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# UPDATE REGIONAL TRANSIT DEVELOPMENT PROGRAM

FY 1982 - 86

REGION V



MIDAS COUNCIL OF GOVERNMENTS - 1981

REGIONAL TRANSIT DEVELOPMENT PLAN

REGION V

PREPARED BY

MIDAS COUNCIL OF GOVERNMENTS

AND

FRONTIER TRANSIT

THE PREPARATION OF THIS DOCUMENT  
WAS FINANCED, IN PART, THROUGH  
TRANSPORTATION PLANNING FUNDS FROM  
THE UNITED STATES DEPARTMENT OF  
TRANSPORTATION, FEDERAL HIGHWAY  
ADMINISTRATION, A GRANT FROM THE  
IOWA DEPARTMENT OF TRANSPORTATION  
WITH A MATCH FROM THE LOCAL AREA V  
GOVERNMENTS, AND A GRANT FROM THE  
URBAN MASS TRANSIT ADMINISTRATION  
THROUGH A GRANT FROM THE IOWA DE-  
PARTMENT OF TRANSPORTATION.

DISCLAIMER

THE OPINIONS, FINDINGS, AND CONCLUSIONS EXPRESSED IN THIS REPORT ARE  
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MENT OF TRANSPORTATION OR THE FEDERAL HIGHWAY ADMINISTRATION.

A-95 COMMENT SHEET

MIDAS Review No. 81-46

Date Received 3/30/81

Date Reviewed by A-95  
Committee Mailed Comments

Date Reviewed by MIDAS  
Executive Committee  
4/15/81

Applicant and Address:

MIDAS Council of Governments  
19 North 7th Street  
Fort Dodge, IA 50501

Frontier Transit  
19 North 7th Street  
Fort Dodge, IA 50501

Name of Project:

Regional Transit Development Plan - 1981 Update

Description of Project:

Public transportation in Iowa receives subsidies from both the Iowa Department of Transportation and the Federal Highway Administration through the Urban Mass Transit Act. A yearly requirement to receiving federal and state assistance is the development and annual updating of an ongoing planning process. The final product, the Regional Transit Development Plan - 1981 Update has been prepared and is now being submitted for A-95 Review. Section V contains the new alternative for FY 1981-82, Projects proposed for funding, and alternatives for future years. This section is the most important part of the plan and is included as an appendix to this review sheet.

Proposed Funding: Federal \_\_\_\_\_  
State \_\_\_\_\_  
Local \_\_\_\_\_  
Other \_\_\_\_\_  
TOTAL No Cost

Agencies Involved: Iowa DOT  
UMTA - Federal Highway  
Administration


The above application has been reviewed by the MIDAS A-95 Review Committee and the MIDAS Executive Committee and it has been determined that the proposal ~~does~~  
X does not conflict with adopted local or regional plans or duplicate efforts currently in progress.

Additional Comments: The Plan meets the approval of the MIDAS A-95 Review Committee and MIDAS Executive Committee.

Signature of A-95 Review Officer Stephen G. Ziesel

PLEASE ATTACH THIS COMMENT SHEET TO YOUR APPLICATION AND/OR SUBMIT THE REQUIRED COPY TO THE APPROPRIATE STATE/FEDERAL FUNDING AGENCY

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Regional Transit Advisory Committee  
April 22, 1981  
Minutes

The meeting was called to order at 7:05 P.M. by Mayor Knupp.

Those present were Mayor Knupp, Howard Ortmeyer, Richard Rhiner, Lou Booher; Fort Dodge, Mary Ruse, Dorothy Dodd, Harold Lockwood, Kenneth Cran; Humboldt, Dr. Joseph Schoofs, Ramon Hinde; Pocahontas, J.P. Golinvaux; IDOT District Manager, Gretchin Chadwick; Foster Grandparent Program, Kevin Murphy; Fort Dodge Messenger, Steve Hoesel; Midas Council of Governments, John E. Evans, Pearl Bradley, Diana Claude, and Micki Carlson; Frontier Transit Staff.

John Evans stated that Frontier Taxi is indebted to Frontier Transit in the amount of \$13,000. The hours of operation have been cut, we are now shutting down at 12:00 Midnight. The drivers are now working with a 40-60 take, with 40% for the drivers and 60% for the Taxi company. Frontier Transit is performing all the services for Taxi, which has caused some hardships on Transit in being able to pay our payroll taxes.

Mayor Knupp said we are going to have to borrow the money.

John Evans talked to Woody Graham at Union Trust. Mr Graham said John Evans and Mayor Knupp would have to sign the note.

Dr. Schoofs asked if the bank loan would be against Taxi or Transit.

Mayor Knupp replied it would be against both.

Harold Lockwood asked if this loan would be paid off by Taxi without anything coming out of Transit.

Mayor Knupp and John Evans replied, yes.

Richard Rhiner asked the amount of money to be borrowed.

John Evans replied \$13,000/

Richard Rhiner moved that the board authorize John Evans and Mayor Knupp to approach Union Trust to borrow \$13,000 as a repayment back to Frontier Transit.

2nd by Lou Booher

Motion Passed.

Mayor Knupp asked John Evans about further budget cuts.

John Evans said we are going to set up semi-fixed routes and raise fares. I will be cutting back another driver at the end of May.

Mayor Knupp went on to discussion of combining Taxi and Transit dispatch.

Some discussion followed.

Mayor Knupp asked what is the proposed increase in fares for bus.

John Evans replied, For the elderly and handicapped \$1.25 and all others \$2.00.

Steve Hoesel explained the RTDP.

Some discussion followed.

Howard Ortmeyer moved to adopt the 5-year, Section V. Plan.  
2nd by Ramon Hinde  
Motion Passed.

Steve Hoesel explained Regulation 504. The 504 Plan must be adopted by the board before the application can be processed. The 504 Plan has been prepared as acceptable to the Department of Transportation out of Kansas City. All it would need to give final adoption of the Plan is the approval of this board.

Richard Rhiner opposed the adoption of Regulation 504.

Howard Ortmeyer stated that one bus with a chair lift would be enough.

Howard Ortmeyer moved to adopt Regulation 504 as amended.  
2nd by Ramon Hinde.  
Motion Passed.

John Evans said that we have to start raising the 20% matching funds for the new buses with radio and newspaper interviews.

John Evans asked that Lou Booher be an alternate signer to sign checks when he is away from the office.

Howard Ortmeyer moved that Lou Booher be an alternate signer.  
2nd by Richard Rhiner.  
Motion Passed.

Richard Rhiner moved to adjourn.  
2nd by Howard Ortmeyer.

Respectfully Submitted,

*Diana Claude*

Diana Claude  
Recording Secretary

# Affidavit of Publication

STATE OF IOWA, Webster County, ss.

**LEGAL PUBLICATION  
NOTICE OF PUBLIC HEARING**  
Frontier Transit, the Regional Transit Authority in Area 5, will hold a public hearing on April 16, 1981, at 7:00 p.m. at 19 North 7th Street, Fort Dodge, Iowa, for the purpose of reviewing applications for Section 18 assistance and for continued Financial assistance from the State of Iowa, Department of Transportation.  
Citizens may submit oral or written comments with respect said items at or prior to the hearing.

I, Lori Maad 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 \_\_\_\_\_ ~~consecutive weeks~~, the first of said publications occurring on the 16th day of March, 19 81, 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 Three and 96/100 Dollars (\$ 3.96 )

Sworn and subscribed to by Lori Maad  
before me this 16th day of March, A.D. 1981.  
Eleanor McNeilly  
Notary Public for Webster County, Iowa.  
My Commission expires 9-30-80

NOTE: The above notice was published in the same newspaper one week prior to the meeting date. The Affidavit of Publication for the second notice has not yet been received by the planning office.

## MINUTES OF PUBLIC HEARING

A public hearing was held at 19 North 7th Street in Fort Dodge, Iowa at 7:00 P.M. on the 16th day of April, 1981. The public hearing was held to accept public comment on the contents of the 1981 Update of the Regional Transit Development Plan and the accompanying application for State Transit Assistance monies and an application for UMTA Section 18 funding. The above documents had been available at the transit office for inspection prior to the public hearing date.

John Evans, transit manager, and Stephen Hoesel, planner called the meeting to order at approximately 7:00 P.M. No written or oral comments were heard and the meeting was adjourned at approximately 7:20 P.M.

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SECTION I, INTRODUCTION

In cooperation with the Iowa Department of Transportation; MIDAS (Mid Iowa Development Association) is preparing a Regional Transit Development Plan (RTDP) to increase coordination and reduce duplication of service.

The Mid Iowa Development Association (MIDAS) Council of Governments is one of 16 planning regions within Iowa (Refer to Figure 1). Calhoun, Hamilton, Humboldt, Pocahontas, Webster and Wright Counties comprise the MIDAS (Region V) service area. A population of 123,603 (1970 Census) resides within the 3,600 square miles of Region V. This area comprises one of the richest agricultural areas in Iowa with 96.8% of Region V considered prime agricultural land. Of the sixty-one municipalities in the region only Fort Dodge has a population greater than 25,000 (Refer to Figure 2).

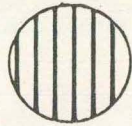
MIDAS has its offices at 19 North 7th Street in Fort Dodge. The main emphasis of MIDAS is to provide local technical planning assistance to the communities and counties in its region.

Frontier Transit is located in the same offices as MIDAS, 19 North 7th Street, Fort Dodge, Iowa. This office is primarily responsible for the Fort Dodge Transit operation as well as the Pocahontas County, Humboldt County, Eagle Grove and Webster City operations.

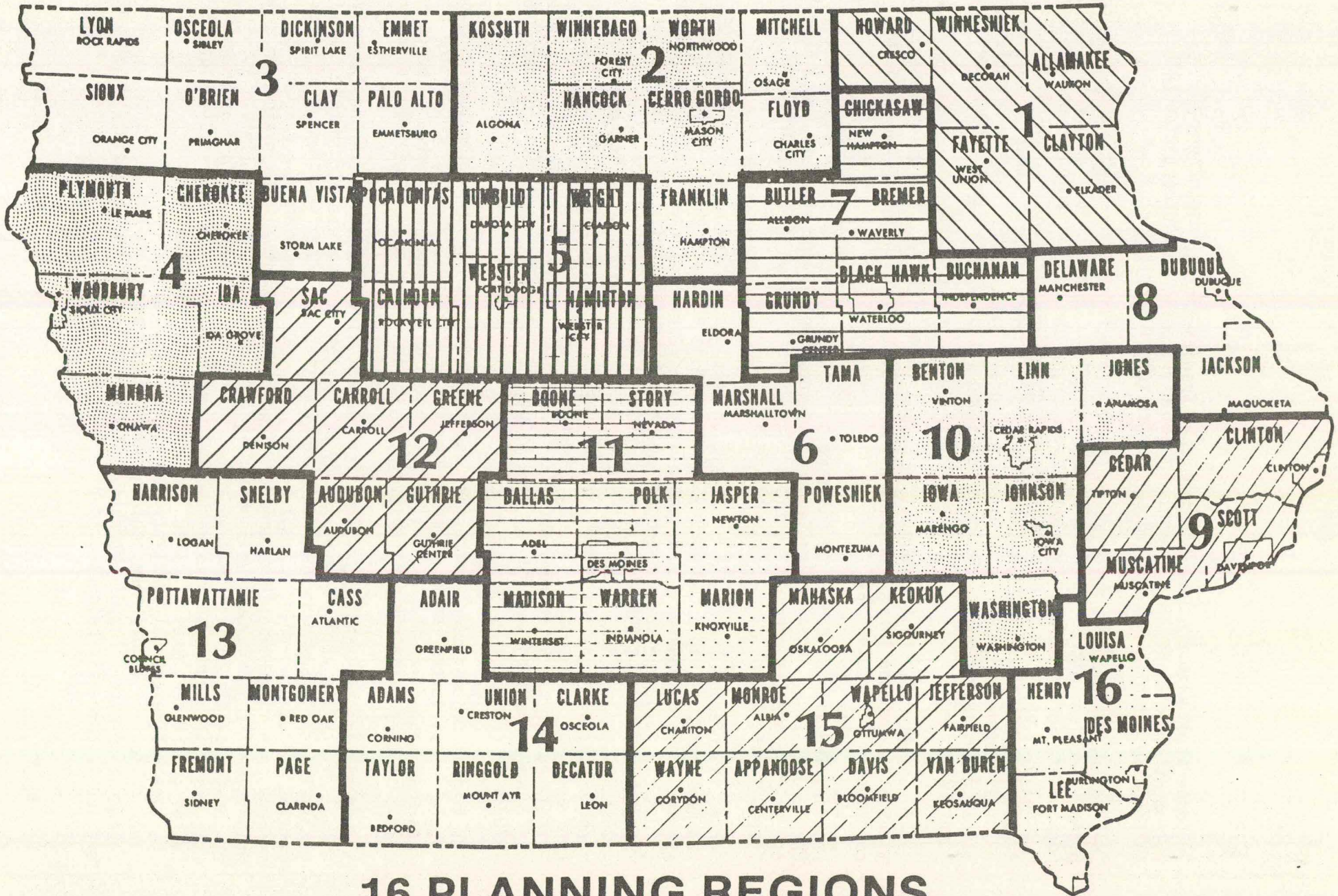
Since its creation the Region V transit program was controlled by the MIDAS COG. The membership of MIDAS COG served as the transit advisory group; reviewing all transit planning in Area 5 and controlling all aspects of the transit program. As of July 1, 1979, the transit program became a separate entity having no further affiliation with MIDAS COG. The transit program took on the auspices of a Regional Transit Authority (RTA). A new transit advisory committee or policy board was formed. The advisory committee includes representatives of local and county government and transit personnel, who have been active in the creation of the Regional Transit Authority (Refer to Figure 3). MIDAS COG, being the regional planning agency, still has the responsibility for developing the Regional Transit Development Plan (RTDP).

The transit organizational structure as it affects transit in Region V, is shown in Figure 4. It is the intent of this document to continue the ongoing planning process with respect to transportation in the Region V - six county area. The general intent is to provide public transportation in an economical and coordinated manner.

For local Direction and Goals, Frontier Transit works together with the Executive Committee and the various Local Policy Boards set up in areas with public transit. Busing boards in Humboldt and Pocahontas Counties meet the first Monday of every month to discuss on-going transit policy. The Executive Committee consists of members from only Humboldt, Pocahontas, and Webster Counties. Participation from Wright, Hamilton, and Calhoun Counties is limited because of the limited amount of service available within these areas. Existing service in Wright and Hamilton Counties is through contracts with local service agencies and city/county donations do not come directly to Frontier Transit. It is hoped that the three nonparticipating counties will eventually actively participate in Frontier Transit. Informal discussions on service levels that could be provided through local support, and additional coordination with agencies currently not under contract are periodically held. No service is currently being provided in Calhoun County.



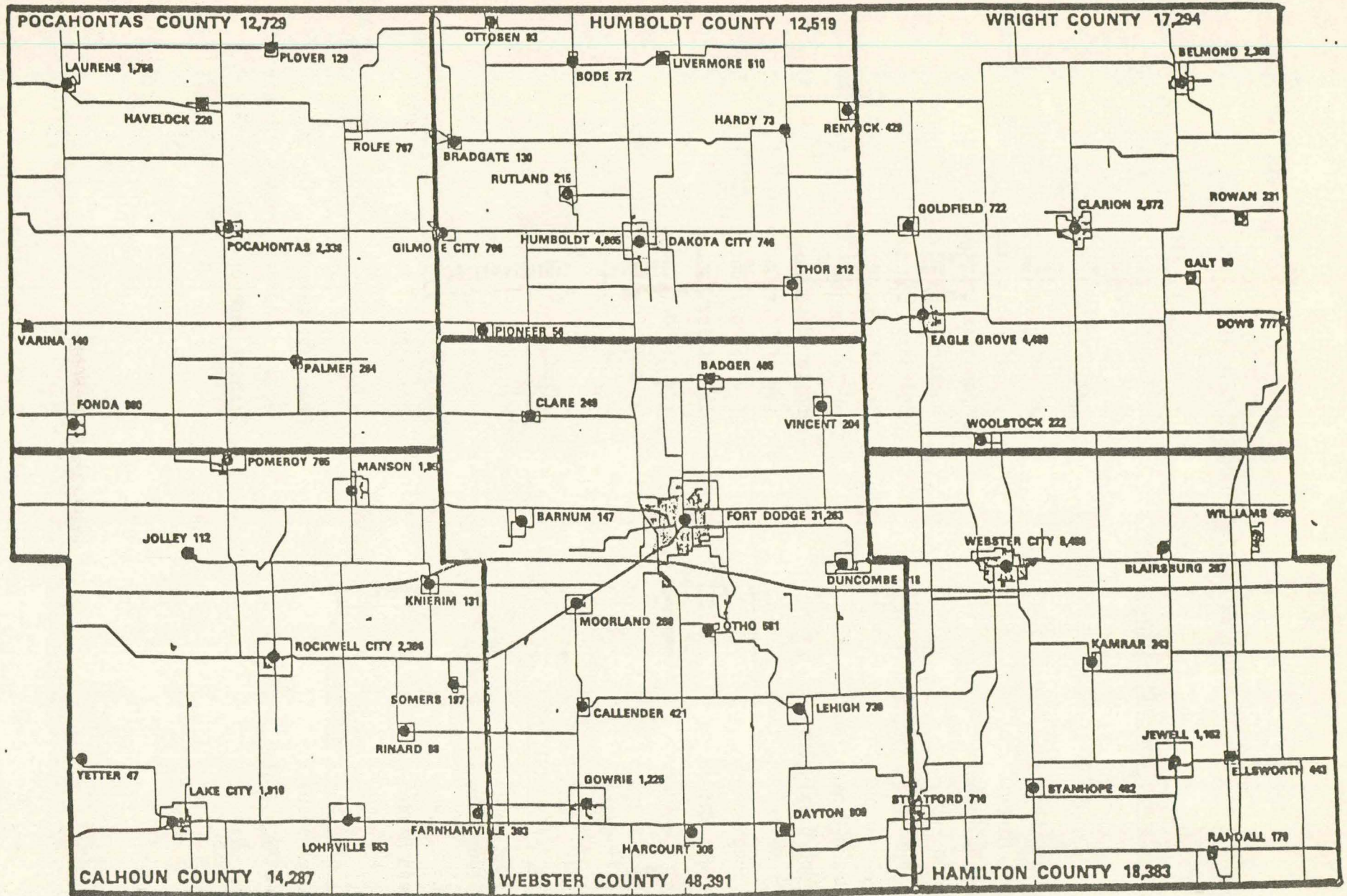
FRONTIER TRANSIT REGION BOUNDARIES



16 PLANNING REGIONS

REGION V

FIGURE 2



FRONTIER REGIONAL TRANSIT AUTHORITY

Policy Board/Transit Planning Board

Charles Moore  
 Ramon Hinde  
 John B. Fisher  
 Herman Rubel  
 Vincent Reis  
 Clyde Knupp  
 Leonard Hansch  
 Joseph Cunningham  
 Bill Smith  
 Lou Booher  
 Richard Rhiner  
 Howard Ortmeyer  
 Jean Kleve  
 Virgil Smith

REPRESENTING

Calhoun County  
 City of Pocahontas  
 Pocahontas County  
 Pocahontas County  
 Pocahontas County  
 City of Fort Dodge  
 Webster County  
 Webster County  
 City of Fort Dodge  
 City of Fort Dodge  
 City of Fort Dodge  
 City of Fort Dodge  
 Humboldt County  
 City of Humboldt

EXECUTIVE COMMITTEE

Clyde Knupp  
 Vincent Reis  
 John E. Evans  
 Ramon Hinde

POSITION

Chairman  
 Vice-Chairman  
 Secretary  
 Treasurer

Planning Staff Members:

Steve Hoesel  
 Timothy W. Clark  
 John Evans

Executive Director  
 Regional Planner/Transit Planner  
 Transit Manager

Frontier Transit became a separate entity as of July 1, 1979. The new agency has the sole responsibility of providing public transit through a combined system with all who have received public money for transit. The agency will be responsible for collecting all statistics and figures for transit operations in the region. Transit planning will still be done by MIDAS COG, but all service and reporting will be done through a central agency.

Consolidation of administrative services through Frontier Transit has eliminated the need for each separate service/program to maintain its own administrative setup. Through consolidation there has been a savings in terms of dollars and paper work. Expenses for upkeep and maintenance have been consolidated making it possible for easier recordkeeping and monitoring. Therefore, for those services under contract with Frontier Transit, the only bookkeeping expense lies with Frontier Transit. This fact saves money in that a central system is more practical and economical than many part-time systems. This consolidation permits the implementation of additional money saving innovations such as the Computerized Uniform Data Management System. Consolidation also permits the expenditure of funds for a joint dispatching system to enable the system to be more efficient. Each separate agency could not afford its own dispatcher. Consolidation into one system also increases the ability of Frontier Transit to advertise in the hopes of providing service to the general public to subsidize its client operations.

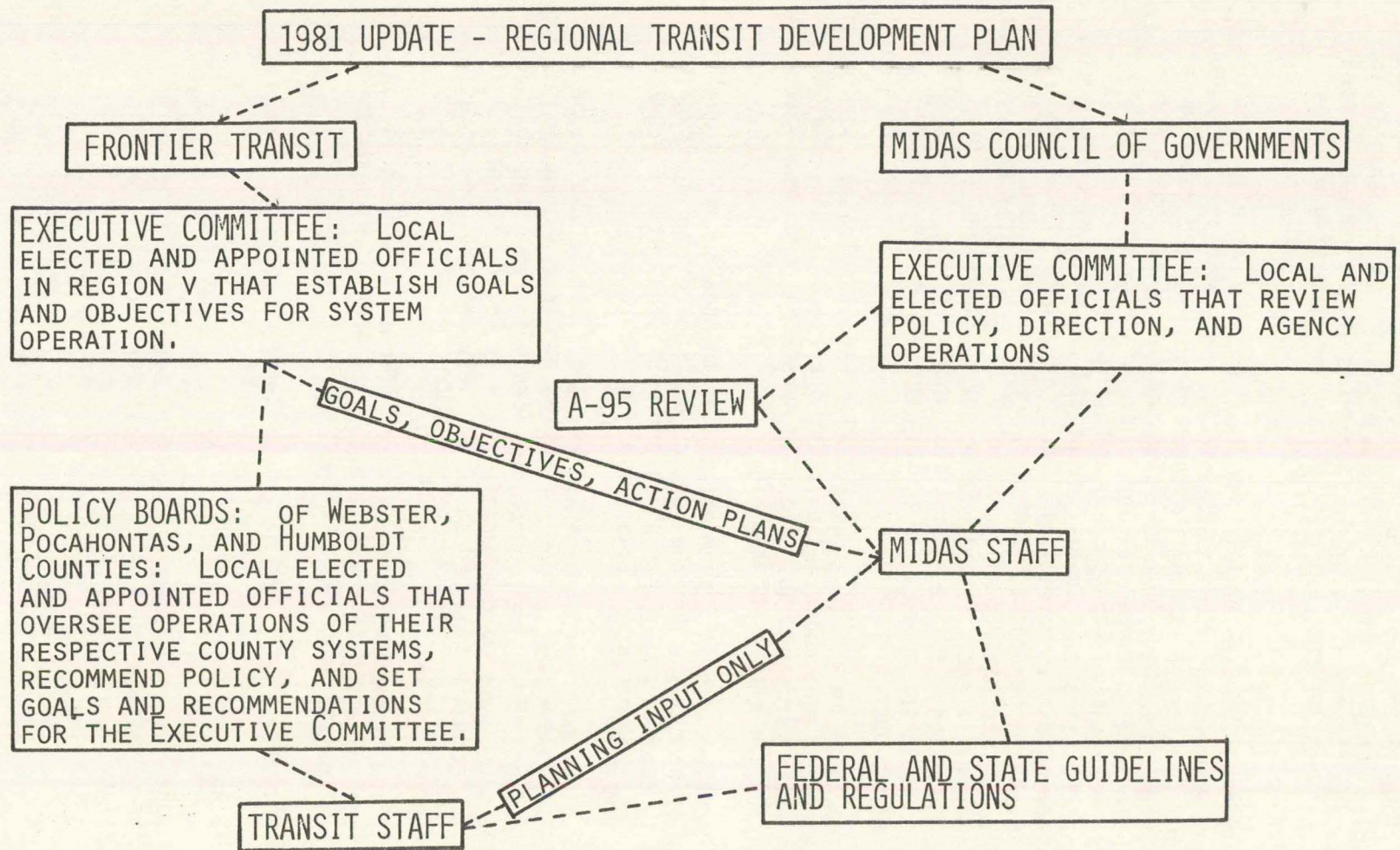
Coordination among the operators in Area 5 is high. With Frontier Transit working with public transit in the area more coordination among operators is taking place. The operators knowledge of the different operations in Area 5 has been made possible through the administrative efforts of the RTA.

Each sub-system of the Frontier Transit System operating in Area 5 has its own dispatching center, each of which is under the control and supervision of Frontier Transit. All reporting is done through forms which are consistent with the guidelines set forth by the Iowa Department of Transportation.

Frontier Transit plays a vital role in the planning process. It is the responsibility of the MIDAS Planning Department to reflect in the RTDP's the direction Frontier Transit is to proceed, and to help guide the agency in realizing that goal. When completed, each TDP is reviewed by the Frontier Transit Policy/Planning Board so that there is no lack of communication and so to actively reflect the coming year's goals.

There are no additional transit programs in the region. Frontier Transit in conjunction with MIDAS Regional Planning is the only agency in Area 5 which prepares a TDP or any other related transit program.

FIGURE 4



MIDAS Council of Governments Executive Committee

Richard Hansen - Calhoun County  
 Joe Gray - Calhoun County  
 James Sylvester - Hamilton County  
 Wally Cooke - Hamilton County  
 Kenneth Underberg - Humboldt County  
 LeRoy Jorgensen - Humboldt County

Robert Schoon - Pocahontas County  
 Raymond Hinde - Pocahontas County  
 Richard Fleming - Webster County  
 Alvin Pettit - Webster County  
 Gene Sturgen - Wright County  
 Wayne Pals - Wright County

## Overview of the RTDP

The purpose of Section I is to provide background information about the planning region as per geographical make-up and transit situation.

The purpose of Section II is to describe the area in detail as to population characteristics and transit user related activity centers. Also, transit services are analyzed in terms of area coverage and key statistics - ridership, revenue miles, finances, schedules, etc.

Section III establishes the direction of the RTDP. A survey will be used to gain local input from transit riders, community decision makers, business leaders, and the general public concerning transit goals for the next five years. Public meetings will be held to discuss the survey results. This subjective evaluation of transit services within the planning region is to reveal 1) deficiencies in service quality and 2) ways in which transit could be improved to better meet local needs and preferences, both in terms of additional service elements and reconfiguration of existing services.

The objectives derived in Section III are used to formulate developmental alternatives in Section IV. Using a "budget constraint" approach, three alternatives are fashioned which vary in scale and cost. The document based on this approach becomes a useful management tool for the transit manager.

Section V describes the Five-Year Frontier Transit Action Program. The desired alternative selected by the policy board is the basis from which the Action Plan is formulated.

Appendix A describes transit development within the region. Appendix B provides information necessary to document requests for funds from state and federal sources. And Appendix C will be a special study concerning a marketing program for Frontier Transit.

This study will include:

1. Analysis of past marketing approaches used by Frontier Transit.
2. Analysis of ridership and identification of market.
3. Design of marketing schedule containing marketing elements designed to improve ridership and/or operation. Each element will contain objectives, cost, and implementation cost.

Appendix D documents a minor special study as to possible effects on Frontier Transit by the city of Fort Dodge's new bikeway program. Appendix E describes an alternative to the current dispatching system of Frontier Transit, and Appendix F indicates the potential for the establishment of commuter routes in conjunction with new industrial plants in Pocahontas and Belmond.



## PUBLIC TRANSIT PROVIDERS

## REGION V

<u>AGENCY</u>	<u>SERVICE TO</u>	<u>ADMINISTRATED BY</u>	<u>ADDRESS</u>
Frontier Transit (Fort Dodge)	General Public	Frontier Transit	19 North 7th Street
Frontier Taxi <sup>2</sup>	General Public	Frontier Transit	19 North 7th Street
Webster City Taxi-Service	Elderly/Handi- capped	Frontier Transit	19 North 7th Street
Eagle Grove Senior Citizens	Elderly	Frontier Transit	19 North 7th Street
Pocahontas Busing, Inc.	General Public	Frontier Transit	19 North 7th Street
Humboldt/Dakota City Senior Citizens	Elderly/General Public	Frontier Transit	19 North 7th Street

<u>INTER CITY CARRIERS</u>	<u>SERVICE TO</u>	<u>ADDRESS</u>
Jefferson Lines	General Public	Stop at Belmond in Region
Smithway Transportation Co. <sup>1</sup>	General Public	Union Bus Depot - 1400 Central Avenue - Fort Dodge
Iowa Coaches, Inc.	General Public	Union Bus Depot - 1400 Central Avenue - Fort Dodge
Greyhound, Inc.	General Public	Union Bus Depot - 1400 Central Avenue - Fort Dodge

<sup>1</sup>Since the first draft of this section, Smithway Transportation Company was sold to a firm from Marshalltown, Iowa. The new firm does not operate the fixed route schedules of Smithway, but provides only charter service in Region V.

<sup>2</sup>Frontier Taxi is owned and operated by Frontier Transit, but the two systems are operated on a separate basis. Thus, they are separated for purposes of this document.

SECTION II, PRESENT CONDITIONS

FIGURE 6

REGION V - URBAN SOCIO - ECONOMIC DATA\*

<p>POCAHONTAS COUNTY</p> <p>No Urban Population</p> <p>Needs: rural trips to local service centers - Service is currently available.</p>	<p>HUMBOLDT COUNTY</p> <p>+ 4,717 Urban Population          + 39% Urban          + 1,258 Persons/sq. mi.          - 9% Families in Poverty          - 16% 65+ Years          - 34% Under 18 Years</p> <p>Needs: Current service attempts to meet local service center demands.</p>	<p>WRIGHT COUNTY</p> <p>+ 7,215 Urban Population          + 45% Urban          + 1,031 Persons/sq. mi.          - 10% Families in Poverty          - 18% 65+ Years          - 32% Under 18 Years</p> <p>Needs: Rural trips to local service centers - no major service is available.</p>
<p>CALHOUN COUNTY</p> <p>No Urban Population</p>	<p>WEBSTER COUNTY</p> <p>+ 28,722 Urban Population          + 64% Urban          + 1,981 Persons/sq. mi.          - 8% Families in Poverty          - 13% 65+ Years          - 37% Under 18 Years</p>	<p>HAMILTON COUNTY</p>
<p>Needs: Rural trips to local service centers - No service is currently available.</p>	<p>Needs: Major transportation network for a variety of needs. Only subsidized service exists. No transit for the general public and commuters exist.</p>	<p>+ 8,394 Urban Population          + 49% Urban          + 1,679 Persons/sq. mi.          - 7% Families in Poverty          - 14% 65+ Years          - 33% Under 18 Years</p> <p>Needs: Rural trips to a local service center. Only senior transit in Webster City exists.</p>

\*A place of 2,500 or greater population as defined by the U.S. Census of Population  
 +1980 Population Figures (Unofficial)  
 -1970 Population Figures

The large urban population of Webster County would indicate a corresponding need for transit services, a need that currently is not being given to the non-subsidized sector. Only the taxi portion of Frontier Transit caters to the needs of the general public. Commuter service between Humboldt and Fort Dodge may be considered. The remaining counties are predominately rural and will require rural transit systems, with the possible exceptions of Webster City and Humboldt-Dakota City.

<p><b>POCAHONTAS COUNTY</b></p> <ul style="list-style-type: none"> <li>+ 11,098 Rural Population</li> <li>+ 100% Rural</li> <li>+ 19 Persons/sq. mi.</li> <li>- 10% Families in Poverty</li> <li>- 16% 65+ Years</li> <li>- 36% Under 18 Years</li> </ul>	<p><b>HUMBOLDT COUNTY</b></p> <ul style="list-style-type: none"> <li>+ 7,334 Rural Population</li> <li>+ 61% Rural</li> <li>+ 28 Persons/sq. mi.</li> <li>- 10% Families in Poverty</li> <li>- 13% 65+ Years</li> <li>- 37% Under 18 Years</li> </ul>	<p><b>WRIGHT COUNTY</b></p> <ul style="list-style-type: none"> <li>+ 8,781 Rural Population</li> <li>+ 55% Rural</li> <li>+ 15 Persons/sq. mi.</li> <li>- 8% Families in Poverty</li> <li>- 12% 65+ Years</li> <li>-34% Under 18 Years</li> </ul>
<p><b>CALHOUN COUNTY</b></p> <ul style="list-style-type: none"> <li>+ 12,606 Rural Population</li> <li>+ 100 % Rural</li> <li>+ 22 Persons/sq. mi.</li> <li>- 11% Families in Poverty</li> <li>- 17% 65+ Years</li> <li>- 33% Under 18 Years</li> </ul>	<p><b>WEBSTER COUNTY</b></p> <ul style="list-style-type: none"> <li>+ 16,327 Rural Population</li> <li>+ 36% Rural</li> <li>+ 23 Persons/sq. mi.</li> <li>- 11% Families in Poverty</li> <li>- 17% 65+ Years</li> <li>- 33 % Under 18 Years</li> </ul>	<p><b>HAMILTON COUNTY</b></p> <ul style="list-style-type: none"> <li>+ 8,887 Rural Population</li> <li>+ 51% Rural</li> <li>+ 16 Persons/sq. mi.</li> <li>- 11% Families in Poverty</li> <li>- 14% 65+ Years</li> <li>- 35% Under 18 Years</li> </ul>

REGION V  
RURAL SOCIO-ECONOMIC DATA\*

\* A place of less than 2,500 population as defined by the U.S. Census of Population  
 + 1980 Population Figures (Unofficial)  
 - 1970 Population Figures

A growing elderly population will place additional ridership pressures upon existing subsidized systems. This fact may enable ridership to increase sufficiently to avoid route reductions. The sparse population per square mile will make rural demand-response systems fairly inefficient.

POPULATION AND TRANSPORTATION CHARACTERISTICS OF HOUSING  
UNITS, ORGANIZATIONS AND AGENCIES

County or Urban Area	Name of Facility	Current Population	# And % Not Able To Use Regular Transit	Present Transportation Used	Transportation Needs	Remarks
Calhoun Co.	Good Samaritan Center	50	30 60%	Staff Cars	Chair Lift	
	Sunny Knoll Care Center	32	22 69%	Staff Cars		
Calhoun Co.	Pomeroy Care Cnt.	47	12 26%	Private cars		
Hamilton Co.	Stratford Care Center	60	45 75%	Private Cars	Bus	
	East Lane Manor	37	0 0%	Staff Cars	Bus	
Humboldt Co.	Humboldt Manor Care Center North	?	?	Van		
Pocahontas Co.	Sunset Hill Manor	32	16 50%	Staff Cars		
	Hovenden Memorial Good Samaritan Home	80	40 50%	Bus, 30 pass.		
	Fonda Care Center	43	15 35%	Volunteer Cars	Van or Bus	
<b>Totals</b>						

POPULATION AND TRANSPORTATION CHARACTERISTICS OF HOUSING UNITS, ORGANIZATIONS AND AGENCIES

County or Urban Area	Name of Facility	Current Population	# And % Not Able To Use Regular Transit	Present Transportation Used	Transportation Needs	Remarks
Webster Co.	Friendship Haven	497	300 60%	Mini bus Taxi Call-A-Bus		Most of those agencies operating their own transportation needs do not wish to consolidate with the regional system because their system is cheaper. Once the existing vehicles needs replacement the regional system may well become a cheaper alternative and coordination will occur. Apparently, most care facility transit needs are being met.
	Webster Co. Care Fac.	125	0 0%	2 Vans		
	Park Manor Care Center	92	23 25%	Van		
	Ellens Convelescent Health Center	60	15 25%	Van Taxi Call-A-Bus		
	Marion Home	94	94 100%	Van Call-A-Bus		
	Ft. Dodge Villa Care Center	102	50 49%	Call-A-Bus Taxi		
Wright Co.	Rotary Ann Home, Inc	250	0 0%	Taxi		
	Dows Care Center	50	50 100%	Staff Car	Public Transportation	
	Clarion Care Center	50	20 40%	Van		
	<b>Totals</b>	1,701	732 43%			

AUTO AVAILABILITY (1970)

	#household wo/auto	%household wo/auto	1 car house	2 car house	3 or more
Calhoun	467	9.6%	2,872	1,316	171
Hamilton	598	9.7%	3,571	1,622	368
Humboldt	401	10.0%	2,026	1,364	211
Pocahontas	338	8.3%	2,377	1,195	156
Webster	1,925	12.6%	7,822	4,538	997
Fort Dodge	1,541	15.2%	4,906	3,039	626
Wright	473	8.2%	3,463	1,565	243
<b>TOTAL</b>	<b>4,202</b>	<b>10.5%</b>	<b>22,131</b>	<b>11,600</b>	<b>2,146</b>

It is interesting to note in this day of high mobility 10.5% of the total households in Area V are without any vehicle whatsoever. It is assumed that most citizens that do not have access to an auto live within the region's communities and not far from basic services. Thus, one would expect that the majority of those people needing an access to an auto have such access and would rely upon public transportation only on an occasional basis.

SOURCE: Detailed Housing Characteristics - Iowa, U.S. Dept. of Commerce, Bureau of the Census - 1970.

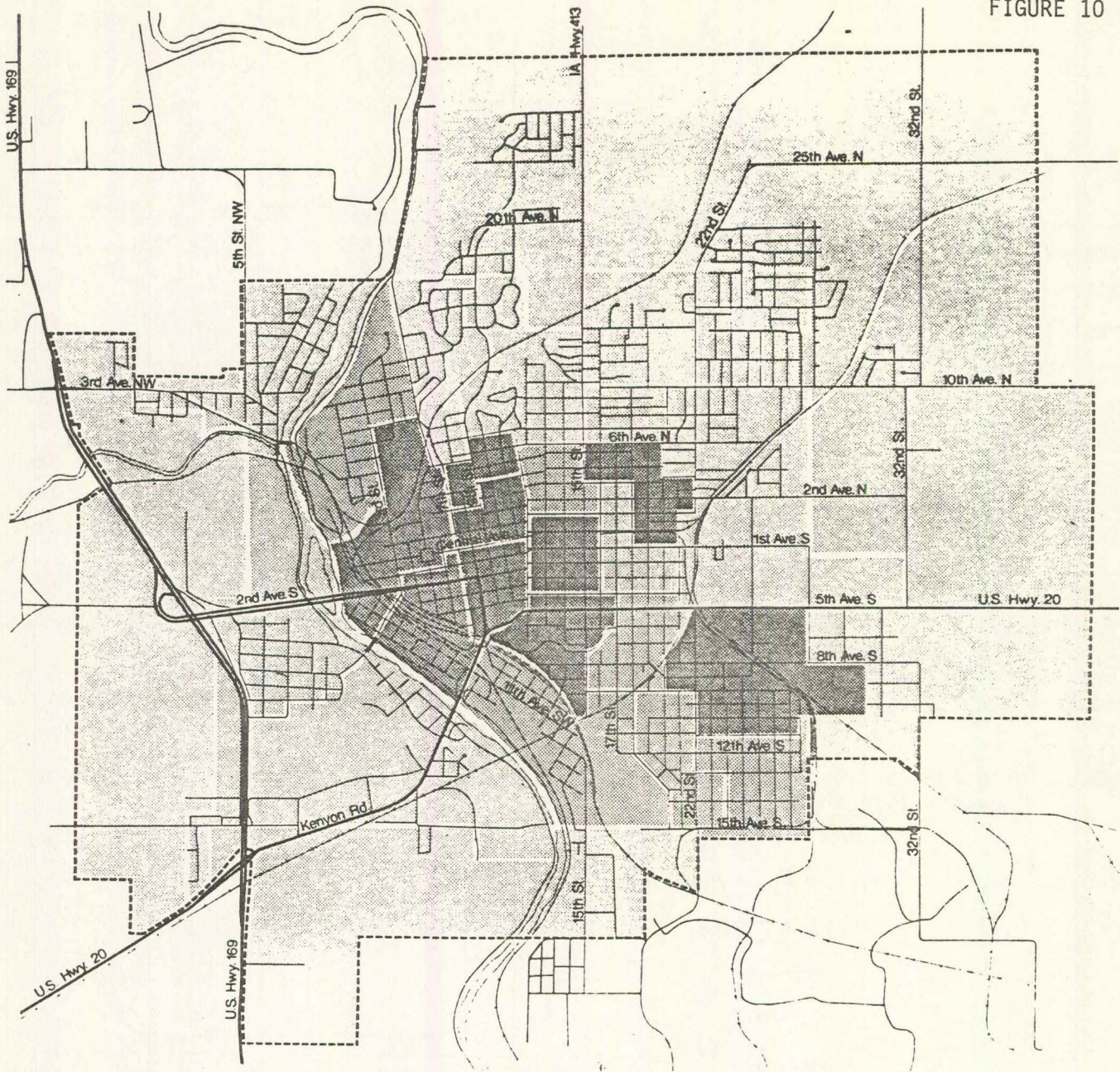
ESTIMATED DISTRIBUTIONS OF HOUSEHOLDS WO/AUTO  
% HOUSEHOLD WITHOUT CAR

	Urban	Rural	Total
Calhoun	0%	100%	100%
Hamilton	60.3%	39.7%	100%
Humboldt	53.7%	46.3%	100%
Pocahontas	0%	100%	100%
Webster	80.1%	19.9%	100%
Fort Dodge	100%	0%	100%
Wright	68.8%	31.2%	100%
<b>TOTAL</b>	<b>58.1%</b>	<b>41.9%</b>	<b>100%</b>

There are no communities in Calhoun or Pocahontas Counties over 2,500 population according to 1970 Census.

SOURCE: Detailed Housing Characteristics - Iowa - 1970 Bureau of Census

FIGURE 10



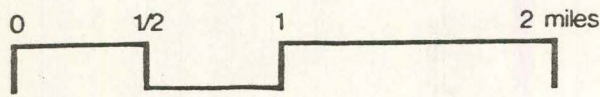
Those areas without autos are generally within walking of basic services, but the need for transportation to outlying job sites is a possibility for future service. Frontier Transit currently has a high ridership from the downtown elderly concentrations.

# Occupied Dwelling Units Without an Automobile

**LEGEND**

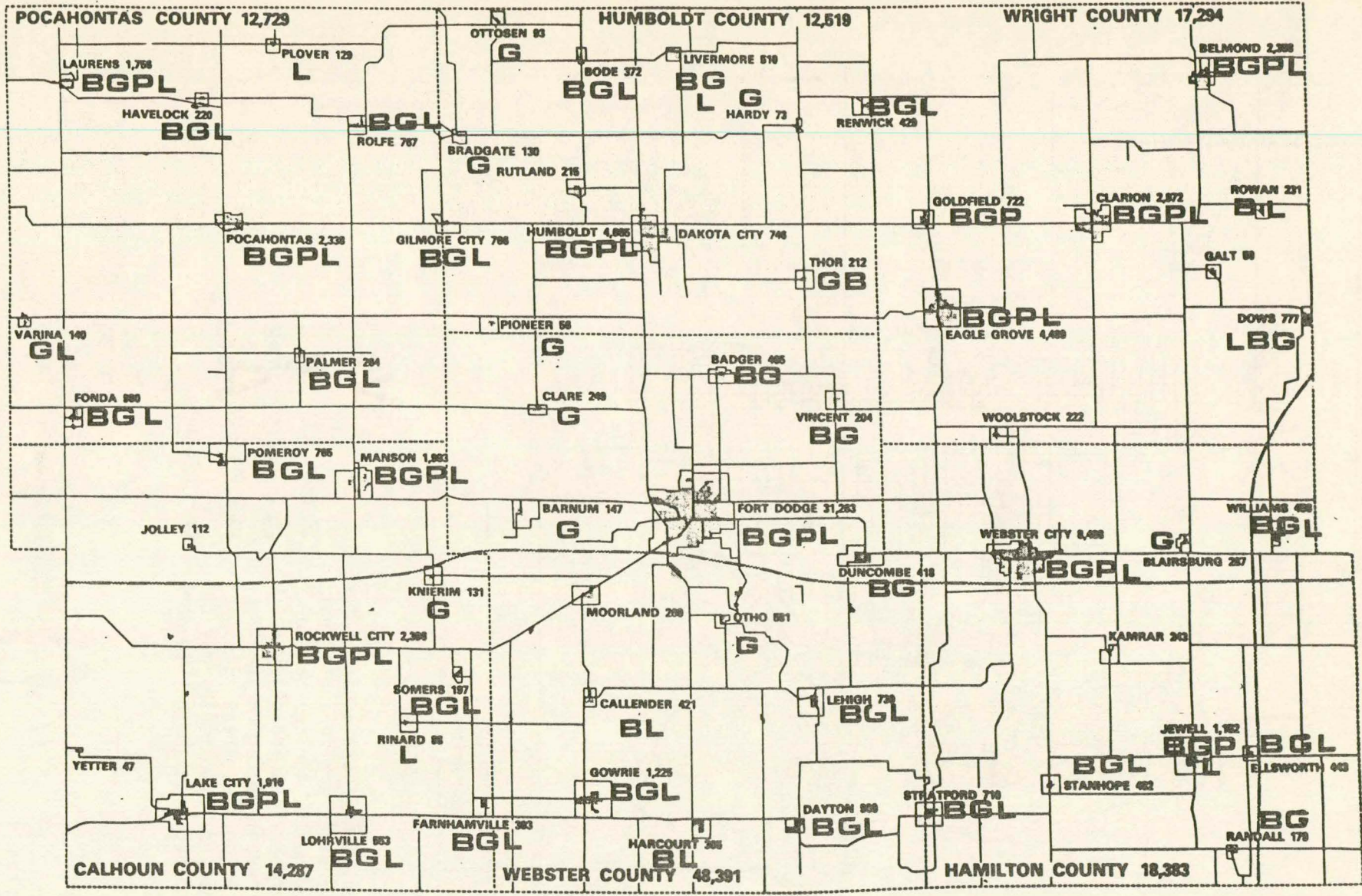
Percent of total units in enumeration district without an automobile

Less than 10%	
10 to 15%	
Over 15%	



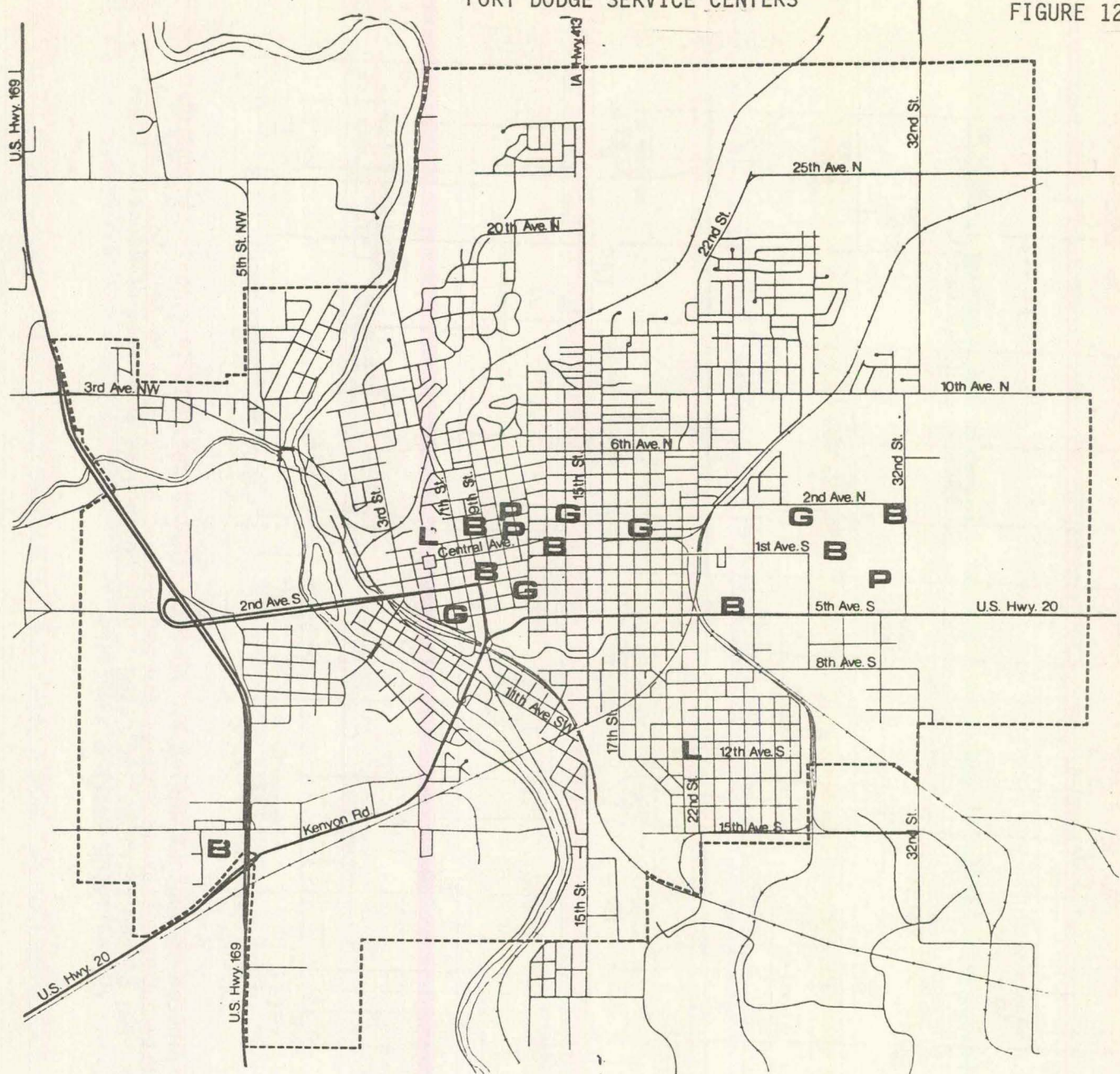


B - BANK  
 G - GROCERY STORE  
 P - PHARMACY  
 L - LIBRARY



REGIONAL SERVICE CENTERS

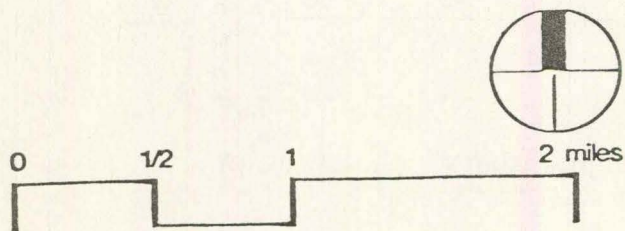
Basic needs service centers are distributed throughout Region V. However, Fort Dodge, and to a lesser extent other county seats, offer the highest quality and quantity of specialized services. A transportation need exists in that many small communities have less than two of the services indicated. Only Pocahontas and Humboldt Counties have a basic public transportation system for the outlying small communities.



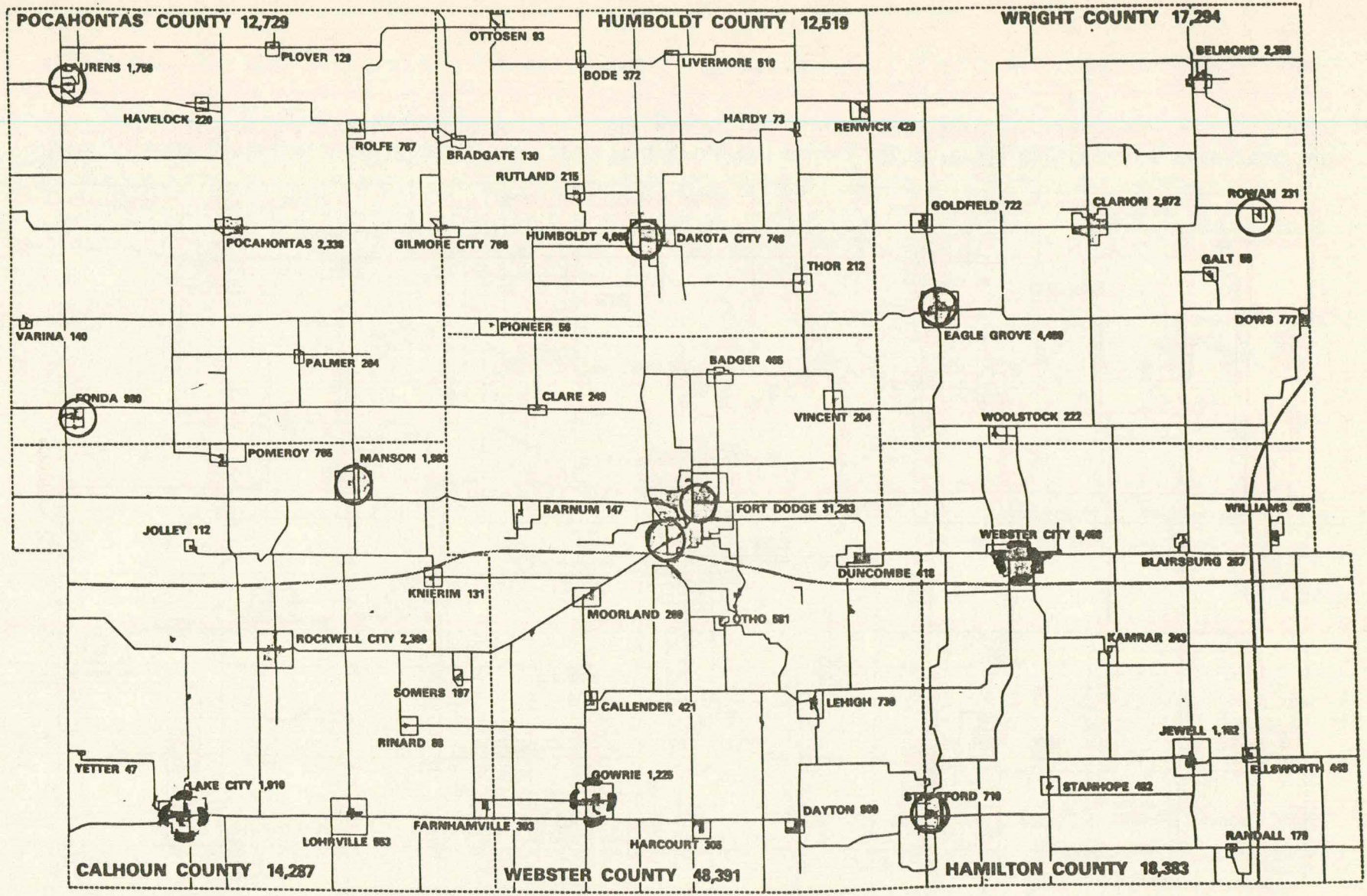
A quick comparison with Figure 10 indicates that most basic services are in areas that also lack autos. However, the central location of the four services indicated are not necessarily convenient for residents of the outlying residential areas. It is possible that modified fixed routes may be feasible when combined with journey-to-work trips.

- B** - BANK
- G** - GROCERY STORE
- P** - PHARMACY
- L** - LIBRARY

LEGEND  
 City Limits and Study Area - - - - -



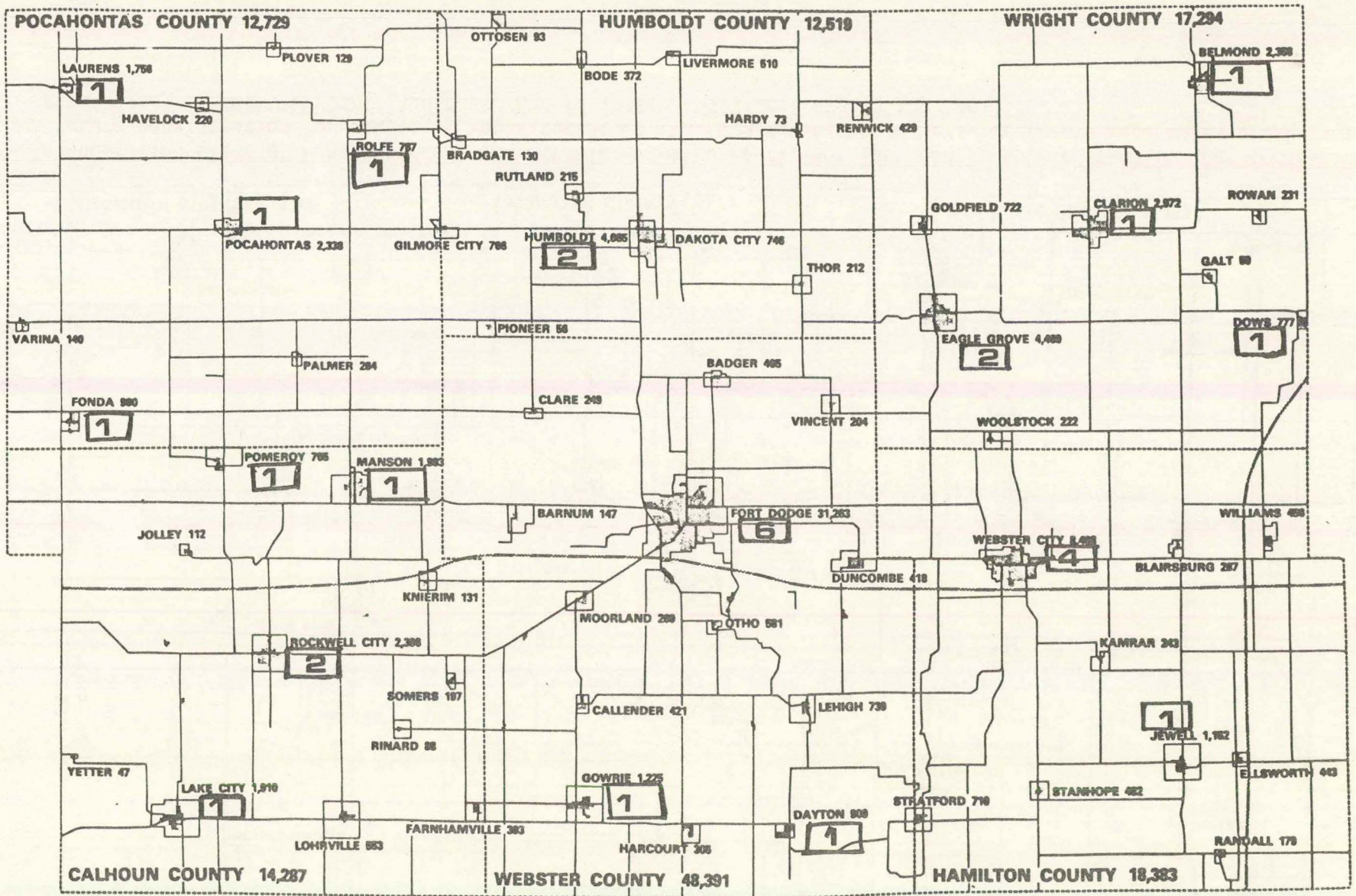
EXISTING  
17  
PROJECTED



REGIONAL NUTRITION SITES

The nutrition sites of Fonda, Manson, and Stratford are currently not serviced by public transit, thus indicating a future consideration for service. The sites at Laurens and Rowan should be relocated to Pocahontas and Belmond respectively to cut transportation costs and to foster additional use of the facility.

FIGURE 13

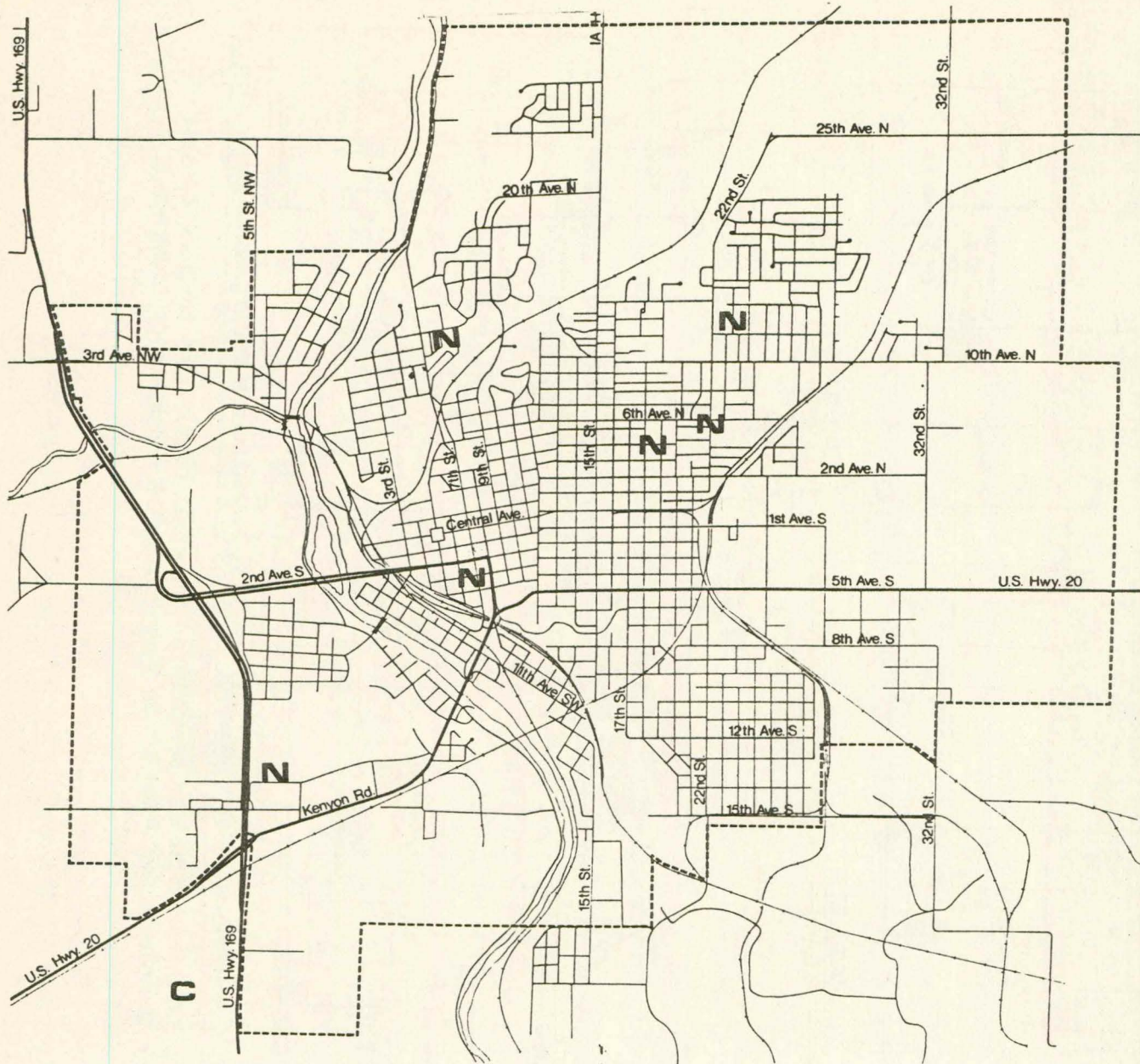


LONG TERM CARE FACILITY OR COUNTY HOME

NOTE: See narrative on page 12 concerning transit service and needs. In general, the region's care facilities are distributed throughout the Region. Many avenues of future transit service is possible.

REGIONAL LONG TERM CARE FACILITY

FIGURE 14

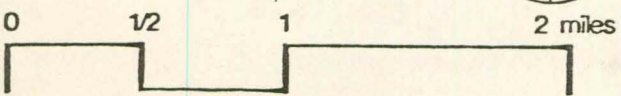


NOTE: See narrative on Page 12.  
 All centers currently participate in the programs  
 of Frontier Transit for transportation needs.

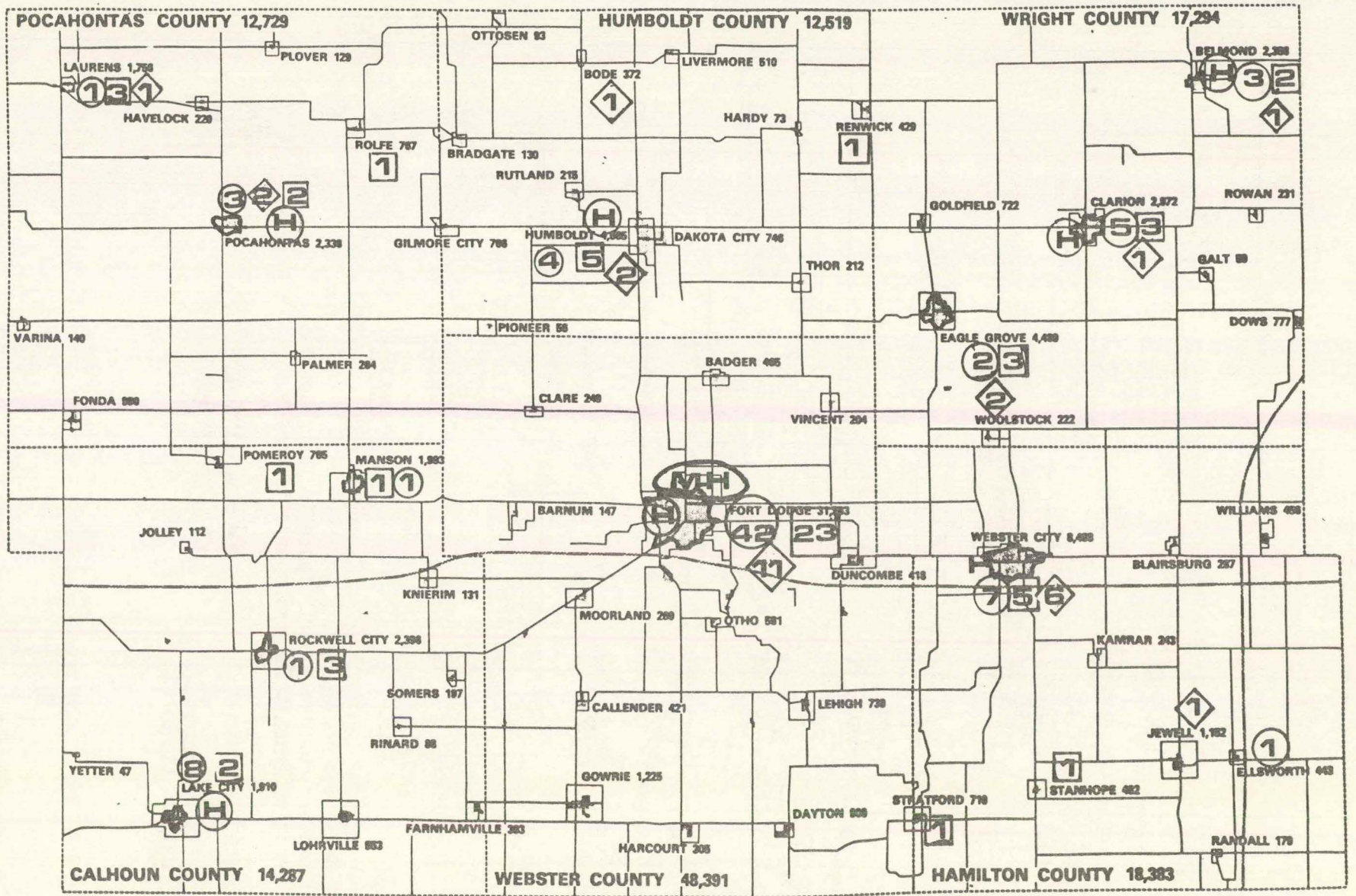
# Fort Dodge, Iowa

**N** - NURSING HOME  
**C** - COUNTY HOME

LEGEND  
 City Limits and Study Area - - - - -



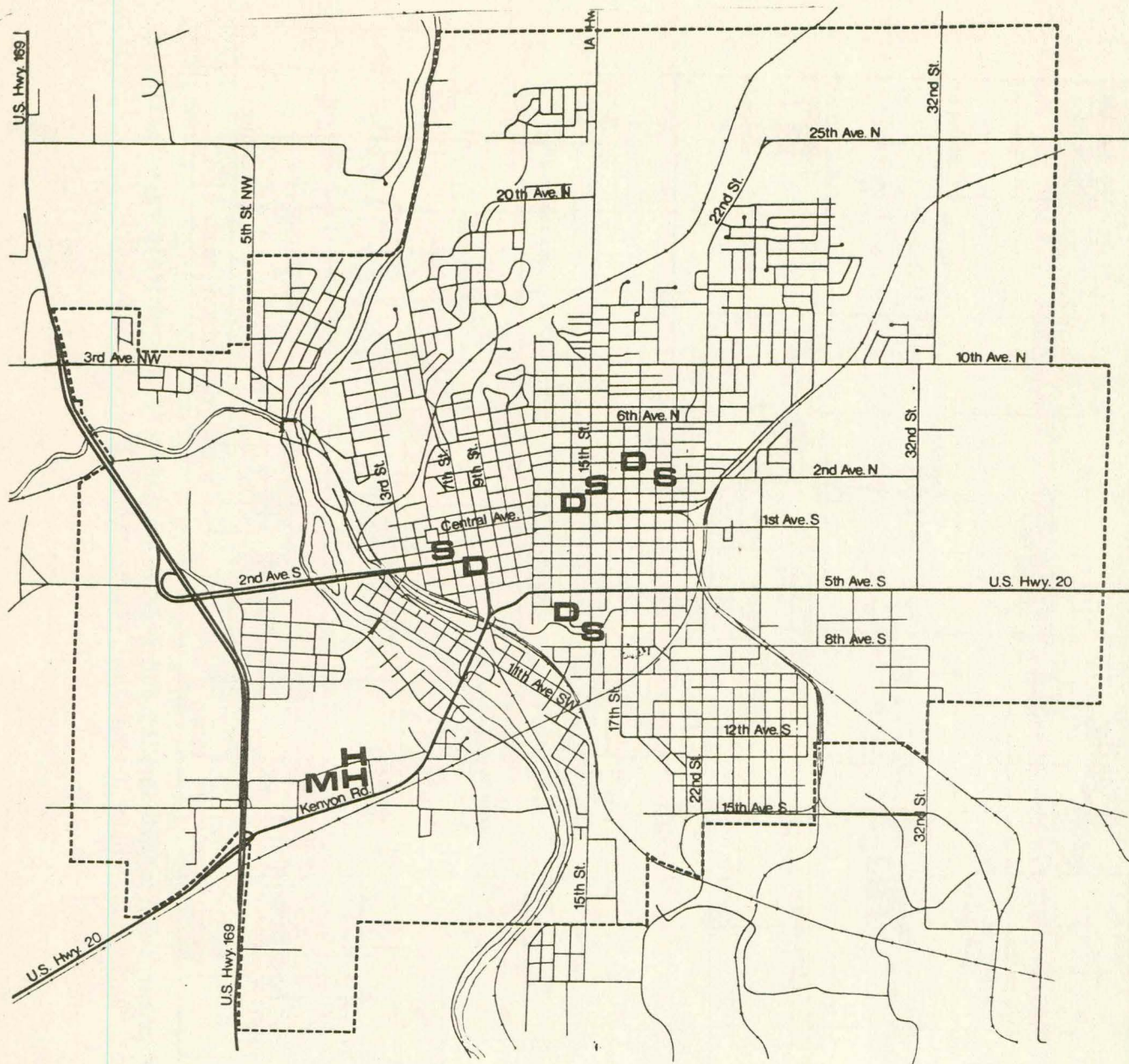
(H) HOSPITAL  
 (MH) MENTAL HEALTH  
 (H) DOCTORS  
 (◇) SPECIALISTS (osteopaths, chiropractors and optometrist)  
 (□) DENTISTS



REGIONAL MEDICAL SERVICES

The primary transit consideration is the provision of service for the rural communities to their closest major medical facility, generally the county seat towns. Only in Pocahontas and Humboldt Counties is such a transit service available.

FIGURE 16



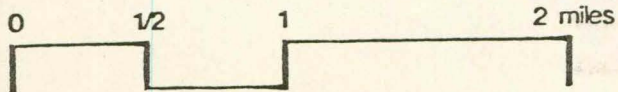
NOTE: Unless the individual has an auto, access for the outlying residential areas is limited.

# Fort Dodge, Iowa

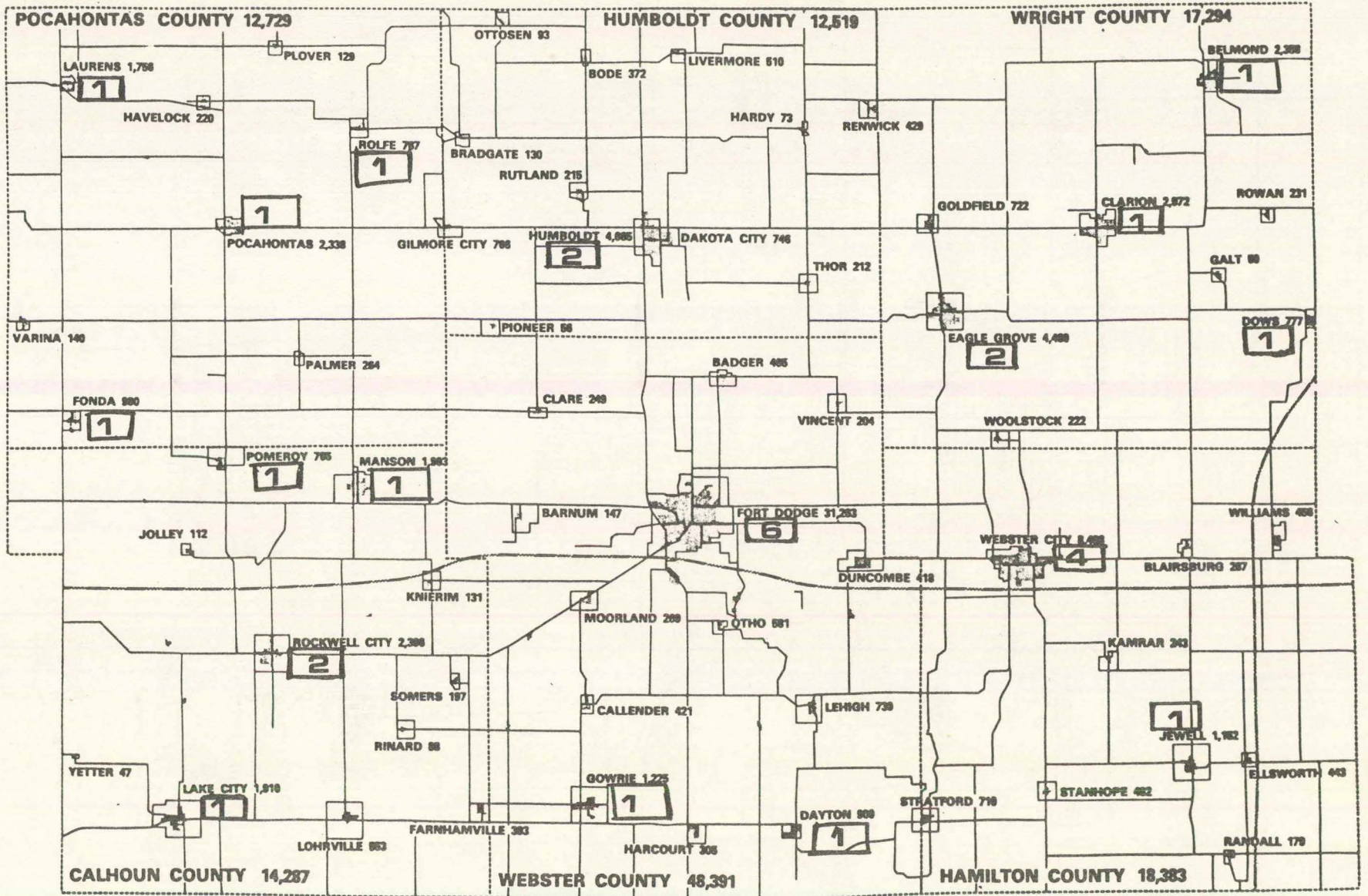
- H** - HOSPITAL
- MH** - MENTAL HEALTH
- D** - DOCTORS
- S** - SPECIALISTS
- D** - DENTISTS

LEGEND

City Limits and Study Area -----

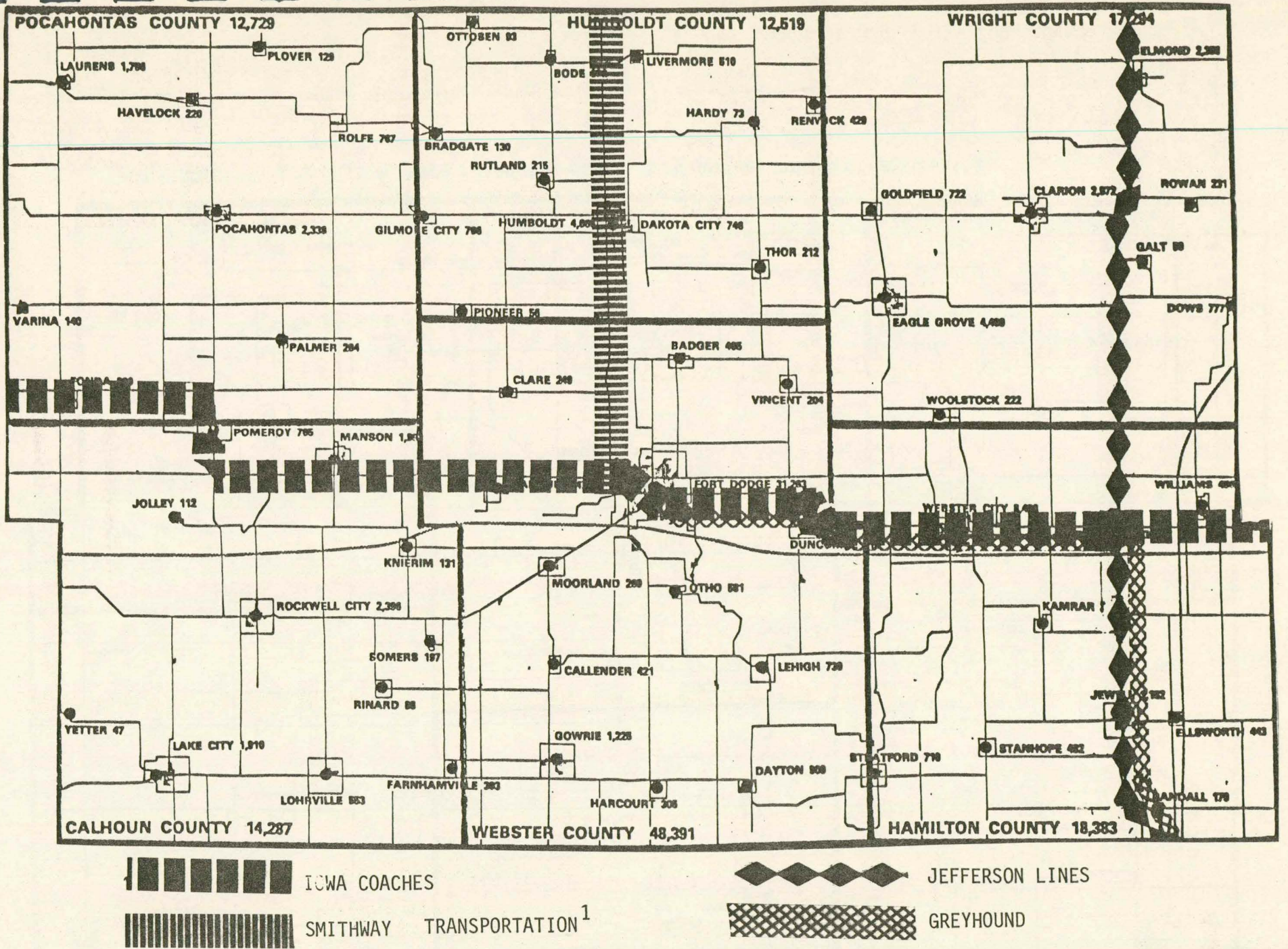


LONG TERM CARE FACILITY OR COUNTY HOME



NOTE: See narrative on page 12 concerning transit service and needs. In general, the region's care facilities are distributed throughout the Region. Many avenues of future transit service is possible.

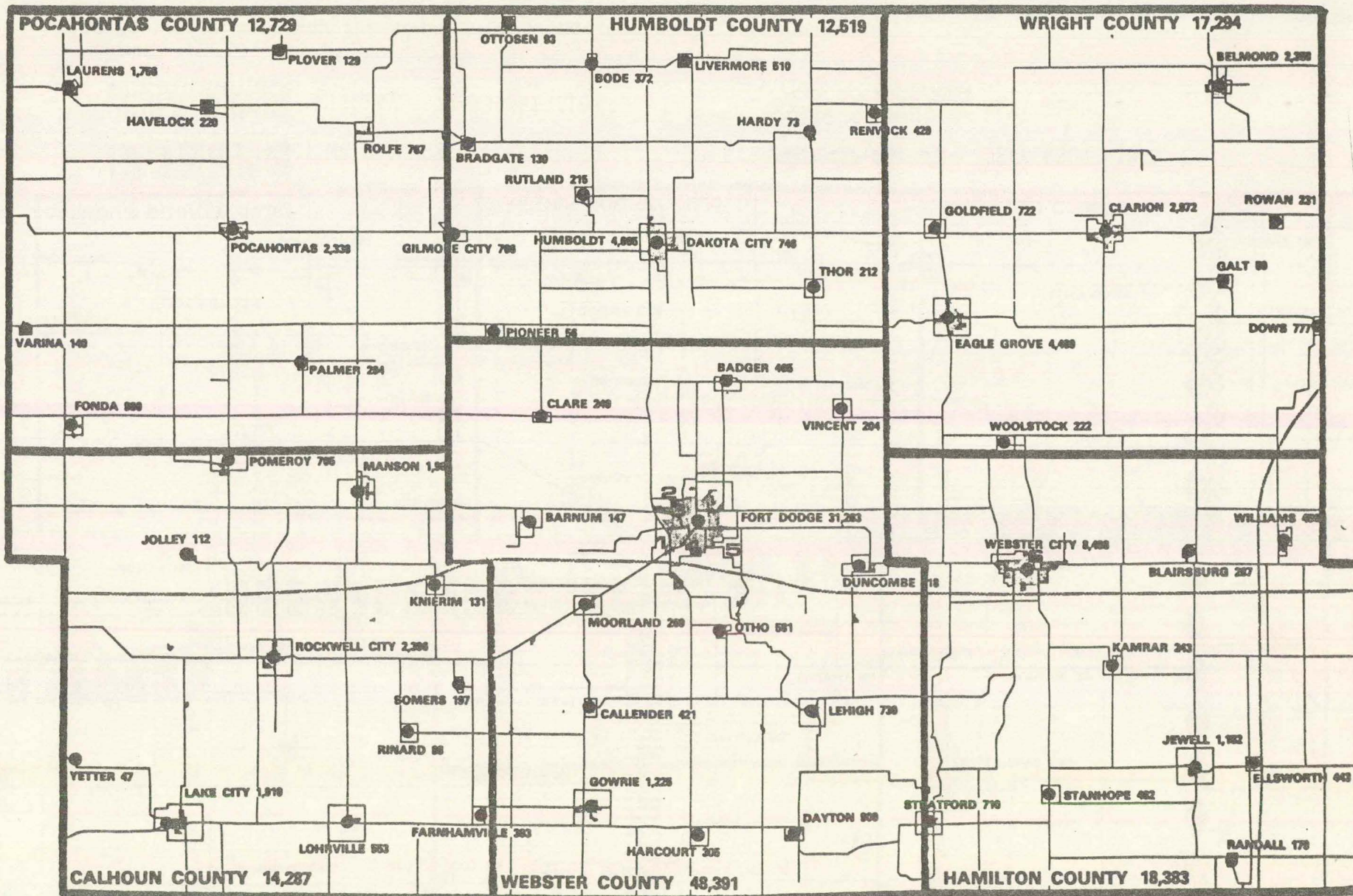




INTERCITY BUS ROUTES

FIGURE 19

<sup>1</sup>The route for Smithway Transportation is not currently in operation.



NOTE: All except #6 have potential access to services of Frontier Transit.

FORT DODGE

- 1) Centralab Division, Globe-Union, Inc. - Highway 20
- 2) Fort Dodge Labs, Inc. - 800 5th Street N.W.
- 3) Hormel - 160 North 1st Street

- 4) Iowa Beef Processors - 1525 Avenue 0
- 5) U.S. Gypsum - Rt. #4

WEBSTER CITY

- 6) Franklin Mfg. Co. - 600 Stockdale

EMPLOYMENT CENTERS (250 OR MORE EMPLOYEES)

FIGURE 20

## Ride Sharing in the Fort Dodge Area

The MIDAS Carpool Survey (Special Study '80 RTDP) was undertaken in order to determine several items:

- 1) To what extent carpooling is now being engaged in.
- 2) To determine the acceptable criteria for those who indicated a willingness to consider carpooling.
- 3) To determine reasons for those not wishing to carpool.

MIDAS staff contacted the Fort Dodge Planning Department and the Fort Dodge Chamber of Commerce for assistance in this project. Of the forty-seven primary employers in the Fort Dodge area, eleven were selected for initial contact. Selection of the survey sites was based on employment size, standard shift hours, and lack of parking space. Eight of the eleven firms agreed to participate in the survey. The survey was distributed at each firm by a personnel manager who was in contact with the MIDAS staff. The companies that participated in this survey will not be specifically identified as to their level of ride sharing.

The Fort Dodge economy is largely based on its industries. In terms of employment manufacturing ranks first followed by retail trade. Only half of the local manufacturing firms are tied to the areas agricultural or natural resources. The following is a list of those who took part in the survey:

Celotex Corporation	Land O'Lakes
Farmland Industries	Mead Containers
Fort Dodge Creamery	National Gypsum
Iowa Central Community College (Staff and Students)	Stan-Hoist

FIGURE 21

### MIDAS CARPOOL SURVEY RESULTS

COMPANY	NUMBER OF EMPLOYEES	RETURNS	PERCENT OF EMPLOYEES SURVEYED
#1	356	83	23%
#2	200	84	42%
#3	48	35	73%
#5	150	22	15%
#6	130	85	65%
#7	850	148	17%
#8	2,700	565	21%
#10	78	25	32%
#12	54	48	89%
TOTAL	4,566	1,095	24%
Without #8	1,866	530	28%

## CONCLUSIONS

The survey showed that a significant number (22.4%) of the survey participants were involved in some sort of ride sharing program. The findings should be pretty representative of the level of car pooling that exists in Fort Dodge. Survey site #8 with over half of the total surveys no doubt biased the findings in its favor. The findings are probably a little higher in favor of car pooling than what actually exists in Fort Dodge.

Most commuters involved in this survey are paying little or nothing in parking charges. Without this economic disincentive to driving alone, ride sharing appears less attractive. Policies to increase gasoline prices and to ration the supply of gasoline would very likely lead to additional car pooling, but such policies are publicly very unpopular.

City wide matching probably is not feasible because of the variability of work hours, and the lack of uniformly large firms within Fort Dodge. Some voluntary assistance or car pool matching might be of benefit to employers in the future. The MIDAS Staff would be happy to assist in any such venture.

Since employers are not responsible for employee commuting costs, except for the provision of parking, it appears that there is little interest on the part of employers to promote car pooling. Most ride sharing arrangements were initiated by employees alone, with little or no help from the management. It would seem that ride sharing will continue at its present level. Slight increases in ride sharing may occur with subsequent rises in gasoline prices or rationing, but the relative attractiveness of driving alone will continue to make this the most frequently used mode of transit.

The role of the transit system should be the coordination of regional transportation modes into a system that offers mobility to the area's transportation disadvantaged at a reasonable cost. Another role of the transit system should be to encourage the general public to use carpooling or public transit for working and shopping trips when and where it is feasible.

The elderly and handicapped will continue to be a main target group for transit service. The elderly population has shown a dramatic increase throughout the six-county area within the last twenty years. All indicators point to a continued large segment of the population in the 65+ age range. By 1985, the absolute number and percent of total population over 65 years of age by county will be as follows: Calhoun - 2,154 (18%), Hamilton - 2,369 (14%), Humboldt - 1,626 (14%) Pocahontas - 1,802 (16%), Webster - 6,366 (13%), Wright - 2,296 (15%).\* Region V should expect a population of 16,613 comprising 14.3% of the region's total population over the age of 65 by 1985. A larger proportion of this population segment finds itself dependent on public transportation than others due to the limited mobility that accompanies old age.

The transit service will continue to operate as an intermodel, intra-agency operation. Transit service will mainly operate on a demand response and subscription basis as it does at present. A modified fixed-route system is envisioned, but only in Fort Dodge and only on a limited basis. The modified fixed-route system would consist of one route operating north-south and one route operating east-west. Service would be expanded to include the early morning and early evening commuting hours (6 a.m. to 6 p.m.). Major employment centers and residential areas would be connected along the fixed route. A thirty minute headway may be used during peak commuting hours (6:30 a.m. - 8:30 a.m. and 3 p.m. - 5 p.m.). During the rest of the day an hour headway may be used and a new route may be adopted connecting service, medical, and shopping centers with senior citizen housing and high population density, low income residential areas.

A review of the information presented in Section II indicates that only Fort Dodge, all of Humboldt County, and the majority of Pocahontas County has an adequate transportation system for the elderly, headstart, and handicapped clients. In no portion of Region V is the general public being served by a public transportation system. The basic transportation need of Region V is to transport people to their nearest basic service center, which in many cases is in a neighboring community. Only Pocahontas and Humboldt Counties have the beginnings of such a service.

\*SOURCE: H. C. Chang, 1973, Population Projections by Age and Sex for State and Counties of Iowa. 1975-1990.

Thus, one would expect that routes in the rural area that are programmed to accommodate basic service needs for the general public could be successful. However, Frontier Transit could not hope to acquire the capital necessary to implement such service, but must rather expand gradually as money permits.

The service within Fort Dodge appears to be designed to handle the majority of the elderly, special client, and handicapped needs. But, the general public, in particular work sites, has been generally ignored. The provision of general public service within Fort Dodge may be an excellent base upon which to expand this service to the neighboring rural counties.

The transit system is also urged to begin basic planning for the establishment of a Ground Transportation Center (GTC). The operations of Frontier Taxi and Transit are currently housed in separate buildings several blocks apart. Consolidation would improve efficiency in administration, dispatching, and storage space. Also, the implementation of modified fixed-routes and fixed route commuter service would be greatly enhanced if a GTC was centrally located to facilitate transfer between scheduled routes. A final coordination could be with the private interstate and intrastate carriers to consolidate all bus stops in one location. The proposed study should 1) study the feasibility of a GTC; 2) determine options for location; and 3) to outline possible funding alternatives other than from the state and federal level.

### Regional/Urban Service

Region V contains many transit providers that are attempting to meet a need of specific target groups through a variety of methods. Background information on each system is presented in Appendix "B" and includes agency name, target group, area of coverage, hours of operation, approximate ridership, etc. The MIDAS Council of Governments attempted to acquire information from each agency listed, but the response rate was less than satisfactory. Most small agencies fear a regional take-over of their operations and are not willing to cooperate until they need assistance. Agencies listed in Appendix "B" under the chart entitled Transit-Operations-Capital and Operational Characteristics are those for which responses were received.

In an effort to assist coordination of transit service the MIDAS Council of Governments sponsored a meeting of area providers within the Fort Dodge-Humboldt area. The meeting was attended by four agencies and a representative of the Iowa Public Transit Division. The ensuing discussion indicated many possible avenues of future cooperation. The primary barrier to regional cooperation is a lack of vehicles and operating monies on behalf of Frontier Transit.

Results of the transit survey were presented at a joint board meeting of Frontier Transit in the hopes of stimulating discussion. The results were also distributed region-wide by the MIDAS Council of Governments through its monthly newsletter and at one of its regularly scheduled monthly meetings. The information was presented openly with the intention of reaching the general public. A final public hearing will be held in April, at which time public comment will be received on the updated Regional Transit Development Plan.

SECTION III. NEEDS AND POLICY DIRECTIONS

In this section of the Regional Transit Development Plan (RTDP) needs are identified, and transit goals are developed. Transit needs were ascertained in an objective manner through a public survey and public meetings. In this way the views of various groups - transit ridership, policy groups, business leaders, and others representing the socio-economic range of our society have input into the Plan's development.

A written survey instrument was used for the public transit survey. Two hundred (200) surveys were distributed at random to residences within Fort Dodge. Volunteers from Boy Scout Troop #8 distributed the surveys within Fort Dodge. Fifty (50) of these were returned to MIDAS. A mail-back format with postage paid was the method used. Ridership was surveyed within Fort Dodge, Humboldt and Pocahontas. Riders were asked to fill out the survey while they were in transit. Forty-five (45) transit users answered surveys. Thirteen (13) surveys were returned from Frontier Transit Policy Board and MIDAS Council of Government Personnel.

A copy of the survey instrument appears on the following page. The number of responses for each question is shown in the space provided.

The response to the Transit Survey reflected:

- \*91% of the respondents were aware that a publicly funded transit system operated within their locality;
- \*30% of the respondents were frequent transit users;
- \*60% of the respondents were over the age of sixty;
- \*29% of the respondents did not have a drivers license;
- \*The overwhelming majority of respondents saw the Transit Authority's most important goal as providing a means of transportation for those who do not have an auto or who are unable to drive.

The above survey was distributed among the ridership of Humboldt and Pocahontas Counties, with only a few non-riders returning surveys. The concentration of surveys in Humboldt, Pocahontas, and Webster Counties was designed to solicit input from the group of individuals that most use the system. Some surveys were returned from the ridership of Belmond-Dows, Eagle Grove, and Webster City. Policy board and business leader comments were from a regionwide sample, but the total results were not separated. In actuality, non-riders from Calhoun, Hamilton, and Wright Counties were semi-excluded from the survey, a fact that would distract any findings. However, these three counties have not actively participated in past public transit endeavors and the costs of surveying were spent in those areas that have the highest stake in the total system.



### TRANSIT SURVEY

The purpose of this survey is to provide a needed insight into the public's desires concerning transit services in Fort Dodge and surrounding areas. Please complete and return this survey to MIDAS Council of Governments or Frontier Transit before October 10, 1980. Results of the survey will be discussed at the Frontier Transit Policy Board Meeting to be held November 20, 1980, at 7 p.m. at the MIDAS Office, 19 North 7th Street, Fort Dodge.

NUMBER OF SURVEYS RETURNED = 108

Place an "X" beside the response correct for you.

1. Were you aware that a publicly funded transit system operates within your locality? 96 yes 10 no
2. Do you ride the bus 32 more than 8 times a month  
25 less than 8 times a month  
48 never
3. What is your present age? 2 18 years or less  
40 19-59 years  
64 60 years or more
4. Do you have a valid drivers license? 75 yes 30 no
5. Do you have a physical disability which makes traveling difficult? 20 yes  
84 no

#### Goals for Regional Transit Authority

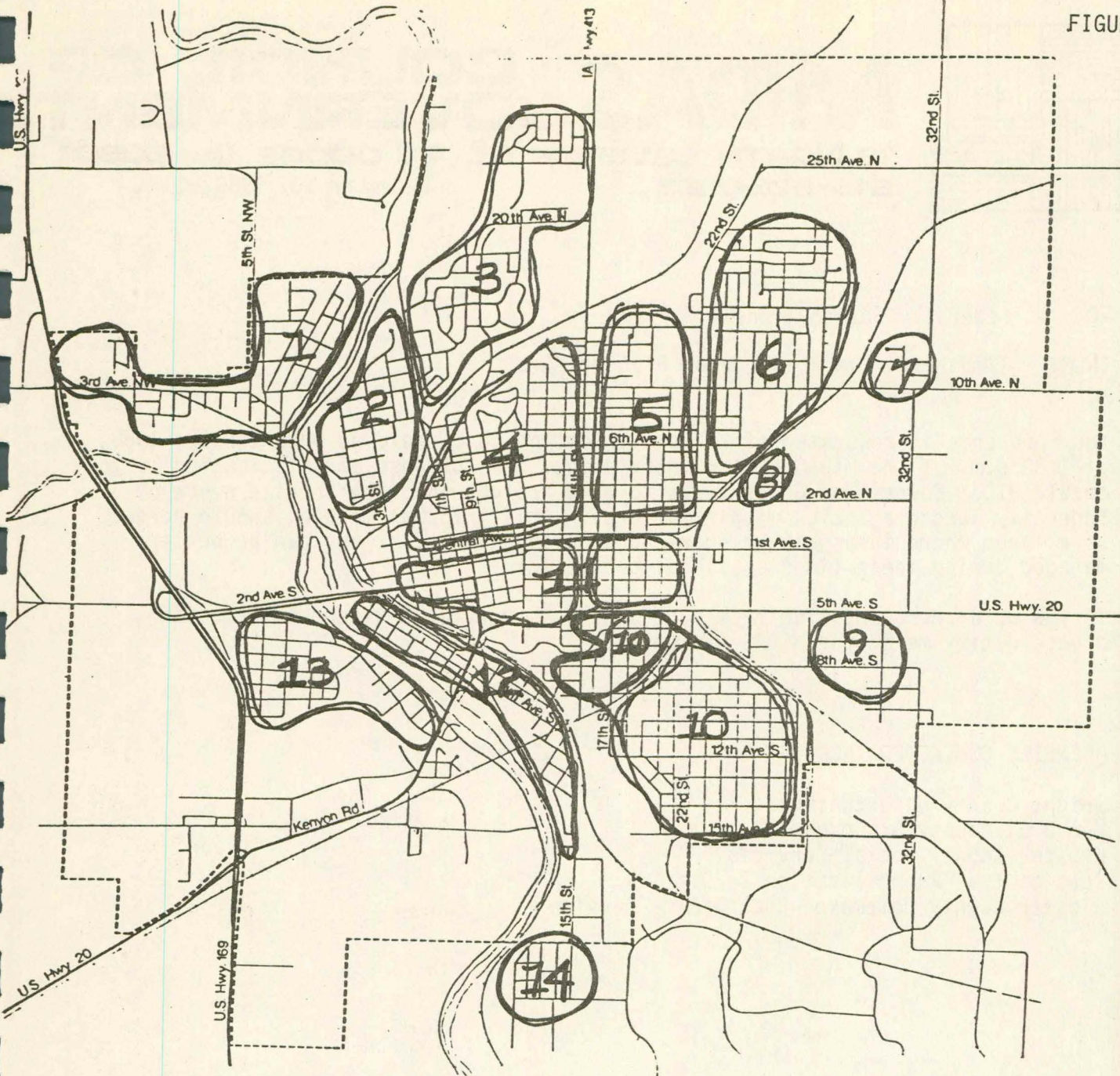
Please indicate what types of goals you would like to see transit achieve in your locality. A very important goal should be assigned a 1, a relatively unimportant goal should receive a 5. A 3 should indicate a goal that is somewhat important, but not the most nor the least so. (Try to avoid assigning all 1's or 5's.)

	(Circle Number)	(Points)
A. Provide a means of transportation for those who don't have an auto or who are unable to drive	1 2 3 4 5 73 20 13 5 9	503
B. Provide commuters with an alternative mode of transportation in an effort to reduce energy consumption and foreign oil imports	1 2 3 4 5 8 32 20 23 14	288
C. Transport people to shopping and service areas to stimulate local trade, thereby improving the local economy	1 2 3 4 5 9 17 30 20 21	264
D. Expand transit service to include service to the general public on a daily basis	1 2 3 4 5 4 13 20 35 20	222
E. Maintain transit service at its present level with priority going to serve elderly and handicapped individuals	1 2 3 4 5 16 15 17 18 34	261

Now, using the letters to the left of the above statements, please rank the importance of the goals. Start with the most important goal.

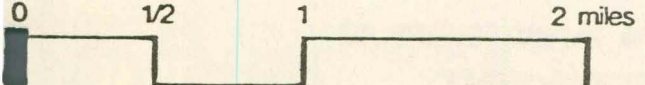
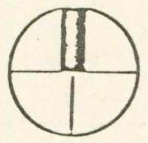
A 1st B 2nd C 3rd E 4th D 5th

Additional comments and suggestions concerning the regional transit system can be written on the back of this survey. Thank you for taking the time to complete this survey.



TRANSIT SURVEY DISTRIBUTION ZONES

# Fort Dodge, Iowa





# MIDAS COUNCIL OF GOVERNMENTS

19 NORTH SEVENTH ST. FT. DODGE IA. 50501  
515-576-7183

December 10, 1980

TO: Federally Funded Transit Providers

FROM: Timothy W. Clark, Regional Planner *TWC*

Your presence is requested at a Transit Meeting to be held on December 18, 1980, at 1:30 p.m. at the MIDAS office, Fort Dodge. The purpose of this meeting is to enable MIDAS Council of Governments to gain insight into the transit needs of federally funded agencies within the area. This informal meeting should serve as a forum where ideas can be shared on how transit operations can be better managed during these times of fiscal constraint.

If you or a representative from your agency is unable to attend this meeting, please notify me at the MIDAS office.

AGENCIES CONTACTED INCLUDE:

Wright County Opportunities  
Humboldt County Group Home  
Webster County Social Services  
Iowa Central Rehabilitation Industries  
Webster County Homemaker-Health Aide Service

## SURVEY RESULTS: TRANSIT GOALS

The following objectives were identified for Frontier Transit by a segment of the population representing ridership, public officials, business leaders, and the general public. An advocate approach toward the development of the RTDP will continue to be practiced within this agency.

1. Provide a means of transportation for those who don't have an auto or are unable to drive.
2. Provide commuters an alternative mode of transportation which also serves as a conservation measure.
3. Service priority should go to elderly and handicapped individuals. Also, service to shopping and service areas should be a priority in order to stimulate local trade, thereby improving the local economy.

In order for Frontier Transit to attain the objectives identified by the citizen survey and public meeting, specific steps of action must be addressed.

## EVALUATION OF TRANSIT SERVICE

The following evaluation is attributed to input received from the transit survey, Frontier Transit Policy Board, and area agencies contributing transportation services for their clients. The purpose of this evaluation is to reveal 1) deficiencies in service quality, 2) ways in which transit service could be improved to better meet local transit needs.

The following deficiencies concerning transit service were cited:

- 1) The present service was commended, but many individuals thought expanding the service would prove impractical;
  - a) The existing services of Frontier Transit is designed as an elderly and special programs operation. The specified needs are being met and few expansions are justified. Rather, system improvements will occur in the form of cost-cutting measures and expansion of services to accommodate new client groups, such as ICRI and the general public.
- 2) Lack of available vehicles makes it difficult for non-elderly to obtain service when desired. This is also a result of service priority for elderly and operational procedures;
  - a) Under the existing method of operation all vehicles and personnel are needed to accommodate the needs of the elderly and special client ridership. To enable Frontier Transit to accommodate additional clients the existing method of operation must be either revised or additional vehicles acquired. The current hours of operation could easily be expanded to accommodate the early morning and late afternoon journey-to-work traffic, but larger and newer vehicles are needed if a dependable program for journey-to-work is to be implemented. Existing buses are not large enough to accommodate a route that will significantly affect the general public ridership. Also, the age of the existing fleet severely limits its reliability at a time when breakdown would be most harmful to a developing service. It is also estimated that the conversion of the existing demand-response to a shared-ride concept would consolidate trips, save fuel, and provide time for serving the needs of additional clients. A key requirement of the shared-ride concept is the need of advanced notice of service desired to enable the dispatcher to group ridership more efficiently. (See #5)

- 3) The need for transit service on Sunday for those unable to attend worship services;
  - a) Several survey respondents requested Sunday service, but careful analysis must be conducted on prospective ridership before such service is initiated.
- 4) Transit service is not available for many handicapped individuals entering competitive employment. More coordination with social services agencies is necessary, in this situation.
  - a) A discussion with the Department of Social Services revealed that many handicapped individuals in Fort Dodge require service to reach work sites. It is believed that many of these needs could be incorporated into the existing mode of operation. Public awareness of the available services may be the major expenditure to incorporate some of this demand. The existing cost of rides is generally beyond the paying capacity of the handicapped worker, a fact that limits the possible expansion of this need.
- 5) Frontier Transit should take a more active role in marketing efforts to increase ridership. Deadhead miles and route duplication should be minimized. All alternatives must be weighed if Frontier Transit is to maintain a viable operation.
  - a) The existing demand-response system is inefficient in that many trips to deliver service require that 1/2 of the trip be driven as deadhead. By converting to a shared-ride concept several riders within a general area could be picked up and delivered through only one bus trip. A 24-hour in advance request for service could also enable the transit system to initiate a series of modified fixed-routes to handle many of its existing passengers. The transit system must increase its passenger/mile ratio in order to save fuel, time, and to make time available for additional service areas.

In light of the above deficiencies a series of action steps were developed, and are as follows:

- 1) Improve the public's awareness of transit services offered by Frontier Transit. Devise a new marketing approach for Frontier Transit that will increase the public's level of understanding of Frontier Transit.
- 2) Emphasize the shared ride concept in dispatching. Group rides more efficiently and increase ridership per revenue miles. The development of an informational brochure explaining how the transit system operates, when to call in for a ride, etc., may aid in the realization of this objective.
- 3) Actively attempt to acquire additional vehicles. New vehicles will enable the system to operate more efficiently; there would be less cost involved in operation and maintenance than there is at present.

SECTION IV: ONE-YEAR DEVELOPMENTAL ALTERNATIVES

Section IV outlines Frontier Transit's development alternatives. Several alternatives are fashioned that vary in scale dependent on level of operation support available. The rationale behind this approach to transit planning is that the transit manager will use Section IV as a management tool. Each alternative will provide a clear picture of what kind of service is possible in relation to specific fiscal situations.

#### COMMON ELEMENTS

Certain elements are common to all transit development alternatives. Instead of repeating these elements in each alternative, they will be discussed within the following section. Common elements discussed here may also appear under alternative 3: Continuation of current levels of operation support and moderate development. Alternative 3 representing the "base line alternative" encompasses many aspects appropriate to present transit agency conditions. The following are service elements which are common to all alternatives:

- A commuter service implementation plan has been designed (see Appendix F), and potential contacts have been identified. This element supports short term state objectives concerning commuter regulations, ridesharing, and intercity service.
- Demand-response service in the City of Fort Dodge will be studied. Information obtained from this project will enable more efficient transit operation to be realized. This element supports an on-going state objective which deals with the monitoring of system efficiency and performance. As previously mentioned the conversion of the existing demand-response system to one of shared rides with a 24 hour advance call in for service requirement will assist Frontier Transit in eliminating deadhead and freeing personnel and equipment for other program areas. The overall goal is to increase efficiency without adding additional expenses.
- The Frontier Transit Inter-governmental Agreement stating policies and procedures of transit agency operation should be reviewed by policy board members, and adhered to by the Transit Manager. This element supports certification process procedures.
- Disaster preparedness project. Identify elderly and handicapped and have Frontier Transit assist them in times of disaster(s).

Scientific studies have shown that the MIDAS area is situated within the path of cyclical severe storms. During the last ten to fifteen years storms (tornados) causing extensive destruction, and in some cases loss of life, have occurred in Badger, Belmond, Fort Dodge, Webster City, and Manson. Weekly severe storm warnings are a common occurrence during the "tornado season" in the region. Individuals with ambulatory problems are more vulnerable to injury at these times than others. The assistance provided by Frontier Transit could be instrumental in saving lives during times of natural disaster. A disaster preparedness project could be developed through a special study.

- A combined dispatching system should be implemented for Frontier Transit and Frontier Taxi in Fort Dodge. Implementation of this service element would greatly reduce duplication of service. Consolidation of dispatching would also involve "overhauling" the present dispatching system. New dispatching methods would be incorporated to assure more efficient system operation. The existing system involves two dispatchers, two sets of radios, and two offices. By implementing a **24** hour advanced call-in for transit service the dispatcher could accommodate calls and dispatch routes during a one time process, thus freeing time to also adequately handle all taxi dispatching. Only 1/2 of a staff position will be saved as the taxi hours are substantially over 8 in duration. The remaining 1/2 position could also fill in as a part-time driver for both taxi and transit. Frontier Taxi is owned and operated by Frontier Transit and consolidation would be fairly easy to implement.
- Improve fuel efficiency of vehicles through regular vehicle maintenance. It is a known fact that fuel efficiency will save the agency money. Therefore, Frontier Transit should implement a series of daily and monthly maintenance checks to include oil levels, belts, tire pressure, etc. Also, an arrangement to allow the staff mechanic use of a local vehicle engine diagnostics center could greatly improve his chances of gaining and maintaining proper engine repair and timing.
- Reduce use of transit air-conditioning (implement when transit fuel shortages exist). During times of fuel shortages, air conditioners should not be used. Also, whenever possible, "open windows" should be utilized in lieu of air conditioners. This proposal could reduce overall costs by reducing fuel consumption.



ALTERNATIVE 1: Increased operation support and optimum development

In the first alternative, Frontier Transit services are able to expand due to an increase in financial support. Optimum system development would involve increased opportunities for the general public to use Frontier Transit.

Service Elements:

- 1A-Expansion of fixed route service within the City of Fort Dodge. At present, one fixed route is in operation in Fort Dodge. The route operates between Downtown Fort Dodge and the Cross Roads Shopping Mall in Fort Dodge. This service is in operation Thursday, Friday, and Saturday of each week. Three runs per day are made between the two points of origin/destination. It is proposed that the new routes accommodate journey-to-work needs and be operated five days per week. A study is needed to determine number of routes and hours of operation.
- 1B-Development of a Ground Transportation Center (GTC) in Fort Dodge. The GTC would include the taxi operation, Frontier Transit, inter-city carriers, and travel agents in a common facility.
- 1C-Frontier Transit would need to purchase additional vehicles if it is to increase ridership and usage by the general public. Frontier Transit has attempted to obtain five buses equipped with wheelchair lifts for use in Fort Dodge, Humboldt, and Pocahontas over the last two years. Although the local share for purchase of these vehicles has been made available, federal section 18 funding for the purchase of the vehicles has not been allocated, as per the Frontier Transit Vehicle Replacement Program. The new buses are needed to replace worn-out equipment to enable a continuation of existing service levels and possible future expansions. Additional larger passenger vehicles are needed before commuter service can be implemented.

OPERATING FORECASTS

Estimated FY'82 operating statistics for Alternative 1 are as follows:

Revenue Miles - 152,346<sup>1</sup>  
Passengers - 91,511

Budget for FY 1982

Operational Budget.....	\$ 271,778.00
<u>Revenues</u>	
Contract Support.....	\$ 37,774.00
Fares <sup>2</sup> .....	64,058.00
Local Assistance.....	67,500.00
State Assistance.....	87,560.00
Federal Section 18.....	14,886.00
<u>Expenses</u>	
Administration.....	\$ 40,503.00
Accounting.....	8,736.00
Insurance and Safety.....	10,252.00
Operating Taxes.....	23,414.00
Operations Supervision.....	8,743.00
Maintenance.....	26,252.00

Expenses, continued

Transporation .....	\$149,643.00
Marketing .....	4,235.00
OPERATIONAL EXPENSES .....	271,778.00

Capital (80% section 18 UMTA, 20% Local Match)

Five 14 Passenger Buses w/wheel chair lifts (Pending app)....	\$146,000.00	
Five 35-40 passenger reconditioned buses.....	200,000.00	New
Five Taxi Cabs.....	50,000.00	App.
CAPITAL EXPENSES .....	\$396,000.00	

<sup>1</sup>Projected Revenue Miles and Passengers for FY'82 represent a 10% increase over estimates for FY'81 taken from an average of ridership and revenue miles over the first two quarters of FY'81.

<sup>2</sup>Fares estimated at an average of \$.70 per passenger.

THE IMPORTANCE OF FEDERAL ASSISTANCE FOR PUBLIC TRANSIT\*

Increased federal assistance as a part of an overall increase in financial support would allow Frontier Transit to follow a course of optimum development. Optimum system development would involve increased opportunities for the general public to use Frontier Transit.

The article cited explores the existence of a direct causal link between federal assistance and change in travel behavior. Correlating federal assistance with other variables that are related to changes in travel behavior (population in poverty, population without autos, population density, etc.) was the method used to test the importance of federal assistance on transit ridership.

Thirty cities were included in this study. The cities ranged in size from New York to Providence, Rhode Island. Most major metropolitan areas were represented by the study. The correlation coefficient (r) for the thirty cities was .41. When Atlanta was excluded, a clear outlier in the data set due to investment in an incomplete rail-transit system, the correlation coefficient (r) was .69. Twenty-two cities only had bus transit, and the correlation coefficient for the data set was .80. Except for the data set for all thirty cities, federal assistance has the highest correlation with changes in travel behavior of any of the variables tested.

In the case of the thirty-city data set, federal assistance was not quite statistically significant at the .05 level (p=.056), automobile ownership was significant at the .05 level. The evidence presented here supports a direct causal link between federal assistance and change in travel behavior. In the 1970's, the amount of federal transit assistance a city received is shown to be an important variable affecting public transit usage.

\*Article cited: "The Impact of Federal Local Public Transportation Assistance Upon Travel Behavior", Professional Geographer, 32(3) 1980, p.p. 316-325.

ALTERNATIVE 2: Decreased operation support and a reduction in Frontier Transit Services.

In the second alternative, Frontier Transit Services have to be reduced due to a decrease in financial support. A reduction in service would entail principal emphasis on the shared ride concept. Buses would have to be operated at capacity or near-capacity at all times. Ridership would have to accept a longer origin-destination trip time.

Service Elements:

- 2A - Fare increases will be scheduled to partially offset decreased state transit assistance.
- 2B - Requests for service must be made at least 24 hours in advance. Rides may be denied if bus capacity is not attained.
- 2C - Fixed route service will be discontinued between downtown Fort Dodge and Cross Roads Mall.
- 2D - Implement reduced days of service and/or route deviation service to rural residents in Pocahontas and Humboldt Counties.
- 2E - Support the use of school buses as part of the Regional Transit System during off-hours, weekends, and during the summer.
- 2F - Subscription service with excessive operation cost to revenue received will have to be reduced, if not cut all together. Program schedule revisions will be recommended to reduce transit expenses for clients.
- 2G - Present transit service in the city of Fort Dodge will have to be reduced by 25% to 50%, depending upon the severity of transit funding cut-backs at the state and local level. The transit operations in Humboldt and Pocahontas will have to be handled accordingly.
- 2H - Contract with Iowa Central Rehabilitation Industries (ICRI).
- 2I - Contract service through drivers to lease vehicles, during off-peak periods and weekends. This would generate additional revenues for Frontier Transit with out the expense of drivers wages.

OPERATING FORECASTS

Estimated FY'82 operating statistics for Alternative 2 are as follows:

Revenue Miles - 103,872<sup>1</sup>  
 Passengers - 62,394

Budget for FY 1982

Operational Budget .....	\$204,337.00
<u>Revenues</u>	
Contract Support.....	\$ 37,774.00
Fares <sup>2</sup> .....	44,000.00
Local Assistance.....	69,650.00
State Assistance.....	38,027.00
Federal Section 18.....	14,886.00
<u>Expenses</u>	
Administration.....	\$ 38,262.00
Accounting.....	8,736.00
Insurance and Safety.....	10,252.00

Expenses, continued

Operating Taxes .....	\$ 23,414.00
Operations Supervision .....	5,961.00
Maintenance .....	17,899.00
Transportation .....	96,348.00
Marketing .....	3,465.00
OPERATIONAL EXPENSES .....	\$204,337.00

Capital<sup>3</sup>

Three 35-40 passenger refurbished buses.....	\$120,000.00
Two new taxi cabs.....	20,000.00
CAPITAL EXPENSES .....	\$140,000.00

<sup>1</sup>Projected Revenue Miles and Passengers for FY'82 reflect a 25% decrease in service from estimates for FY'81.

<sup>2</sup>Fares estimated at an average of \$.71 per passenger.

<sup>3</sup>The capital requirements listed does not include a pending application for \$165,680 in Section 18 assistance. The figures indicated are for a new application. The proposal would include 80% funding from UMTA Section 18 and a match of 20% from local sources.

ALTERNATIVE 3: Continuation of current levels of operation support and moderate development.

In the third alternative, Frontier Transit Services are able to realize moderate expansion due to a continuation of current levels of funding. Costs will continue to increase, corresponding to the rate of inflation.

Service Elements:

- 3A - Continue subscription service to Foster Grandparents, Headstart, Fort Dodge Day Care Center, and Congregate Meal Sites. Study the benefits of implementing a new fare structure and contract service policy.

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- 3B - Demand/Response service, Monday through Friday, in Pocahontas, Humboldt, and Fort Dodge for the general public. Priority will be given to senior citizens and handicapped individuals.
- 3C - Improved utilization of the transit system by grouping riders more efficiently, increasing ridership per revenue mile, etc.
- 3D - Increase supervisory responsibilities to provide necessary training and direction for drivers and dispatchers in order to improve operation efficiency.
- 3E - Monitoring of all work activities, especially break time.
- 3F - Development of a Frontier Transit informational brochure as part of a new marketing approach for Frontier Transit. (Refer to Appendix C of this Plan.)
- 3G - Incorporate through service agreements major employers in the MIDAS Region into the transit system. Potential for service exists in Fort Dodge; Eaton which is to locate in Belmond, and International Harvester in Pocahontas.
- 3H - Incorporate Iowa Central Rehabilitation Industries (ICRI) into subscription service. Study the feasibility of acquiring ICRI's bus and van. Rearrange pick-up schedules; and study the benefits of implementing a new fare structure for service to ICRI clients.

OPERATING FORECASTS

Estimated FY'82 operating statistics for Alternative 3 are as follows:

Revenue Miles - 138,496<sup>1</sup>  
Passengers - 83,192

Budget for FY 1982

Operational Budget ..... \$262,154.00

Revenues

Contract Support..... \$ 37,774.00  
Fares<sup>2</sup>..... 62,394.00  
Local Assistance..... 67,500.00  
State Assistance..... 79,600.00  
Federal Section 18 ..... 14,886.00

Expenses

Administration.....	\$ 51,016.00
Accounting.....	8,736.00
Insurance and Safety.....	10,252.00
Operating Taxes.....	23,414.00
Operations Supervision.....	7,948.00
Maintenance.....	23,865.00
Transportation.....	132,073.00
Marketing.....	3,850.00
Operational Expenses .....	\$262,154.00

Capital <sup>3</sup>

Three 35-40 passenger buses.....	\$120,000.00
Two new taxi cabs.....	20,000.00
CAPITAL EXPENSES .....	\$140,000.00

<sup>1</sup>Projected Revenue Miles and Passengers for FY'82 derived from statistics for the first two quarters of FY'81.

<sup>2</sup>Fares estimated at an average of \$.75 per passenger.

<sup>3</sup>Does not include a pending Section 18 application for \$165,680.

The proposal is for 80% funding from UMTA Section 18 and a 20% local match

The three alternatives were developed given the funding rate indicated. Any reduction in funding would necessitate that reductions in service elements also occur. If this were to happen the Transit Policy Board would have to assign costs to each level of service and choose those avenues that can continue. At this time the planning agency can not assign subcategory prices or alter the existing listing, which is according to priority. An example of transit agency flexibility is contained within the proposed application for state assistance, when priorities were chosen from all three alternatives, but the general emphasis remained within Alternative #2. The level of state assistance is based upon Region V's minimum level of entitlement support as established for FY'82. Any decrease may necessitate a policy decision as to whether a smaller amount of money is worth the administrative hassles.

## SECTION V

### RECOMMENDED ALTERNATIVE AND FIVE-YEAR PROGRAM

#### NOTE FOR OPTIMUM ALTERNATIVE

The optimum alternative reflects an actual decrease over FY'81 estimates because of the following factors: 1) a general decrease in social service funding necessitated that the transit system rely more strongly upon local fares and state assistance; and 2) fuel costs rose substantially to eliminate some proposed service levels, therefore, even the optimum for the next year would reflect substantially reduced levels of service as basic elderly and agency contracts are maintained. The major funding reductions also make it difficult for Frontier Transit to expand in other program areas. Frontier Transit did choose to eliminate several elements of Alternative #2 in favor of several from Alternatives #1 and 3. Project #5 is included to provide State Transit Assistance to help Frontier Transit acquire the necessary 20% match for the currently approved Section 18 UMTA grant. The replacement vehicles are necessary to lower the system's maintenance and fuel costs.

#### NOTE FOR YEAR 2 BUDGET

We anticipate that further state, federal, and local funding reductions will occur. Thus, Frontier Transit must become more efficient to handle the same, with possibly a few additional services. The budget is only an estimate that should be within a + or - 10%. If additional money is available, action steps could easily be included to spend the money. We are attempting to submit a realistic, rather than a pre-in-the-sky plan.

## RECOMMENDED ALTERNATIVES AND FIVE-YEAR PROGRAM

The purpose of this section is to outline the chosen alternative to guide the operation of Frontier Transit for FY 1982-1986. Also included are proposed budgets and projects that may be useful in making application for State Transit Assistance Funds. Please be advised that budgetary data for Year 1 is fairly accurate, data for Year 2 is an estimate only, and no data appears for Year 3, 4, and 5 because of funding uncertainties. The enclosed material was developed during a joint meeting of staff from IDOT Public Transit Division, Frontier Transit, and MIDAS. The results were presented to the Frontier Transit and MIDAS Policy Boards for review and comment between April 15 and 16, 1981. The MIDAS Executive Committee also offered input through the A-95 review process. However, the MIDAS Executive Committee allows the Frontier Transit Policy Board to recommend any final changes in Program content. MIDAS' involvement in the RTDP process is supportive with final operational decisions left to Frontier Transit.

### Recommended Alternative for Year 1

The alternatives presented in Section IV were analyzed in regard to many factors, the most important of which was available funding. Because Frontier Transit faces a potential loss of revenue in FY 1981-1982 Alternative 2 was chosen as the base guide for the coming year. This alternative allows for a reduction in all services, rearrangement of existing service elements to increase system efficiency, develops the initial step toward introducing a modified-fixed route system and allows Frontier Transit to continue as a viable service provider in a time of limited financial support.<sup>1</sup> Instead of reproducing Alternative 2 in this section, the reader is referenced to this Alternative in Section IV of this document. However, as suggested in the state guidelines the transit agency has chosen three service elements from Alternative 3 to be included in next year's program. These are:

- 1) Incorporate through service agreements major employers in the MIDAS Region into the transit system (3G);
- 2) Incorporate ICRI into subscription service (3H):
- 3) Redefine the contract service policy for all subscription services (3A).

Variations from the chosen alternative may be discussed at any time, but funds to accommodate an expansion of service beyond the levels of Alternative 2 must be provided by the agency. Frontier Transit does not have the available revenue to acquire capital equipment or personnel to maintain major system improvements once they enter next year's budget.

### Proposed Budget for Year 1

The budget presented in Section IV for Alternative 2 was reviewed and found to be accurate for the FY 1981-1982 recommended alternative. Rather than reproducing the budget in this section, please refer to Section IV, Alternative 2 of the document. This budgetary information was also utilized by the Frontier Transit and Public Transit Division staff in preparing the application for State Transit Assistance.

<sup>1</sup>This concept should not be confused with the existing fixed route from the CBD to Crossroads Shopping Center. The modified-fixed route shared-ride concept will be citywide. The existing fixed route is special client oriented and designed for a narrow interpretation of objectives, that currently are failing to produce ridership.



It is important to note that Alternative #2 on page 39 was the base upon which the projects were developed. However, several action steps also crossed over into alternatives 1 and 3 because it was felt that they were needed to offset the reduction in state transit assistance. All of the enclosed projects are included in the FY'82 budget. Costs were not divided into action step amounts because of 1) the difficulty and time required for such subdivision, and 2) the actual unreliability of many costs that would relate to primarily policy statements.

Projects for Year 1 that can be Used in Satisfying the Requirements of the State Transit Assistance Application.

Project 1/Objective: To provide a means of transportation for those who don't have an auto or are unable to drive.

Project: Reduce transit service expense by making a phased transition to modified fixed route service from demand responsive wherever feasible in Region V.

- Action Steps:
- a) Combine the existing bus and taxi dispatching systems;
  - b) For demand-responsive calls implement a system of modified fixed-route pick-ups and deliveries with a prior day request for service requirements;
  - c) Revise existing job descriptions to better allow the transit agency administration to match available manpower with actual needs;
  - d) Better involve the Frontier Transit Policy Board through regional involvement;
  - e) Discuss with contract agencies ways to improve service and to reduce costs, such as eliminating or substantially reducing deadhead miles and discouraging individual pick-ups;
  - f) Eliminate the existing shuttle bus run in Fort Dodge. This service could be incorporated into the zone concept;
  - g) Convert the existing demand-responsive systems of rural Pocahontas and Humboldt Counties to a modified fixed-route system to operate on specific days.

Proposed Cost of Project:	D.O.T.	\$15,106.00
	Fares	44,000.00
	Special Fares	37,774.00
	Section 18	14,886.00
	Charter Revenue	<u>634.00</u>
	TOTAL	\$112,400.00

Project 2/Objective: To provide a means of transportation for those who don't have a car or are unable to drive.

Project: To maintain the ratio of casualty and liability cost to unit of service:

- Action Steps:
- a) Discuss needs with insurance agent on a regular basis, describing changes in service designed to reduce risks and maintaining ongoing risk management programs;
  - b) Continue the defensive driving program for all drivers, bus and taxi;
  - c) Continue to hold monthly drivers meetings to discuss risk management and to stress importance of carefulness;

- d) Monitor daily vehicle condition reports to assure that tire pressure, etc. is maintained;
- e) Proceed with vehicle procurement to obtain new and safer equipment as specified in the annual budget.

Proposed Cost of Project:

D.O.T.	\$22,921.00
Local and County Support	<u>23,079.00</u>
TOTAL	\$46,000.00

Project 3/Objective: Provide commuters with an alternative mode of transportation which also serves as a conservation measure

Project: To offset the impact of reduced state transit assistance through better fuel efficiency and local acceptance of fixed route service.

- Action Steps:
- a) Pursue alternatives for bulk purchase, especially for fuel and tires;
  - b) Develop a program of monthly engine diagnostics to assist the agency's mechanic in necessary fine tuning for maximum fuel efficiency;
  - c) Implement a program to have drivers park their vehicle when empty instead of deadheading to the bus barn;
  - d) Monitor regular checks of engine efficiency, tire pressure, brake fluid and oil levels, etc.

Proposed Cost of Project:

D.O.T.	\$22,921.00
Local	<u>45,381.00</u>
TOTAL	\$68,302.00

Project 4/Objective: Provide a means of transportation for those who don't have an auto or are unable to drive.

Project: Continue area coordination by incorporating Iowa Central Rehabilitation Industries Clients into the regional system. (Increase rides by current non-contract agencies by approximately 10,000).

- Action Steps:
- a) Discuss avenues of coordination with ICRI officials;
  - b) Outline possible avenues of service;
  - c) Negotiate cost of service;
  - d) Organize necessary contracts;
  - e) Initiate service.

Proposed Cost of Project:

IDOT	\$10,000.00
Fares	25,000.00
Local	<u>10,000.00</u>
TOTAL	\$45,000.00

Project 5/Objective: Provide a means of transportation for those who don't have an auto or are unable to drive.

Project: Provide assistance in acquiring the necessary local match for federal monies for fleet expansion, replacements, or refurbishment.

- Action Steps:
- a) Develop necessary paperwork required for an application for capital assistance;
  - b) Inform local sources of the need for donations to meet the local match requirements;
  - c) Acquire the local match.

Proposed Cost of Project:	IDOT	\$ 3,000.00	NOTE: The capital figure indicated on page 38 was a planning estimate. The \$165,680 indicated here represents the more accurate actual application amount.
	Human Services Agencies	42,937.00	
	Federal	<u>119,743.00</u>	
	TOTAL	\$165,680.00	

Project 6/Objective: Service to shopping and service areas should be a priority in order to stimulate local trade, thereby improving the local economy.

Project: To apply for vehicles through Section 18 to enable Frontier Transit to initiate fixed route service specified in the Five-Year plan and to replace aged and inefficient taxi cabs.

Action Steps: Make application for the following:

- a) Five 35-40 passenger refurbished buses to serve on fixed routes and commuter trips.
- b) Five new taxi cabs to replace a worn-out fleet.

Frontier Transit realizes that the above needs are not feasible to acquire within the coming fiscal year. Therefore, a realistic One-Year Goal has been developed for FY 81-82 and is as follows:

- a) Three buses;
- b) Two taxi cabs.

Proposed Project Cost:	Total Project	\$250,000.00
	One-Year Goal	140,000.00

### Year 2 Alternative and Budget

The chosen alternative for Year 2 closely approximates Alternative 3 of Section IV of this document. The proposed budget is also included as part of this alternative. Instead of reproducing this information in this section the reader is referred to Alternative 3 in Section IV. The chosen program will build upon the program established in Year 1 by refining the modified fixed-route system to include common transfer points for all passengers. This step would enable the transit agency to take the next step toward a fixed-route system several years later. Thought should begin toward development of a ground transportation center to enhance transit use by the general public and intercity carriers. However, the most important action of Alternative 3 would be to solidify the coordination and system wide improvements initiated in Year 1, and eliminate problems arising from past difficulties. The proposed budget for Year 2 represents an increase in operational and capital revenue to \$262,154.00.

### Year 3 Alternative

In Year 3 the transit administrative agency will attempt to implement a fixed-route morning and evening commuter service for one or more major employers in Region V. Within Fort Dodge the agency desires to construct a ground transportation center to better coordinate public and private transportation service. Approximately \$200,000 in capital assistance is budgeted for the addition of five medium sized passenger buses to the fleet. These buses must be large enough to handle the commuter runs and assume fixed-route duties at a later date.

### Year 4 Alternative

The primary emphasis of Year 4 will be refinement of the commuter service implemented in Year 3 and completion of the ground transportation center. The rural systems should pursue the use of taxi cabs on their route as the existing buses will need replacing this year. A cab will be much more efficient on rural routes than the mini-bus, particularly if ridership is not large enough to justify a 15-passenger vehicle.

### Year 5 Alternative

During Year 5 the transit administrative agency would convert all systems to a fixed-route basis to serve all needs except those of the severely handicapped, which would be served by handicapped equipped buses on a dial-a-ride basis. This arrangement should satisfy the requirement of the 504 Transition Plan. The implementation of this alternative will require advanced publicity and money to purchase the necessary equipment, but the gradual process of the past four years may make the transition much easier. Fixed-routes are the best alternative for Region V, and the four year progression of events appears to be the best solution in lieu of limited financial resources.

### Summary of Five-Year Capital Expenditures

Proposed capital expenditures for the five-year planning period are as follows, subject to modifications each year to match available monies and unforeseen problem areas:

Year 1--\$165,680 This sum has already been appropriated through the Section 18 process and bus acquisition steps are currently underway.

Year 2 - 3--Combined total of \$250,000

Year 4--Estimated at \$180,000

Year 5--Estimated at \$200,000

TOTAL FIVE-YEAR CAPITAL NEEDS--\$795,680

### Summary of Five-Year Plan

By 1986 the Transit System will be transformed from its current demand-response special client structure to one of modified fixed routes to accommodate the general public. In theory, over 50% of the riders will be workers commuting to area job sites. Demand-response service would still be available to the handicapped and special client groups that would be willing to pay the full cost of the more specialized service. The above transformation would also eliminate the current competition for riders between the taxi and transit divisions. The sparse ridership of the rural area may best be accommodated through the use of cheaper taxi-type vehicles on a fixed route basis with total radio coordination. The modified fixed route level of service should be offered with ½ hour headways during the rush hours of 6-8:00 A.M. and 4-7:00 P.M., and on a two hour headway during the remainder of the day. Part time drivers and split shifts will become the rule. In addition, a greater emphasis must be placed upon the involvement of local decision makers in the planning process, the funding process, and the provision of a more cost effective system. In summary, the existing system is meeting its limited objectives, but the community may be best served through the proposed expanded system.

APPENDIX A

## CHRONOLOGY OF PUBLIC TRANSIT WITHIN REGION V

### Organization

Since its creation the Region V transit program was controlled by the MIDAS Council of Governments. Region V was the recipient of a demonstration grant from Iowa DOT as funded through S.F. 573 of the 66th Iowa General Assembly. Service preference was, and still is, given to elderly and handicapped individuals. The membership of MIDAS COG served as the transit advisory group; reviewing all transit planning in Region V and controlling all aspects of the transit program. As of July 1, 1979, the transit program became a separate entity having no further affiliation with MIDAS.

A new transit policy board was formed. The new agency (Frontier Transit) has the sole responsibility of providing public transit through a combined system within Region V. Incorporation of all agencies receiving federal funds for transit services into a combined system is a goal of Frontier Transit.

Frontier Transit's four staff members are listed below with their respective titles:

John E. Evans - Transportation Manager  
Doreen Bradwell - Operations Manager  
Pearl Bradley - Bookkeeper  
Diana Claude - Secretary

### Finance

Frontier Transit's bookkeeping system is centralized for all transit services in compliance with the transit agency. In cooperation with the state DOT, Frontier Transit initiated a new bookkeeping system in 1980. The Iowa DOT is in the process of implementing the Uniform Data Management System statewide. The objective of this program is for better coordination of transit programs at the local level, and improved comparative data at the state level.

All vehicles in the Frontier Regional Transit System are covered under one insurance policy. The policy includes maximum liability and medical plus uninsured motorist insurance. Each bus is covered with \$300,000 liability, \$1,000 medical, \$20,000 uninsured motorist, \$250 deductible on collision and no limit on comprehensive.

The following charts represent operating expenses, transit support, and other statistics for Frontier Transit during Fiscal years '79, '80, and '81:

	FY'78-'79 Actual Accounts	FY'79-'80 <sup>1</sup> Actual Accounts	FY'80-'81 <sup>2</sup> Total Budget
<u>OPERATING EXPENSES</u>			
Administration	\$44,600.00	\$41,007.00	\$78,041.00
Accounting	6,615.00	8,278.00	
Insurance and Safety	8,888.00	2,431.00	
Operating Taxes	14,016.00	34,961.00	
Operations Supervision	12,000.00	11,296.00	
Maintenance	6,825.00	14,062.00	15,252.00
Transportation	102,976.00	163,381.00	136,982.00
Service and Cleaning	420.00	1,726.00	
Purchasing and Inventory	-0-	-0-	-0-
Marketing	8,250.00		
<b>TOTAL</b>	<b>\$204,590.00</b>	<b>\$278,797.00</b>	<b>\$230,275.00</b>
	FY'78-'79	FY'79-'80	FY'80-'81 (Budget)
<u>TRANSIT SUPPORT</u>			
Iowa DOT	\$112,000.00	\$98,165.00	\$79,600.00
Fort Dodge	40,000.00	40,000.00	
Webster City		1,500.00	
Pocahontas	5,000.00	4,000.00	
Pocahontas County	4,000.00	4,500.00	62,998.00
Humboldt	3,000.00	6,000.00	
Dakota City		500.00	
Humboldt County	2,000.00	2,000.00	
Eagle Grove	3,500.00	3,500.00	
Area Agency on Aging	16,700.00	13,214.00	
Other (including fares)		38,670.00	87,677.00
<b>TOTAL</b>	<b>\$186,200.00</b>	<b>\$211,049.00</b>	<b>\$230,275.00</b>
		FY'79-'80	FY'80-'81 (Projected)
<u>STATISTICS</u>			
Total Passengers		99,126	85,356
Annual Revenue Miles		114,553	142,126
Days of Operation per year		253	253
Kind of Service		D/R	D/R (1 Fixed Route)

<sup>1</sup> See note on page 56

<sup>2</sup> See page 56A - Categories for FY'80-'81 do not match those of the previous two years because of a change in reporting.

APPENDIX B



UNION CODE  
 A - Amalgamated Transit Workers  
 B - AFSCME  
 C - Teamsters  
 D - Transport Workers Union of America  
 E - Other (specify)

TRANSIT OPERATIONS  
 UNDER CONTRACT

TABLE B-1

"x" if yes

With Regional Transit Agency

(Agency Name)	X	28E Agreement	Crosses urban/ regional boundary	Crosses regional boundary	Crosses state boundary	Consumer	Provider	Consolidated	Sub-contract w/out prior DOT approval	Sub-contract with prior DOT approval	Receiving Public Money	Union/Bargaining Unit
	X	Funding Commitment										
FRONTIER TRANSIT RTA												
		Taxing Powers										
	X	Interfaces with: Large Urban System(s)										
		Small Urban System(s)										
		Intercity carrier(s)										
1. Frontier Transit (Fort Dodge)							X			X	X	
2. Pocahontas Busing, Inc.							X	X		X	X	
3. Humboldt/Dakota City Senior Citizens Center							X	X		X	X	NONE
4. Wright County Opportunity Center							X	X		X	X	
5. Eagle Grove Senior Citizens							X	X		X	X	
6. Webster City Cab Subsidy Program							X	X		X	X	
7. Frontier Taxi							X	X		X	X	
8.												
9.												
10.												
11.												
12.												
13.												
14.												
15. In accordance with Section 13(C)												

**TRANSIT OPERATIONS  
NOT UNDER CONTRACT**

- UNION CODE  
 - Amalgamated Transit Workers  
 - AFSCME  
 - Teamsters  
 - Transport Workers Union of America  
 - Other

"x" if yes

at all large & small urban; rural; private, non-profit; public operations in the Region.

at transit operations under the category showing their **current** status as of October, 1980  
(date)

Services/Programs Operating Independently	Union/Bargaining Unit	Crosses urban/ regional boundary	Crosses regional boundary	Crosses state boundary	Receiving Public Money	Date of Anticipated Coordination
<p><b>Region</b></p> <p>Smithway Transportation                      Greyhound Bus                      Iowa Coaches                      Jefferson Lines                      YOUR, Inc. (Webster City)                      Rockwell City Women's Reformatory                      Lakota Girl Scouts                      Webster City Cab                      Wright County Opportunities                      Humboldt Opportunity Center                      Laurens Good Samaritan Home</p>	<p>E A E E</p>	<p>X X X X</p>	<p>X X X X</p>	<p>X X X X</p>	<p>X X X X</p>	<p>Coordination dates can not be predicted because of cut backs in existing funding and levels of service. Coordination will continue if such action does not place a financial burden on Frontier Transit.</p>
<p><b>Small Urban Area</b></p> <p>Marion Nursing Home (Fort Dodge)                      Friendship Haven (Fort Dodge)                      Developmental Learning Center (Fort Dodge)                      Webster County Care Facility (Fort Dodge)                      Salvation Army (Fort Dodge)                      Jerry Rabiners Boys Ranch (Fort Dodge)                      Urban Ministry (Fort Dodge)                      Iowa Central Rehabilitation (Fort Dodge)</p>		<p>X X</p>	<p>X X</p>		<p>X X</p>	
<p>NOTE: Iowa Central Rehabilitation has been partially incorporated into the regional system as of May 1, 1981.</p>						
<p>In accordance with Section 13(C).</p>						

TRANSIT OPERATIONS - CAPITAL & OPERATIONAL CHARACTERISTICS

Table B-4

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

Type of Service - Designate by Type: (F) Fixed Route, (M-F) Modified-Fixed Route, (D) Demand-Response, (R) Reservation

Operations Under Contract  
With  
Regional Transit Agency

Name of Service	Service Area	Target Group	Type of Service	Radio Dispatch Center	Total No. of Annual Revenue Miles (000 's)	Days of Operation	Hours of Operation	Average Daily Passengers	Annual Passengers (000 's)	No. of Paid Staff	No. of Volunteer Staff	Fare Structure
Eagle Grove Senior Cit.	Eagle Grove	E	D	No	10.0	M, T, F	8-4:30	20	5	2	0	.50
Frontier Transit	Humboldt	E-G	D	On Bd.	20.0	M-F	8-5	44	10	2	0	.75-1.00
Frontier Transit	Pocahontas	E-G	D	Pocy	21.0	M-F	8-5	25	6	3	0	.75-1.00
Frontier Transit	Fort Dodge	E-H	D									
		C-HS	D-F	F.D.	117.0	M-F	8-5	272	68	10	0	.75-1.00
Webster City Taxi Co.	Webster City	G	D									
		E-H	D	W.C.	8.0	M-S	6-7	20	5.32	1	0	Fixed
Frontier Taxi	Fort Dodge	G	D	F.D.	134.0	7	5:30 12:00	166	59.6	7		Zone Ordinance
<b>Sub-Total</b>		E, G, H	D, F	---	310	--	--	547	153.92	25	0	--

23



# MIDAS COUNCIL OF GOVERNMENTS

19 NORTH SEVENTH ST. FT. DODGE IA. 50501  
515-576-7183

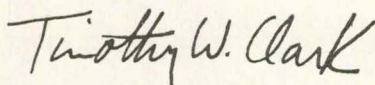
January 20, 1981

Enclosed please find a transit operations - capital and operational characteristics form. The information supplied here will be included in the FY'82 Regional Transit Development Plan. This is the only transit plan ongoing in Fort Dodge and the surrounding area, and is required by the Iowa Department of Transportation.

In addition to the information asked on the form, please include the amount your agency is budgeting toward transportation for the coming year on the back of the form. This information is necessary for planning and reporting purposes.

The help of your agency is greatly appreciated. If you have any questions or comments, please contact me at the MIDAS office.

Sincerely,



Timothy W. Clark  
Regional Planner

TWC:nkh

Enclosure

#### TRANSIT OPERATIONS CONTACTED INCLUDE:

- \* Smithway Transportation  
Greyhound Bus  
Iowa Coaches  
Jefferson Lines  
YOUR, Inc. (Webster City)  
Rockwell City Women's Reformatory
- \* Lakota Girl Scouts
- \* Webster City Cab
- \* Wright County Opportunities
- \* Humboldt Opportunity Center
- \* Laurens Good Samaritan Home  
Marion Nursing Home  
Friendship Haven  
Developmental Learning Center  
Webster County Care Facility  
Salvation Army  
Jerry Rabiners Boys Ranch  
Urban Ministry
- \* Iowa Central Rehabilitation
- \* Frontier Taxi

\*Operations Responding

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**DEDICATED TO STRENGTHEN AND SERVE  
CITY AND COUNTY GOVERNMENT**

**TRANSIT OPERATIONS - CAPITAL & OPERATIONAL CHARACTERISTICS**

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

**Type of Service** - Designate by Type: (F) Fixed Route, (M-F) Modified-Fixed Route, (D) Demand-Response, (R) Reservation

**Fare Structure** - Designate by type: (D) Donation, (T) Ticket Sales, (Z) Zone Ordinance

Operations Not Under Contract With \_\_\_\_\_  
Regional Transit Agency

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Name of Service	Service Area	Target Group	Type of Service	No. of Buses	No. of Vans	No. of Station Wagons	No. of Cars	No. of Other Types of Vehicles	Total No. of Vehicles	No. of Vehicles Accessible to Handicapped	Type of Special Equipment (Describe)	No. of Standard Seating Capacity	No. of Spaces for Persons in Wheelchairs	Total No. of Seating Capacity on all Vehicles	Radio Dispatch Center	Total No. of Annual Revenue Miles (000 's)	Days of Operation	Hours of Operation	Average Daily Passengers	Annual Passengers (000 's)	No. of Paid Staff	No. of Volunteer Staff	Fare Structure
				A	B	C	D	E	F	G		H	I	J		K	L	M	N	O	P	Q	
Smithway Transportation	Mid-West U.S.A.	G	R	8					8			366		366		38.5					10		T
Laurens Good Samaritan Home	Laurens & vicinity	E-H	D	1					1	1	w/c lift	26	4	30	No	2.8	M-S	6 am 10 pm	25	3.0	2		D
Iowa Central Rehabilitation Industries	Iowa	C-H	M-F	1	1				2	2	w/c lift	35	2	37	No	12.6	M-F		35	8.6	1		.35¢
Lakota Girl Scout Council	14 counties	C-O	D		1				1			12		12	No		Daily in summer	24					
Opportunity Center, Inc.	Humboldt County	C-H	F	1	1				2	1	w/c lift	22	2	24			M-F	3 hrs. daily	22	5.7	1		
Wright Co. Opportunities, Inc.	Wright Co.	C-H			2				2		None	24		24			Sun M-F	2:30 8-4		18		4	
<b>Sub-Total</b>				11	5				16			485	8	493					106	35.3	12	6	

Operations Under  
Contact With  
Regional Transit Agency

ITEMIZED VEHICLE INVENTORY

System  
Operation

Transit Passenger  
Carrying Vehicles

Vehicle Identification					Purchase Information			Passenger Capacity				Miscellaneous Data											
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V		
Fleet No.	Vehicle Type	Mode of Service	Make and Model	Year Mfg.	Purchase Date	Purchase Price (000's)	N-New U-Used	Standing Capacity	Seating Capacity	No. of Spaces for Persons in Wheelchairs	Total Capacity	Handicapped Accessibility	Configuration Code	Ownership Status	Operated During Period Y-Yes N-No	Mileage During FY 80 (000's)	Total Vehicle Mileage End of FY 79 (000's)	Current Age (Years)	General Condition	Recommended Replacement Year	Radio Equipped Y-Yes N-No		
101	B	D	Chev. Superior	'75	'75	\$16	N	4	12	2	12	L	ADHI	0	Y	26	80	4	5	'80	Y		
102	B	D	Chev. Superior	'75	'75	16	N	4	12	2	12	L	ADHI	0	Y	26	78	4	5	'80	Y		
103	B	D	Chev. Wayne	'76	'76	15	N	4	15	0	15	N	ADHI	0	Y	26	75	3	4	'80	Y		
104	B	D	Chev. Wayne	'76	'76	15	N	4	15	0	15	N	ADHI	0	Y	26	74	3	4	'80	Y		
110	V	D	Chev.	'77	'77	7	N	0	9	0	9	N	ADHI	0	Y	26	14	2	3	'81	Y		
112	V	D	Chev.	'70	'78	3	U	0	9	0	9	N	DI	0	Y	26	35	9	4	'80	Y		
1	B	D	Chev. Wayne	'75	'76	15	N	4	15	0	15	N	ADHI	0	Y	20	49	4	4	'80			
2	B	D	Ford	'75	'76	15	N	2	12	0	12	N	ADHI	0	Y	22	60	3	4	'80			
3	SW	D	Plymouth	'78	'78	6.9	N	0	6	0	6	N	ADHI	0	Y	6	8	1	2	'85			
Totals								22	105	4	105						204	473					

Total Number Of Vehicles

6	B	—	T
1	SW	—	O
2	V	9	Total
—	C		

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## System Financial Information

Non-UDMS Non-Section 15 Transit Operator _____	FY'80* Actuals	FY'81 Actuals & Estimated	FY'82 (Complete appropriate # of columns)			
			Dev. Alt. 1	Dev. Alt. 2	Dev. Alt. 3	Dev. Alt. 4
<b>I. OPERATING EXPENSES</b>						
A. Administration	41,007.28					
B. Accounting	8,277.76					
C. Insurance & safety	2,431.00					
D. Operating taxes	34,961.43					
E. Operations supervision	11,295.76					
F. Maintenance	14,062.38			SEE C-10		
G. Transportation	163,381.01					
H. Service & cleaning	1,725.60					
I. Purchasing & inventory	-0-					
J. Marketing	1,655.06					
<b>Total (A-J)</b>	<b>278,797.28</b>					
<b>II. OPERATING FUNDING</b>						
A. Passenger (farebox only)	49,246.14					
B. Special transit fares (contract rev. only)	16,190.77					
C. Local cash grants & reimbursements (support)	47,447.00					
D. State cash grants & reimbursements (support)	98,165.00					
1. Iowa DOT	98,165.00					
2. All others	-0-					
E. Federal cash grants & reimbursements (support)						
1. Section 5 UMT Act	-0-					
2. Section 18 UMT Act	-0-					
F. All other REVENUE	11,422.55					
<b>Total (A-E)</b>	<b>211,048.91</b>					
<b>III. Balance (I-II)</b>						
<b>IV. CAPITAL EXPENSES</b>						
A. Vehicles & vehicle equip.	21,000					
B. Structures & bldgs.						
C. Other						
<b>Total (A-C)</b>						
<b>V. CAPITAL FUNDING</b>						
A. Local cash grants & reimbursements	7,000					
B. State cash grants & reimbursements	3,000					
1. Iowa DOT	3,000					
2. All other						
C. Federal cash grants & reimbursements						
1. Section 3 UMT Act						
2. Section 5 UMT Act						
3. Section 16(b)(2) UMT Act						
4. Section 18, UMT Act						
D. Revenue	11,000 *					
<b>Total (A-C)</b>						

NOTE: The FY'80 expenses exceed revenues for a variety of reasons. These are: 1) Because of the method of accounting, some expenses for FY'81 were actually paid in FY'80; 2) Some FY'80 expenses were actually over-reported, but the exact amounts are not known because the audit of the records by IDOT has not yet been released; 3) In actuality monies from the MIDAS Council of Governments were used to subsidize operations in FY'80, but the exact amount is not known until the IDOT audit is released later this Fiscal Year. True answers to the above discrepancy in expenses and revenues will not be known until the audit of this year's operations are made public by IDOT.

\* Capital debt to be paid from revenues not repaid as yet.

\*For Section 18 recipients only

## System Financial Information

UDMS Section 15 Transit Operator _____	FY'80* (Actuals)	FY'81 Actuals & Estimated	FY'82 (Complete appropriate # of columns)			
			Dev. Alt. 1	Dev. Alt. 2	Dev. Alt. 3	Dev. Alt. 4
<b>I. OPERATING EXPENSES</b>						
A. Vehicle operations - 010	SEE C-1N	136,982	169,341	112,400	167,817	
B. Vehicle maintenance - 041		15,050	24,000	13,600	16,000	
C. Non-vehicle maintenance - 042		202	400	300	300	
D. General administration - 160		78,041	78,037	78,037	78,037	
<b>Total (A-D)</b>		<b>230,275</b>	<b>271,778</b>	<b>204,337</b>	<b>262,154</b>	
<b>II. OPERATING FUNDING</b>						
401 Passenger fares for transit service		64,907	66,892	44,000	62,394	
402 Special transit fares		22,100	30,000	37,774	37,774	
409 Local cash grants & reimbursements		62,998	70,000	69,650	67,500	
411 State cash grants & reimbursements		79,600		38,027	79,600	
411.01 Iowa DOT		79,600	90,000	38,027	79,600	
411.99 All others						
413 Federal cash grants & reimbursements						
413.01 Section 5		-0-		-0-		
413.02 Section 18		-0-	14,886	14,886	14,886	
413.99 All others federal		-0-		-0-		
<b>Total all others (403,404,405,406,407,408,410,412,430,440)</b>		<b>230,275</b>	<b>271,778</b>	<b>204,337</b>	<b>262,154</b>	
<b>Total revenue</b>						
<b>III. Balance (I-II)</b>		<b>-0-</b>				
<b>IV. CAPITAL EXPENSES</b>						
A. Vehicles & vehicle equip.		-0-	250,000	140,000	140,000	165,680*
B. Structures & bldgs.						
C. Other						
<b>Total (A-C)</b>		<b>-0-</b>	<b>250,000</b>	<b>140,000</b>	<b>140,000</b>	<b>165,680*</b>
<b>V. CAPITAL FUNDING</b>						
A. Local cash grants & reimbursements		-0-	50,083	42,937	42,937	
B. State cash grants & reimbursements		-0-	29,117	3,000	3,000	
1. Iowa DOT		-0-	29,117	3,000	3,000	
2. All other						
C. Federal cash grants & reimbursements						
1. Section 3 UMT Act				-0-	-0-	
2. Section 5 UMT Act				-0-	-0-	
3. Section 16(b)(2) UMT Act				-0-	-0-	
4. Section 18, UMT Act	✓		316,800	119,743	119,743	
5. All others						
<b>Total (A-C)</b>		<b>-0-</b>		<b>165,680</b>	<b>165,680</b>	

\*For Section 18 recipients only \*NOTE: \$165,680 in Section 18 Capital Assistance has already been applied for by Frontier Transit and is currently under review by federal officials. This application will meet FY '81-'82 needs, but an application for future needs is being discussed and included within the plan alternatives.



APPENDIX C

OBJECTIVE: DEVISE A NEW MARKETING APPROACH FOR FRONTIER TRANSIT THAT WILL INCREASE RIDERSHIP BY 10% WHILE INCREASING THE PUBLIC'S LEVEL OF UNDERSTANDING CONCERNING FRONTIER TRANSIT

## FRONTIER TRANSIT MARKETING

### I. PAST APPROACHES TO MARKETING

- A. Low-Key
- B. Telephone Campaign
- C. Monthly meetings with established busing boards.

:Study the success of these approaches.

### II. SURVEY OF PUBLIC PREFERENCE

- A. Fort Dodge Carpool Survey (Spring '79)
- B. Fort Dodge Public Transit Survey (Fall '80).
- C. Survey of employers in Fort Dodge (Tentative).
  - 1) Contact key personnel at each industry
  - 2) Study possible arrangements between the transit service and the industry.
  - 3) Arrive at an agreement.

:Study the results of these surveys as to rider characteristics, trip type, and time of trip. (Origin-Destination)

:Incorporate this service (if feasible) and a ride-shop type of service (serving Crossroads Mall and downtown) into the fixed-route demo-project planned for FY'82.

:Contact Pastors of various Churches informing them of transit service and asking them if they would promote the service to their congregation.

### III. EXPANDED ADVERTISING CAMPAIGN.

- A. Design placard (MIDAS staff or Design Class ICCC or ISU) for promotion of Frontier Transit.
  - 1) For use by commercial business
- B. Newspaper Campaign - Concise news articles describing area of service, time of service, and procedure for calling in a ride. Also, cost of service - benefits of service (oil situation; economic situation. Sense of conservation mindedness).
- C. Radio Campaign -
  - 1) Contact service area stations (Fort Dodge, Pocahontas, Humboldt). Make contacts.
  - 2) Design length of ad and information to be distributed. Follow same general guidelines as with newspaper.
  - 3) Comply with 504 in matters of making information available to the blind.
- D. T.V. Campaign - Place on cable T.V. "service station" as a public service announcement.

:Have mayors (Pocahontas, Humboldt, Fort Dodge) proclaim "Mass Transit Week". Coordinate promotion along with 'Frontier Days' - (Ride-Shop approach).

### IV. INCREASE THE PUBLIC'S LEVEL OF UNDERSTANDING CONCERNING THE OPERATION OF FRONTIER TRANSIT.

- A. Promotional (free) bus passes given to Board of Supervisors, City Councils, Civic Organizations, and businesses (distribution could be at the individual businessman's discretion). Introduce general public to mass transit. Work in with Welcome Wagon (New comers to Fort Dodge).
- B. Brochure for present ridership (Elderly, Handicapped) describing pro-

cedure for calling in a ride, best times to ride (eliminate conflicts with subscription and lessen rider frustration).

- C. Monitor ridership per revenue miles day by day or weekly, use this variable to show efficiency of operation.

APPENDIX D

(FORT DODGE BICYCLE MAPPING AND PROMOTION PROGRAM)

The city of Fort Dodge received notification on June 23, 1980, that their bikeway proposal had been selected for funding under the provisions of the Bicycle Grant Program. Funding has helped create the necessary impetus toward implementation of the project concept, which includes bikeway development, mapping, promotion, and safety education. An outline of the bikeway proposal follows:

I. Project Description

- a. Bikeway System - Combining Class I, Class II, and Class III design where appropriate
- b. Mapping of bike route
- c. Bicycle use promotion and encouragement campaigns - General Public
- d. Bicycle safety education and training courses - Ages 6-12

II. Project Need, Intended to Accomplish, How it Relates to Other Community Efforts to Improve Bicycle Transportation

- a. HUD CDBG/Small Cities Discretionary Program  
Summary of Community Development and Housing Needs
- b. Recipient Assessment. Statutory National Objectives --  
Affirmative Response Explanation
- c. Section 119 Bikeway Demonstration Project

III. Coordination Necessary for Successful Completion

- a. MIDAS COG
- b. Fort Dodge Planning
- c. Fort Dodge Recreation Department Bicycle Safety Education
- d. City of Fort Dodge Construction and Maintenance

The Fort Dodge Bicycle Program addresses transportation objectives as stated in the Overall Community Development Program. Implementation of the City of Fort Dodge Bicycle Grant Program will provide a means of public transportation throughout the city, principally a pedestrian/bicycle transportation system in a recreational environment. Development of a designated bicycle route, city bicycle map and promotion program will help to reduce the isolation of neighborhoods within the community. Promotion of bicycling as a safe and viable alternative mode of transportation will coincide with state objectives in encouraging a balanced mix of transportation.

Future planning may include "transport-and-ride" bicycling opportunities; whereby the bicyclist will be encouraged to use Public Transit for travel to outlying points of interest. Parking facilities will have to be provided at the transfer points. Many styles of bicycle racks are available so they can be compatible to a variety of architectural styles. The user should be assured of the security of the parking facility.

Bicycle lockers are the most secure parking facilities. They are expensive but may provide some revenue. All parts of the bicycle are secure, therefore, protection is provided against vandalism as well as theft. If special attention is given to accommodating the bicycle at transit stations, its use may be encouraged as a transit feeder mode.

JOINT TAXI-BUS DISPATCHING PROPOSAL

APPENDIX E

Each division of Frontier Transit (bus and taxi) has its own radio dispatching system. In the past separate systems have worked successfully, but the recent reductions in state operating assistance necessitates that economy measures of consolidation be undertaken. It is the opinion of the planning agency that Frontier Transit could improve its expense-revenue ratio by combining the two existing dispatching systems but still provide necessary services to its usual clients. A direct savings would be realized as two full-time positions could be replaced by a full-time and part-time dispatcher. The part-time position could be broadened to a full-time position as a backup driver.

Perhaps the greatest benefit in combining dispatching would be realized by the bus system. The current method of operation places the bus and taxi systems in direct competition with each other for passengers. Therefore, to eliminate this conflict it is suggested that the existing bus dial-a-ride be changed to a modified fixed-route system or a shared ride concept. A minimum of 24 hours advanced notice on all bus calls could be required to enable Frontier Transit staff maximum use of the shared ride concept of routing. Short term calls could be handled by the taxi system provided that elderly benefits could be transferred to taxi rides.

To accomplish the dispatching change the following steps are presented to stimulate thought and further action. Additional information is contained within A Management Assistance Program--Dispatching in Small Systems. Also, transit personnel are encouraged to visit the City of Ames to review a similar system in operation.

- 1) Combine the taxi-bus dispatching system under one operation at the offices of Frontier Transit. This move would save 1/2 staff person and expense of one complete dispatching office. Appropriate telephone connections would need to be installed to accommodate taxi and bus services through use of two telephones or two lines on one phone.
- 2) Taxi dispatching would continue to be handled as it was under the existing system through demand-response as soon as possible.
- 3) Bus calls must be received the day preceeding the request for service in order to better group rides in a shared-ride concept and to allow time to accommodate Head Start and handicapped clients.
  - a) A method for receiving bus requests must be developed, of which the following narrative is included for discussion purposes. The final determination may or may not include the following points:
    - A large-scale map of Fort Dodge should be placed on top of a bulletin board and hung in the dispatching office.
  - b) The city must be divided into service areas that are determined by past ridership trends and common destination points. The boundaries of the designated service areas should be drawn upon the map to aid the dispatcher in determining best routing.
  - c) Service levels must be determined as to number of pick-up and return deliveries that will be made in each area per day. The actual number of bus trips will depend upon past ridership and number of high traffic generators within any one area. Buses could be color coded to correspond to a given city sector to enable local citizens to board a bus without placing an advanced call. Ridership would know that the bus they boarded will return to the indicated sector of town. All buses could pass through the downtown as part of their route, to encourage transfers or shop and ride. For example, pick-ups could be made between 8-9 a.m., 10-11 a.m., 1-2 p.m.

and 3-4 p.m.; deliveries could be made between 9-10 a.m., 11-12 a.m., 2-3 p.m. and 4-5 p.m. depending upon bus availability and interference with other program areas.

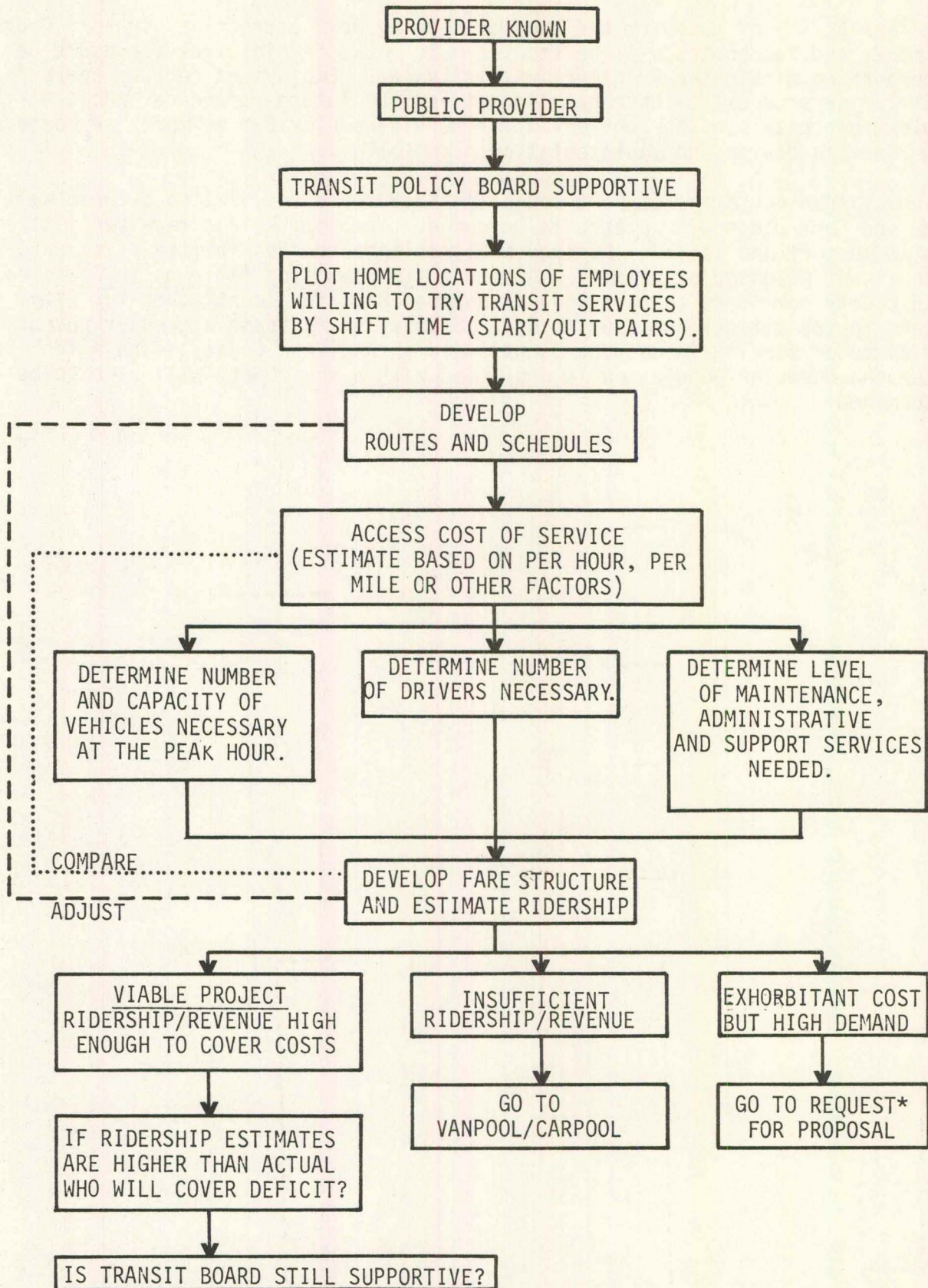
- d) As requests for service come into the Transit office, pertinent information could be written on small sheets of paper. The sheets could then be pinned on the map at the address of pick-up or bunched in a service area pool. Color coding by pins could easily indicate which time of day service is desired and which fixed-route the consumer desires. Push pins could indicate a block of passengers going to a common destination. Secretarial staff could receive requests for rides and submit the data slips to the dispatcher to enable this individual to handle all taxi calls in addition to the bus service routing.
- e) Each evening the dispatcher should outline bus routes for the following day to enable each driver to know his route before leaving the bus barn. Backup drivers will be needed to enable full system operation without major absentee obstacles.
- f) Operate the system.



APPENDIX F

The feasibility of commuter bus service serving work attractions in Fort Dodge, Belmond, and Pocahontas will be studied. If found feasible service could be incorporated within the Frontier Transit System. Employment centers where potential for service exists have been identified for future reference. Most of the employment centers being considered for service employ 250 or more. A commuter bus service design and implementation plan follows.

Smithway Transportation of Fort Dodge initiated commuter service between Webster City and Fort Dodge with a stop in Duncombe. The commuter run received little public support and folded. Further analysis into the feasibility of this service is not proposed at present. According to Commuting Patterns in Iowa, Calhoun County commuters to Fort Dodge outnumber Hamilton County (Webster City) commuters to the city almost four to one. Statistics indicate a greater potential for commuter service in Calhoun County than in Hamilton County. The extent to which the commuter population is dispersed within the county will have to be determined.



\*The intent of this process is that the interested transit provider will design the most feasible route, schedule, and fare structure, based on the data available.

COMMUTER BUS: IMPLEMENTATION PLAN

