listed below is the planned approach to be used for documentation. This will include an ID card that will simply identify for both the ADA individual and the transit service provider, and the information necessary to document his or her eligibility. As this proposed card shows, it includes information that identifies the individual, the date of issue, a verification in terms of transit system sign-off, and other specific eligibility information.

5.4 Appeal Process

If an individual is turned down in their application for ADA eligibility, an appeals process will be held with the Transit Manager, if the individual wishes to do so. This appeal can be received up to sixty (60) days of notification of denial of the certification request. The appeal is made within this time period; the system will decide on its validity within thirty (30) days. If for some reason the Transit System cannot make that decision in the thirty-day time period, a special "presumptive" eligibility will be granted until the decision can be made.

If there are conditions where a person who's behavior threatens the safety of paratransit personnel or other customers, they could very well be denied service. Additionally,

disabled individuals who demonstrate repeatedly a consistent pattern of missed scheduled trips may lose their eligibility for a short period of time. The time period being considered currently is thirty (30) days. Temporary suspension of eligibility may also be appealed through the administrative procedure set up by the Transit Manager.

Visitors to the Sioux City Urban area that are ADA paratransit eligible are automatically included in the eligibility process that has been locally established. This process assumes that the individual has acquired a suitable identification through a complimentary process in another locale.

5.5 Policy for Visitors

The paratransit system in Sioux City guarantees that an eligible individual can travel with one guest at the same fare as the ADA eligible customer. Personal care attendants (PCA's) are considered a mobility aide and will not be charged for the trip. As has been previously indicated on the eligibility identification card, the need for a PCA is identified at the time of certification. Additional guests may accompany the ADA customer as long as space is available and other ADA rides are not infringed upon. The main purpose of this rule is to ensure that the best possible use is made of the equipment and no undue capacity constraints would occur as a result of these trips with additional guests.

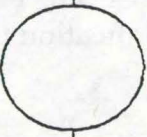
5.6 No-show Policy

If through the normal reservation process a repeated pattern of "no-shows" occurs, the Sioux City Transit System reserves the right to temporarily cancel paratransit privileges for this individual.

Proposed SCTS Paratransit Identification Card

Security Seal
(public entity logo)

Front

Photograph 	Certificate of Eligibility for ADA Paratransit Service	
	Name _____	
	ID. # _____	
Signature _____	Date issued _____	Expiration Date _____
Eligibility Conditions _____		Travel with PCA Yes <input type="checkbox"/> No <input type="checkbox"/>

Back

The person identified on this card has been determined "ADA Paratransit Eligible" in accordance with the provision of 49 CFR part 37 and may be entitled to receive complementary paratransit service subject to the provisions thereof.

 (signature of public entity representative)

 (name of issuing public entity)

_____ (city/town) _____ (state)

Paratransit Coordinator's
 Phone #: _____

Section 6. Description of the Public Participation Process

6.1 Outreach Efforts

This ADA paratransit implementation plan for the Sioux City Urban Area has involved an in-depth public participation process. This process has included many groups, organizations, disabled individuals and transit providers in a comprehensive effort to identify the proper approach to addressing the needs of the disabled as specified in this regulation. Considerable effort was devoted to identifying areas of the community that have considerable impact or relationship to the ADA. Through the initial meetings of the Advisory Committee, additional efforts were to survey individuals to gain a basic understanding of transit needs and interests. A list of individuals involved with the initial meetings of the Advisory Committee is given below.

Through the public hearing and comment process, several opportunities were given for individuals to express their interest in the paratransit implementation plan. Along with the notice published in the newspaper, a special effort was made to notify individuals through television advertisements on the local television channel. This specific effort was made in a bilingual fashion to allow full participation of both English and Spanish-speaking individuals. Specifically at the public hearing, a Spanish translator was available to convert the presentation from English to Spanish and the reverse for any questions that might come up.

6.2 Consultation with Individuals with Disabilities

In concert with the Advisory Committee, several meetings were held that involved persons with disabilities. These included a series of formal meetings as well as specific oral communication directly to and from disabled individuals. Also through the normal meeting and notification process of the participating agencies, disabled individuals were notified of local efforts to begin the implementation plan for paratransit. Listed on the following page are the specific formal meeting dates of the Advisory Committee which included individuals that were disabled. All material at these meetings and proceedings of the meetings were kept and maintained on an audio tape basis for people that were not able to participate due to other impairments.

6.3 Public Comment on Draft Plan

The draft ADA plan for the Sioux City Transit System was completed and presented at a public hearing on January 3, 1992. The plan was made available on an alternative format of audio tape. Through the mailing lists, notices sent to television stations and notices in the local newspaper, individuals were informed of their opportunity to comment as well as the availability of the draft plan.

6.4 Public Hearing and Special Public Hearing Requirement

As mentioned above, the public hearing was held on January 3, 1992. The comments from this hearing were merged and presented along with the comments received on the draft plan.

At that time, the participants in the process made few recommendations specific to the implementation schedule. The primary comment made about paratransit and the ADA concerned the relationship between current fares and the requirement for ADA fares to be no more than twice the regular fare as contained in the legislation. Individuals expressed the need for this rate reduction to occur locally, but recognized that due to the extremely limited budget that is presently available for transit purposes that the implementation schedule should be extended over a considerable length of time. Even though individuals expressed a need to reduce rates, the value of the existing service was expressed as well as the lack of desire to make significant changes.

The remainder of the hearing presented general satisfaction with the local attempts to provide paratransit service currently and recognized the value of the system in implementing any improvements necessary.

6.5 On-going Consumer Participation

The Sioux City Transit System intends to set up a formal advisory committee process that will meet quarterly to discuss progress made on this implementation plan. At a minimum, this group will include the individuals that participated in the Advisory Committee for planned development. However, in addition to these individuals, an extended outreach is anticipated to the disabled community to ensure a continuity of service and accountability of the process. Following the initial interim phases of the establishment of this committee, the Transit System will ensure that leadership is provided by individuals that are aware of the requirements of the legislations and the capabilities of the local system to address them. However, as the consulting process conducted by this advisory committee becomes more formal, the handicapped individuals in the community will be asked to take a more active role in defining and developing issues and responses. Currently, the ultimate goal is to include all individuals who may wish to participate in the production and development of this paratransit plan.

On the following pages is a memorandum of understanding which will be developed and authorized to maintain a formal interaction between the advisory committee and the local transit system.

All meetings to be conducted by the Transit System will be truly accessible and barrier-free so that all individual may freely participate in proceedings. No changes are anticipated in the present meeting arrangement which has the Transit Board holding monthly meetings in the Transit Building which is handicapped accessible. In addition, planning meetings and public hearings will continue to be held at either the Siouxland Senior Center or the Main Public Library, both of which are fully accessible. Under

consideration currently is a potential for the Transit Board to establish neighborhood meetings in separate areas of the urban area. Every effort will be made to ensure that these meetings are fully accessible to individuals that may wish to make comment on transit services. If a suitable location could not be found in a specific neighborhood, that individual will be referenced to another meeting place or asked to make a formal written comment to the Transit Board soon thereafter.

Section 7. Efforts to Coordinate with Other Public Entities

No other public entities operate a fixed-route transit service open to the general public in the Sioux City urban area. Therefore, the requirements to coordinate services do not apply for this plan.

Sioux City Transit System

2505 FOURTH STREET
SIOUX CITY, IOWA 51101
PH A.C. 712 -279-6405



Resolution Authorizing the Plan

This is to certify that the Board of Trustees of the Sioux City Transit System approved and adopted the ADA paratransit plan which is attached at a meeting on January 16, 1992.

Larry Davis, Chairman.

Larry Davis
Chairman, Board of Transit Trustees

January 16, 1992

Date

Sioux City Transit System

2505 FOURTH STREET
SIOUX CITY, IOWA 51101
PH A.C. 712 -279-6405



Existing Paratransit Service Survey

This is to certify that the Sioux City Transit System has conducted a survey of existing paratransit services as required by 49 CFR 37.137(a).

D. R. Dimick

Douglas Dimick
Transit Manager

1-16-92

Date



Included Service Certification

This is to certify that service provided by other entities but included in the ADA paratransit plan submitted by the Sioux City Transit System meets the requirements of 49 CFR part 37 subpart F providing that ADA eligible individuals have access to the service; the service is provided in the manner represented; and, that efforts will be made to coordinate the provision of paratransit service offered by other providers.

D. R. Dimick

Douglas Dimick
Transit Manager

1-16-92

Date

STATE OF IOWA,
COUNTY OF WOODBURY.

The undersigned, of said County, being duly sworn, on oath states that the undersigned is an employee of THE SIOUX CITY JOURNAL, printed and published by Sioux City Newspapers, Inc., at Sioux City, in said County and issued daily and Sunday and that the annexed printed..... notice. *Public Hearing*.....

..... was regularly published in said newspaper for *one*..... consecutive..... *Monday*..... issues, the first publication thereof being on the... *23*... day of... *Dec*....., 19... *91*...

PUBLIC HEARING NOTICE

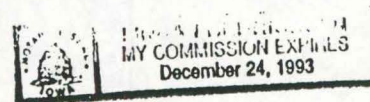
Notice is hereby given that a public hearing will be held by the Sioux City Transit System in the Gleason Room, Aalfs Library, 529 Pierce Street, Sioux City, Iowa at 10:00 a.m. January 3, 1992. The purpose for this hearing is to consider the local Implementation Plan for the American with Disabilities Act (ADA). This Plan will identify procedures for the Transit System to provide and improve transportation services to disabled individuals in the Sioux City Urban Area. Proposed actions will be presented pertaining to both the fixed route and comparable paratransit services. The public, especially those with disabilities, is urged to attend this hearing. Input received at this hearing will be considered to develop a suitable method of meeting the comprehensive need for public transportation in the Urban Area. If you wish to make comments but are unable to attend the hearing, written testimony can be submitted to the Transit Manager, 2505 Fourth Street, Sioux City, Iowa 51101, no later than 4 p.m. on January 7, 1992. Published in The Sioux City Journal December 23, 1992. Legal #3363

Dean A. Krenz, Publisher

Subscribed and sworn to before me at Sioux City, in said County, this *26* day of... *Dec*....., 19... *91*...

..... *Linda Fredrickson*..... Notary Public
In and for Woodbury County.

..... *22*..... Lines..... *1*..... Times, \$..... *8.36*.....



Sooland Cablecom

904 STEUBEN STREET • SIOUX CITY, IOWA 51101 • (712) 233-2400

DAN JENSEN
SIMPCO
PO BOX 447
SIOUX CITY, 51102

DEAR MR. JENSEN,

THIS LETTER IS IN REGARD TO YOUR REQUEST FOR VERIFICATION THAT WE RAN YOUR PUBLIC SERVICE ANNOUNCEMENT ABOUT THE INFORMATIONAL MEETING FOR THE AMERICANS WITH DISABILITIES ACT. WE RAN THE PUBLIC SERVICE ANNOUNCEMENT IN BOTH SPANISH AND ENGLISH A WEEK BEFORE THE MEETING AND RAN UNTIL THE DAY OF THE MEETING. THE PUBLIC SERVICE ANNOUNCEMENT RAN ON OUR LOCAL ACCESS CHANNEL 12.

IF YOU NEED ANYMORE VERIFICATION PLEASE LET ME KNOW OR IF THERE IS ANYTHING IN THE FUTURE THAT YOU WANT TO RUN ON CHANNEL 12, PLEASE LET ME KNOW.

SINCERELY YOURS,



REBECCA H. NICHOLS
COMMERCIAL PRODUCER SOOLAND CABLECOM

PUBLIC HEARING NOTICE

Notice is hereby given that a public hearing will be held by the Sioux City Transit System in the Gleeson Room, Aalfs Library, 529 Pierce Street, Sioux City, Iowa at 10:00 a.m. January 3, 1992. The purpose for this hearing is to consider the local Implementation Plan for the American with Disabilities Act (ADA). This Plan will identify procedures for the Transit System to provide and improve transportation services to disabled individuals in the Sioux City Urban Area. Proposed actions will be presented pertaining to both the fixed route and comparable paratransit services.

The public, especially those with disabilities, is urged to attend this hearing. Input received at this hearing will be considered to develop a suitable method of meeting the comprehensive need for public transportation in the Urban Area. If you wish to make comments but are unable to attend the hearing, written testimony can be submitted to the Transit Manager, 2505 Fourth Street, Sioux City, Iowa 51101, no later than 4 p.m. on January 17, 1992.

INFORME DE AUDIENCIA PUBLICA

Por el presente se le informa que una audiencia publica sera llevada a cabo por el Sistema de Transito de Sioux City en el Salon Gleeson, Biblioteca Publica Aalfs, 529 Pierce, Sioux City, Iowa a las 10:00 A.M. el 3 de enero, 1992. El proposito de esta audiencia es para considerar el Plan de Implementacion local para el Acto Americano de Deshabilidades. Este Plan identificara procedimientos para que el, Sistema de Transito provea y mejore servicios de transportacion a las personas incapacitadas en el Area Urbano de Sioux City. Se presentara informacion pertinente a rutas fijas y otros servicios comparables.

El publico, sobretodo aquellos con deshabilidades deberian de asistir. Informacion recibida en esta audiencia se tomara en consideracion para desarrollar un metodo adecuado para satisfacer las necesidades publicas de transporte en el Area Urbana. Si desea hacer comentarios, pero no puede asistir, puede mandar su testimonio escrito al : Transit Manager, 2505 Fourth Street, Sioux City, Iowa 51101, antes de las 4:00 P.M. el 17 de enero, 1992.

ADVISORY COMMITTEE FOR THE SIOUX CITY TRANSIT SYSTEM
on the
AMERICANS WITH DISABILITIES ACT

December 19, 1991

At the Committee meeting of December 18, 1991 the Committee decided to recommend the following actions for the Transit Board to consider in developing your Implementation Plan due in late January 1992. They are:

A. Determine the potential for a new company in Sioux City (S & D Enterprises) to service the disabled community. Their claim to owning and operating suitable vehicles to meet the ADA specifications could at least be a valuable short term asset.

B. Implement the lift-equipped fixed route bus requirement when vehicles are replaced or remanufactured.

C. Reassess the relationships with the current handicapped providers with an evaluation of their existing service relative to the ADA.

D. Make City Council aware of potential budget adjustments and CIP impact due to the forced increase in operation and capital costs.

E. Establish the necessary adjustments to the System so that all individuals (especially those with communications difficulties) are aware of the services and can access them easily.

MEMORANDUM OF UNDERSTANDING

This is a Memorandum of Understanding, made this _____ day of _____, 19____ between the Sioux City Transit System (herein called SCTS) and the ADA Advisory Committee (herein called the Committee).

Whereas SCTS is duly organized to provide public transportation services in the Sioux City Urban Area; and

Whereas the Committee is a body which was formed to advise and comment on the SCTS programs for transportation that may affect persons with disabilities and to present said advice and comment to the Authority.

Whereas 45 CFR, Part 14 calls for active consumer participation in the planning process of transit agencies that are recipients of Federal transportation monies (Section 613.204, and 609.9 through 609.25); and

Whereas 29 United States Code 794 requires non-discrimination for persons with disabilities; and

Whereas the Committee will consist of representatives of human service agencies, consumer groups, and individuals interested in the accessible services of SCTS; and

Whereas general meetings of the Committee shall be held quarterly or as otherwise deemed necessary; and

Whereas SCTS and the Committee are committed to working toward improvement and expansion of accessible transportation services for persons with disabilities and form this understanding as a vehicle to forward this work; and

Whereas a good faith effort by both parties to this Memorandum of Understanding shall result in a cooperative effort to establish a policy of providing safe, reliable, efficient and effective accessible transportation;

Now therefore, in consideration of this mutual understanding, the Committee and SCTS agree as follows:

SCTS shall, barring emergency or other extraordinary circumstances, request the Committee to review and comment within a reasonable time on all bus acquisitions and relevant modification plans and paratransit vehicles..

SCTS shall make quarterly presentations to the Committee outlining plans and projects. Updates at following quarterly meetings will show if required changes affect accessibility.

SCTS shall advise the Committee of planning efforts in advance of public hearings to ensure that programs are responsive to the actual needs of persons with disabilities.

SCTS shall request the Committee to advise, review, and comment on plans to significantly alter system signage, initiate publicity or public information efforts on SCTS's services.

SCTS shall provide an opportunity for review and comment by the Committee on the Transportation/Capital Improvement Program.

SCTS shall provide the Committee at least twenty (20) working days for review and comment on any of the above matters, whenever possible.

SCTS shall formally respond, through its Transit Manager, to all correspondence initiated voted on, and approved by the Committee.

SCTS shall, to the maximum extent possible, keep the Committee informed of the above Plans, projects, and changes, with reasonable time for review and comment prior to final decisions.

The Committee shall respond to all requests for advice, review and comment on new construction, acquisition of fixed route buses and paratransit vehicles, fixed route bus modifications or changes, plans to alter signage or routes, making a good faith effort to provide said responses within a time frame that renders them usable by SCTS.

The Committee shall make a good faith effort to assist SCTS in soliciting consumer comments on pending Federal Mass Transit Legislation and by supporting when possible, applications for State and Federal grants providing they meet the requirements of Section 504 of the Rehabilitation Act, as amended, the Americans with Disabilities Act, and associated regulations.

The Committee shall make a good faith effort, whenever possible, to assist SCTS by keeping abreast of developments in transportation of persons with transportation disabilities in other parts of the State and Nation. This information shall be made available for use by SCTS.

The Committee shall make a good faith effort to assist SCTS, as much as possible, in developing and promoting outreach efforts and publicizing transit programs and services for persons with disabilities.

The Committee, in addition to the above defined responsibilities and activities, shall assist in general planning, design, implementation, development, and evaluation of SCTS's programs for persons with disabilities.

The Committee shall be responsible for maintaining their own meeting minutes and

announcements and for requesting appropriate interpreters for meetings in a timely manner.

This Memorandum of Understanding shall remain in full force and effect unless written notice to terminate or amend same is submitted by either party. A meeting between both parties will be held within sixty (60) days of receipt of said written notice, and the parties will have sixty (60) days from the meeting date to mutually agree upon changes to the Memorandum of Understanding, otherwise same becomes null and void.

In witness whereof, SCTS and the Committee have caused this Memorandum of Understanding to be executed by their duly authorized officers as of the day and year above written.

SIoux CITY TRANSIT SYSTEM

ADA ADVISORY COMMITTEE

Transit Manager

Committee Chairman

SURVEY OF DISABLED INDIVIDUALS--SIOUX CITY URBAN AREA
TRANSPORTATION NEEDS

1. Do you currently use any form of specialized transportation services?

If yes, who provides the service? Are you satisfied with them?

Wheelchair Services	6-yes	5-no
Limousine Inc.	1-yes	2-no
Other	1-yes	
Senior Helpmate	2-yes	

2. How often do you use this service?

More than 1/week	7	Daily	1
More than 1/month	4	Less than 1/month	2

3. If this service was not available, how would you meet your travel needs?

Wouldn't	4	Taxi	1
Get someone	4	Legal action	1
Own car	1		

4. If this service was cheaper, how would it affect your usage of the service?

No effect	6	More use	8
-----------	---	----------	---

5. If this service was costlier, how would it affect your usage of the service?

No effect	4	Prohibitive	7
Cut back	3		

6. Do you need help from your home to the curb where the specialized vehicle is parked?

Yes	11	No	5
-----	----	----	---

7. Do you feel that Sioux City should provide more funds for better service to you?

If so, what is the best way of achieving this?

Yes	11	No	3
-----	----	----	---

8. Do you have any other concerns about the service?

Prompt? (2-late service)
 Polite? (2-grumpy)
 Safe? (2-concern about Limousine's wheelchair tiedowns)
 Comfortable? (1-no)
 Other?

Total Useable Surveys: 22

Person Contacted: _____

Survey done by: _____

Paratransit Services in the Sioux City Urban Area

Agency: Area IV Agency on Aging

Description of Service: Meal Site delivery

Characteristics of Population Served: Elderly

Number of Vehicles Used: 4

Service Area: Sioux City and Sergeant Bluff

Amount Spent on Transportation (if available): \$85,000

In-house or Contracted?: Contracted: Siouxland Regional Transit System

Direct Operations:____ **Brokerage:**____ **User-side Subsidy:**____ **Other:** X

Date that Service Began: 1984

Major Funding Sources: Federal sources

Significant changes since inception: Increases in funding

Included as Provider in Service Plan:

Paratransit Services in the Sioux City Urban Area

Agency: WACO, Inc.

Description of Service: Handicapped subscription service

Characteristics of Population Served: Employment services for mentally disadvantaged

Number of Vehicles Used: 5

Service Area: Sioux City and Sergeant Bluff

Amount Spent on Transportation (if available): \$19,500 (SRTS) and \$30,000

In-house or Contracted?: Contracted: Siouxland Regional Transit System and Limousine Services Inc.

Direct Operations:____ **Brokerage:**____ **User-side Subsidy:** X **Other:**____

Date that Service Began: 1980

Major Funding Sources: Department of Human Services

Significant changes since inception: Increase in service need

Included as Provider in Service Plan:

Paratransit Services in the Sioux City Urban Area

Agency: Goodwill Industries

Description of Service: Handicapped subscription service

Characteristics of Population Served: Employment services for mentally and physically disadvantaged

Number of Vehicles Used: 1

Service Area: Sioux City and Sergeant Bluff

Amount Spent on Transportation (if available): \$1,294

In-house or Contracted?: Contracted: Siouxland Regional Transit System

Direct Operations:____ **Brokerage:**____ **User-side Subsidy:** X **Other:**____

Date that Service Began: 1980

Major Funding Sources: Donations

Significant changes since inception:

Included as Provider in Service Plan:

Paratransit Services in the Sioux City Urban Area

Agency: Woodbury County Community Action Agency

Description of Service: Demand Response

Characteristics of Population Served: pre-school (Head Start)

Number of Vehicles Used: 3

Service Area: Sioux City

Amount Spent on Transportation (if available):

In-house or Contracted?: In-house: own 3 vans

Direct Operations: **Brokerage:** _____ **User-side Subsidy:** _____ **Other:** _____

Date that Service Began: 1984

Major Funding Sources: Federal and State

Significant changes since inception: Own the vehicles

Included as Provider in Service Plan:

Paratransit Services in the Sioux City Urban Area

Agency: Woodbury County Homestead

Description of Service: Demand Response

Characteristics of Population Served: Mentally and physically disabled

Number of Vehicles Used: 2

Service Area: Sioux City

Amount Spent on Transportation (if available): \$5,929 (SRTS)

In-house or Contracted?: Both: SRTS and own vans

Direct Operations: **Brokerage:** **User-side Subsidy:** **Other:**

Date that Service Began:

Major Funding Sources: Local and State tax support

Significant changes since inception: Bought their own vehicles

Included as Provider in Service Plan:

Paratransit Services in the Sioux City Urban Area

Agency: Mid-Step Services, Inc.

Description of Service: Residential care and activities

Characteristics of Population Served: Mentally and Physically disadvantaged

Number of Vehicles Used: 15

Service Area: Sioux City

Amount Spent on Transportation (if available):

In-house or Contracted?: In-house

Direct Operations: **Brokerage:** **User-side Subsidy:** **Other:**

Date that Service Began: 1977

Major Funding Sources: Local, State and Federal

Significant changes since inception: Expansion

Included as Provider in Service Plan:

Paratransit Services in the Sioux City Urban Area

Agency: Native American Childcare Center

Description of Service: Limited fixed route

Characteristics of Population Served: Minority pre-school

Number of Vehicles Used: 2

Service Area: Sioux City

Amount Spent on Transportation (if available): \$10,243

In-house or Contracted?: Contracted: Siouxland Regional Transit System

Direct Operations:____ **Brokerage:**____ **User-side Subsidy:**____ **Other:** X

Date that Service Began: 1983

Major Funding Sources: Federal

Significant changes since inception: Expansion in service numbers

Included as Provider in Service Plan:

Paratransit Services in the Sioux City Urban Area

Agency: Marian Health Center

Description of Service: Client Service

Characteristics of Population Served: Title 19, Physical and/or mental patient

Number of Vehicles Used: 5

Service Area: Sioux City Urban Area

Amount Spent on Transportation (if available): \$18,000

In-house or Contracted?: Wheel Chair Transportation Services, Inc.

Direct Operations:____ **Brokerage:**____ **User-side Subsidy:** X **Other:**____

Date that Service Began: 1985

Major Funding Sources: Hospital Mission

Significant changes since inception: Increase in service

Included as Provider in Service Plan:

ADA Paratransit Eligibility

1. Those who cannot board, ride, or disembark from accessible vehicles.
2. Persons who can use accessible vehicles, but accessible service not available.
3. Those who cannot get to stop/station.

Also,

- Companions
- Visitors

Eligibility by Funtional Impairment/Disability

Functional Impairment/Disability	Type of Eligibility	Determining Factors
Ambulatory Disability, Uses Wheelchair	Conditional (2,3)*	<ul style="list-style-type: none"> ● Availability of accessible fixed route service ● Distance to/from bus stop or rail station for trip requested ● Environmental conditons (terrain)
Ambulatory Disability, Uses Walker	Conditional (2,3)	<ul style="list-style-type: none"> ● Distance to/from bus stop or rail station for trip requested ● Availability of accessible fixed route service ● Environmental conditions (terrain)
Ambulatory Disability, Uses Braces	Conditional (2,3)	<ul style="list-style-type: none"> ● Distance to/from bus stop or rail station for trip requested ● Availability of accessible fixed route service ● Environmental conditions (terrain)
Ambulatory Disability, Uses Other Mobillty Aid	Conditional (2,3)	<ul style="list-style-type: none"> ● Distance to/from bus stop or rail station for trip requested ● Availability of accessible fixed route service ● Environmental conditions (terrain)
Temperature Sensitivities	Conditional (3)	<ul style="list-style-type: none"> ● Distance to/from stop/station ● Waiting time at stop/station ● Temperature
Cardiac Condition	Conditional (3)	<ul style="list-style-type: none"> ● Distance to/from stop/station ● Environmental conditions (temperature, terrain)
Pulmonary Condition	Conditional (3)	<ul style="list-style-type: none"> ● Distance to/from stop/station ● Environmental conditions (temperature, terrain)
Arthritis	(Conditional) (3)	<ul style="list-style-type: none"> ● Distance to/from stop/station ● Environmental conditions (temperature, terrain)

* Indicates category of eligibilty. (1) = unable to board, ride, or disembark from an accessible vehicle; (2) = able to use accessible vehicle but accessible vehicle is not available; (3) = uable, due to impariment related conditons to get to stop/station.

Eligibility by Funtional Impairment/Disability (continued)

Functional Impairment/Disability	Type of Eligibility	Determining Factors
Conditions resulting in severe fatigue (HIV, radiation/ chemotherapy, dialysis)	Conditional (1,3)	<ul style="list-style-type: none"> ● Distance to/from stop/station ● Environmental (temp./terrain)
Severe lack of coordination/motor function (e.g., cerebral palsy, brain/spinal/peripheral nerve trauma, neurological conditions)	In all cases (1,3)	
Moderate lack of coordination/motor function (e.g., cerebral palsy, brain/spinal/peripheral nerve trauma, neurological conditions)	Conditional (2,3)	<ul style="list-style-type: none"> ● Distance to/from stop/station ● Availability of accessible fixed route service
Profound or sever mental retardation	In all cases (1,3)	
Mild or moderate mental retardation	Conditional (1,3)	<ul style="list-style-type: none"> ● Has person received travel training for trip requested?
Psychiatric disabilities causing disorientation (as distinct from behavioral)	In all cases (1,3)	
Visual impairments (blindness, restricted vision)	Conditional (1,3)	<ul style="list-style-type: none"> ● Has person received travel training for trip requested? ● Effective fixed route communications practices in place (announcements, card systems, etc.)? ● Physical barriers in the environment
Hearing Impairments	Conditional (1)	<ul style="list-style-type: none"> ● Effective fixed route communications practices in place (signage, card system, etc.)
Communication Disabilities (disability related speech or reading impairments)	(Conditional (1)	<ul style="list-style-type: none"> ● Effective fixed route communications practices in place (signage, card system, etc.)

Complementary Paratransit Service Six Criteria

1. Service Area
2. Response Time
3. Fares
4. Trip Purposes
5. Hours and Days of Service
6. Capacity Constraints

Undue Financial Burden

- Only applies to the six service criteria
- Must demonstrate that an undue financial burden exists.
- Only trips and costs associated with required service can be included.
- For limited period. Must plan for full compliance.

UMTA'S TRANSIT ACCESSIBILITY PROGRAM

WHEELCHAIR LIFT REQUIREMENTS

<u>ITEM</u>	<u>DOT FINAL RULE</u>
PLATFORM	
- LENGTH AND WIDTH	48" AND 30" MINIMUM (FROM 2" TO 30" ABOVE PLATFORM)
- INNER BARRIER	MOVABLE OR INHERENT DESIGN
- OUTER BARRIER	SUFFICIENT TO PREVENT RIDING OVER OR DEFEATING IT
- EDGE BARRIERS	1 AND 1/2" MINIMUM
BOARDING DIRECTION	EITHER FORWARD OR BACKWARD
STANDEES	MUST ACCOMMODATE
DOOR HEIGHT CLEARANCE (FROM TOP OF DOOR TO RAISED PLATFORM)	68" FOR VEH. IN EXCESS OF 22', 56" FOR VEH. 22' OR LESS

UMTA'S TRANSIT ACCESSIBILITY PROGRAM

RAMP REQUIREMENTS

<u>ITEM</u>	<u>DOT FINAL RULE</u>
RAMP SURFACE	CONTINUOUS AND SLIP RESISTANT
RAMP WIDTH	30" MINIMUM
RAMP EDGE BARRIERS	2" MINIMUM
BOARDING DIRECTION	EITHER FORWARD OR BACKWARD
STANDEES	MUST ACCOMMODATE
DOOR HEIGHT CLEARANCE (FROM TOP OF DOOR TO HIGHEST POINT OF RAMP)	68" FOR VEH. IN EXCESS OF 22', 56" FOR VEH. 22' OR LESS
SLOPE (MEASURED FROM VEHICLE FLOOR TO 6" CURB, BUT NOT LESS THAN 1 IN 4 TO STREET)	1 IN 4, FOR 3" OR LESS; 1 IN 6, FROM 3+" TO 6"; 1 IN 8, FROM 6+" TO 9"; 1 IN 12, ABOVE 9"

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